

FIRST CLASS MAIL

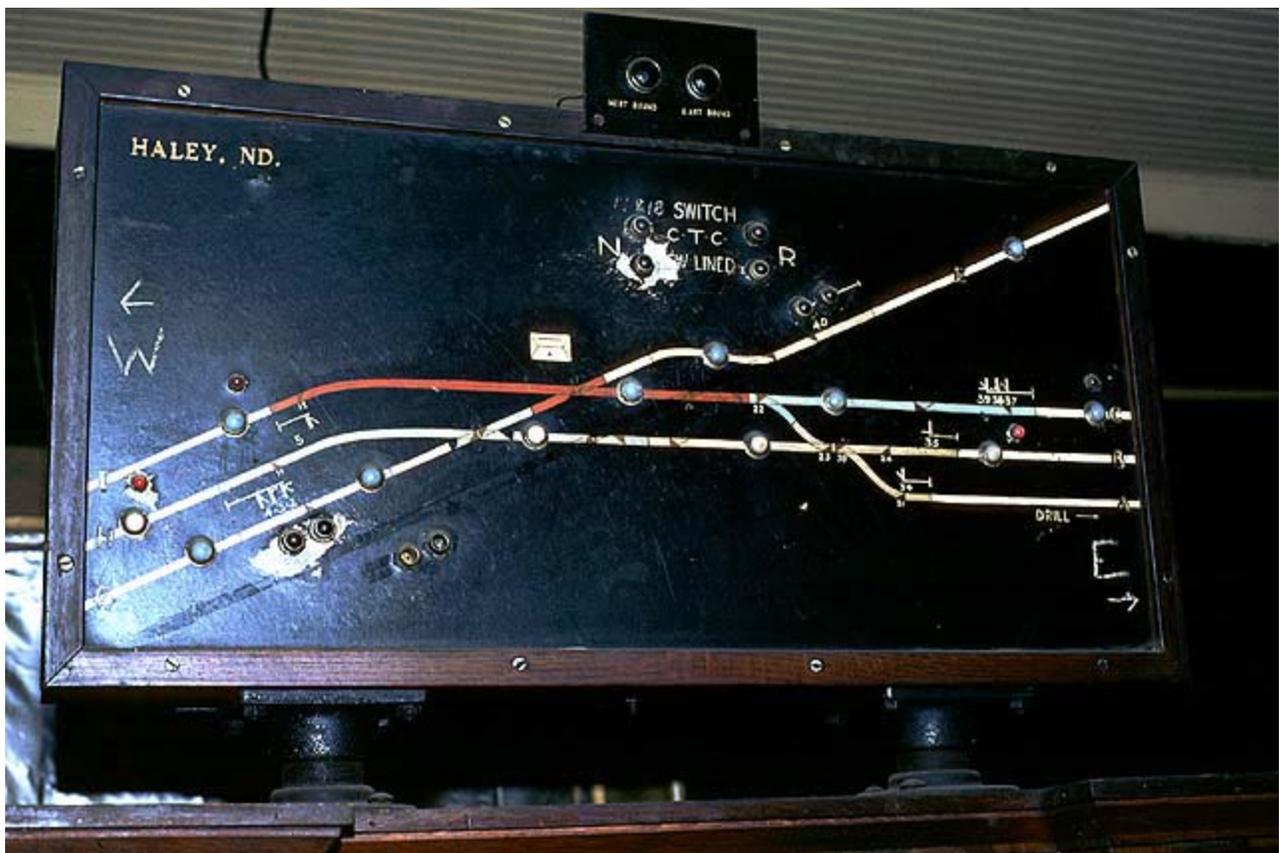
"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



The interlocking "model board" at Haley Tower in Terre Haute, IN, is due to be preserved with the rest of the tower by the Haley Tower Historical and Technical Society. More inside. Photo by Scott Withrow.

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.

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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

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

Volume 31

October 1999

Number 8

Coming Events

October 17, 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.

October 17, 1999

Kankakee, IL — Train show and swap meet at Governor Small Civic Auditorium, 895 S. 8th Avenue, 10 — 3 PM

November 6, 1999

Bloomington, IL — GM&O Annual meeting and show/sale. Ramada Inn East.

November 29, 1999

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

December 5, 1999

Annual Chapter dinner at Pizza Inn, Danville. 1:00 to 4:00 PM. Program to be announced.

Next Meeting

The next chapter meeting will be Sunday, October 17 at the Pizza Inn on the corner of Williams and Gilbert Street.

The program this month will be by Rick Schroeder. This past summer friend Fred Schlipf brought the LGB trains over to Rick's house and they "played in the backyard" all weekend. This will be a video presentation of train running through the grass and landscaping including bug level shots of the yard, and even the two kids.

In addition you will see shots of the new layout under construction as well as video of Lafayette and other construction projects.

Next month Rick expects a program from some of the other fans in the group.



Norfolk Southern Project in Buffalo Will Expedite Rail Shipments

NORFOLK, VA - Norfolk Southern Corporation (NYSE: NSC) today said it intends to rebuild a portion of Bison Yard in Buffalo at a cost of \$13 million.

The project involves reconstruction of a 10-track facility on the site of the former joint Norfolk and Western/Conrail rail yard, adjacent to Norfolk Southern's automotive, intermodal and Thoroughbred Bulk Transfer (TBT) facilities. The additional capacity is scheduled to be in operation by December 1, 1999.

"Since we assumed control of our portion of Conrail on June 1, rail shipments moving through Buffalo on Norfolk Southern have increased," said Jon L. Manetta, Norfolk Southern's senior vice president Operations. "The rebuilt Bison Yard will give Norfolk Southern the capacity and flexibility we need to efficiently serve Buffalo, western New York and the Southern Tier. Once the yard is completed, rail customers should realize improved rail service immediately."

The project involves reinstallation of five tracks for local service and five 8,000-foot tracks to support operations and facilitate interchange with other carriers in Buffalo. The rebuilt yard will allow Norfolk Southern to improve rail freight movement through Buffalo. *NS News Release, 9-3-99*

The "fast tracked NS"

On August 26 our firm and 4 others were invited to a project showing in Buffalo. The Friday before I had called the NS design engineer about another project and was told "Be in Buffalo next Thursday." Thinking he was kidding I ask again what he had said and confirmed that we were the first one he had invited to "bid" on a project.

