

FIRST CLASS MAIL

“THE DANVILLE FLYER”

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



CSX caboose No. 900042 sits at Hillery Yard west of Danville, Illinois on September 30, 2001. The caboose has been repainted by CSX crew members including Jim Montgerard of the chapter and J. D. Cooke, also a chapter member. CSX furnished the paint for the project. Note the Peoria & Eastern emblem that has been added to the caboose. It will be used as a "shoving platform" for reverse moves from North Yard to Hillery Yard through Danville. 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 CSX, in Danville, IL. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2001 - Our 33rd Year

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EDITOR: Richard M. Schroeder-rmschroeder@att.net	PUBLISHERS: Allen Cooke & Doug Nipper
1819 Coventry Dr.	Cooke Business Products, Inc.
Champaign, IL 61822-5239	John Cooke Sr., Honorary Member
MEMBER: Illinois State Historical Society - Association of Illinois Museums and Historical Societies	

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

Volume 33

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Number 8

Coming Events

October 7, 2001

Operating Session at Rossville. Session begins around 1:00P to 3:30 PM. This session is another "steam only" with vintage equipment.

October 21, 2001

Danville, IL Next regular monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX.

November 4, 2001

Operation Session at Rossville, Session begins at 1:00 PM to 3:30 PM.

November 3-4, 2001

Springfield, IL - GATS show at Illinois State Fairgrounds, 11-5, \$6

November 10, 2001

Terre Haute, IN - Train Show and Swap Meet, Terre Haute National Guard Armory, 3614 Maple Ave, 10-3, admission.

November 18, 2001

Bloomington, IL - Central Illinois Railroad Club, Train Show at National Guard Armory, 1616 S. Main Street, 9-3, \$3.

December 2, 2001

Danville, IL - Chapter Annual Dinner at Pizza Inn, Williams and Gilbert Street - 1-3 PM, Program planned on Peoria and Eastern Railroad.

Next Meeting

The next chapter meeting will be Sunday, October 21 at the Pizza Inn at the corner of Williams and Gilbert Streets in Danville. Discussion at the meeting will include the nominating committee for next year's officers and operating session for the rest of the year.

As noted in the last meeting and in this issue, former secretary Rob Bauer passed away last month. The chapter donated \$100 to the Children's Education Fund. In addition, members of the chapter donated an additional \$124 to the fund. We truly appreciate the donation in memory of Rob.

At the last meeting the chapter decided to donate the Wabash caboose #2824 to the Monticello Railway Museum. The caboose was donated over 10 years ago to the chapter and has been at Monticello since that time. The interior was repaired and



Robert Bauer

1963 - 2001

NRHS and Chapter secretary Robert Bauer, 38, died on August 31, 2001 in Danville. Funeral services were held in Danville and in Chicago, Rob's home town.

Rob was employed by Consumers Water Company of Danville and became a member of the chapter in 2000. Rob's interest was model railroading and was an avid collector of Chicago and North Western equipment. Each operating session Rob would bring locomotives and equipment to run on the model layout at Rossville. The weekend prior to his death Rob brought some 60 cars and several locomotives for our "steam" operating session that was to take place two weeks later. The operating session was conducted, as scheduled, in Rob's memory.

Surviving are Rob's wife Mary, daughters Laura, Jennifer and Kimberly along with a brother in Evanston and his parents. The family has asked that memorials be made to education trust fund for the children in care of the St. James United Methodist Church, corner of Williams and Vermilion Street in Danville. The chapter, along with several members, have donated to the trust fund.

Many of you did not know Rob as he was a new member to the NRHS and the chapter. Those of us that were blessed with knowing Rob know the loss that the family and friends will have to endure. We offer our sincere sympathy to the family.

painted last year and this year we planned to repaint the exterior. The MRM was busy this year with preparation for the ICHS meeting and this fall for the 150th anniversary celebration of the Illinois Central Railroad, thus no time was allotted to paint other equipment. The MRM indicated they would be happy to accept the caboose and thus be better able to restore the exterior.

