

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

**DANVILLE JUNCTION CHAPTER**



"Wrecking the old Wyton Tower" is the title of this shot by an unknown photographer. Doug Nipper obtained the photo on Ebay after a friend tipped him off that it was listed. This was the original tower just west of Logan Ave. in Danville, obviously destroyed by a train wreck. But when?

# 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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| NATIONAL DIRECTOR: R. M. Schroeder   | PROGRAM CHAIRMAN: William Darner      |
| MUSEUM DIRECTOR: Robert Gallippi   | HISTORIAN: Jesse Bennett              |
| EDITOR: Richard M. Schroeder - Rickschro@aol.com   | 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 |                                       |

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Volume 33

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Number 7

## Coming Events

### *September 8, 2001*

**Operating Session at Rossville. Session begins around 12:30 to 3:30 in the afternoon. This session is "steam only" with vintage equipment.**

### *September 16, 2001*

Danville, IL Next regular monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX. Program is a trip to Wisconsin and photographing the Wisconsin Central

### *September 15/16, 2001*

Monticello, IL - Railfan Days featuring the Illinois Central history celebration running IC equipment and visit from CNIC equipment.

### *September 23, 2001*

East Peoria, IL - Peoria Train Fair, Illinois Central College, Route 116 & 24, 11-3

### *September 29/30, 2001*

Union, IL - IRM's Picture Perfect Weekend - variety of trains for photographers.

#### **Robert Bauer 1963-2001**

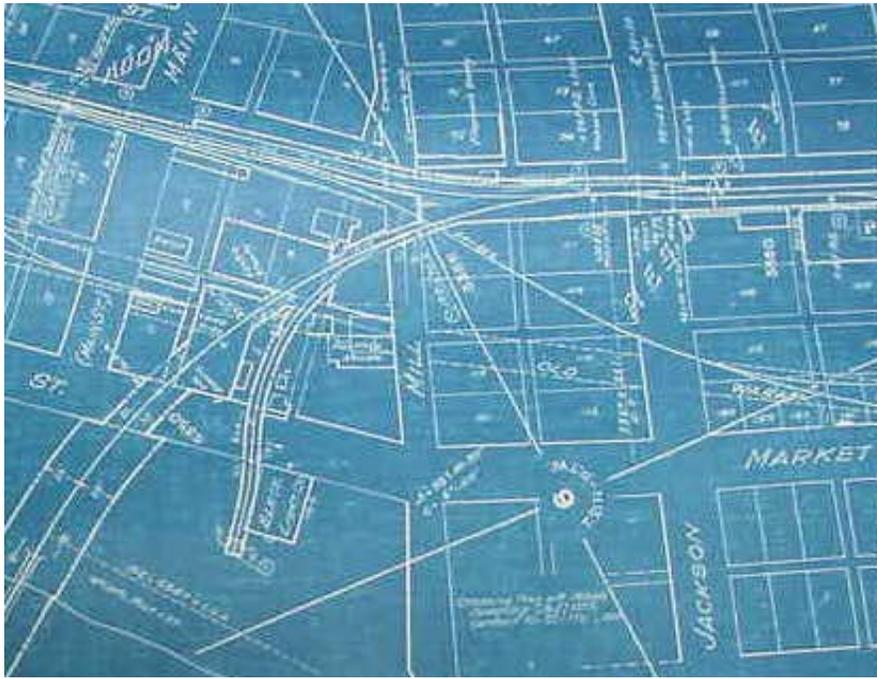
It is with great sadness at press time that we must report the untimely death of our secretary and friend, Rob Bauer, at age 38. He leaves behind a wife and three young daughters. Our deepest condolences to his family. There will be more in the next issue.



## Next Meeting

The next chapter meeting will be Sunday, September 16 at the Pizza Inn at the corner of Williams and Gilbert Streets in Danville. Come join us for the first meeting of the fall (where has the summer gone).

We have two new members. From Ohio we have **Jake Maloy**, 1015 Ventshire Dr, Centerville, OH has joined as a museum member. Jake is originally from Rossville and a few years back his parents moved to Ohio and located south of Dayton. Jake's grandmother lives in Rossville and several years back she, and his mother, used to bring Jake to the museum to watch trains. His first tries at running the layout required standing on the stool and taking direction from Bob G. Now he is a freshman and still visits his grandmother having done so this summer. Jake now has his own trains and brings them with him when



## Attica, Indiana

A few months back the Illiana list on the Internet asked the question about the C&EI (CA&S) crossing of the Wabash Railroad in Attica. During the C&EI HS meeting one of the members copied many of the valuation maps we have at Rossville for his study of CA&S history. In doing so, he photographed the crossing area at Attica. To the left is the copy of the map, north being to the left. The C&EI did have a line that paralleled the Wabash to serve an industry.

The C&EI entered at the lower left on the curve after crossing the Wabash River. The single line curve right-center is the Covington Branch of the Wabash. Note the C&EI track to the river plus upperleft parallel to the Wabash.

visiting. We welcome him back, older and wiser. Our second member is **Gene Cronkhite** of 723 W. Washington St, Hoopeston, IL 60942. Gene is one of the founding members of the chapter and was a member of the Family Model Railroad Club when I (Editor) joined in 1966. We welcome Gene back and look forward to seeing him again.

