

Stopped in the middle of Powell Street due to derailment, Rick Schroeder hangs on like the "tourists do" on one of San Francisco's fine cable cars. See article in this issue and slides show at the annual dinner.



## **DANVILLE JUNCTION CHAPTER**

NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1013

DANVILLE IL 61834-1013

**"THE DANVILLE FLYER"**

FIRST CLASS MAIL

# DANVILLE FLYER

**A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS**

The *DANVILLE FLYER* is published monthly by the DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY for its members and other interested persons.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to Conrail, in Danville, IL, with lunch beginning at 1:00 PM Central Time followed by meeting and program.

## OFFICERS FOR 1998 - Our 30th Year

PRESIDENT: Larry Prosser

VICE PRESIDENT: Jesse E. Bennett

SECRETARY: Steve Golseth

TREASURER: Allen Cooke

NATIONAL DIRECTOR: R. M. Schroeder

PROGRAM CHAIRMAN: William Darner

MUSEUM DIRECTOR: Robert Gallippi

HISTORIAN: Jesse Bennett

EDITOR: Richard M. Schroeder - Rickschro@aol.com PUBLISHER: Allen Cooke & Doug Nipper

P.O. Box 1013

Cooke Business Products, Inc.

Danville, IL 61834-1013

John Cooke Sr., Honorary Member

MEMBER: Illinois State Historical Society - Illinois Association of Museums

Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

Volume 30

November 1998

Number 9

## Coming Events

### *November 15, 1998*

Next monthly meeting at Pizza Inn, Gilbert and Williams Streets, Danville - 1:00 PM.

### *November 22, 1998*

Bloomington, IL - Central Illinois Railroad Club train show at National Guard Armory, S. Main Street, 9 am to 3 pm.

### *December 6, 1998*

Annual dinner at Pizza Inn, Gilbert and Williams Street, 1 PM to 4 PM. Program by Rick Schroeder - To California by Private Car.

### *December 13, 1998*

Wheaton, IL - Great Midwest Train Show, DuPage Co. Fairgrounds, 10 am to 4 pm, \$5.

## Next Meeting

The next meeting will be Sunday, November 15, 1998, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street.

This month is election of officers for 1999. Be sure to attend..

Good news!!! CSX must have felt sorry for our group for when the bill arrived for the rent - surprise - the rate remained the same at \$500. This will really help the budget for the chapter. As you know, last month the membership voted to raise the dues to \$15 per year. It will remain in effect since it has

been so many years since the last raise. We need to "fatten" the kitty to help us if they decide to raise next year.

The program will be announced at the meeting.

## Wheel Report

J. D. and Allen Cooke report that Conrail delivered about 150 cars of rock to the former GM site and that CSX is going after a lease of Hillary even though the merger is about to happen. They are still short of room at Brewer Yard and need the storage for grain cars. The boxcar and ex-PRR gon still remain in the yard along with the Southern covered hopper. The rest of the yard stands full of weeds.

Allen spotted a NS train today (10/28) with one 4 axle Geep, a caboose and one passenger car that had the rear window view.



It was nice -YES...but I did not have my camera!!!

**Monongahela Valley Coal Sets Another Record.** The Conrail team at Shire Oaks and the rest of the Pittsburgh Division team are setting coal-hauling records at a pace that would make Mark McGwire and Sammy Sosa envious. For the week ending Oct. 25, the division dispatched a total of 95 loaded coal trains from Mon Valley mines. (via *Conrail Newswire*)

**IC Connection at Tolono, IL**-On November 9 NS was to start construction of the new connection to the Illinois Central. The connection will be in the southeast quadrant of the crossing and require realignment of the lead track from the elevator.

**CSX Upgrades** - CSX continues with the B&O double track project with completion in December of this year. By Christmas, the project engineer plans to have all paperwork complete and close the office at Garrett, Indiana. On February 1 this section will become part of the Lake Service Lane with changes in headquarters. In addition, plans are being made to move much of the B&O traffic off the southern Illinois line to the Conrail line. Dispatching will be moved to Indianapolis for various routes in Indiana and Illinois. The north-south lines will remain in Jacksonville for the present.

**CP Rail - Springhill Tower** - the move to Latta WILL occur on or about the 19<sup>th</sup> of November. The "official" notice says 3rd trick of the 18th will be the last at Spring Hill. Of course, I'm not holding my breath... I'll be on vacation over Thanksgiving week so I hope that's when the transition happens. Any kind of move like that is inherently "ugly". The wrecked SOO4514 may be repaired...it was due to head north on 241 yesterday or today...we'll see... the new UP timetable is out...will obtain a copy soon and review it for its stupidity factor and report later... *Mike Dettmers, Soo Dispatcher*

**Conrail Heritage** - The Blizzard of March 1914 was one of the worst in the history of the Pennsylvania Railroad, a Conrail predecessor line. Until then, snow had never been as great a handicap to the PRR as it was to the western and northern railroads. On the morning of March 1, however,

reports of trouble began to reach the headquarters of the PRR's New York Division in Jersey City, N.J. By early afternoon, communication between New York and Philadelphia stopped, as more than 6,800 telegraph and telephone lines were brought down by ice and snow. The lack of communication made clearing the PRR's tracks that much more challenging. With no reports available, New York Division officers left their offices to direct operations. More than 2,300 employees and 5,000 extra laborers were called upon to help restore service. Despite the many obstacles, by March 4 the PRR was back on schedule and running smoothly.

