

# DANVILLE FLYER

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

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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 \$17.00 for Chapter membership in addition to \$20.00 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 2005 - Our 37th Year

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CSX 269 South has left the Prosperity Mine connection at Hazeldel, Indiana and headed south toward Evansville. The three units are leading 112 hoppers cars through the wild south of this small town. Photo by R. Schroeder

## Coming Events

*October 23, 2005*

**Danville, IL - Chapter Meeting at Pizza Inn, 1:00 PM CDT, meeting at 2:00 PM - Note this is the 4th Sunday, the room was booked and we had to move one weekend.**

*October 15 - 16, 2005*

Indianapolis, IN, Great American Train Show, Fairgrounds, 11-5, \$8

*October 22, 2005*

Danville, IL - The Danville & Northern operating session - Al McCoy's home, see the Operating Session listing

*October 23, 2005*

Bloomington, IL - Central Illinois Railroad Club Train Show - Interstate Center west of town, 9-9

*November 20, 2005*

**Danville, IL - Chapter Meeting at Pizza Inn, 1:00 PM CDT, meeting at 2:00 PM**

*December 3-4, 2005*

Monticello, IL - Lunch with Santa on the train, reservations required.

*December 4, 2005*

Danville, IL - Annual dinner at the Pizza Inn, 1:00 PM CST, program to be announced later.

## Next Meeting

The next meeting will be held on Sunday, October 23 at the Pizza Inn. **PLEASE NOTE THE CHANGE IN DATE TO THE 4TH SUNDAY.** As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. The program will feature a video CD entitled Railroad Video Quarterly. The Summer 2005 Manifest includes video of the Rossville Museum and the Monticello and Sangamon Valley Railway along with other highlighted railroad features.

Note the model operations set for the rest of this year as well as into 2006. A special has been added as member and secretary Al McCoy will host the group at his home on Gilbert Street on Saturday, October 22. Al and his son have constructed a 3-rail empire in the basement and we are invited to come run trains. This is your chance to run the newer version of Lionel and MTH trains around the basement, smoking and blowing the whistle, just like you used to do with your Lionel layout. (Some of us even cause wrecks)

The museum sessions will start in November this year as Bob G. usually gets the sessions setup. Farming, for some reason, is more important than trains.

**NOTE MEETING DATE CHANGE!**

## Operating Sessions

*Rossville Museum, CI&E, 1:00 to 3:00 PM*

Saturday, November 5, 2005

Saturday, December 3, 2005

Saturday, January 7, 2006

Saturday, February 4, 2006

Saturday, March 4, 2006

*Danville and Western Railroad, 1819 Coventry Dr, Champaign 1:00 to 4:00 PM*

Saturday, January 21, 2006

Saturday, February 18, 2006

Saturday, March 25, 2006

Saturday, April 15, 2006

*Danville and Northern Railroad, 1411 N. Gilbert St, 1:00 to whenever*

Saturday, October 22, 2005

## Danville & Northern Invitation

The first official operating session at Al and Dale's O Gauge layout will be October 22nd from 1PM - until? The Address is: 1411 North Gilbert, Danville IL. You will have to park on the west side of the street and please come to the BACK door. Soft drinks and snacks will be served.

Dale and I have recently made a

layout expansion including a Sandusky Yard. Bill would be proud, he always said "Get rid of the guinea pig and go around behind the



furnace."

The guinea pig passed on and after some house cleaning 15 new switches and approx. 50 feet of sidings are now in use. Come and join in the fun! Speed restrictions and intense supervision will be applied to R. Schroeder and A. Cooke.

## **Hurricane Notes – September 9.**

Railroads – Class 1's, regionals and shortlines – continued to repair lines and structures damaged by Hurricane Katrina, which made landfall on the U.S. Gulf Coast on Monday, August 29 as a Category 4 storm. Here is a summary as of the week's end:

Amtrak began turning its "City of New Orleans" train at Jackson, MS instead of Memphis, TN and confirmed that it would turn its "Crescent" train at Meridian, MS instead of Atlanta, GA beginning September 12 and 13. Amtrak said that its "Sunset Limited" train would continue to operate only between Los Angeles, CA and San Antonio, TX, due to severe damage to the CSX line the train uses between Orlando, FL and New Orleans, LA.

BNSF's line into New Orleans is clear, but like other affected railroads, it is continuing to reroute traffic to connections via other gateways.