With the main focus of the chapter being the museum, and the distance of travel to the MRM and lack of work support from the chapter, we decided that it would be best at this time to transfer ownership to the MRM. The move will save the chapter expenses in exterior restoration and annual insurance fee. At the same time the caboose will remain at the museum, remain in the red/white Wabash scheme and continue to be used by the museum in various trains. Some of us will continue to support the MRM by providing car host service on the caboose during special events.

Due to a scheduling problem at the Pizza Inn we will not have our normal room for the meeting. Thus we will wait and have the program featuring the NRHS June convention in St. Louis in November. This program will be video of steam on both the UP and Frisco 1522 on the BNSF. Trips on the MetroLink will also be on the agenda as well as local UP trains. Rick Schroeder will present the November program.

Check the schedule of coming events and put the date of the annual dinner on your calendar. We are contacting a friend to have a program on the Peoria and Eastern Railroad. Mark Vaughn has indicated he would be interested in presenting the one-hour slide program to the group if his schedule will permit. We will finalize plans by the November meeting.

Future meetings are November 18 and annual dinner on December 2 at the Pizza Inn. The next Operating Sessions are November 4 and December 1, 2001. Please add these dates to your calendar now.

A cushy suburban job

By Art Altstadt

The time was back in the late 1940's, and I was holding one of those very cushy little suburban jobs which originated at Evanston, just 16 miles out of the Chicago Passenger Terminal. To accommodate the inbound A.M. rush-hour commuters, this job handled an 8-car train, making 5 stops to the main Terminal, then backed the train to the coach yard, put the engine to the roundhouse service track, and were all done 'til our same routine back out to Evanston in the P.M. rush hour, again putting the train away and handing the engine over to engine watchman to care for it 'til the next day.

Though we "put in" a total of 12-½ hours from start to finish, we only actually worked about 2 hours in the A.M. and 2 hours in the P.M. but we were paid that 12 1/2 hour rate or approximately one & 1/2 days pay. There were about 10 such jobs in the Suburban District, and as you can imagine, one had to have a lot of seniority to hold such a plum. Some of these enginemen took streetcars home 'til come-back-time in the afternoon & others held down part-time jobs in downtown Chicago. A few, who lived too far out in the suburbs to go home and come back again, simply laid over at the roundhouse welfare facility, playing cards all day.

I worked for the same engineer for probably 3 years, summer and winter, and I can recall a few times where he failed to show up, either because his alarm clock didn't wake him, or during winter, a snow of sufficient depth during the night would stall him just long enough 'til it became a no-show. I used the local bus lines, and such incidents didn't hit me like a no-show. That would happen in such occurrences is that we'd go fetch the engine-watchman, use him as the fireman, and I'd run the eng. for this revenue trip into the Chicago Terminal. We would then back the train over, to the Coach yard for servicing, and deliver the engine to the roundhouse forces for keep 'til the afternoon trip. On almost every one of these occurrences, I'd draw an engine watchman that knew only

how to shovel a little coal onto the fire to keep it lit, and use the injector to keep water in her, and hadn't a clue of how to fire an engine under road work conditions, and couldn't speak English, so ... understood not a word of instructions. The upshot of this actually was, that I fired and run her, no small chore for one of them big hand fired pacific type engines can only thank my lucky stars that my engineer taught me where to begin braking for them station stops, or I might have gotten in trouble too. Officially, and per the B.L.E. union agreements, I was to be paid one day pay for running the engine in the A.M. Another days pay for firing the job out in the P. M. plus (usually) a few arbitrary payments that could add it all up to nearly 3 days pay, then the engine-watcher would be paid another days pay at the fireman rate of pay (in addition to his regular days pay) and the engineer would be paid his full days pay, as though he had never did a no-show, namely 1-1/2 days pay, even though his "day" didn't begin until the afternoon trip back to Evanston, and ended 2 hours later.