## **Conrail diesel split puts Norfolk Southern in the A.C.-traction camp**

Norfolk Southern and CSX will split Conrail's locomotive fleet along the same 58-42 percent lines that they divided the railroad, meaning NS will dip its toes in the AC-traction power pool for the first time. Like the rest of the roster, Conrail's unique fleet of 30 SD80MAC's will be allocated to both NS and CSX, with NS receiving 17 of the 5000 h.p. GMA.C. units, and CSX 13. NS and Canadian National have been the D.C.-power holdouts amid the A.C. revolution that has swept the other big systems.

"It's an opportunity for NS to experience A.C. first-hand as an operator," says Don Graab, NS assistant director of locomotive maintenance in Roanoke, Va., and leader of NS's locomotive allocation team. But that doesn't necessarily mean NS will embrace A.C. power for new orders, he says. "We haven't been able to justify the [extra] cost of A.C. locomotives in our operations," Graab explains. A.C. locomotives typically cost 30 percent more than comparable D.C. models.

Nonetheless, NS is eager to put the Big Macs to work. "There is an interest in trying the 80MAC's in the Pocahontas coal fields," Graab says, noting that they

will be evaluated in other types of service as well. There was speculation-much of it involving the SD80MAC's-that CSX and NS would swap models beyond the 58-42 split to suit the needs of their existing fleets. Such horse-trading, although initially considered, never came about. "The only trading that occurred was with yard power to avoid moving it around," Graab says, citing units allocated on value, then traded as equals.

A review of the complex process NS and CSX developed to split Conrail's 1910-unit fleet shows why there wasn't much horse-trading. As a first step, the locomotives were arranged alphabetically by model type. Within each model type, the roster was further categorized based on whether units were leased to, or owned by, Conrail. The railroaders then broke the lists down by the types-and then by dates-of the locomotives' last overhauls.

Only then was the fleet ready to be split. In each category, the railroads took turns selecting by road number, with CSX and NS each getting one unit per turn for two rounds. In the third round, CSX got one and NS two, ensuring that NS received four of every seven. It was this batting order that put two of the three Conrail business-train E8's in CSX's camp. (CSX intends to use E8's 4021 and 4022 for its business trains; NS says it hasn't decided how or whether its E8, 4020, will be used.)

Finally, CSX and NS examined the appraised value of the locomotives to ensure that they not only received their proper numeric share of the fleet, but a 58-42 percent split of its value as well. CSX wound up with 802 Conrail units, NS with 1108. (Technically, neither CSX nor NS will actually own the locomotives; they will be retained by the Conrail corporate entity or its two wholly owned subsidiaries, Pennsylvania Lines LLC [PRR] and New York Central Lines LLC [NYC], with NS's PRR getting 58 percent and CSX's NYC getting 42.) A table of allocation totals appears below.

The 1910 units include 35 yard slugs, which CR calls motor trailers: 6 four-motor MT4's and 29 six-motor MT6's. Not included in the 58-42 split were 40 700-series GEC40-8W's lettered "LMS," which, while

## **99 CONVENTION UPDATE**

*September 8, 1998*

painted blue, are leased units rather than full-fledged CR property and spend part of each year on other railroads. Nor were the two newest batches of CR diesels included: 15 SD70MAC's and 24 SD70's, built to eventually go to CSX and NS, respectively. Conrail had planned to buy 28 more SD80MAC's, but converted the order as above. This 24-15 split does not reflect 58-42 owing to the value difference between DC and A.C. units.

NS and CSX both will supply locomotives for the Conrail Shared Asset Areas, where Conrail will serve as a terminal carrier for its new owners. But as of mid-October, the railroads had not yet determined how units would be assigned.

Prior to "Day One," when CSX and NS will begin operating their portions of Conrail, the new owners will begin renumbering CR locomotives and stenciling them with new reporting marks. Units going to NS will get "PRR" on their cab-sides, while CSX units will wear "CSXT," the railroads say. Repainting the blue fleet, of course, will be a long-term project for both systems. "It took a decade to repaint the fleet after the N&W-Southern merger," Graab says. "I would hope that we'd be able to do it faster." By mid-October, no announcement had been made regarding when Day One will occur, but speculation centered on mid-February.

Whenever it is, the Conrail units will join their counterparts at NS and CSX in hauling some new trains on new routes. The diesel consists will look different, and so will train symbols. NS will extend its numeric symbol system to Conrail lines on Day One, NS's Rick Harris says, noting that the system may be modified down the road. CSX will retain its Q-train symbols for high-priority trains but will adopt a Conrail-style four-letter alpha-system for general freight trains.

*Bill Stephens TRAINS On-line 10/21*

Former McCloud River Railroad steam locomotive #18 which has been stored at Yreka, California, has returned to the McCloud arriving August 9th. The #18 will be evaluated at the company shops and if the boiler is sound, it will be rebuilt for excursion service in 1999, according to Jeff Forbis, president of the McCloud.

The #18 hauled lumber from the mills along the railroad over the 4% grade to the switchback at Signal Butte and the Southern Pacific connection at Mount Shasta City. Retirement occurred in the 1950s when Baldwin-built diesel locomotives took over. In connection with the joint National Railway History Society / Railway & Locomotive Historical Society national convention June 21-26 in Sacramento, the #18 will be teamed with sister steam locomotive #25 for a full day on the McCloud River Railroad scheduled for Tuesday, June 22, 1999. Much of the line, around the base of 14,000 foot Mount Shasta and including the switchback, will be traversed with numerous photo stops planned.

