

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



The reality of the CNIC system takes shape in Champaign Yard on 7-10-1999 as IC 6001 leads a train past CN 2552 in the engine facility. Photo by Rick Schroeder

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 \$15.00 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 1999 - Our 31th Year

PRESIDENT: Larry Prosser

SECRETARY: Dave Sherrill

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Richard M. Schroeder - Rickschro@aol.com

P.O. Box 1013

Danville, IL. 61834-1013

MEMBER: Illinois State Historical Society - Illinois Association of Museums

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

VICE PRESIDENT: Jesse E. Bennett

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darner

HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

Volume 31

November 1999

Number 9

Coming Events

November 21, 1999

Danville, IL— Monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX. Lunch at 1:00 PM and meeting after lunch.

November 27, 1999

Ft. Wayne, IN - Train and Collectible Toy Show, 4420 Ardmore, Ft. Wayne, \$2, 11-4

November 29, 1999

Meeting of the Historical Societies of Vermilion County at the Tilton Museum, 6:00 PM

December 4, 1999

Indianapolis, IN - Train and show and swap meet, St. Joseph Church, 1375 S. Mickley Ave, \$2, 10 - 3

December 5, 1999

Annual Chapter dinner at Pizza Inn, Danville. 1:00 to 4:00 PM. Program will feature a video of Norfolk Southern's Hannibal Bridge and a railroad safety video.

December 12, 1999

Wheaton, IL - Great America Train Show, DuPage Co Fairgrounds, \$6, 10-4

Next Meeting

The next chapter meeting will be Sunday, November 21 at the Pizza Inn on the corner of Williams and Gilbert Street. This meeting is election of officers for the following year so be sure to attend so you won't get elected.

Discussion will involve the museum and work to be done either this year or in the spring. We need to get the building ready for (ugh) winter and get part of the layout covered sometime in early December. Doug Nipper and Rick Schroeder want to discuss future work and the future of the building. Rick has written a letter to a vice president with CSX in hopes of getting the rent reduced or movement toward sale of the building. Hopefully there will be some news by meeting time.

In the last few issues your editor has



C&EI HS 2000 Calendar

For those of you that are members of the Chicago and Eastern Illinois Railroad Historical Society you should have received your 2000 calendar. This year's calendar is another great one assembled by DJC member Bob McQuown. This year Bob has picked many photos that are not steam and diesel but photos of the employees that made up the railroad.

The large format calendar, complete with centerfold view of Oaklawn Shops in Danville, is available for \$8.00 from Bob at 15 Woodland Drive, Bismarck, IL 61814. Make your check payable to the C&EIHS and it will be sent via tube for protection.



called for articles or news for print. So far the results have been poor, actually zero. At the same time there was a call for a program and Allen Cooke will be showing two videos this month. Featured will be "Plow Extra's" (a good show for upcoming winter) and the Durango & Silverton Narrow gage (for those of you that have not been there yet).

Of special notice is a new railfan arrival in the Rippy household. Andrew Nathan Rippy arrived on October 13 at the Rippy home in Minnesota. Baby and wife Marian are doing fine and dad is ready to go railfanning again (if he ever gets some sleep).

A photo from the past. In 1982 the Chapter held it's annual dinner at the Vermilion Hills Country Club. That year Jesse Bennett had arranged to have Fey Orr, President of the Kankakee, Beaverville and Southern as our speaker. Mr. Orr gave us the history of his newly formed railroad. Little did we know that it would become an Alco stronghold for many years and expand the system into two states.

The photo is of the officers for that year. Beginning on the left is Rick Schroeder, National Director, Mr. Orr (deceased), George Wynn, Secretary (deceased), Dave Sherrill, Vice President, Stan Chausse, Treasurer (deceased) and Larry Prosser, President.

At one of our recent meetings Larry had slides of the layout at Rossville during construction. If you have any prints, or slides, of history of the chapter we would like to run a photo in the FLYER during the year 2000.

Last run for UP's famous calendar?