If you bet that the management's attitude of this was of the most severe nature indeed, you'd be right. They were a very tough bunch of nuts back then, and because this suburban traffic was the biggest money loser in the universe, excessive expenses usually encountered most bitter kind of reaction. Formal investigations with sure penalties was for sure, and if their anger didn't go away quickly, violations of zillions of safety rules, making black smoke, or popping the engine off at the safety valve would most certainly earn you a further trip to the carpet.

The "real" way these occasions were handled was: No one ever told the engine watcher how to turn in a claim for a days pay extra, my time slip filed jointly with the engineer, never reflected any change from the very ordinary, and as far as any one knew ... nothing happened. I did hear of a few occasions where all concerned filed their time slips for the extra money, but I thought better of even asking them what happened later!

Canadian National Receives Permission To Acquire Wisconsin Central:

On Friday, September 7 the Surface Transportation Board released their ruling that the Canadian National's planned acquisition of the Wisconsin Central companies could go forward. The ruling becomes effective on October 7 and the CN announced in a press release that they would complete the transaction on or about October 9. The CN will pay the stockholders \$ 17.15 for each share of Wisconsin Central stock.

Immediately after the merger, CN is expected to commence a step-by-step integration of the two companies' North American operations. Wisconsin Central's network will become CN's sixth operating division — the Wisconsin Central Division — retaining ties to local communities and continuing service to all the WC's present customers.

CN President and CEO Paul Tellier announced the appointment of Gordon T. Trafton, 47, as the new vice-president in charge of the Wisconsin Central Division Trafton is a 23-year railroader that previously worked for the CN, Illinois Central and Burlington Northern.

The Surface Transportation Board imposed standard conditions on the CNIWC transaction, including a one-year oversight of the operational integration of the railroads. The STB also imposed a condition requiring CN to make good on the undertakings it made on the record during the merger proceedings, including adherence to its safety integration plan.

CN Press Release, 9- 7-2001

Man Radios for Help in Stealing Train

A Texas man who wanted to go "wherever the train takes me" was arrested when a stubborn brake stymied his efforts to steal a freight train and he radioed for help, officials said on Thursday.

Sheriff Bob Alford of Johnson County, about 45 miles (72 km) southwest of Dallas, said 22-year-old Kristopher Huie got caught because he used the train's radio to ask dispatchers how to release the brake.

Huie clambered aboard the parked Union Pacific Corp freight on Wednesday evening and managed to start the engines. But then he had trouble releasing brake, and radioed Union Pacific dispatchers for help. A passing conductor and engineer, alerted by the radio call, overpowered him and held him for the sheriff.

"I asked him what he wanted to do with the train and he said he wanted to visit his family and friends," Alford told Reuters. " asked him where he was going and he said, 'Wherever the train takes me.'"

"That was a full freight train. It could have been a disaster if he'd been able to move it," the sheriff said. It was not immediately clear how many rail cars were on the train.

Huie was jailed and faced a felony charge of theft over \$200,000.

Via the Internet 8/31

CHAPTER ANNUAL DINNER PLANNED FOR
SUNDAY, DECEMBER 2 AT THE PIZZA INN.
MARK YOUR CALENDAR NOW.



Five vehicle Hi-Rail field check trip on CSX from Weverton, MD to Martinsburg, WV stops at the Harpers Ferry Tunnel to check for new signal locations. Vehicles are on the mainline, track in foreground is the Shenandoah Sub. Photo by Rick Schroeder

Construction Projects

By Rick Schroeder

The photo above is a recent trip to West Virginia to check out our project we are preparing for CSX. There are two parts to the project, a track and signal upgrade from Weverton, MD to west of Martinsburg, WV and a new MARC facility to be built on the line.

The track design part is nearly complete and the signal side had to be coordinated with our part plus the operating department had to sign off on the proposed signal system. A total of 20 individuals from CSX, Southwest Signal Co. and myself had a three-day meeting in the area. Thursday was the hi-rail trip on the 30-mile project.