Canadian National reported that it expected to reopen its former Illinois Central main line between Hammond, LA and New Orleans by mid-September.

CSX restored service on its lines between Mobile, AL and Flomaton, AL, and between Mobile and Pascagoula, MS. However, its line between Pascagoula, MS and New Orleans, LA, which routes close to Gulf waters, was severely damaged by the storm and continues out of service. CSX also said that it would advance pay its property taxes to localities it operates through in Alabama, Mississippi and Louisiana to assist their recovery efforts. (Ed – wonder how many other companies did this that lost \$60 million in bridges. The Bay of St. Louis bridge, 9,900 feet long, lost all track and deck.)

Kansas City Southern reported that its lines "had been cleared of trees and debris to the point where the track meets water in New Orleans and to the Port of Gulfport, MS."

Photos circulating on the Internet showed 8 waterborne cranes systematically fishing track out of Lake Pontchartrain and

reinstalling it on Norfolk Southern's multi-mile-long bridge across the lake, which it had blown off of during the storm. NS reported that it expected to have the bridge back in service by this weekend. NS also made a \$500,000 contribution to hurricane relief and said that it would match its employees' contributions up to another \$500,000.

Union Pacific's line into New Orleans is clear, but like all other railroads operating in Gulf Coast areas, it noted that normal operations continue to be affected by the absence of operating personnel, many of who evacuated these areas with their families. "Communication with our employees in those areas impacted by the storm has been limited or nonexistent," said UP EVP Jack Koraleski. He added, "The safety and well-being of these employees, their families, and the communities we serve is our top priority."

## **Update On NTSB Investigation Of Metra Train Derailment**

On September 17 the National Transportation Safety Board dispatched a team of investigators to the scene of the derailment of Metra's Rock Island train No. 504. Two passengers were killed in the derailment. The following is an update of factual information collected by the Safety Board's team. Equipment: The Safety Board has retained car No. 7488, the fourth car from the head end of the train, for additional examination by the Survival Factors investigative group. Car 7488 was the most damaged of the rail cars and the location of at least one of the fatalities. All other equipment has been examined by NTSB investigators and released to Metra.

Signals: On September 21st investigators fault-tested the signal system to check for anomalies in the signal software. During fault testing investigators manually input incorrect signals into the system. When the system detects an incorrect signal it is designed to go into a restrictive fail-safe mode. The system worked as designed

during the fault testing. Additionally, recorded signal data from the day of the derailment indicates that the signal system functioned as designed and displayed instructions for the approaching cross-over.

Engineer: The engineer began training with Metra in April 2005. His training included several trips over various cross-overs. During the engineer's interview he reported that he believed he saw clear signals indicating that he was to proceed straight ahead on main track No. 2. NTSB investigators have interviewed the entire train crew, engineer, conductor, assistant conductor, and fare collector.

Sight Distance Testing: Sight distance testing was completed on Tuesday, September 20th. Testing began at approximately 8 a.m. and concluded at approximately 9:30 a.m. Investigators sitting in the cab car of a train similar to the accident train observed the visibility of the signal system aspects from different distances. Running on main track No. 2 along the same route as the accident train, investigators on the test train noted that they could see and understand the 53rd Street signal 3,219 feet prior to the signal. Investigators were able to see and understand the 48th Street signal 1,926 feet prior to the signal. The Board's on-scene investigation is continuing and pertinent factual information will be released as it is gathered.

*NTSB - posted 9/30 via RailPace*

## **BNSF begins lineside pole removal in Minnesota**

LITTLE FALLS, Minn. – BNSF Railway crews on Wednesday began removing wooden poles alongside its mainline right-of-way paralleling U.S. Highway 10 north of St. Cloud in a move to reduce the number of injuries that drivers sustain from off-the-road crashes, according to a story in the St. Cloud Times. Each year, one or two drivers leave the road and crash into the poles, and suffer serious injuries, said Cathy Clark, a Minnesota



Department of Transportation spokeswoman. "If you run off the road, the chances are pretty good that you'll hit one," Clark said.

Poles will be removed from a 13-mile stretch between Little Falls and St. Cloud, said Gary Dirham, MnDOT traffic engineer. The railway agreed to remove the poles after it upgraded its internal communication system, which made the poles obsolete. MnDOT will contribute \$82,000 toward the pole removal. Removing the poles is part of a \$7.3 million safety-improvement project to be completed by this fall.