On Saturday, October 6, the Great American Train Show will be at the Indiana State Fairgrounds in Indianapolis. Some of us are planning a trip over that day to check out the trains (should be warmer than January). If interested, let us know at the September meeting or contact Rick Schroeder at 359-2868.

The program for September will feature the spring trip to Wisconsin and photographing the Wisconsin Central. If you remember Bruce Bird's article in the May issue, this is a program you will want to see if you like Wisconsin and the WC. With only a short time before the CN acquisition be sure to check it out and maybe visit the area this fall or next spring. Rick Schroeder will present the program.

October will program will feature the NRHS summer convention and STEAM!

## Looking West St. Louis, 2001

The annual NRHS convention was held in St. Louis from June 18 to June 23 this year. Member Randy Rippy attended with me plus members Dennis Sloan (his son joined him later) and Dave Sherrill were in attendance. Hopefully others were there that we might have missed.

Randy and I headed out Monday morning after his overnight stay with us in Champaign. We headed south and west, following NS and the UP to St. Louis. We spotted and photographed several UP trains on the way and stopped at Pana to photograph the depots and towers still remaining. We arrived in the St. Louis area later in the afternoon and checked into the hotel, the former Regal Riverfront Hotel. The hotel had just changed names and management and luckily we got our room – later that day many were turned away that had reservations only to be put up other places for the night.

In the afternoon we did some rail fanning and headed to Webster Grove to shoot the UP and visit the hobby shop. When we returned in the evening we decided to take the MetroLink to the airport since the

convention tour had the group heading to Illinois. We entered at the station on the west side of the Cardinal's stadium, amid the rush of game goers, and headed west to the airport. We got off, validated our ticket and headed back. Great trip for the price.

Tuesday morning was the UP #3985 trip to Gorham, IL. We boarded the busses for the trip to the loading site west of the Amtrak station. We left on time and finally had a runby at Chester. Not the best place but great to see the complete train and locomotive. We arrived in Gorham on time, detrained and then photographed the turning of the train on the wye. At the same time, and during our stay, several UP freights passed the group. We headed out on time stopping for one additional photo run on the way back. This one was great. Randy and I decided to stay in the baggage car and shoot our return to St. Louis, which gave us on-time arrival in the city.

Wednesday was the MetroLink trip to Belleville, IL. After a complete tour of the shop area west of downtown we boarded a two-car train and headed to Illinois. A running narrative by member of the St. Louis Chapter and the host of MetroLink provided a great insight to the area and the line. Our return to St. Louis was around noon and Randy and I decided to head to

Webster Grove again.

The automobile "Great Race" was stopping for the night in Webster Grove and the area was a celebration with vendors and people everywhere. The UP was running a heavy volume of traffic and with the crowds in the area was sounding the horns (normally banned). Dave was there waiting for both trains and the cars. Randy and I left around 5:30 as a light rain started and headed south to catch the RailCruise America's Dinner Train. With luck, after sitting for almost an hour, we caught the beautiful green train, complete with F-units, heading south.

Thursday's event was Frisco #1522 to Quincy. We left an hour late, as we had to wait for Amtrak's *Texas Eagle*. It was running late and we could not get out ahead of the train. At the same time, we had light rain, which continued to near Hannibal. During the prior weeks the Mississippi flood had caused minor damage along the route and the area was still too muddy to have photo run buys. We derailed at Hannibal while they serviced the locomotive, then got back on board and headed to Quincy to turn on the wye. By the time we left Quincy we were about 2 hours late and lost more time as we waited at Hannibal for NS to cross the bridge. (Several freight trains on the line also delayed our trip). South of Hannibal we did stop for a photo runby with two runs past the cameras to capture the blast of the locomotive bouncing off the adjacent cliffs. Randy and I had tickets to the night photo session but the train was 3 hours late and they announced that the session would go on with those that could not attend getting a rebate on the ticket price.

Friday was the day for seminars, director's meeting and the evening dinner. Randy was part of the Wabash presentation in the morning so I headed to Webster Grove to see #3985 head west with the train. There was a big crowd on hand and a round of applause broke out after the train passed.

Saturday was the #1522 trip to Newburg, MO. Randy and I chased the train (Dennis and son rode) and started our chase near Pacific. With the interstate parallel to the

track we were able to get ahead and get some great shots with the last one near Rolla. After getting gas and something to eat we headed to Newburg to get some shots of the crowd at the service point. We then headed to the west side of Rolla where the track comes upgrade for some 10 miles. This location is about one-mile of tangent track and I setup on the tangent line of the curve. For over 5 minutes I shot down the track as the #1522 with some 20 cars struggled up grade toward the camera. I must say, one of the best shots I got of the train. As the rear passed from view around the curve you could still hear the locomotive working up the grade near the top of the hill.

We chased the train back, catching it several times on the way with last shots at Pacific. Being tired, having to drop off Randy at his sister's in Edwardsville and wanting to get home, we headed out knowing the convention had been well worth the trip.