We started at Martinsburg with a job briefing at the hotel and then headed to NA tower to get track time. After the usual one hour wait we were granted time behind the track inspector. We set on west of town, blocking a major street while all 5

vehicles set on, and then backed west about 4 miles to West Cumbo. By the time we got back to Martinsburg the dispatcher was wanting us to get off to run trains. Fortunately, old heads on the caravan called the Chief Dispatcher and told him of our plans. Soon the word came from the dispatcher we could proceed to Hobbs, another 15 miles or so, and then check about additional time.

We stopped at various locations on the way to check out control points and signal locations. Also, we needed to look at some areas of civil work and track changes we were designing. Once at Hobbs we found we had to set off. We waited for one eastbound to pass, then got the vehicles off and headed to Weverton having lunch on the way.

At Weverton we finally got time to head west on No. 1 track to Hobbs. Our first stop was the new Harpers Ferry crossover located about 2000 feet east of the tunnel. Next was the tunnel noted in the photo. The signal department had planned to install two westbound signals here as there was one long control point planned. After discussion it was decided they would break

the area to two points and put only two signals at the mouth of the tunnel in the same location as the existing. The historical nature of the tunnel played an important part.

On west we spotted most locations while moving. At Schendoah Junction we stopped at the planned control point that will have universal crossovers. Once we reached Hobbs we got off the track and waited for another eastbound to pass. We then traveled by road back to Flaggs Road and the second universal control point. A curve to the east was to present a problem of preview of the signals and the decision was made to move the home signals. Our final stop for some of us was the area of the proposed MARC facility.

For a "rookie" it was a fun trip, especially passing freights on the adjacent track at speed. Track material has been ordered and trackwork is scheduled to begin next spring. Signal work is planned for next summer and by the end of 2002 the double track railroad should be fully signaled and in operation.

Norfolk Southern Moves Trains From 19th Street In Erie

ERIE, PA - Norfolk Southern Corporation announced that the first segment of the Erie track relocation project is complete and on schedule. Today, September 27, Norfolk Southern shifted its freight traffic from the 19th Street tracks to new tracks that were constructed on CSX Transportation's right-of-way between Pittsburgh Avenue and East Avenue. The entire \$29 million project, which includes the reconstruction of 19th Street, will be finished by August 2002.

"More than 100 years ago, the 19th Street tracks changed Erie's landscape," said Craig Lewis, Norfolk Southern's vice president Corporate Affairs. "With the



19th Street bypass in place, public safety throughout Erie has been enhanced. Moreover, Norfolk Southern trains will move more efficiently - and quietly - through the city. We are grateful for Congressman Phil English's involvement in this project and commend Mayor Joyce Savocchio and the Erie City Council for their patience and support."

Construction of the 19th Street bypass began in May 2000. The second phase of the project involves removal of the tracks from 19th Street, as well as the dismantling of five overhead railroad bridges. Additionally, 15 highway-railroad grade crossings will be eliminated.

The tracks along 19th Street were laid in 1882 by the Nickel Plate Railroad, a Norfolk Southern predecessor, as part of a project to link Cleveland and Buffalo. Between Cherry and Peach Streets, the tracks are imbedded in the middle of 19th Street. Over the years there have been many efforts to relocate train traffic away from 19th Street. With the acquisition of Conrail by Norfolk Southern and CSX Corp., the City of Erie and Norfolk Southern negotiated an agreement to relocate the tracks.

The Erie project is the second of its kind to reach completion on Norfolk Southern this year. This past spring, Norfolk Southern joined with Lafayette, Ind., to celebrate the removal of tracks from its downtown, resulting in the closure of 41 highway-railroad grade crossings. Also, in 2000, Norfolk Southern worked with CSX Transportation to remove that company's tracks from downtown Chambersburg, Pa.