## **Maine man chases, halts string of runaway passenger cars**

ROCKLAND, Maine — Roy Allen was working on some equipment outside Chemrock's small processing plant here Wednesday morning when he saw the Maine Eastern excursion train coming, according to an article in the Bangor Daily News. Allen turned to a co-worker and said, "That's funny. They didn't blow the horn today."

When the five passenger cars reached the Buttermilk Lane crossing in nearby Thomaston at 10 a.m., they slowed, then stopped. That was when Allen realized there was no locomotive pushing them.

"Then she started to roll back," he recalled. So Allen, 38, started running toward them. Once alongside, he managed to board the cars and halt the train about a mile from the railroad yard.

On his first attempt, Allen leaped onto the last car as it rolled back toward Rockland. He found the brake and yanked as hard as he could, over and over again. It didn't seem to slow the cars much. Fearing a derailment, Allen recalled thinking, "Man, I better get off here while I can. It wasn't just barely moving; it was moving real fast."

So he jumped off.

Then he had second thoughts. What if it kept rolling through Rockland and derailed? In a flash, he was running again.

About an eighth-of-a-mile later, he jumped aboard the moving passenger cars a second time.

The newspaper said Allen pulled on the rear car's brake, then on the front car brake. Since he works around freight cars at the Chemrock plant, which processes perlite, a rocklike glass used in construction, Allen was familiar with their braking systems, although the passenger-car brakes were different from the "wheel type" he was used to on freight cars, he said. "This was a hand crank."

Allen yanked on the brake "25 jacks before the brakes tightened up," he said. "It was all I could do to stop it," he said. "It just don't stop like a car."

Luckily for the crew on the Maine Eastern locomotive headed down the track in pursuit of the runaway cars, Allen's efforts were successful.

"If I hadn't stopped it, it might have hit head-on with the engine," Allen said.

"We had some excitement," Jon Shute, Maine Eastern's general manager, said Wednesday.

Preliminary findings indicate the cause may have been an ineffective hand brake, he said. Federal Railroad Administration spokesman Warren Flatau said his agency had an investigation under way. Violations of rail safety regulations can lead to enforcement actions or fines against the railroad, he said.

According to Shute, an employee was cleaning the cars when they began to move. She jumped off the train and promptly reported the incident. Dispatchers contacted Thomaston police, who sent officers to Buttermilk Lane and other crossings down the line.

The train had passed through the Pleasant Street West crossing without incident despite no horn-blowing. Generally, the crossing lights are activated automatically by the cars, Flatau said.

In the end, Allen was just glad no one was hurt, he said.

"That was my first train ride," he said.

Maine Eastern, a subsidiary of the

Morristown & Erie Railroad in New Jersey, operates 90 miles of former Maine Central trackage from Brunswick to Rockland and Augusta.

## **Construction Projects**

### ***CSX Transportation***

*This month we will cover CSX projects only.*

In Princeton and Evansville, Indiana the capacity improvement project is progressing with roadbed on the Princeton to King segment almost complete. Track work will be completed by November but cutover to the new track will not occur until after the first of the year. CSX will not allow any down time for signal cutover due to rail traffic between October 1 and Christmas. Moving the Wal-Mart stuff and UPS mail is more important (and pays the bills). In Evansville the north end of Howell Yard is being rebuilt with a new lead track as well as replacement of all the turnouts and this work will be completed this fall.

### ***Capacity Improvement***

Perhaps you have read that CSX will spend some \$300 to \$400 million over the next 2 years for capacity improvement work. That translates into nearly 100 projects that they are looking at. The Danville to Atlanta and on to Waycross route as well as the Albany to New York City route are getting the attention. Some 20 projects are underway for preliminary engineering studies. URS has three of the projects in Indiana, however, at this time I cannot say where the locations are as we are still in the preliminary stages and right of way will have to be purchased for some.

In early September I made a trip to Jacksonville to meet with CSX engineers, environmental department, right of way and signal sub consultant to review the 3 projects we will study and hopefully design if they prove cost effective. Recently on 9-30 I made the second trip to present the proposed siding locations, recommend work to be done and then discuss the problems associated with each location. At that meeting the three locations we

decided on and we now have 3 weeks to prepare preliminary costs for construction as well as right of way and environmental impacts. The next trip will be 10-21 and after that meeting CSX engineers will present their findings to management to get the go-ahead to begin design work. The first 20 projects are scheduled for 2006 construction with completion by the end of the year.