**Our thanks to the St. Louis Chapter and all of their staff for a great convention.**

*Rick Schroeder, National Director.*

## **Union Pacific zeroes in on Rochelle, Ill., for intermodal terminal**

Union Pacific may be close to deciding whether to put a sprawling intermodal terminal in Rochelle, Ill., that will help relieve its intermodal capacity crunch in Chicago.

The railroad has the option to buy 1100 acres of land in the city for a terminal that would initially handle 350,000 lifts a year, UP spokesman Mark Davis said. UP's other Chicago-area terminals are currently operating at capacity.

Mike Payette, UP's assistant vice president for government affairs, told the Rockford (Ill.) Register Star that the terminal plan was not submitted for consideration by the board of directors at their meeting last week. "We're just checking all op-

tions on how we're going to finance the thing," he told the newspaper. "When you're going to spend \$200 million, you have to look at all the specifics."

Unlike the chilly reception UP received in the Chicago area when scouting out a terminal site, Rochelle, located 75 miles west of Chicago, has actually sought the intermodal terminal and the economic spinoffs it could bring. The city views its railroads as an economic asset, and even built a railroad park adjacent to the at-grade crossing of the Union Pacific and Burlington Northern Santa Fe main lines. UP is currently negotiating with the city regarding the terminal, Davis said.

The project is not a done deal, Davis stressed. "Right now Rochelle is an area we're taking a hard look at," Davis said. "We're still looking in other areas in the Chicago metro area to weigh all the options on how to better serve the intermodal business in that area."

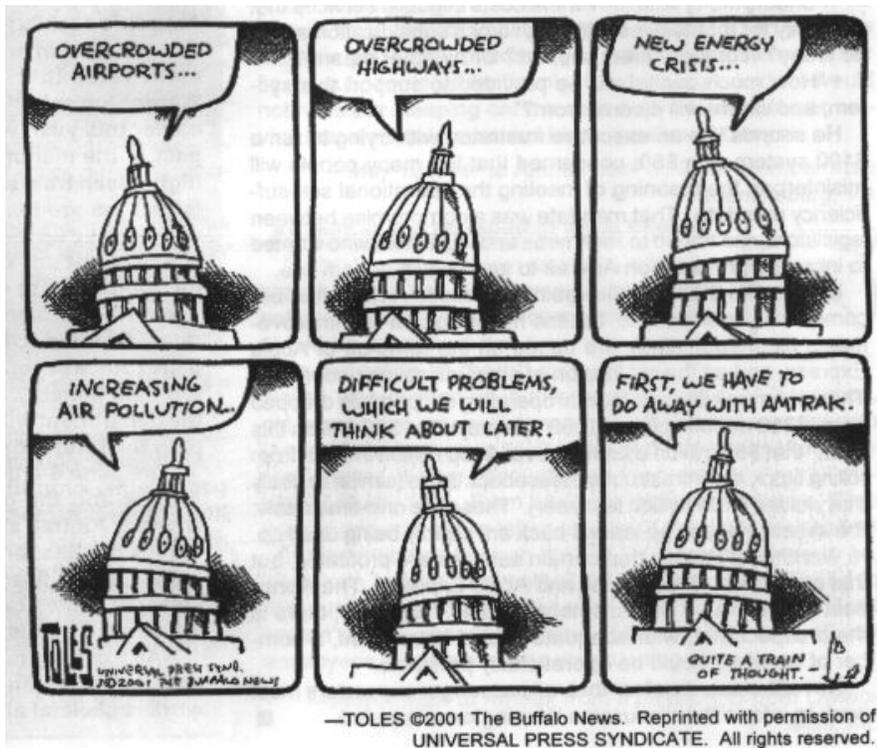
Rochelle is far ahead of any other potential sites, however, since UP does not have land options elsewhere in the region. Even with a Rochelle terminal, UP may still add another terminal closer to the Windy City, Davis said.

*Via Trains – 8/2/01*

## **\$29,000 Awarded to Ten Organizations**

Grants Program Director Jack Salt announced the following awards at the National board of Directors' Meeting held on June 22' at the annual convention in St. Louis, MO.

The Society received 37 requests for grants totaling \$150,790.00 in 2001. Ten grant request were from NRHS Chapters and 27 grants were for organizations. Of the organizations receiving grants one was an NRHS Chapter and nine were other historical organizations. The grant criteria included applicability to railway history, preservation, cost with budget; execution schedule; matching funds raised (grants require matching funds), additional fund raising plans, specific use of funds safety project urgency, duplication



NRHS membership, and visibility.

The NRHS regrets that it was not able to award more money to support other projects for which it received applications as many of the prospective projects were extremely significant and worthy efforts; the grants program is funded by donations.

The applicants awarded grants in 2001 were as follows:

**ACL & SAL Railroads Historical Society**

Rocky Mount, NC - Awarded \$1,000 for the continuing acquisition of computer and scanning equipment suitable for producing CD-ROM's of priority photographs drawings and documents. The society is establishing a functioning archive in the restored ex-ACI passenger/office building that will serve as a repository for historical materials and artifacts.

**The B&O Railroad Museum**

Baltimore, MD - \$3,000 toward the restoration of the famous 1927 replica of the Tom Thumb steam locomotive. The original participated in the fabled race against the horse-drawn car in 1830 proving that steam locomotive technology could be used successfully on American terrain.