Wednesday another project manager and I flew to Buffalo and met with the folks in our Buffalo office. The following morning we met in the hotel meeting room with NS officials and other consulting firms from Texas, Missouri, Georgia and Pennsylvania and heard the plans that NS had for the reconstruction of Bison Yard. This yard was a former Erie Lackawanna yard that Conrail and NS shared. Due to labor issues and change in business direction the yard was abandon and Conrail removed all trackage. NS, in recent years, has built an intermodal and auto facility yard nearby.

After the meeting we visited the site, 4 miles in length. They explained what was planned and told us that the previous day the construction department had shown the area to grading contractors. Today we were with the design department and the construction department was showing the project to track contractors. We were told that proposals were due the following Wednesday, giving us all weekend to work on the proposal and that the successful consultant would be told on Thursday or Friday if we got the project.

Friday afternoon we got the call from NS that the project was ours and a meeting was schedule in Buffalo the following Wednesday. Our project manager attended the meeting and in the afternoon the Buffalo office had 4 survey crews in the field with the contractor starting the following Monday. This has been a "fast track" project with grading, sub-ballast and ballast work going at the same time. Drainage will be handled next year. As you will note in the NS news release, the deadline is December 1 as set by Mr. Goode. Our people have been working 90 hours a week to get the grading out for staking.

In addition to the tracks indicated in the article there would be two locomotive and bad order tracks, a yard office and parking lot, lighting, a 4000-foot lead track to the west and a 10000-foot lead to the east. Entrance to the yard will be off the mainline, the Southern Tier line. One thing about working for a railroad, they want it now and fast.
Rick Schroeder

Flooding in the wake of Hurricane Floyd shuts down railroad lines

Paling in comparison with the loss of human life, livestock, and property suffered by thousands of people in the path of the long-gone Hurricane Floyd from North Carolina to New Jersey, the area's railroads nevertheless were enduring service disruptions and property damage of their own during the middle week of September.

CSX's "A Line," the route of the former Atlantic Coast Line from Richmond to Savannah, which hosts Amtrak's "Silver Service" trains to Florida as well as the Auto-Train, was not expected to reopen until Thursday September 23. By Monday the 20th, Amtrak had resumed some short-haul service south of Washington to Richmond and Newport News, but the only New York-Florida train operating was the Silver Star, running on Norfolk Southern, the route of Amtrak's Crescent, between Alexandria, Va., and Charlotte, N.C., then on an NS freight line to Columbia, S.C., to rejoin its normal route.

Norfolk Southern had shut down operations east of Raleigh, N.C., and after a short closure period, Amtrak resumed the state-supported Piedmont over NS between Charlotte and Raleigh. One track between Selma and Goldsboro, N.C., was under 4 to 5 feet of water Monday, said NS spokesman Bob Auman in Atlanta. NS's line to Morehead City, N.C., was under water in four locations.

NS advised customers that two days of heavy rain and powerful wind caused flooding, track washouts, and downed trees and power lines on its lines from southeastern North Carolina to upstate New York. Damage in Florida, Georgia, and South Carolina was minimal, with service quickly resumed to the ports at Jacksonville, Fla., Brunswick, Ga., Savannah, Ga., and Charleston, S.C., which all shut down in preparation for the hurricane. Trains also resumed operations between Crewe and Norfolk, Va.

Jane Covington of CSX in Jacksonville,

Continued on Page 8

“Railfans’ bridge” opens at Enola, Pa.

A new \$3.2 million, 310-foot-long street bridge over the west throat of Norfolk Southern’s Enola Yard near Harrisburg, Pa., opened on August 3. What makes this structure remarkable was that it was designed to be railfan-friendly. It has a parking area for fans, camera ports in the chain-link fence, and wide shoulders on both sides of the road.

The new concrete-and-steel span replaces the widely known “Iron Bridge,” a long-time popular railfan gathering place from which people have photographed trains since Pennsylvania Railroad M1 4-8-2 and I1 2-10-0 steam engines were the motive power on the tracks below. It stands just north of the where the old span was, at a location known locally as Overview.

Seven years ago, inspectors condemned and closed the previous bridge, which dated from the construction of the yard in 1905 by PRR and a subsidiary, the Northern Central Railway. It connected residential and commercial areas of Enola with River Road, which passes under the west end of historic Rockville Bridge, just a mile away, en route to Marysville, site of another former PRR yard. Before 1938, this was the main state highway leading north from Enola.

The closure held public-safety implications, because for some residents living along the Susquehanna River, it meant ambulances or fire trucks would have to detour miles trying to reach them.

Elected and appointed officials of East Pennsboro Township, the municipality owning the new bridge, were required to investigate the historic aspects of Enola Yard as part of the demolition of the old span. One result was a brochure detailing the history of the yard. The same officials acknowledged that many railfans visit the site and spend dollars locally for food, gas, film, and lodging, and wanted to continue to allow them to do so. The author, who lives 10 miles from the site, served as a consultant, compiling the brochure and advising the township on design issues. (To receive a copy of the

Enola brochure, send an SSAE, #10 envelope, to: Bob Gill, Township Administrator, East Pennsboro Township Building, 98 South Enola Dr., Enola, PA 17025.)

The result was a parking lot for about 10 cars off the west end of the bridge, 6-foot-wide shoulders on both sides of the 20-foot-wide roadway, and 20 camera ports, 10 on each side, to provide periodic openings for photography through the 6-foot-high chain-link fence. Each camera port measures 9 feet long by almost 2 feet high.

The 4-mile-long, 316-acre Enola Yard has undergone tremendous changes since construction of the original “Iron Bridge,” which once carried trolley tracks for Marysville-to-Harrisburg electric-railway service. Containerized freight, often thought of as a recent development, was handled and rehandled at Enola’s “can yard,” starting in 1932. The east- and westbound hump yards were modernized in the 1930’s and 1940’s with automatic retarders; electrification arrived from the east in 1938; and steam freight power made a final stand north and west from Enola in September 1957.

Always a hub, the yard was situated at the junction of routes leading out of the Harrisburg area to Washington; Baltimore; Philadelphia and New York; Buffalo, N.Y. (and Erie and Wilkes-Barre, Pa.); and Hagerstown, Md. It handled its greatest volume of freight during World War II, processing 20,661 cars on a single day in 1943. But Enola’s standing as PRR’s largest and most important yard was toppled when the railroad modernized and expanded Conway Yard north of Pittsburgh in 1955-57.