The last train will run on 19th Street on the morning of October 12, when the City of Erie and Norfolk Southern publicly mark the occasion with an event near 19th and Parade streets. The last freight train was NS 526, a loaded coal train traveling from Shire Oaks, Pa., to Binghamton, N.Y., which passed through Erie at 10:30 a.m. today.

Via NS News Release

How To Keep Track Of The Locomotives

Gone are the days when an inquisitive railfan would need help with finding the location of a desirable locomotive from a connection within the railroad. Now tracing locomotives is as easy as jumping on the Internet. That's how I compiled the above listings regarding the (then) current locations and destinations of the remaining C&NW units. It's just as easy as getting on the Union Pacific's website.

The Union Pacific maintains a public equipment trace portal within their website that allows you to find out the current location of a locomotive and (more importantly) know where it is heading to.

To trace locomotives on the Union Pacific go to their website (www.upff.com) and on the homepage click on the "Customers" heading in the left column. On the Customers page, click on the "public equipment trace" and a page with a box will appear. Click within the box and then enter your initials and numbers (i.e. "CNW 8823" or "UP 6936" or "CNW 1302"), one engine on each line. You can enter up to five pieces of equipment for each trace. After you've entered up to five, click on the "Trace" button below the box and within seconds, the Union Pacific computer will tell you where your targets are on the Union Pacific system. It won't tell you where the engine is on another system except for the "interchange delivered."

The public tracing pages won't tell you exactly what train the engine is on, or if it is in the lead, but at least it gives you the raw information on where it is.

If your engine comes up "not in equipment register" then you will need to realize that you're too late—the UP has renumbered or repainted the unit you were looking for.

Other railroads also have public equipment tracing pages on their websites, but the Union Pacific one remains the most up to date when it comes to pinpointing a location of a locomotive.

Via North Western Limited, 9/01

Dues Increase

As noted in previous issues, the NRHS will increase the national dues beginning January 1 to \$20 per year. At the last meeting the chapter discussed raising our annual dues to some point above \$15 per year. We have held that level for nearly 10 years, keeping it there the last time the national raised to \$17 per year. This year, with costs increasing for postage and expenses at the museum, the membership voted to increase our annual dues to \$17 per year.

The annual renewal statements will be coming out soon and should be included with the November or December issue. None of us likes to see an increase in costs for membership but in order to maintain the museum and the chapter we felt it was time to increase revenue.

The officers of the chapter thank you for your support all of these years.

NS moves record amount of coal from the Powder River Basin

Norfolk Southern participated in two of the longest hauls of coal ever from Montana's Powder River Basin to power plants in the East. "This is significant," said Bill Patterson, manager Utility Coal. "Powder River Basin coal is making its way east because eastern coal is less available. For us, it means longer hauls, resulting in more revenue."

The first train was to the Mount Tom station of Northeast Utilities in Massachusetts. The other went to the Public Service Company of New Hampshire in Merrimack, N.H. Both plants are trying to reduce sulfur emissions by using coal from the Powder River Basin, the nation's

largest low-sulfur coal-producing region. It produces about one-fifth of all coal mined in the U.S.

For the trip to Mount Tom, the coal originated from the Peabody Group's North Antelope/Rochelle complex on the Union Pacific Railway and moved to Chicago. It then moved over NS from Chicago to Binghamton, N.Y., where Canadian Pacific Railway and finally Guilford Rail System delivered it to destination. The shipment into Merrimack is believed to be the longest west-to-east train movement of Powder River Basin coal to a U.S. utility to date. The 100-car train originated at Spring Creek Mine in Montana and moved about 10,000 tons of coal 2,350 miles through nine states on four different rail lines: Burlington Northern Santa Fe, Canadian Pacific Railway, NS and Guilford Rail System.

Patterson said several factors are contributing to the Montana coal making its way east. "Smaller mines have been shut down but now are starting to come back on line," he said. "Utilities are burning more coal due to high gas and oil prices, and some of the mines produce high-sulfur coal as opposed to low-sulfur Powder River Basin coal. All of this adds up to more business for NS.