CSX has 5 consulting engineering firms on board as General Engineering Consultants (GEC's). We are one of the firms and CSX assigned four of the firms to four subdivisions. We will handle all projects on the CE&D Subdivision between Danville and Evansville. This is quite an honor for me – being president of the Chicago and Eastern Illinois Historical Society and designing track projects on the former C&EI.

Two weeks ago we met in Vincennes and spent 2 days walking three locations. The team consisted of 7 individuals from CSX, Southwest Signal, AMEC (environmental firm) and URS. Each siding is to be a minimum of 10,000 feet long so we walked over 2 miles at each location. One location presents several problems and as a result we walked some 3.5 miles to determine three possible locations in the same area. I saw parts of the C&EI I had only heard about and some were really neat locations for train watching.

Once the final decisions are made we have about 2 months to complete survey and gather geotechnical information for bridges, determine right of way needs, design the project and get bid documents together for bidding in February. Some will have more environmental problems than others and they may be delayed in bidding.

CSX suffered major losses as a result of hurricane Katrina with some \$200 million in damage. How this will affect future projects is not known. In early 2006 CSX plans to release additional projects but funding will dictate when they will be released. Not all projects are new track; many are signal upgrade to expedite rail traffic.

Some of you may have known that I had started part time work heading toward

retirement soon. The individual we hired to take my place resigned in May (his wife would not move from Knoxville and we understand) and thus I started working more hours to handle the project at that time. With the start of these projects I am back to full time until another hire comes along. Right now the market for track designers/project managers is tight as all of the railroads are going forward with projects and all of the major firms are working to hire more individuals.

For URS we have contracts with UP and BNSF as well and we are getting requests for proposals from those firms. BNSF has put out a siding project in Oklahoma and soon there are 4 more to come out in October. When I tell people that the railroads are expanding they still don't believe it – they still see abandon areas and think the railroads are almost out of business.

*Rick*

## **NS names Moorman CEO**

NORFOLK — Norfolk Southern announced it has named Charles W. (“Wick”) Moorman to succeed David R. Goode as chief executive officer, effective Nov. 1. Moorman, who has served as president since last October, will continue in that position. Goode will continue as chairman until his anticipated retirement in early 2006.

NS also said that James A. Hixon has been named executive vice president law and corporate relations, effective Oct. 1. Reporting to Hixon will be the law, government relations (formerly public affairs) and corporate communications (formerly public relations) departments.

**NOTE CHANGE IN MEETING DATE**  
**- 4TH SUNDAY IN OCTOBER**

## **Second EBT Steamer Back In Service**

After four long years of work, EBT's 1914 Baldwin #15 has moved under steam again. #15 made a light run to McMullins Summit and back as a shake down run. #15 has been returned to service just in time to take part in this year's East Broad Top Fall Spectacular occurring the weekend of October 8-9. During the Fall Spectacular all running equipment brought out and operated. #15 will be joining sister steamer #14, diesels M-4, M-6 and M-7, gas-electric M-1 and numerous speeders and trolleys. M-7 will soon be completing it's own renovation, having the generator and traction motor for one end rebuilt prior to the Spectacular. M-6 was repaired and returned to service this year after being idle for several years. M-4 received substantial repair as well this year to improve its reliability and performance.

This year will be the final year for EBT #14 to operate before going out of service pending boiler inspection and repairs. Additionally there will be Roundhouse tours, Shop tours and Restoration tours for the public. Speeder rides will be available to the public. FEBT will be holding additional tours and events for Reunion registrants including a Mount Union Yard Tour. The Rockhill Trolley Museum will be operating historic trolleys all weekend. If you wish to see two steamers and three trains operating at the EBT, then this is your year to attend.

*9-19-05 -Christopher D. Coleman The East Broad Top Railroad Homepage via Alex Mayes*

## NTSB

### *Metra signals were working properly before crash*

A federal investigation into the Sept. 17 fatal Metra commuter train derailment on the city's south side has revealed more information that indicates the line's signal system was acting properly, officials said Thursday in an Associated Press article in the Chicago Sun-Times.

The information marks the second time since the incident that the National Transportation Safety Board has released findings that contradict the engineer's contention that the signals did not direct him to slow down. According to the NTSB, investigators tested the system on Sept. 21 and found it was in good working order. The Rock Island District train from Joliet derailed near 47th Street and Wentworth Avenue, killing two passengers and injuring more than 80 others.