Union Pacific Railroad, which has sent out wall calendars to its customers, shareholders, employees, and retirees, and for 2000 is offering them for sale to the public, is considering whether to continue publishing it believes to be the nation's oldest railroad calendar, reports the Omaha World-Herald. Normally the calendar features a colorful, scenic photo for each month. For decades, there would be perhaps 9 or 10 scenic vistas and 2 or 3 train photos. The 1969 Golden Spike Centennial edition of the calendar, done in a historical perspective, is a collector's item, and the 2000 calendar probably also will be, whether or not it's the last one. The commemorative 2000 calendar features a themed montage for each month, crammed with vintage photos or artwork.

But ever cost-conscious, UP executives are considering whether to continue the publishing tradition. "That's not for certain" that the calendar will be dropped, Dick Davidson, chairman and chief executive of Omaha-based Union Pacific Corp., the railroad's parent company, told the hometown newspaper. "It certainly does create quite a lot of goodwill."

Before making such a momentous decision, he said, company executives will have to determine whether the calendar is still as

important to Union Pacific as it used to be. It is, after all, an expense, and all expenses are subject to review. UP prints more than 400,000 copies of its calendar each year and printed an extra 50,000 this year because of the year 2000 and the special theme. It's sent free to shareholders, employees, retirees, and customers, and sold to others who want one.

The calendar has survived budget scrutiny before, but John Bromley, UP's P.R. chief, knows it will have to continue being justified financially each year. UP started the multi-page color calendar in 1940 to promote the scenery of the American West so people would want to ride UP's passenger trains. Before that, the calendars used a single picture and tear-off sheets for each month. The oldest known sample dates to 1913, but Bromley believes there are older versions as well.

Las Vegas, Bromley reminds us, was partially a creation of Union Pacific, which needed destinations for its passenger trains. Until recent years, the passenger depot was adjacent to the old Union Plaza (UP initials) Hotel, still a hotel (the Plaza) and casino under non-rail ownership. The ski resort of Sun Valley, Idaho, was built specifically as a railroad resort, with UP buses meeting trains and ferrying passengers into the mountains. Other railroads in the West had similar operations.

Company photographers supplied the pictures for UP's calendar, adding more trains to the scenic shots over the years until the railroad closed its photo department in 1989. Since then, railfans, employees, and other photographers have supplied the photos.

To save on printing costs, the railroad two years ago reshaped the calendar to a folded, horizontal 10x14 inch format rather than the long, single sheets that few printers could reproduce. The change brought objections from people who had bought special frames to hold the calendars.

To commemorate a century of railroad history, Bromley and others last January began searching through UP's photo archives and came up with 12 historic montages, each with a theme. February shows the railroad's role during wartime, for instance. March shows movie stars who

traveled by rail and hopped off for publicity shots at each stop.

It's the calendar's popularity that makes it a valuable advertising for the railroad, Bromley said. "You could hardly go into anybody's office and not see one of these on the back wall," he said. The first calendars for 2000 were mailed out a few weeks ago. The \$10 price, up from \$5 last year, reflects the increased cost of producing the calendar and is intended to help the project break even, Bromley said. He admits to a personal interest in the calendar. As a youngster growing up in Boulder, Colo., he and his father used to go down to the station each winter and ask the stationmaster for a calendar. The crusty employee would complain that non-employees weren't supposed to get one, but in the end, he'd give in, and the Bromley household would have a railroad calendar for the coming year.

TRAINS On-Line, posted 11/03/99

Haley Tower - forever quiet

Well, for those who haven't heard, CSX closed Haley tower on Friday 10/22 at 07:00 RR time. Since that time a signal suspension has been in effect. What this does is make the railroad manual block territory.

Then along came Sunday. Black Sunday! A 12-hour curfew went into effect at 07:00 shutting the entire railroad down through Terre Haute. Track crews were supposed to take out both of the old diamonds, move the old CR tracks east a few feet and remove the C&EI north of the old interlocking to Ash St.

#1 track, the east most track, came down as scheduled. There wasn't a whole lot to do. Remove the diamond/slip switch and about 100 ft of rail, insert a new piece and move the entire mess to the east so what was a curve through Haley is now tangent. Like I said this all went as planned and #1 track was in service in time to run the WB mail train.