**Hoosier Valley Railroad Museum**

North Judson, IN - \$2,800 to restore, illuminate and erect signals on the property of the Hoosier Valley Railroad Museum. The signals arc from seven different railroads that served northwest Indiana: C&O, Erie, E.J.&E, Illinois Central Monon, Nickel Plate, and the Pennsylvania.

**Kokosing Gap Trail**

Gambier, OH - \$3,000 towards the restoration of ALCO steam switcher No. 63. The 0-6-0 with tender will be attached to a restored 1924 C&O caboose and displayed alongside of the 14 mile paved "rail to trail" that was built on the former Pennsylvania railroad right of way between Mount Vernon and Danville, OH. Visitors to this excellent trail will be able to ring No. 63's bell, blow the whistle, and operate the headlamp and lights.

**Michigan State Trust for Railway Preservation**

Owosso, MI - \$3,000 towards the relocation and restoration into service of a 1919 Pere Marquette turntable constructed by the American Bridge Company and installed at the New Buffalo, Michigan. Michigan service facility. The turntable has been moved to Owosso in the former

Ann Arbor Railroad service facility built in the 1800's. The operational Pere Marquette 1225 steam locomotive and turntable will be reunited and used as their original designs intended in the new Steam Railroading Institute.

**Pemberton Township Historic Trust**

Browns Mills, NJ - \$3,000.00 for the rebuilding of the 1911 railroad tool shed on its original foundation at the North Pemberton Railroad station complex and museum. Upon completion the shed will house tools, equipment, artifacts, and displays as they might have appeared in 1911. The shed will be opened to the public and the adjacent Rails to Trails pathway in front of the museum.

**Rockhill Trolley Museum**

Allentown, PA - \$3,000 for the restoration of two traction motors and one compressor for trolley car No. 172. This four-wheeled two-motored trolley was acquired by the museum in 1967 and has been operated on the museum tracks for many years. This semi convertible car has windows that can be used into a ceiling pocket creating an open-air effect that creates a flowing breeze on a hot day. The windows can be closed with ease on the colder days in the winter. This type of car eliminated the needs for a "summer car."

**The Southern Michigan Railroad Society**

Clinton, MI - \$3,800 for replacement of deteriorating railroad ties on curves along 13.5 miles of track from Clinton to Lenawee Junction. This section was constructed between 1836 and 1835 as a branch of the Erie and Kalamazoo Railroad. This is one of the earliest railroads west of the Allegheny Mountains offering service into the territory of Michigan, prior to statehood. This volunteer society operates a museum and offers rides along this historic section of track.

**Whitewater Valley Railroad**

Connersville, IN - \$3,400 towards the completion of the restoration of Armco Steel No. 709, a 1950 Lima-Hamilton locomotive used on Armco's molten steel transfer over the Baltimore & Ohio Railroad between Hamilton and Middletown, Ohio.

Armco is one of only six Lima-Hamilton diesels in existence and will be used periodically with other historic diesels on the substantially rebuilt 19-mile former New York Central.

## Amtrak plans fall return to Louisville, Ky.

Amtrak will return to Louisville, Ky., in October, when the *Kentucky Cardinal's* run is extended across the Ohio River from its current terminus at Jeffersonville, Ind. The last Amtrak train to call on Louisville was the *Floridian*, which ended its run in October 1979. Work will begin next month on a \$530,000 renovation of Louisville's Union Station, along with track improvements that will allow the *Kentucky Cardinal* to stop at the historic structure, the Evansville (Ind.) Courier & Press reported. The city has earmarked \$300,000 for the project, while Amtrak will kick in \$200,000. The Great American Station Foundation is contributing \$30,000 to the city's bus service, which will link with trains at the station. Amtrak has been eyeing extending the *Kentucky Cardinal's* Chicago-Jeffersonville run to Nashville, Tenn. No decision is expected on that move until the end of the year, Amtrak spokesman Kevin Johnson told the newspaper.

*Via Dayton Ties and Tracks*

## Parade Misleading Millions?

*A January 30 letter from NARP to Parade Magazine appears below because the popular Sunday newspaper insert is read by millions, and because it doesn't print letters to the editor like most other publications:*

“The [January 28] Lyric Wallwork Winik item about Amtrak's 'slowpoke' trains contained a number of items that suffered from inadequate research:

· “A Japanese version, designed in 1964, ran at roughly the equivalent of Acela's 150mph. Actually, the first bullet trains in

## Enough Coal?

*By Art Altstadt*

On the busy Chicago-Janesville-Madison-Twin Cities line, there was a mainline coal chute about 44 miles out of Chicago where many trains would stop for coal. On this particular northbound passenger job I was firing, as usual, we intended to stop to replenish our supply. As we spotted the engine tender just right, and the chute-man climbed up, we noticed he was a young new man we'd never seen before. Tho we assumed he knew what he was doing (of course), as the coal began to cascade out of the chute, we noticed it's volume meant he had the chute door open too wide, and just when I was thinking, “I hope he can close that chute door when we got enough”, and just then I hear him holler ... I CAN'T SHUT IT OFF !!!