**Excursions** - We have approval for a trip to Richmond, in the San Francisco Bay Area, via scenic Franklin Canyon over the BNSF, with steam "if available". A second San Francisco Bay Area trip is planned. We also have a double-headed steam on the McCloud River Railway, in the shadow of 14,000 ft. Mt. Shasta, two days of operations for "juice" fans, and a Yolo Shortline steam trip in the works. We are also discussing two trips through the Sierra Nevada with the Union Pacific.

**Railfair** - The California State Rail Museum as an official event of the Sesquicentennial celebration, is staging a major Railfair similar in nature to the fairs that the museum held in 1981 and 1991. The Railfair will be occurring in Sacramento during the same week as the NRHS and R&LHS convention. (Ed: It has been announced that UP will send both steam engines to California for the opening of the new yard and then attend Railfair plus the convention.)

**Meetings seminars, & banquet** There will be the traditional day of meetings and seminars followed by the banquet. The seminars will be based around the history and the future of railroading in the Golden State.

**Local events** - Local tours and excursions of the Sacramento area will be featured.

We are now accepting pre-registration for the convention. Pre-registering discounts the registration fee to \$20 and enables you to receive the registration package, which gives the information needed to sign up for convention activities prior to the members that have not pre-registered. Pre-registration ends on January 31, 1999. After that date, the full \$25 registration fee will be required. To pre-register, print out the form and mail it to the address specified on it.

1999 NRHS & R&LHS National Convention, P. O. Box 8289, San Jose, CA 95155-8289

*Via NRHS News.*

---

## **NS Signals on the Wabash**

On my way over to the last day of the Monticello Railway Museum's Ghost Train Operation, I had some time to kill and took the opportunity to look at the track and signal projects underway west of Danville.

We'll start just west of Tilton Yard, where the new control point known as Ross Lane is now clearly visible from the Catlin-Tilton Road now that the corn is down. This is an impressive junction, with double crossovers and four signals each with 3 over 3 over 1 aspect heads. The full range of straight and diverging indications can be given by these signals. There are also no fewer than four(!) propane tanks, one for each switch heater. Probably a good idea, given this installation's location on the windswept prairie

of Illinois. It is just about midway between the west end of Tilton Yard and the former location of NT Junction.

NT Junction is no more. It used to be the west end of the double track through Danville. Since the double has been extended all the way to West Ryan (now simply known as Ryan), there was no need to retain anything here

I stopped at the TSA (defect detector) at MP 309.3. The intermediate signal that used to be at this road crossing is gone, but looking in both directions I could see two new sets of intermediates. One set appears to be right on the west edge of the village of Catlin (Ed: At Gods Acre Road), while the other set is at MP 310.9. I heard a train call that signal. The eastbound signals at Catlin were displaying Y/R for both mains, so I assume these two head signals are capable of the aspect for the approach diverging indication in advance of the signals at Ross Lane. The westbound signals west of this location are in advance of Ryan. The one on the eastbound track is a single head, while the one on the westbound has two heads which again would mean the approach diverging indication for going back into single track at Ryan. East Ryan went the same way as NT Junction; it no longer exists.

I would assume that the other sides of all these signals I observed are just one head, since they are in advance of another intermediate.

On towards Sidney (a.k.a. Rutherford), there is a new intermediate signal and bungalow just east of the Frito-Lay plant. The old intermediate is still in service west of the plant. The new signal is a 3 over 2 head, and this will undoubtedly accommodate the diverging aspects to be had at the new UP connection.

At Sidney, much track and signal work is taking place on both NS and UP. The NS has all but one set of insulated joints cut in, and signal foundations have been placed within the last week, I would say. The signals are laying on the ground next to several semi trailers full of supplies. I walked the entire length of the new connection track, and I must say this is one impressive curve (Ed: 5 degrees and 30 minutes at 1 percent, tight). I can't wait to

see a train on it.

At the UP end, I was pleased to see that not only is the turnout in, but all signals have been erected. There was also a tamper and ballast regulator tied up on that end of the connection. The UP signals confirmed that the two railroads are going to have their Electrocode units talk to each other over this track, since the northbound UP signal is a 3 over 3 aspect. This will allow diverging clear and approach, and for the diverging clear they must know the condition of the next signal on the other line. It is also clear from the bonding and wire attachments that the connection will be fully signaled.

Oddly, the southbound UP signal at the new junction, as well as the signal off the connection, are both 3 over 2 aspect. I couldn't tell for sure if the lower 2-aspect head was just for red and lunar, but that would be my guess. UP does a lot with restricting signals; they're the only road I know that has an approach restricting indication.

It's very impressive to see all this new track and new signaling. I think they're planning on running some trains on the NS!

*Doug Nipper*

## To California by private car.

On October 19 I had the opportunity to ride a private car from Chicago to Oakland, CA and then down the coast to Los Angeles. Tony Marchiando was moving his car, the *CIMARRON RIVER*, to L.A. for the private car convention.