Now, the other track was a different story. The operations dept. would not give up

that track until 10:30! due to an EB that had the usual sorts of problems. (3 units pulling truck frames, two units die and the 3rd isn't worth the paint on the side of it) This part of the new configuration, replacing the old diamond with a #20 turnout and basically rebuilding 600ft of what was the old C&EI #1 track years ago, was quite complicated and therefore the delay was not wise. Oh, they (operations) still wanted the track back by 19:00 AND they wanted to run the first train at 25MPH!

The track guys cleared and headed for home around 19:15-19:30 and the word was "they have something to run trains on". What they didn't say was the whole mess is restricted to 10MPH. (Pay backs are hell) The first SB was Q123 at 20:45.

Today is Tuesday and the switch at East Haley is still restricted to 10MPH. It looks as if nothing has been done since Sunday, not that anybody could get time and the track is settling quite well. A little dippy. That's what you get from a rush job.

Couple the signal suspension with the speed restriction and well...you get the picture. If you like to watch trains stack up, back up, run real slow, etc. Terre Haute, IN is now the place to be. Where trains once ran 30MPH, they now crawl and most of the time stop and proceed is the rule since the trains are on each others' blocks.

Oh, for your information, Jacksonville called the signal super about 10AM on Friday and actually asked if we could put the tower back!!! NO JOKE!

Bill Foster, Haley Tower Historical & Technical Society

Big trucks must pay for roads they ruin, Governors declare

The U.S. trucking industry took a verbal pasting from the nation's governors in conference here today. In no uncertain terms, the chief executives from every corner of the nation called on the big land transport companies to pay a larger share of highway cost because the "rubber-

tired boxcar” is ruining the highways.

In a two-hour morning session chaired by Gov. Val Peterson of Nebraska, the governors took turns blasting truckers in their respective states. This afternoon in executive session they approved a resolution calling for reasonable and uniform maximum size and weight limitations.

Peterson made the flat statement declaration that “big trucks are not paying a fair share of the highway costs. I ask this question,” he said, “is it our job as states to build highways for these boxcars? If it is our job we won’t have the money to do so and keep them in shape. The national pattern of the trucking and oil interests is to do away with motor vehicle and gas taxes. Their lobbyists are working so that they can whip down the tax and increase the price of gasoline,” Peterson said.

Gov. James H. Duff of Pennsylvania said a study made by his department of transportation showed that truckers were causing a ratio of deterioration on highways of 16-to-1 in comparison with motorists. “It costs \$4900 a year to maintain for trucks and \$350 to maintain for automobiles,” he said.

Sound familiar? Did you miss this news item in your newspaper? Probably so, this is part of an article from The Rocky Mountain News published in the C&E Flyer dated June 1949

KCS to purchase GE power for first time

GE will begin shipping KCS’s 50-unit order of new AC4400CWs beginning the first week of November continuing through the remainder of the year. Twenty are scheduled for completion in November and the balance in December. These units are near identical in appearance to affiliate TFM’s new AC4400CWs delivered just over a year ago. They will wear KCS’s corporate gray/red/yellow scheme with black underframe. Road numbers are 2000-2049.

CSXT will handle delivery to KCS affiliate Gateway Western at East St. Louis. The likely routes will cross Illiana on either the former Conrail through Indy or the B&O between Cincinnati and E. St. Louis. The exact official route is “the most efficient route given its (CSX’s) traffic demands.”

Check out KCSI’s web site (www.kcsi.com) for some neat delivery details and a GE plant tour with photos of KCS 2001 in various stages of assembly. This is the first time GE has engaged in involving those interested in following the progress of a new locomotive order. This order represents many major firsts for KCS - 1st GE order ever, largest single order ever (50 units \$100 million), most powerful single diesel-electric unit ever, 1st AC units, 1st capable of distributed power operation (will pool with BNSF and UP on coal trains), 1st comfort cab, desk-top controls.