Coal chutes had 2 operating ropes, one to pull the chute down from its raised normal position, the other to actually open the coal chute hopper. If, a new man was not trained, carefully, to never allow the rope to be buried in the engine's coal pile as it filled, you could not release the operating rope, and the entire contents of the hopper would come out.

With our unfortunate new fella, that's what happened. And apparently he had earlier that day, in an effort to do exceptional work on his new job, filled the 600-ton coal chute quite full!! And..with the stuck open hopper door, it ALL came out, quite burying the tender of our engine, and requiring the Maintenance of Way crew to be called out to shovel all that coal from around our engine, and the adjacent southbound main track.

Needless to say, it took around 3 hours to get the crew out in the wee hours of the morning to do the shoveling, and quite a number of trains behind us, and on the other mains leading into Chicago, were quite seriously delayed, along with our selves of course.

Never did hear what happened to the new coal chute man. We think he just walked off the job and was never seen again. I recall it took what seemed like forever for a labor crew to clean up the huge piles of coal that had been hurriedly shoveled away from the main tracks to make way for delayed trains.

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Japan (in 1964) had a top speed of 130 mph. They were in use for many years and were considered extremely successful.

· But Japan's newest trains can exceed 300 mph. Perhaps in theory, but in daily use, the top speed is 186 mph.

· ““Why are they so much faster? Japanese trains have one big advantage over the Acela: Their tracks carry only the fast trains, while some Amtrak lines also must accommodate slow-moving freight trains on the same tracks.” It is true that in most of the US, Amtrak trains share tracks with freight trains. But.. where the Acela actually runs, the issue is not freight trains at all. When fully deployed, the Acela will do what it was designed to do - run 150 mph in selected places and provide an air-competitive service New York-Boston and New York-Washington.

“The real reason Japanese trains are faster than Acela is that the Japanese people and their government have planned, supported, funded, and built such service. The US has not made this level of commitment to passenger rail, though we believe it should.

“Despite Winik's comments.. the Acela is North America's most advanced passenger train and certainly worthy of a more positive *Parade* feature story.” [Also, trip time is more important to travelers than top speed is.]

*Via NARP News 3/2001*

*Editor: I assume we have all noticed how the news media usually gets the facts about railroads wrong, or does not have the complete facts for the article.*

## Lost bunny takes train ride home

Little girl left treasured stuffed animal behind Charleston Daily Mail Thursday June 07, 2001

When 5-year-old Elle Gastineau boarded an Amtrak train with one of her best friends, she didn't expect to bid him goodbye anytime soon.

But her friend, a stuffed rabbit named Uh-oh Bunny, kept traveling after Elle and her family got off the train in Charleston. Elle had left her toy on the seat, and the train had gone on to Chicago.

Elle never thought she'd see the rabbit again. "She was devastated," Elle's mom, Mary Gastineau, said Wednesday. "She's been dragging Uh-oh Bunny everywhere for five years. He's like he security blanket."

Elle nodded, bouncing her brown ponytail up and down. "I was so sad," she said. "I wanted him back."

The Gastineaus were traveling from their home in Doylestown, Pa., to Elle's grandparents' house in Charleston. They departed Sunday morning for the 12-hour trip. It was Elle's first train ride. "She was so excited about coming here that she left the bunny behind," Gastineau said.

Gastineau called Amtrak representatives three or four times before she learned an employee had found the bunny in Elle's seat. The company agreed to return the bunny to Elle Wednesday morning at the Amtrak station at 350 McCorkle Ave. Elle, her 3-year-old sister, Mattie, her Mom and her grandfather, John Pierson, came to the station to retrieve Uh-oh Bunny. Pierson and his wife, Bethel, are lifetime Charleston residents. "We were really surprised to hear they'd found the bunny," Pierson said.

"We weren't expecting it."

Charles Friend, a ticket clerk at the station, was present when a car attendant named Kevin Diggs returned the bunny.

"It always makes us feel good to return something that belongs to somebody,"

Friend said.

He said Amtrak employees routinely find lost items in train seats and send them back to their owners.

The Gastineaus had to wait for the train longer than they had planned. It was an hour and 50 minutes late because of track congestion and construction, Friend said.

But Elle was simply happy to get her bunny back. She presented the Amtrak representatives with two homemade thank you cards and a bouquet of wildflowers.

Gastineau said she was impressed by the prompt return of the bunny. "The Amtrak people actually went looking for him after I called," she said. "It was wonderful. They really went out of their way."

## 150<sup>th</sup> Anniversary of the Illinois Central Celebration at Monticello

The 23<sup>rd</sup> Annual Monticello Railway Museum Railroad Days will feature the Illinois Central this year. The event, held on September 15 and 16, 2001, will feature the vintage diesel-powered passenger train with IC streamlined colors. Also featured will be a mixed freight with various IC cars. Both will operate on former IC trackage.

Trains will depart hourly beginning at 11:00 AM on Saturday. The special event will have tickets available for \$8 (adult) and \$5 (children) that will allow passengers to ride all trains and all day. Also included will be motorcar trips up the former IC line to White Heath.