Still, Enola remained a busy place and changed little under Penn Central ownership following the 1968 PRR-New York Central merger. But the arrival of Conrail in 1976 brought a reorientation of traffic patterns. It also brought new visitors in the form of Delaware & Hudson trains; in addition, Chessie System and Norfolk & Western engines entered the yard from Hagerstown, thanks to run-through agreements.

Enola’s importance as a classification facility ended in 1993 when the sole remaining hump yard, the westbound one, was

closed. The Steel Car Shop, which once built new hoppers and gondolas for PRR, was closed in 1996.

With Norfolk Southern’s acquisition of this part of Conrail on June 1, the yard has filled up again, though not with classification work. For the 300 employees of the diesel shop, the future is murky, and many went to work for other railroads or pondered the prospect of a future transfer to Conway.

Despite these uncertainties, more than ever Enola is a good place to watch and photograph trains. The classic PRR site joins Rochelle, Ill., and other places around the country where railfans have been made to feel welcome.

TRAINS On-Line, Dan Cupper, posted 9/10/99

The Life and Death of FRED

A collection of short stories.....

Since this industry has embraced the radio telemetry flashing rear end device, many times through his career, FRED has been either seriously injured or KIA. Last week was no exception for my particular FRED. We were heading south on I143 rapidly approaching Gilman when BEEP BEEP BEEP!!! And then the sudden, rapid reduction of air in the train. As we came to a screeching halt, I noticed that my receiver told me FRED was still moving even though the train had stopped. I told my Conductor I thought maybe FRED had lost his grip and had fallen off. I have had this happen before, including once in the infancy of FRED’s railroad career. He hadn’t quite developed the hang of his new occupation yet.

Charlie headed back and found FRED still in place, but mortally wounded. It seems the threaded nipple at the end of the air hose that screws into the fitting at each end of a car had blown out. As a result, the entire hose and connection to FRED swung around and up instead of coming

apart at the glad hand holding them together. This extended arm flew up striking FRED directly in the battery box. If that isn't fatal, nothing is. Those three loud screaming beeps were FRED's last gasps of life as he cried out in agony. The box was broken severing FRED from his lifeblood. As a result of this wounding, FRED suffered an untimely but sudden death. We mourned FRED's passing by resuming our trip at a reduced speed of 30 mph, not only in honor of him, but as required by law.

Over the years, there have been many stories about FRED dying enroute. Be it his falling or getting dragged to his death and even several assassinations, many times FRED has met his demise over the years while on the job. Does anybody recall the problems NS had with an assassin in the early 80's in Central Illinois? This character, a former railroad employee, was shooting at FRED while he was on duty, mortally wounding him.

Anybody have any other dead FRED stories? Working with FRED for over 15 years now has given me plenty. I'm sure others have some to share as well.

The story you have just heard is true. None of the names were changed as no one was innocent.

Joseph D Santucci (Tuch)

Lost FRED

When the Danville Junction Chapter NRHS was given a UP caboose in the late 80's, it was delivered to the KB&S at St. Anne, Illinois. I was tracking the local that day, but missed the actual delivery. I did arrive in time to secure the caboose and its contents before the locals had a chance at it.

One item of particular interest was a BN EOT that had been left onboard. It was missing the battery pack, but had the mounting plate with the long shaft that runs through the flag hole in the knuckle. I took the unit home, and my interest in electronics forced me to take it apart. I did get it working on an external power supply. With no harm done, and my education complete, I gave it to the father of a UP trainmaster so his son could return it to the proper place.

A few years later, I found FRED (no telemetry) laying in tall grass at the north end of Brewer Yard, unseen by the crews. I took it home, cleaned it up and charged the battery. When I was done playing with it, I took it to North Yard for the trainmaster to pick up. Many thanks received for saving FRED from a death of exposure and rust!

Doug Nipper

Once I was given a FRED by a gentleman, an upstanding Boy Scout parent no less, who indicated that "I might have a use for it." After inspecting it and playing with it for a couple of days, pumping up the air with a tire pump, etc., I called the local trainmaster, now retired, here in Mattoon and arranged to reunite FRED with his parents. The trainmaster was elated to have FRED back, account the fact that "we never have enough FRED's around here.

So the story goes, FRED just "fell off" a passing train in front of this guy, so he picks it up. Dunno how the train crew kept the air and continued on their journey, or what they thought when they walked their train and found no FRED.....hmmmmmm? Maybe FRED tired of riding, or jumped off to join a circus train. It was a recent act though, as FRED still had a charged battery.

Neal Grant

Kidnapping FRED

A friend from the EJ&E told me a story about how, while a train was stopped at Van Loon doing some work one evening, that FRED was kidnapped (or would it be telenapped?) from the tail end of their train. The Engineer reported to the Dispatcher that FRED indicated he was being moved. When they got back to the train, he wouldn't take any air. Inspection revealed that FRED had vanished, yet he continued to speak his electronic pulses to his sidekick receiver on the engine. The J gumshoes launched an intensive dragnet putting out an APB for FRED. While investigating along the RofW, they observed the familiar wink of FRED coming from the back porch of a home along the

tracks. They knocked on the door and explained their discovery to the bewildered person. He called his 14-year-old son out who admitted that he indeed kidnapped FRED. His reason being he thought it would be cool to have one.

I believe he was tried, convicted and sentenced to the electric chair, actually, he was given a stern warning and his father inflicted some sort of corporal punishment to the lad in the presence of the J Police. Probably a good smack to the head or something.

The other episode occurred on the WC in Wheeling in 1989. While we were sitting in the siding there, FRED suddenly screamed out. He told us he suddenly lost his air and was moving. My Conductor immediately went to FRED's aid while I notified Deval Tower to contact the Wheeling police. When the Conductor arrived, he found FRED lying against the rail. His single long arm was no longer connected to the brakepipe hose of the last car. But both FRED and his arm had quite a bit of blood on them. Apparently, when the would be telesnatcher disconnected FRED's arm, he was unaware that it was charged with brakepipe air. FRED, in an effort to protect himself had apparently swung his pressurized arm up striking the would be thief injuring him seriously. The perpetrator(s) ran off in agony and losing blood, leaving FRED behind. This effort by FRED to protect himself saved the company the pain and anguish of a telenapping, bizarre ransom notes, phone calls with electronically altered voices and drop of points for ransom.