There will be a special ceremony in Erie on Nov 8 to unveil KCS’ new Millennium Locomotive 2000. KCS already has a Y2K unit now (ex SD50 712, soon to receive its old number back) that includes special NAFTA Railway lettering. There has been growing speculation that KCS may surprise the railroad and railfan community with a special paint scheme for this unit. Rumors suggest that a variation of the old Southern Belle freight scheme may adorn this special unit. This would be a most strikingly colorful locomotive with four horizontal bands, top to bottom of hood - yellow, red, black, red, with narrow yellow bands bordering the black, with a black roof and underframe. It seems curious that the first GE photos are of 2001, not 2000. Many wonder what might be up. KCS Prez Mike Haverty has been known to do odd stuff like this before (...Santa Fe Super Fleet...).

Since I am (was) the KCS columnist for RailNews and am the editor of the KCSHS monthly newsletter called The Crow, I’m enlisting all to be on the lookout for these new locomotives as they head west. Please report road number, location sighted, date and time. Especially let me know if they are under power and are leading. Don’t be surprised if they wander off track somewhere. One of TFM’s units wandered far off course while dead in

transit visiting Birmingham, AL, North Little Rock, and Fort Worth, TX before it arrived at Laredo, TX. Post to the list or to me direct. Sure was hoping they’d roll through Lafayette. Nope.

Furthermore, you guys near the Gateway Western, keep an eye peeled, too. Thanks for your help.

Mike Hasbargen, West Lafayette, IN

Norfolk Southern to invest \$250 million in line-capacity enhancements

Norfolk Southern has begun a \$250 million program for continuing improvements to its infrastructure to remove traffic bottlenecks and enhance operations on its expanded system. The cost of these improvements is consistent with its previously announced capital spending limits, including initiatives to secure other funding, and is in addition to NS’s already completed Conrail-related infrastructure improvements.

The program includes:

+ Additional double-tracking and improved signaling on the “Penn Route” through Pennsylvania, NS’s main east-west route between northern New Jersey/Philadelphia and Chicago. NS will complete double-tracking on a critical segment through Harrisburg, Pa., to improve operating flexibility in the Harrisburg terminal area and along the route, 92 percent of which already is double or triple track. The project is under way and is scheduled for completion in first quarter 2000. In addition, NS continues its project to upgrade 92 miles of signaling on key routes east of Harrisburg.

+ Capacity enhancements on core NS routes from its hub of Bellevue, Ohio, south to Columbus and northwest to Oak Harbor, where NS’s former Nickel Plate secondary main line intersects the former Conrail main line. These projects include 24 miles of double-tracking, an additional siding at Kingsway, Ohio, and signal en-

hancements at the Bellevue yard. These investments will help improve service between the Midwest, Northeast and Southeast. The Kingsway project is under way, and all three projects are slated for completion in mid-2000.

(Ed: Our company is providing survey and design services for the new 25 miles of double track between Columbus and Marion, Ohio plus 4 new miles of track to connect two sidings at Flat Rock, Ohio, just south of Bellevue. Two segments are under construction with the third to start next spring)

+ Creation of a bypass route around the growing Atlanta area by upgrading the rail, crossties, and bridges on a former secondary line.

Other projects coming on-line soon include:

+ Austell, Ga. NS's state-of-the-art intermodal terminal, to be the largest on the NS system, at this junction west of Atlanta, where the routes to Birmingham and Chattanooga diverge, will relieve congestion in the Atlanta area and ensure the region's pre-eminence as a transportation hub.

+ Cleveland, Ohio. NS's project at Cloggsville on the city's west side, to connect NS's former Nickel Plate main line to former Conrail tracks, will reduce congestion and allow some traffic to bypass Cleveland's western lakeside suburbs on the former NKP. The connection is scheduled for completion in second quarter 2000.

+ Chicago. The recently completed relocation of the Metra South West Service commuter line from the middle of the 47th Street intermodal terminal, and subsequent conversion of two former Metra tracks to new intermodal loading tracks, will increase operating efficiency. This project is scheduled for completion in first quarter 2000.

+ Buffalo, N.Y. Rehabilitation of the leased Buffalo & Pittsburgh Railroad yard was recently completed, and the yard is in use. A new connection to this yard from the existing Cleveland-Buffalo main line is expected to be finished in November 1999. The previously announced project

to rebuild a portion of Bison Yard, already under way, will be completed in December 1999. Together, these improvements will help improve service for Buffalo, western New York, and the Southern Tier line southeast from Buffalo toward Northern New Jersey.