According to a railway union official, the train's engineer maintains he saw "all clear" signals just before the crash, indicating that he would not have to switch tracks and could continue traveling near the legal speed limit of 70 mph.

But the NTSB has reported that the signals appear to have directed him to slow to 10 mph and change tracks just before the crash. On Thursday, the NTSB reiterated that finding, saying the "recorded signal data from the day of the derailment indicates that the signal system functioned as designed and displayed instructions for the approaching crossover."

The NTSB also reported that it conducted what is called sight-distance testing, in which investigators sit in the cab car of a move train similar to the one that derailed in the same area, to determine if the signal system could be seen from various distances. According to the NTSB, the investigators could see and understand one of the signals from 3,219 feet away and another from 1,926 feet away. The Board has not received the results of tests on the engineer's blood to determine if there were drugs in his system.

## CSX to move about 10 percent of dispatchers out of Jacksonville

CSX is moving about 10 percent of its dispatcher jobs in Jacksonville to other locations, the company told the dispatchers' union Monday, according to a story in Jacksonville's Florida Times-Union newspaper. Although several employees have said they fear the moves are the beginning of widespread cuts in the ranks of the 340 dispatchers who work in Jacksonville, CSX officials have said there are no plans to scale back the workforce.

The announcement of job cuts comes on the heels of union members telling the company they are considering going on strike because of concerns about new dispatching software that has proven difficult to use, according to two union members who asked not to be named because of concerns about their jobs. The first round of cuts will come toward the end of January: 20 dispatcher positions in Jacksonville will be cut, with 15 of those jobs moving to CSX's dispatching center in south suburban Chicago. The other five workers will be absorbed into other jobs in the company. According to the union and the company, CSX then plans on cutting another 15 jobs in Jacksonville and moving them to Indianapolis.

CSX has four dispatching centers controlling its 21,000 miles of track. The vast majority of its dispatchers have been concentrated in Jacksonville since 1988, when the company established a centralized operating facility overseeing the entire network. When CSX absorbed 42 percent of Conrail in the 1999 split that saw Norfolk Southern obtain the other 58 percent, CSX retained Conrail's regionalized dispatching centers (NS has always had such a setup), and later added the Chicago office, which coordinates with, and houses some, dispatchers of area terminal railroads

Today, 25 CSX dispatchers work in Chicago, 80 in Albany, N.Y., 65 in Indianapolis, and 340 in Jacksonville.

Moving jobs from Jacksonville to the other centers is necessary because of operational needs, said CSX spokesman Gary Sease. Despite employee fears, Sease said, "We are committed to our centralized dispatching center here in Jacksonville. Any adjustments in staffing would not involve a large number of people."

The newspaper said the dispatchers are also concerned about CSX's "Next Generation Dispatching System," a new computer system some have been complaining about for more than a year, saying it makes their job more difficult and leads to safety problems.

"The union views it as a serious issue that is putting our job in jeopardy," said one of the union members. "It's not working like it's supposed to."

Six dispatchers have been fired in the past month, in part because they have not been able to work efficiently with the new system, the union official said, and partly because of other issues with management. The company refused to comment on the issue, citing its policy about not commenting on labor negotiations. Representatives from the local chapter of the American Train Dispatchers Association have been in talks with the national office about the possibility of a strike, one union member said. "It could have some further consequences," the member said. "I don't want it to get out that we're going to walk out or anything, but it's getting along that line."

*Via TRAINS On-Line*

*(Editor: Look for the Monon and maybe CE&D along with northern Indiana and Michigan lines to be controlled out of Calumet City.)*







BNSF 8832 leads a train south past the survey team checking new siding locations in Indiana. This location is north of Vincennes and shortly we will be walking 2.5 miles to get to the next road crossing and some of our vehicles. Photo by R. Schroeder

## **Amtrak Trains To Roll Out Of New Orleans**

The first passenger rail service from New Orleans since Hurricane Katrina suspended all operations will begin Sunday, Oct. 9, with the departures of the City of New Orleans to Memphis and Chicago and the Crescent to Atlanta and New York, Amtrak announced today. Passengers may make reservations now at Amtrak.com, by calling 800-USA-RAIL or starting Saturday at the New Orleans Union Passenger Terminal at 1001 Loyola Ave. The New Orleans Union Passenger Terminal, Amtrak facilities and the rail lines owned by the CN Railroad and Norfolk Southern Railway leading into the city sustained extensive damage as a result of Hurricane Katrina. "We are proud to restore our operations to and from New Orleans to both serve passengers and to help New Orleans rebuild," said William L. Crosbie, Amtrak Senior Vice President for Operations. "We are looking forward to a steady growth in passengers to and from New Orleans as the city and the surrounding parishes make repairs and more businesses join us in reopening."