Tuch

Battered FRED

Before FRED learned to talk, the CNW's Troy Grove job would show up at West Chicago almost every day with only a few parts of FRED hanging on the knuckle. It was thought that some kids were attacking him with a baseball bat near DeKalb, IL. The railroad figured out the location as this was the last place the conductor would see FRED saddled atop his coupler and the train didn't make any more stops after that.

At any rate the local trainmaster and spe-

cial agent decided to do a little undercover work hoping to catch the young vandals in the act. The trainmaster related the following story to me. As he walked back to the hind end to catch the kids he heard footsteps other than his own in the ballast. He quickly ducked between two cars near the hind end. As the footsteps got closer he jumped out from between the cars to find a 6' tall 30 year old male holding a baseball bat! Not quite the image of a couple teenagers he had in his mind. Quite startled at first, the trainmaster regained his composure and stopped the gentleman. The FRED attacker realized he was caught and relinquished the bat. As they questioned him they found out there were two others involved in the mass carnage evoked on FRED.

Shortly after that, FRED learned to talk and no further problems were incurred at DeKalb.

Tuch, how many coal trains have you passed in which you witnessed FRED hanging on upside-down for dear life? The UP was using a bracket for some time that would hold the rotary coupler in place keeping FRED upright and happy. I haven't seen any of these in a while though.

Joel G. Kirchner

The Birth of FRED

Many years ago, longer that some of us want to remember, I was at North Yard visiting with friends Bob Barker and Doug Nipper on one of our usual afternoons to watch trains and tell stories. A friend, and former UofI student stopped by to chat. He had gone to work for Norfolk Southern, maybe Southern at the time, and in the course of conversation asked us to come to the back of his car. He told us we must keep what we see in confidence.

He opened the trunk and there was a silver box that mounted on a coupler. Seemed that the Southern (believe at that time) was testing putting a device on the rear of a train to eliminate the caboose. It was being tested in the southeast. I remember him saying that someday the caboose would be gone. The name is left off to protect anyone who worked for the railroad at that time, however, FRED arrived

and the caboose disappeared.

I hope you have enjoyed these stories. Most of the tales are from railroaders and have been enjoyed by all on the web. You may find these tales, and many others on the Illiana Railroad Discussion List. For more info visit the web site at <http://www.railcenter.com/illiana>

Editor

No Change in Steam Policy Seen at Wisconsin Central

There was an announcement last month that Ed Burkhardt, the CEO and one of the founders of the Wisconsin Central Railroad, had resigned "to pursue business interests elsewhere, and that, effective September. Tom Powers would succeed Ed as the railroad's CEO. There seems to have been a major shakeup in the railroad's Board of Directors that resulted in Burkhardt's forced resignation. Many steam fans fear that, as a result of the shake-up, the new Board will change the railroad's liberal attitude towards public excursions and steam operations. Without railfan Burkhardt at the helm, steam operations could be greatly curtailed or even cancelled.

Maybe. At present, however, nothing in the railroad's operations or policies suggests any such change. Relations between WC management and the people operating Milwaukee Road #261 (Steve Sandberg), Soo Line #1003 (Gary Ostrand and Nick Modders) and Soo Line #2719 (Dave Peterson) are excellent. The steam operators have experienced nothing but friendliness and cooperation from the WC people, from shop and yard personnel to the railroad dispatchers.

According to Wisconsin Central's VP of Operations, Ed Trebell, the railroad is pleased with the way these excursions have been working out and wants to continue them. So the railroad's attitude towards steam may very well remain positive. As a result, steam operators are looking forward to a busy season on the Wisconsin Central next year.

(from several sources)

Burlington Northern Santa Fe: SD45-2's are back

Heavy traffic volumes has seen BNSF return a number of the Santa Fe 5D45-2s to freight service. More than 30 units that were placed in the BNSF 6450-6550 series and 30 of the unchanged ATSF 5800-series units are back in service. Five F45s (ATSF 5974, 5983, 5985, 5986, 5987) are also active. This could very well be the last season for these locomotives. In mid August BNSF began a plan to dismantle more than 30 loco-motives for parts. The EMDs at Topeka, KS and the GEs at West Burlington. Units designated for this plan: Topeka, ATSF 3012, BNSF 2011, 2012, 2052. West

Burlington, BN 4022, 5025, 5038, 5044, 5069, 5505, BNSF 5172 The BNSF's newly rebuilt SD40-2s in the 7300-series are continuing to come from Alstom in

Montreal. BNSF will have 40 of them when the program is complete. The BNSF 7304 & 7303 were leading a BRCNTW tram through Rochelle, IL on August 28 with two pairs of Belt Railway of Chicago cow-calf sets dead in tow. The BRC 510/501 and 516/506 had their exhaust stacks covered and were enroute to Independent Locomotive Service in Bethel, MN. General Electric C44-9W deliveries are up into the 4500-series. Some of the engines have been spotted heading toward Kansas City across the NS through Decatur. The BNSF 4516 & 4517 in primer were seen enroute to the paint booth at Mid American Car at Kansas City in early September.

Via North Western Limited, 9/99

Locomotive horn issue again making noise

Federal officials are getting serious about forcing railroad engineers to sound their locomotive horns at railroad crossings to prevent accidents. Spurring new action was Amtrak's grade-crossing collision with a truck in Bourbonnais, Ill., last March that killed 11 passengers aboard the *City*

of *New Orleans* Superliner train and injured more than 100, reports Chicago's Daily Southtown newspaper.

The Federal Railroad Administration is writing a new regulation, proposed to take effect late in 2000, that would order engineers to sound their horns every time they near a grade crossing. The issue is more important in Illinois than most anywhere else, because between 1991 and 1998, and excluding the Bourbonnais tragedy, Illinois had 288 deaths at grade crossings, second only to Texas

This figures, since Illinois also has the second-highest number of crossings, meaning more noise for many communities if the regulation is approved. The state has 15,746 crossings, on private as well as public property. The new rule would likely supersede the hundreds of state laws and local ordinances enacted to create so-called "quiet zones" in communities where noisy locomotive whistles are banned.

Illinois ranks high in that category as well. With 121 so-called "whistle bans" covering 898 crossings already in place, Illinois has more than 25 percent of all such laws approved around the country, according to the FRA. Under the new regulation, such quiet zones would be allowed only in communities that have taken often extremely expensive steps to protect impatient drivers from themselves by installing hard-to-circumvent gates, median walls, or other protections.