(Ed: Our company is continuing to provide design and field staking services for this project. Track work will be complete around the first part of December. Yard office, lighting, and yard air system will be finished next spring.)

+ Rutherford, Pa., intermodal terminal. NS's switching facility in this fast-growing hub northeast of Harrisburg on the former Conrail (Reading) main line is scheduled for completion in second quarter 2000. It will help relieve congestion at yards in Harrisburg and Altoona, while improving fluidity along the Penn Route.

+ Mitchell, Ill. A new Triple Crown Services terminal at this junction northeast of St. Louis on the NS main line to Decatur, Ill., will increase the capacity of NS's St. Louis intermodal terminal. It should be completed in first quarter 2000.

+ Princeton, Ind. Construction of 4 miles of second main line on the former Southern Railway line to facilitate the movement of traffic between St. Louis, Mo., and Louisville, Ky., will be completed in 2000. NS and CSX (on its Chicago-Evansville line) share a right of way through the town.

+ Ashtabula, Ohio. A new connection on former Conrail trackage from Ashtabula Harbor west toward Cleveland to permit direct movements between the Pittsburgh-Youngstown line and the Buffalo-Cleveland route will be completed by year-end.

+ Toledo, Ohio. The addition of track capacity will support interchange and staging of coal trains for customers in southern Michigan, northern Ohio, and northern Indiana. The project is expected to be completed in 2000.

TRAINS ON-LINE, posted 10/21/99

Cumbres & Toltec Scenic to terminate operator's lease

The Cumbres & Toltec Scenic Railroad Commission voted October 19 to terminate the 15-year lease of railroad operator George Bartholomew and seek bids from other companies to operate the narrow-gauge steam tourist line between Chama, N.Mex., and Antonito, Colo., reports the Albuquerque Journal.

"These are business decisions the commission has to make based on the contract [with Bartholomew]," Commissioner Wayne Quinlan said. "I want to keep the railroad here running. It is the lifeblood of these two communities." The commission didn't know immediately whether it will be able to find a new operator and make needed repairs to the steam locomotives before the railroad is scheduled to reopen in May.

"We have a lot of work to do real fast," said commission Chairman Medardo Sanchez Jr. More than 150 people attended the commission meeting, many speaking in favor of Bartholomew while criticizing the commission for failing to find funding for major repairs needed for the line. The railroad, built in the 1880's by Denver & Rio Grande, is jointly owned by New Mexico and Colorado, with the commission appointed by the governors of both states to oversee operations.

The commission found that Bartholomew hadn't corrected breaches in his contract, including neglect of locomotive and track maintenance. Of primary concern was the financial viability of Bartholomew's Cumbres & Toltec Scenic Railroad Corp. and his refusal to submit his company to a complete audit, said commissioner Lewis Entz. Commissioner Robert Lynn added that some of Bartholomew's creditors had been calling the commission, asking why they hadn't been paid. Bartholomew said an open audit went beyond the specifications of his contract, but he agreed to one late Tuesday as part of an 11th-hour bid from a group of businessmen to keep the lease in place.

Bill Greenhalgh and H.L. Scott, who sub-contract with Bartholomew to operate a restaurant in Osier, Colo., along the route, joined with Don Shank, director of the Denver & Rio Grande Railway Historic Foundation, in an offer to buy Bartholomew's company and assume an estimated \$300,000 in debt. The group would have immediately begun locomotive repairs, Shank said.

Shank said the group will bid to take over operation of the railroad. The commission's executive director, Leo Schmitz, didn't know how long the bidding process will take. All six locomotives, which date from the 1900's to the 1920's, need work that should start now if the railroad is going to open on time next year, said Bartholomew's chief mechanical officer, Walter Rosenberger.

After the vote, Bartholomew said he was upset over the commission's rejection of the late offer and may sue the commission. Bartholomew and the commission have disagreed over what is considered routine maintenance—which is the operator's responsibility—and what constitutes capital improvements—which the commission pays for. Bartholomew said ridership had dropped 12 percent for the season that ended this month, down from 70,000 riders in 1998 to 60,332. He blamed bad weather and highway construction.