On Sunday morning I boarded Amtrak's *City of New Orleans* at Champaign for the ride to Chicago. This train has the Viewliner equipment and it was a great place to have coffee and roll and watch the corn fields go by. The train arrived early, left on time, but lost some time as we slowed behind a northbound NS train entering the siding at Ashkum. When we finally got a clear we raced to Kankakee only to slow to allow the counterpart southbound enter the siding south of town (had a UP and NS

unit). We also caught a northbound intermodal entering the yard at Homewood. Arrival in Chicago was only 5 minutes late.

The *Cimarron River* arrived on the rear of the train from St. Louis. I met the St. Louis group, Rick and Neva Sprung, his mom and dad from Phoenix, Lloyd and Donna Kraate, Gail Stanislawsky from North Carolina and Cherie Vaughn from St. Louis. They headed for downtown and I waited on the car for Brian Higgins from Chicago. Brian arrived about the time the switcher was attached to move the train to the yard. We loaded his gear and they pulled us around the wye, then shoved us onto the rear of the *California Zephyr* consist.

We got the car ready and watched Amtrak crews setup 4 Roadrailer on the adjacent track. A special note, the 2 Florida Fun Trains units are assigned to Chicago still in full color. At 2 PM they shoved the consist to the station and Brian and I headed to the ice cooler to get stocked up.

At 3:05 the train pulled out for California. The day had turned from rain to clear and cool and most of us spend time in the vestibule. The trip was quick to Galesburg and then west in darkness to Iowa. Once past Galesburg the track got rough. In Iowa it was really bad as we passed coal train after coal train. I finally went to bed around Creston, Iowa and slept through Omaha, Lincoln and Hastings. Morning arrived around McCook, Nebraska. The sky was clear and the stars really bright, not like around here.

We arrived in Denver about 1 hour late. We pulled west around the wye, waited forever, then began backing to the station. A freight coming up the Pueblo line with two brand new pumpkins pulled up the home signal and waited for us to take photos. The backup move was actually walked by two crew members to the station (the boxcars on the rear did not allow anyone to ride the rear car to watch the move). In the station we had about 45 minutes to visit the inside of the station or take photos outside. Rick and I washed the windows of our car, we all got the garbage out and got ready for the trip west.

We left about 35 minutes late and headed

up the front range. In the ex-D&RGW yard we passed several parked coal trains. On the way up we passed another and a third on the reverse curves. The climb is spectacular, especially with a train sitting in the siding. We climbed up the grade, through the numerous tunnels and then to the valley before the Moffat Tunnel. The tunnel trip took about 20 minutes, then out the west side into snow and a stop at Winter Park. Finally down into Fraiser, passing one train and on to Fraiser Canyon, Byers Canyon, Gore Canyon and Red Canyon. Really an exciting trip leaning out the open window.

Near Glenwood Springs we stopped beside a westbound BNSF train, then headed into the station. West of Glenwood Springs we passed a eastbound BNSF, then our counterpart #6. We stopped at Grand Junction as the sun was setting in the west. We passed Helper in the darkness and again I headed for the small bunk.

The next morning I awoke as we pulled out of Elko, Nevada, the first time I had been in that state. We traveled across some vast wastelands, though beautiful, until we got to Sparks, Nevada. We stopped and spent about 30 minutes. A UP and SP unit were nearby to photograph, then we headed west through the streets to stop at the Reno station. Leaving Reno we headed up the mountains to Donner Pass. As you know, one track has been removed over the pass. This is the former alignment and after seeing the route I see why the SP removed the line. (Plans are to put the track back in a few years.) The rest of the line is double track up and down the mountain and through the snow sheds. On the way down the mountain we passed the following days #6. First time I have ever been on a train this long.....

The next major stop was Roseville, California, again, my first time in the state. The yard is being totally rebuilt and is about 60% complete. (Next year the UP will operate steam to the yard to celebrate the opening.) We stopped at Sacramento, spotted the museum as we left the station, and headed to Suisun-Fairfield near the bay. After crossing the bay bridge we followed the bay for some 20 miles, watching the sun set across the water, a beautiful site. We arrived in Emeryville

(Oakland) about 1 hour late.

Everyone had to unload as we could not stay on the car that evening. I met a friend I had know in high school and stayed in his apartment for two evenings.

The next morning, while catching up on old times, he decided I should see San Francisco. We headed for BART, only 2 miles from his place, and took the 40 minute ride downtown. Going under the bay at 70 mph was an experience - the air pressure really plugged the ears. We arrived on Market Street, walked west and caught the cable car. Of course, we had to ride hanging on the side. (only way to take photos) This was quite a trip. Going down one of the hills the line split and then turned left. The car took the wrong track and we derailed. A quick radio call stopped the other cars and got help to come in the way of a truck with big push board on the front. They pushed uphill, got out of the way, and back on the cable line to Fisherman's Wharf we went. Spent the rest of the day walking, taking photos, buying souvenirs and riding the cable car back to Market Street where we caught BART home. All for \$12.00.

The next morning Steve took me to Oakland and Jack London Square to board the train. Amtrak added our car to the *Coast Starlight* at Emeryville since Oakland is street running. While waiting one southbound freight came by, a nice added touch. Our train arrived about 15 minutes late and we departed about the same off schedule.

The trip south is through the farm land of California until one reaches the area south of San Luis Obispo. I knew of the crops grown in the region but was amazed to see so much in various stages of growing - from cultivated ground to seedlings to full sized plants to workers picking. Around Vandenberg Air Force base we followed the Pacific Ocean on the bluff. This was a beautiful trip with the sun setting across the water.