In the Chicago area, the city and about 35 suburbs, all to the north and west, have instituted "quiet zones." Illinois law prohibits train horns at gated crossings where fewer than three accidents have occurred in a year. But engineers may sound horns if there is an emergency or poor visibility.

In 1997, the U.S. Congress halted an impending federal law requiring trains to sound their horns at all the nation's public crossings, directing the FRA to look into other safety alternatives. That move came after a public outcry against the law. A spokesman for Illinois House Speaker Michael Madigan (D-Chicago) said the new FRA regulation is a sign the federal government wants to take the train-whistle issue "out of state officials' hands."

Changes in Southern Chicago Suburbs

For those of us who have been around for awhile, you come to notice the changes, some subtle and some not so subtle. In the past few months, we have all seen a big change with the split up of Conrail between CSX and Norfolk Southern. That was a BIG change, but there have been some subtle changes that are worth mentioning. Specifically for those of us who railfan on Chicago's South Side, or more technically the south suburbs.

One of the major changes that many are sorry to see are the replacement of the B&O type signals along the former B&OCT (CT is Chicago Terminal). With uniformity as the main reason, the famed position lights are going, FAST! While they are nice to look at and make great frames for photos, they do not display as many aspects as a multi-light signal. With that in mind, CSX signal gangs are replacing them quickly, especially at home signal (interlocking) locations. With the reconfiguring of Dolton Crossing, these new signals (on new signal towers) give an old and familiar location a much different look. For those of you who haven't been to Dolton Junction for a while, perhaps it is time to revisit this location. With the addition of the of the aforementioned new signal bridges, and the new connection between the former B&OCT and the former Mopac, there are some new photo angles. The southeast side of the Indiana Harbor Belt/B&OCTIUP crossing is still a good and safe place to photograph the action.

Going a bit further east, there is a new location called C.P. Grove. Control Point Grove is the new connection between the IHB and the former B&OCT. The name comes from the major street that's just east of the switches, Cottage Grove. This too is a location that can be photographed for a public road. Here you'll find newly installed signals, and with a very long telephoto lens, you can even shoot east-bound trains coming through Dolton Junction. Blue Island Crossing might also be worth a look as they have installed new CSX signals there too.

So if you are looking for some familiar locations with a little different twist, take a trip down to the south suburbs of Chicago and check out the changing scene.

By Randy Olson, via North Western Illinois Chapter

Construction Projects

I would have expected the fall to see many projects slow down but they seem to keep coming. If you read the article about Buffalo you read about one of our new projects. Now for some others:

Norfolk Southern

Before we left for Buffalo another project Request for Proposal showed up in the mail from NS. This project was for 4.7 miles of new railroad in Pennsylvania east of Pittsburgh (sorry, can't tell anymore than this at the present time). The site meeting was the Tuesday after the Buffalo meeting so I went to PA to check the project. This time there were another 4 consultants, 2 from the last project and 2 new ones. After the meeting in the hotel we took an auto tour to the site.

Part of the project involves a wye connection to an out of service line. The second section is new alignment off a mainline and up a valley following a creek and highway. The terrain is rugged, the beginning point near a tunnel, and the alignment will challenge the design. This time we got our Bridgeville office involved. They were asked to provide assistance in bridge design, environmental, right of way and survey. The RFP was turned in, with price of course, and we got the call two days later from NS that we had been selected for the project. Sales has been very good this month.

Columbus, Ohio — NS and CSX are involved in a new underpass structure on SR 315 just west of the downtown area.



The bridge involves the former Conrail Cincinnati Line and Western Branch and will go from 4-tracks to 2-tracks. As part of an agreement with the Ohio DOT the tracks will be realigned west of Scioto Tower for about 1 mile and will involve both railroads. NS has asked us to stake the preliminary design and prepare construction plans for both contractor and railroad construction forces. Trackwork will occur next year on the final alignment. These changes will eliminate Scioto Tower.

In addition, a siding may be constructed about 3 miles west of the tower on the Cincinnati Line. That work is still under discussions with ODOT. We will handle that project if it gets approved.

In other work, the Archbold and Bryan, Ohio projects will be starting very soon. Archbold is an underpass that will involve moving the double main line track. The other 8 projects in the Cleveland area are getting near the end of construction work except for Detroit Avenue. In Columbus there are 2 underpass projects, one noted above, and over at West Carrollton the contractor is still working for a December roll in of the new bridge. This project has been delayed due to pile driving problems.

Lafayette is moving along with grading and rail work in progress. One track is constructed from East Yard to just west of Route 52 and one is constructed from Ninth Street to Wabash Avenue in the downtown corridor. Work will continue on other tracks as ballast deliveries permit. The grading contractor is working between Ninth Street and the old Monon Shops.

Our most recent proposal is a new intermodal yard planned in the Cleveland area. Hopefully by the time you read this we have gotten another project with NS. Greedy I guess.

CSX

The Garrett, Indiana project is now in the roadway phase of the project. The bridges are complete, except for painting, and trains are crossing at track speed. The roadway will be finished next summer, much to disappointment of the city as plans originally called for completion this year.

In Lafayette the BIDS yard we designed is complete and in service. The electrical work is underway and the new light tower will be installed in a few weeks. The "hill track" is still relocated to allow construction of the new retaining wall. This track will be shifted back around the end of October.

Wheeler, Indiana has seen the completion of the new track alignment for CSX and on the 25th of the month the contractor will set the 2-150 ton girder sections for the bridge. We also had a quick survey project for CSX for a new connection in Michigan between the Conrail Shared Assets line and the CN (GTW). We have started work on two bridge projects in Toledo and are handling several pipe-crossing projects for CSX in Ohio.

In addition to these projects for both railroads I have about 20 others that are small but still take time when active. Rick Schroeder

The road-switcher returns

The largest order for medium-horsepower road-switcher diesel-electric locomotives in more than 15 years has been announced, as part of an order for Electro-Motive Division units by the CIT Group, which provides a wide array of equipment leasing and financial products to the railroad and aerospace industries.

CIT will acquire a total of 90 EMD units beginning in fourth quarter 1999 when the first of an order for 40 4300 h.p. SD9043MAC units begins delivery. Deliveries of 50 GP15D and GP20D road-switchers will begin in first quarter 2000.