The museum has received preliminary word that the CNIC will provide some special equipment for the event. This should be a great weekend for the museum so plan to



tend. Remember, the chapter meeting is on Sunday so plan to attend these events on Saturday at the MRM.

## NRHS Conventions and Meetings

Be sure to mark some of these on your calendar. The 2002 convention will be held in Williams/Grand Canyon, Arizona on August 18<sup>th</sup> to the 28<sup>th</sup>. There will inbound/outbound special steam trips. The 2003 convention will be held in Baltimore, MD and sponsored by the Washington DC Chapter. The dates are July 1-5 with special events at the B&O Museum. The 2004 convention will be held in Minneapolis/St. Paul on June 30 to July 4. (*We can all stay at Randy's house.*)

The fall Board of Director's meet will be Chambersburg, PA in November with trips on the East Broad Top.

## Operating Session

**Saturday, September 8, we will have our first model railroad operating session of the fall season. The session will begin at 1:00 PM with setup before the session. We will probably get lunch again (Allen will get the Pizza) and be ready to go at 1:00 sharp. This fall we are operating with steam and equipment that fits the period. Bob, Rick and Rob have brought cars of the period. Bill and Bob have acquired steam engines to run. Remember, no diesels allowed on the layout.**

**Be sure to come join us for the fun. However, we diesel lovers will rise again.**

**(Session in memory of Rob Bauer)**

## Construction Projects

By Rick Schroeder

### **CSX**

With the advent of our General Engineering Contract with CSX the workload has really increased in recent months. Our coverage has expanded to Buffalo, Albany, Boston, South Carolina and Florida. Projects in these areas are being handled by other offices in the URS system.

For my management area we have added 22 projects since April 1. Not only has this kept us busy in the field but also in the office handling the paperwork that a large company, both CSX and URS, requires. New projects include paving a 65-acre CSX auto facility in New Boston, MI. This 30-day project began during plant shut-down and will finish by early August. New bridge projects will be starting in Toledo with the construction of I-280 and the new river bridge. CSX will have a double track bridge replaced about 1 mile south of the Maumee River. A temporary double track bridge will be constructed over I-280. At this time we have 5 other projects in the Toledo area plus 3 in Michigan.

The Akron, Ohio project will be finished in early September with the Fairhill Road project in East Cleveland just getting underway. Demolition will begin after New Years. Additional projects in southern Ohio, Indiana and Illinois keep two of my inspectors busy. The Bremen, Indiana underpass has started with roadbed under construction. Trackwork should start around the October with cutover sometime before the first of the year.

Our major project is the West Virginia project that will see track and signal upgrades for 30 miles west of Harpers Ferry. We have started design of the project and are working with the signal company on control point locations. A new MARC facility will be included and preliminary survey and Environmental Assessment work has started. The project is scheduled for second quarter track and third quarter signal work in 2002.

CSX is using our firm to assist in the

management of the Florida Tri-Rail project that will begin design-build later this year. Bids have been received from DB firms and sometime in September a team should be selected. We will be working for the railroad reviewing plans, both rail and bridge, working with the agency for the grade crossing involvement (72 grade crossings), managing the flow of materials to the site and providing inspection services during construction. The project is to be complete in 2004 at a cost of \$325 million or above.

### **Norfolk Southern**

We have 10 projects, mostly in Illinois and Indiana, which are in various stages of construction. The replacement of Taussig Road underpass in Bridgeton, MO will begin this fall. The Keystone Build out project in Saltsburg, PA has seen the final acquisition of right of way. Soil borings have been completed, bridge plans are 90% done and we should be ready to go to bids in the early fall. NS is now planning for a spring construction of this 4.5-mile line.

### **Conrail**

We still have some minor projects in the Detroit area and are also involved in two overhead bridge projects south of Detroit.

### **Other projects**

Our Montana project is being reviewed by the state for revisions in the scope. Changes in BNSF ideas about the present access to Lewistown may affect the project. The Route 6, 157<sup>th</sup> Street, project in Harvey, Illinois is finally underway. We are finishing the TS&L on the bypass bridge, working on the alignment staging and preparing design, along with the Rolling Meadows office, on the 6 other structures. The first bridge is to be let next spring with the others the following year.

Our Decatur office has been included on several team projects in various offices across the country. The most recent is award of a UP bridge project over US 101 to the Roseville, CA office. Our structural engineer quality control engineer is on the team. A second project I am on is the North River Planning Project for St. Louis which includes highway and rail planning.

## BNSF and NS Intermodal Service

FORT WORTH, Texas, August 16, 2001- The Burlington Northern and Santa Fe

Railway Company and Norfolk Southern Railway Company today announced a seamless, coast-to-coast intermodal trailer service for time-sensitive premium freight moving between Southern California and Rutherford, Pa., and Croxton, N.J. Eastbound service begins today and will run Thursday through Sunday. Westbound service began Tuesday, August 14 and will run Tuesday through Saturday.

BNSF provides the line-haul service between Southern California and Chicago, while NS provides the line-haul service between Chicago and the East Coast. The train runs non-stop with only a crew change at Norfolk Southern's Ashland Avenue Yard in Chicago.