NS Newsbreak

Quebec rail operator offers to buy Bangor & Aroostook

Quebec Railways Corp., which operates a half-dozen short lines in Eastern Canada, has offered to buy Maine regional Bangor & Aroostook, a unit of the financially strapped Bangor & Aroostook System that includes four other regionals.

The offer, made yesterday, was for \$10 million to



\$15 million in cash, plus the assumption of \$30 million of the regional's debt, said B&A System President Fred Yocum. The B&A System includes the Bangor & Aroostook, Canadian American, Quebec Southern, Northern Vermont, and Logistics Management Inc. Iron Road Railways, which owns the system, already has three other offers on the table: Emons Transportation has offered to buy the Quebec Southern, while paper shipper Irving Co. and New York shortline operator Cayuga Railway Co. have each bid separately on the BAR, the 419-mile Bangor-based regional.

B&A System was expecting that a competing offer – for virtually all of the 858-mile system – would come today or tomorrow from a management consortium that includes Rail World, Inc., and the Wheeling Corp., Wheeling & Lake Erie's parent company. "We prefer to sell it whole," Yocum said. The Rail World consortium offer, if it is made, would come closest to that goal. The consortium is interested in the entire system, with the exception of the Northern Vermont south of Newport, Vt., Yocum said.

A decision on a sale could come by September 14, Yocum said. Three B&A creditors have asked a federal court to force the system into Chapter 11 bankruptcy. B&A is fighting that petition, and yesterday asked the court to dismiss or delay court proceedings while a buyer is sought. The petition was filed in August by leasing company Helm, Union Tank Car, and Ebenezer Railcar, which are owed \$7.1 million. A hearing on the matter is scheduled for September 25.

Quebec Railways Corp.'s holdings do not physically connect with the B&A. It operates the former Canadian National main line east of St. Andre Jct., Quebec, and provides service through its Ottawa Valley, Ontario L'Orignal, Charlevoix, Chaleur Bay, New Brunswick East Coast, and Matapedia & Gulf railways. Yocum said that shippers and most creditors favor having the railroad sold outside of Chapter 11. "The support from our customers, creditors and lessors to our response to the Involuntary Petition in Bankruptcy has been very encouraging," Yocum said.

Shippers representing 50 percent of B&A's revenues filed affidavits in support of the sale of the company outside the Chapter 11 process. The railroad emphasizes that it is not in Chapter 11 and that it is operating normally.

Via TRAINS On-Line 9/13

BNSF and CSX team up for Texas-Ohio intermodal service

In the first of what may be many joint ventures to tap short-haul lanes in the nation's midsection, Burlington Northern Santa Fe and CSX this week began seamless intermodal service between Texas and Ohio.

The service – carried on existing trains until volumes justify a new train start – links Houston and Dallas/Fort Worth with Cleveland and Columbus, Ohio. It cuts transit times in half, from about seven days to three days between Dallas/Fort Worth and Ohio points, and to four days between Houston and Ohio.

"Historically, railroads have focused on providing service to the interchange point," said Steve Branscum, group vice president, BNSF's consumer products business unit for BNSF. "Over the past year, through these types of partnerships, we are reaching beyond our core network to design seamless service offerings that directly compete with over-the-road transportation – giving shippers more value for their transportation dollar."

Because of the lack of coordination between the railroads, as well as the relatively short haul for CSX, intermodal service in the lane has been neither truck-competitive nor frequently used. The railroads hope that will soon change.

"Our goal is to provide shippers the precision of truck and the value of rail," said CSX Intermodal President Clarence Gooden. "With three-day service between Texas and Ohio, we are doing that." The development of the Texas-Ohio service couldn't have happened without a fundamental change in the way the railroads

look at joint service.

When the two carriers considered the service as just an interchange move, it didn't make much sense, particularly in light of CSX's short hauls from Columbus and Cleveland to Chicago. But when they considered it as a lane linking Texas and Ohio – areas outside the reach of each system's own rails – it was apparent that the service not only made sense but could divert freight off the highway.