"This acquisition marks the first ever of new locomotives for CIT and the first ever of new locomotives for an operating lessor," said Nikita Zdanow, CIT president and CEO. "This addition is a natural extension of our rail asset leasing business, and we are even better positioned to offer a full range of high quality locomotives to the breadth of the North American rail industry." In addition to its locomotive fleet of nearly 400 units, CIT maintains a fleet of nearly 40,000 freight cars. The sale of the

new locomotives is EMD's first to an operating lessor, said Bill Happel, vice president and general manager of GM's Electro-Motive Division.

The SD9043MAC's employ alternating current traction motors, self-steering trucks, advanced microprocessor control, and EMD's WhisperCab. The GP15D and GP20D, while using the high-efficiency, low-emission 170-series engine, will pull more tonnage than other switchers in service, offer unit reduction capabilities, and provide a number of comfort and safety features for crew. CIT plans to issue these locomotives on short- to medium-term operating leases to Class 1, regional, and short-line railroads.

Founded in 1908 and with over \$28 billion in total managed assets, the CIT Group is one of the nation's leading commercial and consumer finance organizations.

TRAINS On-Line, posted 9/17/99

Where are the tell-tales?

In olden days of railroading, hard ropes hanging from a bracket, called "tell-tales," whacked forgetful brakemen riding atop freight cars of approaching low-clearance overhead obstructions such as bridges. Tell-tales, hand brakes, brakemen, and boxcar roof walks are long gone, and low clearances are well known to most railroaders and stored in their computers. Still, the system isn't fail-safe, witness this incident near Chicago on September 4.

Burlington Northern Santa Fe's train CHCLGB404 was departing Cicero Yard about 11 p.m. that night westward on Main 1, the northernmost track on the main line, when it got "low-bridged" by the Belt Railway of Chicago's overhead structure just east of MP 7 on the busy Chicago Subdivision. Fourteen or 15 containers that were "double-stacked" were flung off their cars, and debris covered all five main tracks. An overhead signal bridge was also knocked down. The BRC bridge was knocked about 1 foot off of alignment. No injuries were reported. Some service on adjacent tracks was running about 5 hours later, but getting the CTC

signal system back took most of the next day, affecting Amtrak and Metra traffic, too. News reports pegged damages at approaching \$1 million.

A BNSF dispatcher reports that the Chicago Division employee timetable clearly states that trains handling any intermodal equipment loaded with vans or containers is not to be run on Main 1 and 2 tracks at that location. Oops. (Nearby, Union Pacific had a similar “de-stacking” incident on former Chicago & North Western track east of Proviso Yard in the western Chicago suburbs a couple of years ago.)

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FLOYD-Continued from Page 2

Fla., said work crews and supplies were ready for repair work, but they had to wait until the water receded. CSX operates through Rocky Mount, Tarboro, and other hard-hit sections of eastern North Carolina. Of particular concern to CSX was its Tar River bridge 1 mile north of Rocky Mount, an old ACL railroad town. The span apparently was washed completely away by the high water, which had been expected to crest on Saturday the 18th.

On CSX’s Florence Division, North End Subdivision, there was a huge washout at Milepost 90.6 in Halifax, N.C., 140 feet long and 30 feet deep. To restore the line, 30,000 tons of fill was required, and 400 feet of metal pipe was to be installed where a 15-foot arch failed. CSX termed this a temporary fix; as a 250-foot bridge is being built and will then be put in place. Other work on the North End Subdivision is being done at MP 112.9 in Battleboro, N.C., and between mileposts 95.7 and 95.9 where there were three washouts. The line was expected to reopen at noon on Wednesday the 22nd.

In the Northeast, CSX and NS resumed rail service into the New York-New Jersey metropolitan area on Monday the 20th, but delays and congestion continued on four key lines flooded by rains from Floyd. A spokesman for the Port Authority of New York & New Jersey said a backlog of at least 1000 import containers that would have moved by rail would be worked off by Tuesday or Wednesday.

CSX restored service Saturday on its River Line between northern New Jersey and the Albany, N.Y., area on the West Side of the Hudson River. At least three washouts had blocked the route, CSX’s busiest line in the region. Service also was restored through the central New Jersey community of Bound Brook, where the Raritan River flooded tracks at a major junction used by both carriers. NS and CSX trains were running through the area at 10 mph Monday by using a siding. The mainline tracks were expected to be opened the next day.

NS trains began running again on its Southern Tier route, the former Erie Lackawanna main line between Jersey City, N.J., and upstate New York points such as Binghamton and Buffalo. It had been blocked by a washout near Port Jervis, N.Y., about 80 miles west of New York.

Amtrak on Friday, September 17, said it would resume Northeast Direct service between Washington and Philadelphia, and between New York and Boston on the following morning. Because of high water in New Jersey, Amtrak did not resume scheduled service between Philadelphia and New York until later.

Amtrak planned to begin the resumption gradually, with Metroliner Service first, hourly from New York and Washington and Northeast Direct service with departures every two hours or so to start with. New York-Philadelphia Clocker Service was suspended.

New Jersey Transit on Friday the 17th said several of its lines were still out of service, including the Pascack Valley and Boonton lines in entirety; the Raritan Valley between Dunellen and High Bridge, which includes the hard-hit town of Bound Brook; the electrified Gladstone Branch between Bernardsville and Gladstone; and the Morristown Line between Dover and Hackettstown. There was just limited service to Trenton on the Northeast Corridor. Also closed was the Metro North line operated by NJT between Suffern and Port Jervis, N.Y.

North of New York City, Metro North Railroad suspended service on the Hudson Line from Tarrytown, N.Y., north to Poughkeepsie, and Harlem Line trains

operated from Grand Central Terminal only as far north as North White Plains, with Hudson and Harlem service operating on a Saturday schedule. The New Haven Line operated normally.

In Philadelphia, 10 people aboard a SEPTA R6 line commuter train on Thursday the 16th had to be rescued when its single electric M.U. car, 284, was trapped by rising Schuylkill River water 100 yards short of the Conshohocken station on the Norristown-Philadelphia run. The former Reading track is sandwiched by the Schuylkill and Plymouth Creek, and the rising water shorted out the line’s electrical power supply.

The crew radioed for help at 1:03 p.m. Before emergency workers were able to bring the 10 people to safety, a rescue boat capsized, flinging firefighters and SEPTA passengers into the water. Two rescue workers were washed 250 yards from Plymouth Creek across flooded areas and almost into the Schuylkill, but both survived by clinging to tree branches for more than two hours. Aboard were three crew members—a conductor, engineer and trainman—plus seven passengers.