We arrived in Los Angeles about 2 hours and 15 minutes late, or 11:15 Pacific time. They detained everyone else and we were to be placed on the track for private cars. I headed for the sack as I was getting up early to get to the airport (the others stayed for a day of visiting in LA). We

were told we would be moved to the yard instead and for an hour they moved us to the yard and switched cars. I fell asleep and awoke around 4:30 am PDT to find us in the private car tracks at the depot. I got dressed, finished packing (quietly) and headed out to find a cab. The cab picked up two others headed for the airport so I got a "tour of the good part and not-so-good parts of LA". Southwest was 35 minutes late leaving LAX and I had 20 minutes for the connection in Phoenix. I arrived in St. Louis on time, ending a great trip.

We had great weather. San Francisco was 80 degrees, the skies were always clear and the mountains covered in snow. Would I do it again? You bet - and I recommend the trip, or Amtrak trip, to anyone. So now that you have read the story, come to the Annual Dinner on December 6 and see the slide show - 9 rolls worth of film.

*Rick*

## C&EI Locomotives - Part 3

*by Doug Nipper*

For those C&EI diesel fans on the list, Bob McQuown has given me an advance copy of the latest C&EIHS Flyer, which for the last 7 years has been an annual book rather than a newsletter.

The Spring-Fall 1998 issue is Part 3 of the Locomotives of the C&EI by the late Ray Curl. The first two parts covered the steam era.

If you are a C&EIHS member, look for your copy in the mail. Other interested parties can visit the **Danville Junction Chapter NRHS** homepage for ordering information. Back issues are available from the society and are noted on our home page. In addition, we invite you to read back issues of the Danville Flyer, the monthly publication of the chapter, and to view the photos taken by various members of the chapter.

The chapter's home page address is: <http://www.prairienet.org/djc-nrhs>. Check us out.

## **Norfolk Southern and Canadian Pacific Railway rededicate bridge route through central Pennsylvania**

HARRISBURG, PA, October 20, 1998 - As the result of a \$12 million rail line improvement project on the Delaware & Hudson's freight line between Sunbury and Scranton, Norfolk Southern Corporation and Canadian Pacific Railway today rededicated the former Pennsylvania Railroad's Sunbury Line through the heart of Pennsylvania. The Sunbury Line is a vital part of a joint Norfolk Southern/Canadian Pacific Railway route linking the Southeast and central Pennsylvania to upstate New York, New England and eastern Canada. It also creates the seventh rail gateway through Harrisburg, strengthening the area's position as a major transportation and distribution center for the Mid-Atlantic region.

"As Norfolk Southern moves closer to operating our portion of the Conrail territory, the tremendous opportunity we have to improve rail service in the Northeast is becoming clearer and more exciting," said David R. Goode, Norfolk Southern's Chairman, President and Chief Executive Officer. "The Sunbury Line improvements, funded jointly by Norfolk Southern and Canadian Pacific Railway, should send a strong signal to the Commonwealth of Pennsylvania that Norfolk Southern is committed to enhancing Pennsylvania's position as a dominant rail freight center in the eastern United States."

"The re-opening of the Bridge Route brings life to the Canadian Pacific Railway/Norfolk Southern partnership to improve rail access to Canadian markets," said Delaware & Hudson Railway Chairman Jacques Cote. "We are committed to growing our business in Pennsylvania, and this is a key element of the Canadian Pacific Railway strategy to establish itself as a major player throughout the Northeast."

Once operational, the Bridge Route, so-called because of the "bridge" it creates between the North and Southeast, will provide faster freight flows between

Norfolk Southern and Canadian Pacific Railway, especially with the interchange point being moved from Washington, D.C. to Harrisburg. In fact, the Bridge Route will be the only direct, fully-cleared domestic double-stack route between eastern Canada and the Southeast. Other benefits of the Bridge Route include improved service between the Port of Philadelphia and Canada, and a quick connecting route to Guilford Rail System, which serves New England.

The Sunbury Line upgrade began in late 1997, and has continued throughout 1998. It will be completed before Norfolk Southern and CSX Corp. begin operating their portions of Conrail.

The project involved:

- \* installing 15 miles of new rail
- \* resurfacing 50 miles of track
- \* improving 12 bridges
- \* replacing five bridge decks
- \* installing 86,700 new rail anchors
- \* renewing 43,000 crossties
- \* 35 miles of brushcutting

The two railroads celebrated today's rededication with a special inspection trip from Harrisburg to Scranton for shippers, legislators and local government officials.

*Norfolk Southern Corporation* <http://www.nscorp.com>

## **Death claims Glenn Monhart**

Glenn F. Monhart, 51, a locomotive parts rebuilder and a major figure in the diesel preservation field, died October 16 in Loyola University Medical Center in Maywood, Ill., after an automobile accident. A resident of Naperville, Ill., Monhart was best known for his collection of vintage EMD diesels stored at the former Milwaukee Road roundhouse in Janesville, Wis., where he was majority

owner of the Janesville & Southeastern Railway Corp. Among his diesels are ex-Atlantic Coast Line E3 501, an A-B-A set of F7's, an ex-Milwaukee Road FP7, and two ex-Bangor & Aroostook BL2's. His units were pictured frequently over the years in *Trains* and other publications.