TRAINS ON-LINE posted 10/21/99

MRM to acquire IC E-unit

The Monticello Railway Museum in Monticello, Illinois has been given the opportunity to acquire an ex-Illinois Central passenger diesel, E-8, \$4033. This was the last E8 the Illinois Central purchased. An individual in Ohio owns the unit and the museum is negotiating for purchase. The unit was last used by New Jersey Transit and is not in operable condition but will require only relative light mechanical repairs to return it to service. As with any unit of that age bodywork must be done to restore the exterior of the diesel.

The museum is making a concerted effort at this time to assemble an Illinois Central

Railroad passenger train with all equipment painted in the famous orange and brown w/cream stripes scheme. At the present time there are 6 pieces of IC passenger equipment on the property that are, or will be, painted in the above scheme for the sesquicentennial of the Illinois Central in 2001. To have an ICE-8 to head up the train would set off the entire display. The museum is asking for assistance to purchase the locomotive.

Your donations may be sent to the **Monticello Railway Museum, Box 401, Monticello, Illinois 61856**. For all of you IC fans this is a great opportunity to preserve a piece of history we all remember.

Wheel Report

BIKE/HIKING TRAIL — The construction of the trail on the right of way of the former Terre Haute, Brazil and Eastern Railroad (ex-PRR) has not started yet but a committee of city and Vigo County School Corporation are launching a high-profile logo contest for the National Road Heritage Trail. The \$.16 million trail will extend 7.75 miles from Twiggs Rest Area along U.S. Route 40 to Fairbanks Park. A \$1.3 million federal fund grant and \$310,000 from local funds are financing the trail. The total trail will link Hawthorn Park, Rose-Hulman Institute of Technology, the ISU football stadium and campus and city/county government buildings. Upcoming elections in the city may affect the outcome of the project.

Via John Fuller

The Terminal Railroad Assoc. of St. Louis has leased 4 GP-38's from Locomotive Leasing Partners. Three, LLPX 2201,2,3 are in EMD blue and white and the fourth, TRRA 2204 is in TRRA red and cream like its switchers. The 2201,2,3 had been seen working for the Alton & Southern during



October. It is believed that the units were rebuilt by Metro East Industries in E. St. Louis. *Via Internet*

I saw E8 CN 103 at Woodcrest on Wednesday and Thursday. Also, the ex-BN 9914 has been sitting outside the south doors of Woodcrest Shop for the last week. I last saw it Thursday afternoon. Also, I saw three LLPX GP38s, 2205, 2206, and 2207 at Woodcrest on Monday and Tuesday. These are painted in a UP-like Armour Yellow and Harbor Mist Gray. These went west on the CC and are due back Friday where they will be placed in lease service. These are apparently ex-GTW units.

Internet by Terry Shearer

PARKING LOT ON THE ST. LOUIS LINE - I went to Haley today (11/4/99) to see if they were up to 40 mph yet but a ballast tamper was lifting the track beside the CSX trailer and making minor adjustments in the alignment. So, the 3 trains I watched go through only did 25. Left about 2:45 PM after being there about two hours. What I saw later made me wonder what happened to the two eastbounds I saw at Haley.

On the way home thought I'd run by Perth because I never really paid attention to the high-speed crossover there. Went up through Coal Bluff where an eastbound with CSX 8462 and HLCX 6503 as power sat crewless from Coal Bluff back to Fontanet. Continued on to Perth and when I pulled off county road 300W and looked west toward the crossover there sat another crewless eastbound just west of the crossover. A westbound with 24 cars pulled by CSX 8165 was sharing track 2 and crossed over to track 1 while I was there. A CSX signal maintainer pulled in and stated he had a westbound track circuit down between mileposts 56 and 61. He also said that there had been 8 or 9 eastbounds dead between Terre Haute and Avon but since that train had just gone "backwards" maybe some of the congestion was gone. He said he was also supposed to do a signal check on the eastbound but couldn't because of the two dead trains which had been sitting there for over 30 hours.