According to the Philadelphia Inquirer, as steel drums and tree limbs floated by the scene, Conshohocken Police Officer Matt Messenger and four firefighters set out in a metal rowboat, tethered by a rope to a fire engine. Tossed by floodwaters, the rowboat reached the train. Everyone on board donned life vests. Six of the passengers joined three firefighters remaining in the boat, and they set off for the bank about 50 yards away. But rescue crews lost control of the tiny craft in the waist-deep storm water pouring from Plymouth Creek. Battered against nearby trees, the rowboat flipped against a chain-link fence, throwing all nine people overboard, sweeping two rescue workers through a hole in the fence and 250 yards down Plymouth Creek.

As the Spring Mill Fire Company launched a rubber dinghy to bring the wet passengers and rescue workers to safety, other emergency workers tied a line from the SEPTA car to trees on the riverbank. In the swirling waters, two rescue workers on the SEPTA car and those on shore took

turns escorting the remaining passenger and the three crew members as they used the rope to get safely ashore.

Several passengers were treated at area hospitals for hypothermia and released. SEPTA employees whisked the three crew members home from the Washington Fire Company across the street, where they'd been taken after the rescue.

In all, the rescue of the Norristown R6 line train was an eerie repeat of a similar rescue at the same spot during Tropical Storm Agnes in 1972, veteran firefighters said.

In Delaware, Floyd's floodwaters dealt heavy damage to the Wilmington & Western, a tourist line that's operated on an old B&O branch since 1966. The storm showed no mercy on the 10-mile W&W, dumping nearly 10 inches of rain on the Red Clay Valley and causing major flooding. Two trestles were washed away, two more suffered severe damage, and a few others made it through with minor damage. There were also many trees down over the tracks and numerous washouts.

Near Greenbank station, almost a half-mile of track lay twisted, according to the Trenton Times. Only the stone piers of the trestle bridge over the Red Clay Creek remained, with portions of a heavy wooden trestle washed up on the bank downstream.

Historic Red Clay Valley Inc., the non-profit company that runs Delaware's only steam railroad said damage to the railroad is the worst in HRCV's 27-year history. The line itself had been operated since 1872. Officials promise to rebuild the track, but trains will not operate until next spring or early summer. The devastation is estimated at \$2.5 million, a monumental figure for an all-volunteer organization whose biggest project in the 17 years it has owned the line was building a \$300,000 passenger station at Greenbank Park. The group, which carried no flood insurance because of cost, will probably turn to the government and private sources for help.

TRAINS On-Line, 9/22/99

Wheel Report

Chicago Metra eyes new locomotives. Board members of Chicago's commuter rail system, Metra, were ready to take the first steps toward purchase of more new locomotives, the Arlington Heights Daily Herald reported. The deal, awarded through a bidding process, would be for 26 units at \$2 million each. Metra last purchased new locomotives in 1992, "F40M's" from GM's Electro-Motive Division, the last of their breed. EMD's current passenger locomotive model is designated F59PHI.

Fifteen of the new units would replace older ones in Metra's 130-locomotive fleet, the big EMD F40C's on the Milwaukee District that were built in 1974. Four new locomotives would be used for new service, most likely on the North Central Service route to Antioch and the South West Service Line to Orland Park, which is to be extended to Manhattan, Ill. The remaining seven likely would replace early F40PH's, which would become spare units.

The state plans to cover 20 percent of the locomotives' cost through its Illinois FIRST public works program, with money from Congress expected to fund the rest. Metra hopes to have the new locomotives running by early 2002. *TRAINS On-Line*, posted 9/22/99

Danville Fans? - What an interesting day on the NS today, Lafayette region, that is. Bright sunshine beckoned once again, so out I went at 7:30 am. Hearing zilch on the scanner, I opted to head for West Point to wait for some nicely lit eastbounds. Pay dirt within minutes. 16K roared by at 7:57 with IC 6067 and NS 8072. What's next? Dunno. No chatter. An hour later, I hear motors toward the east, but no signal calling. Odd. He's blowing for the West Point crossing. Finally, a garbled signal call. "Clear signal west West Point, 145 out." Must have a nasty radio. I think I'm gonna watch this one go by. Wrong angle for optimum imaging anyway. I'm watching about straight ahead as the power roars out from behind the trees at the Turner Road crossing. PRR ex-CR 5476,

PRR ex-CR 2942, NS 7090, Ferromex....uh...uh-oh...there's one, two, three.....TEN new units on this thing. I'm frantically reciting the unit numbers into my trusty tape recorder as they fly by.

As I watch the train roll away, I wonder if I got all the numbers. Replay, right? Uh-oh...recorder was on pause. Didn't get any numbers!!! This is kind of important since I also subscribe to two other lists - Railspot (Ark, La, Tex area) and Mexrail (Mexico). Off in pursuit I go!! Yes, I'm nuts. NS has been congested lately, right? Surely it'll meet something soon, right? Nope. It flies through Riverside, Attica, hits the Williamsport detector while I'm turning onto Hwy 28 off of 41. Oh Lord. I finally catch up near West Lebanon, but I'm stuck behind a dump truck. Yup, it don't turn off on 63, we're still going west, and the tracks now start leaning southwest. Just miss it at Johnsonville. Same at State Line. He's got a restricting at Eldan. Then, praise God, the DS says hold back cause you're meeting four eastbounds. Well, it cruises up to Voorhees Street in Danville, IL (Yup, I chased it all that way. Whadda dope.) and stops, perfectly positioned for portraits. Well, I got a real good look at these babies, Ferromex 4549, 4547, 4548, 4545, 4537, 4546, 4543, 4538, 4544 and 4542. Geez!! Where is everybody?? Where were you Danville fans?? About 10 am, I'm shooting this massive string of shiny new Mexican locos all by myself.

Turns out 145 met only three eastbounds. I had to get back home by around 12:30, so I had to go. But, those eastbounds were going the same direction I was, so.... First was 146 with NS 9092 and PRR ex-CR 8109 at Eldan at 10:45. A few minutes later, 208 rolls by behind NS 8892. East I go. But, 248 is catching up to me as I take the right angle zig zag roads and he goes straight arrow cross country. I wait just east of West Lebanon. It's got NS 5147 and 5056. These three eastbounds are meeting 181 and 259 at Attica. 248 is passing under the 41 overpass near Attica as I go over. Across the Wabash and into Attica. I'd heard the DS talking to D93 earlier but didn't know where it was. Well, something made me look to the right as I crossed the CA&S. OHMIGOD! There's a headlight down there!! D93 with NS 5211 and

train was poised beside the old CA&S depot! Got a good shot of it, then went to the west end of Attica siding to peek at 181. 248 was just rolling by, so I set up for a telly of 181 as he enters the main. NS 6666 sole power. Neat unit number. Just then, about noon, D93 pokes its nose around the curve coming off the branch. It's 16 cars and red caboose 555008 pulls up to the switch to wait for 259 with NS 8741. Ya missed it, guys!!!