Monhart also owned Railway Equipment Associates, an engine component rebuilding firm he started in his basement toward the end of a 15-year career with EMD. At the time of his death, REA was a major supplier for the shortline industry. A long-time member of the Illinois Railway Museum, he assisted numerous museums on diesel preservation projects

## **Illinois Central**

Two of the GTW GP38's were returned to them due to various problems. The GTW 6200 was never in service and the GTW 6203 was used for one week before being returned to them. There were 23 active Grand Trunk units on the IC (basically assigned to the CC&P) as of September 10. There have been a couple of sightings of the units in use south out of Chicago.

The CC&P units stored at Woodcrest are the 1765, 1788, 8093, 8171, 8190, 8400, 8402, 8404, 8406, 8408, 8410, 8411, 8412, 8413, 8415, 8416, 8417, 9438. This list was as of September 10. The pair of GPIOs mentioned last month as sold (8409 & 8417) were sent to Memphis to have their trucks exchanged and have not been sold. The remaining CC&P GP38's are reportedly in storage out in Waterloo. This would be CC 2000, 2002, 2003, 2004, 2005 and 2007, IC 9706 & 9708. The 2001 & 2009 were sold in mid-July. The IC is evidently looking for a buyer for the remaining units. The SD20's, IC 2025 to 2041, that National Railway Equipment has out on lease to a few different lines (IMRL and WSOR) are still owned by IC. They are presently on a 10-year lease to NRE from the IC.

*Via North Western Limited 10/98*



## Springhill Tower

On Wednesday, October 28, myself, Steve Hankel, and Walt Baselt headed for Springhill Tower and southern Indiana in general (sorry Eric) for a days worth of train photography. We arrived at the tower and quickly made it upstairs to visit the grand dispatching poo-bah and haiku-ist, Mr. Mike Dettmers.

We introduced ourselves and in between bursts of radio chatter and phone conversations Mike managed to show us the inner workings of the Tower. We took photos and video and if I get the green light for that new scanner I'll post some of my slides. Mike was quite busy while we were there- he claimed it was a slow day. If you were trying to make us believe that you're a one-armed paper hanger at work, Mike, you succeeded! I must say that the dispatching systems that Mike was using seemed to be quite a patchwork indeed. Three keyboards, 2 phones, 2 radios, and the large paper trainsheet dominated the desk. Mike, I didn't have the heart to tell you that a month ago we toured the NS dispatching office over in Decatur and their new software combines the track warrants and dispatching actions all into one visual screen that for the most part is mouse-driven. The CP's system is pretty slick, but the NS has a better mousetrap. Are you getting an upgrade in the move to Latta?

Despite all of the busy-ness, Mike was quite at ease behind the desk. Discovered from his attire (Packers shirt) that he was originally from the land of cheese. Good thing it wasn't raining outside, as I would have been wearing my Broncos Championship hat into the tower.

Speaking of rain, yes it was cloudy. With a 2 week window to get some sun and colorful trees we picked a cloudy day. We noticed that there appeared to be some breaks in the clouds and headed south to Latta. We got there in time for the north-bound Louisville train as it pulled into the yard. We shot it as it switched. Motive power included SOO SD60 #6006 and one of the CP hi-hood B-unit SD40-2s. We had found out from Mike that the INRD had sent a turn over to Sullivan to pick up a cut of empty boxcars for GE in Bloomington.

That and a Hawthorn turn was at the mine loading. We decided to head further south to try to find either one.

On our way down to Beehunter we heard Mike giving a track warrant to an ISRR job to get on the CP, cross the White River to Elnora and head south to Painville. Since none of us had ever seen the Indiana Southern we decided to try it out.

Set up in Elnora and within minutes a pair of GP40s and 2 boxcars appeared. What a great-looking paint scheme on those 40s! We got our shots at the junction and drove down to the next road crossing. As the train appeared the sun finally broke through the clouds, and as the train approached the crossing it slowed and stopped. The brakeman leaned out and asked us if we wanted to ride down to Painville and back! Within minutes the van was locked up and we were rockin' and rollin' southbound.

The north turn (us) and the south turn use the siding in Painville to swap cars that are traveling the length of the line. Steve and I dropped to the ground at the north end of the siding to get some ground shots while Walt stayed on board for the ride. The cut we picked up included 8 empty ballast cars (ex- MKT and C&O notch peak ends) and 2 bulkheads loaded with big-ass #15 rebar. We switched cabs and headed back to Elnora and the van. During the trip north the crew offered to let us ride on over to Beehunter- but one of us would need to drive the van over. I volunteered. I managed to get several shots of the train making the looping movement through Elnora and then headed for Beehunter. I arrived there just as the guys were alighting from the locomotive. We chased the train the rest of the way up to Switz City.

Arriving at Switz City we heard a horn from the west. The Sullivan turn on the INRD was heading east towards Bloomington. Two words immediately came into mind: Tulip Trestle. We high-tailed it east and with the use of the trusty DeLorme we found the beast. Being a civil engineer I always enjoy bridges of any type, and this was no exception. You must see this in person to truly grasp it's enormity. I've taken lots of photos of rail and highway bridges, and this one really stands out.

Not only is it tall, but quite long as well. With it's combination of height and length it easily is one of the most impressive structures I've seen. Discounting crossings of the Mississippi and Ohio, I think that it is larger than any other bridge in Indiana and Illinois combined. Of course the sun was blotted out by a cloud when the pair of SD18s ventured out onto the steel, but it was a great shot anyway.