"It's a short reach into our network," said Rob Girardot, director of train service development for CSX. "Each carrier looking at it separately couldn't make it work." But with joint service, coordinated interchange, and blocking by both railroads for the destination points, the moves become both possible and profitable.

The traffic is interchanged at Chicago. For now, the trucks are rubber-tired between the BNSF terminal at Willow Springs and CSX terminals at 59th Street and Bedford Park. When volumes reach levels that will support a dedicated train, the railroads expect to shift to steel-wheel interchange. Within a couple months, the railroads expect 40 loads a day.

On BNSF, the loads ride between Houston and Alliance, Texas, aboard trains P-PEAALT and P-ALTPEA. Between Alliance and Chicago, they ride the Z-ALTWSP and Z-WSPALT. On CSX, the symbols are Q112/Q113 between Chicago and Cleveland, and Q146/Q147 between Chicago and Columbus.

The two railroads are looking at other potential corridors that are similar to Texas-Ohio, such as Chicago-Detroit, Midwest-Denver/Salt Lake, and Texas-Midwest.

Via Trains On-Line 9/20/01

Slow Orders near all-time low

[CSXT Midweek Report, August 23, 2001]... Slow orders are declining rapidly thanks to intensive inspections, thorough maintenance work and increased track spending. Slow orders, which require trains to travel at less than the posted speed limits, affect service by slowing

train velocity. Tom Schmidt, vice president-engineering, said slow orders are at 240 miles - down from a high of 360 in 1999 - and closing in on a record. "It looks as if in the next six to eight months, we can be the best we've ever been," said Schmidt. Slow orders are sometimes required to ensure safety on line segments where work is ongoing or has just been completed, or where track maintenance is required. Slow orders are seasonal, with low numbers in winter months, higher numbers in spring and peak numbers in summer.

However, this year, slow orders have been declining since April. To assure quality track work, Schmidt said SMART-equipped cars that measure bumps and jolts are running over certain key corridors. The SMART devices are located on Amtrak's Auto Train and Tropicana's orange juice unit trains. "Through close cooperation with network operations and the regions we are accelerating the progress in running a better and more fluid railroad," said Schmidt.

Via the Bull Sheet 9/01

Editor: Hopefully they will add the Benton Street crossing to the slow order list soon. Members have seen daylight under the wheels on trailers as they hit the bump at the road crossing. Better a slow order than cars in the building. Last winter NS was void of any slow orders. Not sure how they are doing now but on both railroads many slow orders are to track and bridge work in progress.

Wheel Report

The P&E to rise again! (See cover photo) Members Jim Montgerard (CSX engineer) and J. D. Cooke along with other CSX crewmen have completed the process of repainting the "shoving platform" used by CSX to shove to Hillary Yard (former Conrail and P&E yard west of Danville). The crews repainted the shoving platform, otherwise known as a caboose, with paint furnished by CSX. The finished caboose has the P&E logo on the side along with silver trucks and couplers. Check it out the next time you are on the west side of Danville.

Amtrak business up. The sad events of September 11 have impacted Amtrak, and passenger trains across the country, with a major increase in rider ship. Amtrak rider ship shot up 17 percent in the first day. Amtrak had a 41 percent share of the air-train rider ship between Washington and New York before that date, 70 percent of Philadelphia is included. With the activation of new security rules and time to be allowed, riding the train now becomes cost effective.

At the same time the call for additional trains across the country, including renewed interest in high-speed rail is causing Congress to look at the direction this country has taken for the last 50 years. On September 10 Amtrak was still on track to be self-sufficient or lose many of the trains they now run if they could not make a profit. On September 12 the attitude in

Cario Line Update

The former Conrail line south of Vermilion Grove is nearly rehabilitated and ready for coal movement. During a visit on October 2 the editor noted that from Chrisman to just south of Ridgefarm the line has been lined and surfaced and most of the grade crossings rebuilt. South of Ridgefarm, and Woodyard Curve, the lining/surfacing gang was working with two machines and most crossings were closed. At Vermilion Grove the line is finished and just north of the community the line is curved west into the mine complex. The tipple is about 90% complete and there is a pile of coal around the fill conveyor. According to CSX the first train is scheduled late October.