Continuing on to the east I found a third

eastbound parked between Nash and Hadley with CSX 6002, re-numbered CR's 1988 and 4425 and CSX 5935 on the front, again crewless. Perhaps St. Louis line dispatcher has the job of keeping track of which parking spaces are full.

Back in September in reference to "The St. Dead Line" someone stated that this line could become single track with lots of long sidings. That's what it looked like today. Is there a problem at Avon or is the problem farther east and backed up all the way to Avon?

*Via Internet from Ralph Bell.
Cumberland, IN*

CSX tries to make Ford SUV's into convertibles

Auto rack cars carrying three decks of new Ford sport-utility vehicles were not supposed to be on a CSX train that hit a Belt Railway of Chicago overpass on Chicago's west side in the early morning hours of October 25, a CSX spokesman told the Chicago Tribune. The site is on CSX's Altenheim Subdivision, near Oak Park Avenue along the Eisenhower Expressway. The line is a former B&OCT route that years ago fed to Chicago Great Western and Soo Line, and today connects to Wisconsin Central.

"We're still investigating why this happened, but there appears to have been some confusion about the route. ... These cars were put on a train they don't normally ride," said CSX's Gary Wollenhaupt. He explained that the train tried to pull 39 auto racks, which stack autos higher than 20 feet, through a viaduct with a clearance of about 17 feet. At least 77 vehicles were knocked off the racks or otherwise damaged. Wollenhaupt said CSX will reimburse Ford for the vehicles.

*TRAINS ON-LINE, posted 11/
03/99*

Construction Projects

Norfolk Southern

Many of my projects will be finished by the middle of December. However, we have four major projects underway, or just starting, in addition to a few other bridge projects along with the Lafayette Relocation still in progress.

Lafayette will see most of the roadbed and track work complete to the new interchange by the middle of December, weather permitting. Next year will be the big push to build south of Smith Street. NS had originally planned to build this track but it now appears they will have the contractor do the work.

Our major design projects, as noted elsewhere in this issue, are Buffalo and the double track project in Ohio. We had 3 survey crews out in Ohio 2 days after receiving a call from NS for help. In addition we have completed survey of the new alignment at SR 315 and Scioto tower in Columbus and are preparing plans for the construction part of the project. In addition to the new alignments we are designing new crossovers for CSX south of the tower. Work will begin next summer on the track after the new bridge is complete. Buffalo track work is under way and they still hope to be complete by the end of November. It appears all track will not be in service at that time but part will be ready for trains. The yard office and other work will be completed in the spring, after the snow melts.



Our final major project (so far) is a new line from Saltsburg to Clarksburg, PA. This new 4.8 mile line is new alignment from the former Conrail Conamaugh line up the valley to connect with a former B&O line. NS will rebuild 15 miles of the like to Scholocata where we will design a new wye connection to get to the Keystone Power Plant. The project involves 3 new bridges and a 70 foot cut through the hill at Saltsburg just west of the tunnel.

One major project is starting in northern Ohio. At Archbold the contractor is building the detour track and by the end of the month NS should move the Chicago line over to the new location. This will allow the contractor to work on the underpass all winter. West of Archbold at Bryan the same contractor will be removing an overhead bridge in the next 2 weeks. Other projects in the Cleveland area will continue into some winter work but most, except for I-77, will shutdown until spring

CSX

Our work at Lafayette is complete in the BIDS facility and the hill and interchange track will be reconstructed by the end of November. The Garrett project is complete as far as the bridges are concerned. We have two projects in the Toledo area that will continue as long as winter will allow. We recently completed staking of a new connection between CN(GTW) and the Conrail Shared Assets line south of Detroit. This connection will be completed soon to allow CSX coal movements to a power plant in the area.

Other work - our Columbus office recently completed a study for a power company on a line near Marysville, Ohio. The line will be rebuilt to allow movement of transformers into a facility on a former Conrail line. On November 1 we grew to a 15,000 person firm with the addition of the Dames and Moore Group. They do work for BNSF, UP and other carriers. We have become part of the BRW group that is involved in rail and transit work across the country.