"This new premium service reduces trans-continental rail transit time and allows customers with very time-sensitive freight the opportunity to sell coast-to-coast third and fourth day service to the marketplace-something previously only available through team driver over-the-road transportation," said Steve Branscum, group vice president, BNSF Consumer Products Business Unit. "This is another example of how BNSF and NS have partnered to provide customers with a cost-effective, intermodal solution that is truck-competitive."

"The new intermodal trailer service will decrease transit times between coasts by at least half a day and reduce cross-town drayage through Chicago," said Michael R. McClellan, vice president, NS Intermodal Marketing. "We are building on the successful seamless container services Norfolk Southern and BNSF launched earlier this year linking California to the Northeast and the Southeast. This is another step in the continuing evolution of interline products we plan to offer customers."

*Via NS On Line*

## SOO 1003 Excursion

The Chicago Chapter of the NRHS's web site ([www.chicagonrhs.com](http://www.chicagonrhs.com)) still has the details posted for their planned excursion behind the SOO 1003 set to operate from Fox Lake, IL to Milton Junction, WI and back on September 22 and 23, 2001 over the Wisconsin & Southern. **Now it could be that with the WSOR's decision to drop all passenger excursions that these trips may not run, but the trips last year used the cars from the MILW 261 group (North Star Rail) so it is conceivable that these trips could still operate. Consult the Chicago Chapter for details. Maybe the WSOR hasn't informed them as of yet....**

The schedule from the website calls for a 9:15 am. departure from the Fox Lake area with an arrival at Milton Junction set for 11:45 a.m. After departing Milton Junction at 3:15 pm., the train will arrive back at Fox Lake at 6:30 p.m. Coach tickets are \$99 for adults, and \$89 for children. First Class seats are \$170 and Premier seating in a Sky-Top lounge will set you back \$225. Contact them via the website listed above to order with a credit card or by mail at:

**CHICAGO CHAPTER, NRHS, P.O. BOX 53 OAK PARK, IL 60303**

## Wheel Report

The Illinois and Midland Railroad of Springfield has two new units on the property. Two Buffalo and Pittsburgh Railroad SD45-2's #450 and 456 have been sent by the parent company Genesee and Wyoming, to help with the increase in business. *Via C&IM Chapter*

Wisconsin Central – The Algoma Central F-units are in storage at the Steelton Shops in Sault Ste. Marie, ONT. No. 1753, 1755 and 1756 were last used on June 8 and have been in storage since that time. #1754 is out of service due to fire damage. As noted in Bruce Birds article about the spring trip by four member fans, the SDL39's are on short time when the CN acquires the WC. If checking for these unusual units they can generally be found on lines up to Green Bay and north into Michigan.

The Union Pacific continues to take delivery of the SD70M's. During June 25 (#4387-441) were delivered from Mexico and 24 (#4639-4683) from London, ONT. As new units come on line the roster of older CNW and other motive power on the UP is placed in storage or placed on the sale block.

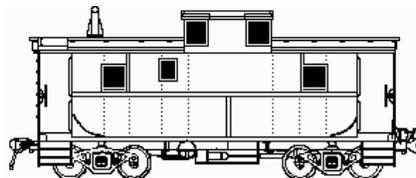
Beecher Depot a Landmark – The former

C&EI depot at Beecher has received historic landmark status. The depot was named a Will County historic landmark after nomination status by Beecher Village President Paul Lohmann.

Momence Depot – The owners of the former New York Central combination depot at Momence have been restoring the building with the exterior being repainted in a medium gray color. The interior is being restored to the original configuration after ownership by a local lumber company. The depot is located on the north side of Momence at the grade crossing north of Norfolk Southern.

Oregon, IL depot – additional restoration work continues on this station with demolition of old offices getting the building back to the original configuration.

**Mendota Union Depot Museum now has a web cam setup on-line. It can be seen at <http://traincam.tsf.net>. Check it out.**



## NS Intermodal Facility Opens

ATLANTA, GA – July 30 - A key new component in the nation's transportation infrastructure comes on-line today with the start of operations at Norfolk Southern Railway's intermodal facility at Austell, Ga., near Atlanta.

The new transportation hub will expedite the movement of containerized freight between the Northeast and Southwest and between the Northwest and Southeast while increasing Norfolk Southern's ability to handle local and regional demand for intermodal transportation.

"Austell is the capstone of four years of strategy and a total investment of \$400 million in intermodal infrastructure across our rail network," said Mike McClellan, vice president Intermodal Marketing. "Austell will be a powerful engine for intermodal growth and give us the infrastructure to offer a portfolio of new service products for premium, domestic and international customers."

Complementing Austell are Norfolk Southern's northeastern intermodal hub at Rutherford in Harrisburg, Pa., and major intermodal terminals in Chicago. "These three hubs are the backbone of Norfolk Southern's intermodal network and have allowed us to build the most extensive system in the East with seamless connections with our rail partners in the West," McClellan said.

"The new hub will dramatically increase the reliability and consistency of our service and improve transit times between cities," said Bob Huffman, vice president Intermodal Operations.