I'm out of film, but there's one more west-bound coming. 17K also met those three eastbounds at West Point, so I go to county line road just east of the detector and wait for just a couple of minutes. 17K has NS 9111, NS 4147 and IC 6004.

I'm done. Not a bad morning.

Mike Hasbargen, Lafayette — 9/25/99

Ed: You will note from Mike's trip that train watching in the Tolono to Danville to Lafayette area has improved. Is you want to spend the day watching trains, check out a Saturday morning in the area.

TRANSIBERIAN RAILROAD-The Trans Siberian Railroad was constructed between 1891 and 1916. Considering the area of the world in which it was constructed, it was a feat in itself. Many problems were encountered by the builders. A 927 mile stretch of the line had only six villages and the working season was four months. Lumber had to come from 300 miles away, steel bearing came from 3,000 miles away and the stone quarries were sometimes 600 miles away. Worker camps were terrorized by a 700 pound tiger. A test train derailed 10 times and it

Florida's last interlocking tower is closed

The last active railroad interlocking tower in Florida, as well as most of the Southeast (excluding movable bridge control towers), became history on September 10, 1999, when CSX moved control of the Beaver Street interlocking in Jacksonville, Fla., to its central dispatching center across town.

The brick tower had air-operated switches and controlled the busy junction between CSX's Nahunta Subdivision and Sanford Subdivision (both former Atlantic Coast Line), the Wildwood Subdivision (former Seaboard), the Norfolk Southern interchange track, and the Florida East Coast double-track main leading to the St. Johns River movable bridge. The Beaver Street operator also controlled a yard where the three roads interchanged. Now, all of this is the domain of CSX's AZ dispatcher.

Manned interlocking towers remain in New Orleans, La.; at numerous points in the Northeast; and around some Midwestern cities including Toledo and Detroit. Chicago has the largest concentration of active towers.

TRAINS On-Line, posted 9/17/99

was found that it would not fit through the tunnel.

Glad they didn't hire us to design the project.

CSX (C&E) Haley Tower to close

CSX's storied Haley tower in Terre Haute Indiana will cease operations at 07:00 CSX time on October 22, 1999.

Haley has long been a favorite train watching spot among railfans due not only to the high traffic, but the friendly atmosphere and welcome mat from most of the operators working there over it's 95 year history.

I know there are still many folks who are looking to get that "last photo" of the tower in operation; i.e. a train going by. I suggest you make your trip to the place before October 18. This is when work will begin on the project to move the building and a great deal of the surrounding land will be fenced off. Standing on the east side of the tracks is becoming more hazardous by the day since crews are moving in materials for the new plant. So, this probably won't be a good idea either.

In other words, if you want close up shots, get them in the next couple of weeks! After that telephoto will be required and orange fence will get in the way too.

If anybody would like more information, drop me a private note. Or you can join the society and read all about it in the "Order Board". (definite plug)

Bill Foster, President, Haley Tower Historical & Technical Society

Toy Trunk Railroad-ing

A Divine Calling

By Erick Sansom





HALEY TOWER

HISTORICAL & TECHNICAL SOCIETY, INC

PO Box 323, Clinton, IN 47842
<http://www.railcenter.com/haley>

A non-profit organization dedicated to the preservation and exhibition of railroad history in the greater Wabash Valley.

Situated at the grade crossing of CSX Transportation's CE&D Subdivision and Conrail's St. Louis Line in Terre Haute, Indiana, Haley Tower is one of the very last manned interlocking towers in the Midwest. Once a common sight along US railroads, these towers are now a dying breed, and precious few of them have been preserved. Fortunately, a movement is now underway to save Haley Tower, and the *Haley Tower Historical & Technical Society, Inc*, an accredited non-profit organization, has been founded to serve this goal.

The Society has already accomplished two major objectives. We have purchased the public land immediately adjacent to the tower's location, and through our negotiations, CSX has agreed to allow the Society to move the tower off of railroad property after its "retirement" on October 23, 1999. Our plan is to move the tower approximately 200 feet from its present location near the corner of North 13th and Beech streets in Terre Haute. Afterwards, we envision the creation of the "Wabash Valley Railroader's Museum" with the tower as its centerpiece. We are also negotiating with CP Rail to obtain and preserve Spring Hill tower.

However, funding will be critical if our plans to save the tower are to succeed. To that end, the Society is openly soliciting memberships and contributions from the public to allow us to meet our objectives. We are also offering quality Haley Tower merchandise for fund raising purposes.

We sincerely invite and encourage you to participate in preserving this icon of Wabash Valley railroading heritage by becoming a member of the Haley Tower Historical & Technical Society. Memberships are available at \$25.00 per calendar year. For more detailed membership information, write to us at: **Haley Tower Historical & Technical Society PO Box 323 Clinton, IN 47842**, or visit our web site at <http://www.railcenter.com/haley>

Enclosed is my \$25 membership fee for the 1999 calendar year.

Enclosed is an additional contribution of \$ _____.

Haley Tower Fundraising Merchandise

Help the society and increase awareness of our project with this ultra-stylish attire!



The Haley T-Shirt

What the well-dressed railfans will be wearing this summer! Features a full color photo of the tower. Printed on a high-quality Fruit Of The Loom 50/50 blend. Available in white only. Sizes M-XXL, XXL please add \$1.50 Youth sizes and 3X + available upon request. Add \$3.20 s+h.

\$15.00
\$10.00 w/membership



The Haley Hat

Keep your noggin cool with this adjustable summer mesh cap. Available in dark blue.

\$10.00 Add \$3.20 s+h.

The Haley H&TS is a non-profit organization. All proceeds from the sale of merchandise are applied toward society activities.

Personal Information

Full Name: _____
Address: _____

Tel: _____
email: _____

Please mail this completed form to:

**The Haley Tower
Historical & Technical Society
PO Box 10291 Terre Haute, IN 47801**

Please use the above address for memberships, contributions, or merchandise purchases.