The sun was fading and we turned for home. We did manage to find a T-6 Alco switcher working at the Cargill elevator in Dana, IN after dark. The elevator had LOTS of floodlights illuminating the work area, making for easy night photography.

Thanks Mike, for letting us intrude on your workday. And thanks to the Indiana Southern crew for letting us have some fun. We will be planning a return in the near future, but we've decided that we need around 3 days to take it all in.

I'm going to dig up my copy of Indiana Railroads and post the specs on Tulip Trestle.

*Bruce Bird*

## Amtrak board approves four-year business plan

Amtrak's board of directors has released the company's four-year strategic business plan designed to meet the dual objectives of creating a more vibrant, modern national rail system and becoming an operationally self-sufficient business.

"This plan will make Amtrak a stronger competitor in the transportation marketplace and improve its bottom line," said Amtrak's newly elected board chairman, Wisconsin Gov. Tommy G. Thompson. "It responds to both the desires of consumers for a quality national rail system and the demands of Congress for a more fiscally sound business operation."

"The key to Amtrak's long-term success depends on transforming the national passenger rail system into a more market-based system that delivers services that customers want and takes them to and

from destinations of their choice,” said George Warrington, acting president and CEO of Amtrak. “Our business strategies put consumers first, and in doing so, Amtrak will capture a greater share of the national transportation market.”

Amtrak’s plan maintains a national system supported by revenues from passengers and commercial enterprises, such as the mail and express business which generated \$83 million in revenue in fiscal year 1998, ending September 30. Another important revenue generator is Amtrak’s high-speed rail service, which is estimated to contribute up to \$180 million in net annual revenue by Fiscal Year 2002. The first high-speed trains are scheduled to go into Washington-Boston service in late 1999.

Amtrak also has launched a market-based analysis that it says will not only determine opportunities for growth of service, but will also provide guidance on services and amenities that are important to travelers. While the extensive market research is being completed this year, Amtrak plans to establish a service standards program to improve quality and consistency throughout the national system.

As part of the Strategic Business Plan, the Board also approved an \$823 million federally funded capital investment program for Fiscal Year 1999 which will generate an additional \$303 million in outside funds. The capital investments are designed to yield revenues in support of the operating self-sufficiency goal, and to improve customer service.

Capital projects that customers will see in the near future include: telephone reservations system improvements that will result in quicker response times, easier access to information, and a wider range of travel services; infrastructure improvements in California to improve schedule reliability for the San Joaquin and Coast Starlight services; and equipment design and on-board customer amenity improvements based on market research for the Superliner II fleet used in cross-country services, Heritage diners used on the Crescent and the Silver Service trains, and Amfleet I and II coaches and lounges used in North Carolina and on the Gulf

Coast, the West Coast, and the Northeast Corridor.

Amtrak’s ability to reach operational self-sufficiency and achieve the other business plan goals depends heavily on Congress living up to commitments made last year to provide the railroad with adequate annual appropriations. The \$609 million agreed to by Congress fully funds Amtrak’s needs for Fiscal Year 1999, and, in theory, will keep Amtrak on the path to operational self-sufficiency.

Through the end of August, on-time performance showed a 5 percent improvement over last year, reaching nearly 80 percent; ridership growth for FY ’98 is projected to reach 5 percent—the strongest performance in 10 years; and revenues remain strong. Year-end business results will be announced in November.

*TRAINS On Line - (posted 10/21/98)*

## **Juniata to assemble GE’s for NS**

Conrail says it will soon receive the first General Electric locomotive frame as part of a contract with GE to assemble 58 C40-9W’s for Norfolk Southern at the Juniata shop in Altoona, Pa. As with GE’s own NS production, the units will be shipped in primer to Chattanooga, Tenn., for final painting. This group of 58 units is part of an NS order for 119 units. Previously, Juniata has assembled GM locomotives for Conrail. As part of the Conrail split, NS has pledged to keep the Juniata shop open and active.

*TRAINS On-Line - (posted 10/21/98)*

## **Internet Sites and Tracing Locomotives**

Quite a few Class-One railroads have links to their car tracing computers via their web sites. Some of the tracers must be accessed with a security code (so only customers can call on their specific shipments), or only give you car information (meaning you can not trace engines).

BNSF’s car tracer will sometimes give you engine information (I’ve tried it several

times and can’t quite figure it out). Entering “BNSF 1700” (the Heritage I GP9B) comes back as “not found” even though it is shown in the equipment register. If someone figures it out, please pass the information along.

Union Pacific’s car tracer is probably the best at telling you where a specific locomotive is. Want to know where the Centennial is? Type in “UP 6936” and a few seconds later you’ll know. UP’s will also tell you where the equipment is scheduled to go to and when it is supposed to arrive. With UP’s present problems those scheduled arrival times are frequently not too accurate. The UP’s site is very handy for tracking down locomotives though. Check on the 6,000 horsepower SD9OMACs and AC600OCWs, the C&NW’s 8800-series AC440OCW’s, the Rio Grande SD45s still active or if the E-units are heading your way all in a few minutes on the internet.