On the B&O line crews have driven piling for the new trestle on the west side of Route 63, south of US Route 36. Our design for the replacement span east of Chrisman is about 95% complete with work scheduled for next spring. The first cars will be less than 286,000 pound loads due to this bridge not being replaced. Next summer the line will be ready for heavier loads.

Washington was beginning to change and legislators were looking at maybe their idea was wrong, that a government agency could be self-sufficient.

Lets hope that Congress will now begin the direction of giving the public a true transportation policy of fair play to all forms of transportation and that the most cost effective mode is used in the area where it is needed. Maybe they will finally realize rail transportation does play an important part of our U.S. transportation system.

Editor.

UP to build intermodal terminal in Rochelle, Ill.

Union Pacific's board of directors last week approved the railroad's plan to build a nearly \$200 million intermodal terminal in Rochelle, Ill.

The terminal, which will be able to handle 1000 containers per day, will ease the railroad's capacity crunch in Chicago. Construction of the 750-acre terminal will begin this fall, UP spokesman John Bromley said.

An announcement about the project, which has been rumored for months, is in the works. The Rockford (Ill.) Register Star reported UP's decision in its Tuesday edition.

Unlike the handful of Chicago-area suburbs that fought UP's plans for potential terminals within their borders, Rochelle actually sought the terminal and the economic development it could bring. The city, located 75 miles west of Chicago, is situated at the diamond crossing of UP and Burlington Northern Santa Fe main lines, and is home to the Rochelle Railroad Park.

Despite the slowing economy, UP's container traffic is running about even with last year, so its Chicago terminals remain jammed.

TRAINS On-Line 10/4/01

RailAmerica to add three ParkSierra railroads to its portfolio

RailAmerica, the largest short line and regional operator, is about to get larger. The company has struck a deal to acquire ParkSierra Corp., the Napa, Calif.-based holding company for the Arizona & California, California Northern, and Puget Sound & Pacific.

RailAmerica intends to acquire all of ParkSierra's stock, according to a filing with the Surface Transportation Board. Citing competitive concerns raised by RailAmerica, the board granted RailAmerica's request for a protective order that seals the merger documents.

The three ParkSierra railroads operate 702 miles of track. It acquired Arizona & California in 1991, the California Northern in 1993, and the Puget Sound & Pacific in 1997.

RailAmerica owns 37 railroads in North America, totalling 6260 miles in the U.S. and Canada. A company spokesman did not return phone calls seeking comment on the merger today.

TRAINS On-Line 10-4-01

Indiana Harbor Belt expanding Gibson Yard to handle UP's GM traffic

Indiana Harbor Belt is in the midst of a \$2.4 million expansion of its Gibson Yard to accommodate additional finished vehicle traffic related to General Motors' selection of Union Pacific as its lead transportation provider in the West.

As part of UP's plan to handle the additional business, Gibson Yard will build six multilevel trains a day for UP, the IHB said. The yard, located in Hammond, Ind., has flat-switched autoracks and built trains for the Western railroads since 1991.

When the expansion is completed in late fall, the yard will be able to handle an additional 100 multilevels per day, while reducing dwell time for all cars. The expansion includes extending a yard lead and adding 14,000 feet of yard track.

This summer, UP won all of GM's finished vehicle business in the West. Previously, it carried about 75 percent of GM's finished vehicles in the West, with Burlington Northern Santa Fe hauling the rest.

TRAINS On-Line 10-4-01

Operating Sessions
November 4 beginning at
1:00 PM
December 1, beginning at
12:30 PM