For example, service between Chicago and Atlanta will see an immediate three-hour improvement in availability, and traffic moving from Savannah to Atlanta will save a day of transit time. During the week of Aug. 13, Norfolk Southern expects to increase the Savannah-Atlanta service to four days per week, and by Aug. 21, Norfolk Southern will launch new north-south service connecting Atlanta and Memphis with Harrisburg and the New

York/Northern New Jersey metropolitan area (E-Rail). This north-south service ultimately will be expanded to include Dallas, Huntsville, Ala., and Jacksonville and Miami, Fla., in the South and Morrisville and Bethlehem, Pa., in the North.

On 450 acres and with convenient access to Interstate 20, the hub features 20,000 feet of unloading tracks, 26,000 feet of support tracks, 3,000 parking spots for 12 x 53-foot trailers, 450 spaces for container stacking and 10 inbound/outbound lanes for trucks.

Georgia Department of Transportation Deputy Commissioner Harold Linnenkohl said, "By taking trailers off the highway system and putting them on rail for the long haul, Norfolk Southern's new intermodal terminal in Austell is an excellent facility to help with the state of Georgia's and the region's highway congestion."

[Via NS On Line](#)

## IC Special Plates

State of Illinois Special Event License Plates, commemorating 150 years of the Illinois Central Railroad, will be available in the coming months. The proceeds from these souvenirs will go towards building a model Railroad at the Ronald McDonald House in Hines, Illinois (adjacent to the Loyola Ronald McDonald Children's Hospital) for guests staying there to use.

The plates are legal for use on Illinois registered vehicles for a period of 60 days, although many are purchased just for a souvenir or for display. The set of two plates will sell for US \$35.00 including shipping. If the plate is purchased for display only, a name and address are all that is required. If the plates are used on a vehicle, a copy of the owner's driver license and current vehicle registration are required by the State. The plates would be legal for display from October 2, 2001 until November 30, 2001.

The initiative is the brainchild of model railroad enthusiast Bob DiDomenico. You can contact Bob at 847-285-1653 to order

the license plates, or if you have any questions.

[Via CN Public Relations](#)

## California Trip

On August 9 my wife and I left Champaign for a trip on Amtrak to California. We had roundtrip Deluxe Sleeper out of Chicago and decided (I did) to take the *City of New Orleans* from Champaign to Chicago. This would give us time to walk around Chicago and have lunch with one of the engineers from our Chicago office. Wrong!

Arriving at the station around 5:45 (6:01 departure) the train was already over 2 hours late. No explanation of the problem at the time but the delay had been south of Jackson, TN. Finally, over 4 hours late, the train rolled in behind 1 unit. We arrived in Chicago around 1:30 PM in time for our 2:45 departure on the *California Zephyr*.

We had compartment A in the lead sleeper and for the most part the ride was good. The only bad track was from around Omaha to past Lincoln, NB. I took the upper the first night and around 3:00 AM decided to get down due to rough track. We arrived in Denver about 2 hours late (usual this time of year) and maintained that late schedule to Sparks, NV.

From Denver to Grand Junction, CO we passed about 10 coal trains and 2 merchandise trains. The scenery is beautiful in this area and nightfall came as we neared Utah.

Upon arrival at Sparks, around noon and 2 hours late, they announced lunch. As we sat down the conductor came through and announced the UP had derailed somewhere west of Donner Pass and we were to be bussed to Emeryville. Thus began the mass confusion and no lunch.

They decided to turn the whole train before we got off (Reno passengers were taken off before the train was turned) and we had to pack up and then stay in the room until the train backed into the station. When we finally got to the Sparks station the busses with passengers on the stopped eastbound train were waiting to get on our train. As we got off they tried

to get on and what a mess.

After finally getting our checked luggage out of the baggage car (thanks to our car attendant) and waiting in the hot sun for 2 more hours, we left in a tour bus for Emeryville. Our driver stopped at McDonalds (no one had eaten since early morning) and after a 20 minute food stop we made it to the Emeryville station around 8:15 PM, 30 minutes ahead of schedule had we stayed on the train and 3 hours late by normal arrival time.

We stayed with a friend of mine from high school, toured the California Railroad Museum, Monterey and Carmel, wine country, quilt and train shops and spent 2 days at Yosemite National Park. We had a great time; good hot weather, ate a lot and never stopped from morning to night. A special note, upon arrival at the hobby shop (good timing) the clutch went out on Steve's car and thus was towed to the dealer where he was buying a new car. With that problem came a cab ride, a BART ride and pickup by his daughter near his apartment. The only form of transportation we missed was boat and airplane. It was a fun time but upon leaving we decided we did not want to live in California (sorry Wade).

Our trip back in the sleeper located near the rear of the train and in compartment D, was much smoother and quieter. The food, both directions, was great and we both put on weight. Over the whole trip back we stayed about 20 minutes late arriving in Galesburg 20 minutes late (my son picked us up there on Sunday).

We did get a certificate from our delay on the Champaign to Chicago leg of the trip and may get some refund on the last leg of the California trip. Would we ride again? Yes. My wife was somewhat bored on the way back (had read all her books on the way out) but we both relaxed after 3-4 weeks of 12 hours days. Needless to say, the first day back to work made us want to take the trip again.

[Rick](#)