Access UP’s web site at “www.uprr.com” or through “railserve” under the Freight Railroads heading. When on UP’s home page click on “Customers” and then on any of the subheadings, “automotive, chemical, intermodal, etc”. On the next page click on public equipment trace to get to the screen to enter initials and numbers. They also have a secured equipment trace for customers that show what train the piece of equipment (locomotive) is on. I guess UP figures they don’t want folks hacking into their web site and provides the public and secured trace sites. Even though the public trace doesn’t show what train the locomotive is on, it can be pretty easy to figure it out. If you’re looking for a C&NW 8800-series and it replies that the engine is scheduled to arrive at Waukegan, Pleasant Prairie or Sheboygan you can bet the engine is on a loaded coal train. A train bound for Chicago Canal Street or Global 2 is either a stack or piggyback train. You get the idea. Of course you don’t know if the specific engine is leading the train, but it sure beats heading out looking for a UP SD9OMAC by blind luck. By checking in with the car tracer you know where the equipment was and where it is going.

*Via North Western Limited 10/98,  
Lance Whales Editor*

## Running Extra

Maybe some of you old timers remember a former member Don Riegel. Don lived in our area while employed at the Newport Army Plant ( know as in those days). He had been a member, and still was, of the Philadelphia Chapter. Don moved from Danville many years back when the plant changed contract operators. This month I received the newsletter from the Philadelphia Chapter and at the bottom they congratulated Don as their 11th living 50 year member. Always wondered where he was and we find out he is living in Wilmington, N.C., retired we assume.

NS connection at Tolono. Earlier we reported that NS would begin construction of the connection at Tolono. Plans arrived today 11/3, and I found out that the switch will be around the existing west-bound home signals. The existing elevator pullback track will be shifted south and realigned. The IC siding turnout will be moved north and the new interchange will connect with the IC siding. This will allow movement off the NS side onto the IC and not conflict with IC movements. At the present time I believe NS expects to run only one train a day on the connection. This will now give both railroads a wye track in 3-legs of the crossing.

NS 1999 System Map The new system maps have arrived as three were delivered to our office today. Much bigger than in past years (more territory) and are really nice. Rand McNally published the maps for NS. They include 12 details maps of major cities and the coal fields. All lines are shown (new Conrail lines) along with all short line connections. Trackage rights/haulage rights over CSX and other carriers are indicated. These include the IC, BNSF, I&M, FEC, etc. The map was produced for the marketing and customer departments. The National Customer Service Center is listed on the front at 1-800-635-5768. A call might get you a copy, then again, maybe not.

The map will be available at the next meeting for those interested in viewing the new Norfolk Southern.

See column 3.....

## CSXI opens fourth Chicago intermodal facility

CSX Intermodal has opened its new, 132-acre 59th Street intermodal facility on Chicago's South Side, a \$39 million project extending from 55th to 71st Street between Western and Damen Avenue. The container hub prepares CSXI to handle a major portion of freight moving today on Conrail's intermodal system. The facility has created positions for more than 150 Chicago-area residents and eventually will create a total of more than 200 new jobs. The hub is CSXI's fourth in the Windy City area.

CSXI, a subsidiary of CSX Corporation, completed the 59th Street hub in September. The facility already has generated 157 jobs, which includes both employees hired directly by CSX as well as outside vendors, such as those providing repair services, operating equipment, and security.

Chicago boasts CSXI's largest terminal operations. The 59th Street yard handles about 45 inbound and outbound trains a week, with a daily range of 6 to 10 trains, which will grow to 14. The facility's tracks are connected to CSX Transportation's rail lines, which provide a direct connection with the two major Western systems, BNSF and UP. Rather than transferring containers and trailers by truck to other Chicago-area rail facilities and then re-loading them onto rail cars, the 59th Street hub allows these containers to be moved from rail car to rail car via a direct connection. This transfer of cross-town traffic from truck to rail will eliminate more than 100,000 truck trips (more than 3 million truck-miles) a year in the city of Chicago, reducing the level of traffic congestion and wear and tear on city streets and highways.

*TRAINS On-Line - posted 10/21/98*

## New Life for Beech Grove

What a difference three years and an additional \$25 million have made for Amtrak's Beech Grove Facility. Back in 1995, the train repair operation eliminated 300 jobs and was about to shut down. A task force made up of business and government officials was formed to figure out how to keep the facility open. Today, the facility's future is much brighter.

Congress this year increased its funding for the local operation by \$35 million to about \$100 million, allowing the facility to step up production on overhauls and wreck repairs. said General Manager Gary Jarboe. Furloughed workers have been recalled and others hired, he said. The facility employs 926 workers, up from 680 a year ago. Despite the facility's turnaround, the task force's work isn't done. It continues to look for ways to ensure the facility's future, including it's operations. One proposal is to have Amtrak repair railroad freight cars in addition to passenger cars and locomotives.

*Indianapolis Star via Ties & Tracks & Indianapolis Railfans*

---

NS to Crawfordsville? Yes, this will be the new "horse on the block". As part of the competition setup by the two carriers during the takeover of Conrail, NS will have trackage rights into Indianapolis. Presently CSX serves the steel facility at Crawfordsville along with Conrail. After Day One NS will run a local one day a week out of Lafayette to the city. The trainmaster is still wondering how he will find motive power and crews to do the work. NS has also been approached to take grain movements from Illinois into Indianapolis. Lot of changes coming.

Hope all of you had a great summer and had the chance to take photographs and ride trains. We would like to hear your story if you want to tell the members. Winter (ugh) is coming and the chance for snow photos. Around Danville we have many changes in NS and more coming with CSX. Champaign is changing to a part of CN and the UP, well, what can we say. Railroads - always changing.....