The first train to depart New Orleans on Oct. 9 will be the Crescent at 7:20 a.m., en route to Meridian, Miss., Birmingham, Ala., Atlanta, Charlotte, N.C., Washington, New York City and other destinations. At 1:45 p.m., the City of New Orleans will depart en route to Jackson, Miss., Memphis, Tenn., Carbondale, Ill., Chicago and other destinations. The southbound City of New Orleans and Crescent will arrive from Chicago and New York later that afternoon and evening. In FY 2004 (Oct. 2003-Sept. 2004), 161,449 passengers were ticketed to or from New Orleans, one of only two locations in the central U.S. where Amtrak trains connect between the east and west. Since Hurricane Katrina made landfall on Aug. 28, all of the eastern and western train connections have been made in Chicago while service along the gulf coast was disrupted.

At this time, taxis and other public transportation are not yet available within New Orleans and many other services are very limited. Service that had been provided to

New Orleans on a three-days-weekly schedule by the Sunset Limited (trains 1 & 2) to Orlando and Los Angeles is not yet restored. Plans for service to the west, via Beaumont and Houston, will be announced at a later date. Service to the east, via Biloxi and Mobile, will not be possible until 2006 at the earliest because of the extreme nature of the damage done to tracks, bridges and other infrastructure owned by CSX Transportation. From Amtrak - posted 10/05

## **Train disrupts race, so race organizer blocks tracks with truck**

Iowa Interstate Railroad freight trains passing through East Moline disrupted the 2005 Quad Cities Marathon, prompting a race organizer to drive a pace truck into the path of an approaching train, according to an Associated Press story in the Indianapolis Star. After runners were forced to stop and wait as two trains made their way through the city on Sunday, Joe Moreno sped over to an intersection near the 22-mile marker and parked his truck on the tracks, blocking a third train from passing.

"I don't know how fast it was coming, but you could hear it coming from a distance. It was blowing its horn," Moreno said Monday. The train stopped less than a block away from Moreno's truck.

Moreno says he then sat in the vehicle with the doors locked for nearly 1½ hours as several hundred runners crossed the tracks. A railroad employee tried to get Moreno to move his truck, but it wasn't until police arrived that Moreno, the former East Moline mayor, agreed to move the vehicle.

Richard Stoeckly, vice president and chief operating officer of the Iowa Interstate, a 550-mile regional carrier linking the Chicago and Omaha areas, said the disruptions were the result of a "breakdown in communication" between race organizers and the railroad company. Moreno said the dis-

ruptions did not affect the marathon's elite runners, adding that a passing train also interrupted the marathon in 1999.

Kenyan Paul Rugut won the 26.2-mile race, which cuts across the Mississippi River and Quad Cities communities in both Illinois and Iowa, with a time of 2 hours, 20 minutes, 27 seconds.

### [TRAINS On-Line 9/27](#)

*Editor: Each year the Hoopston Sweetcorn Festival holds a parade that crosses the CSX (former C&EI & L&N) line through the city. And each year the event coordinators contacts the CSX dispatching center in Jacksonville to hold trains for the event. The parade takes over 2-3 hours to complete and trains are held north of town in the Wellington siding, or at Rossville siding, until the parade is over and the event contacts the dispatching center. It has worked well over the years.*

## Wheel Report

The Federal Railroad Administration released preliminary accident and injury data for the first 6 months of 2005. Comparing with the first 6 months last year, reportable train accidents declined 10.1 percent, with an 8.3 percent decrease in derailments, but a 3.4 percent increase in collisions, most of which were in yards at slow speeds. Grade crossing fatalities decreased 11.7 percent, but trespasser fatalities increased 13 percent, to 244.

TRAIN SHOW - Each year a group of us head to Indianapolis in October to visit the train show at the fairgrounds to look for "stuff" to add to our layouts. This year your editor was unable to attend the show at Indy but had time to try the show at Springfield, Illinois. Friend and member Walt Baselt and I headed out on Saturday morning by following NS from Tolono to Decatur and on to Springfield. Our first catch was #145 at Sadorus. This train stopped west of Bement and the local D5J came down the Gibson City line stopping just north of town to wait for clearance to enter the main. We headed west to Milmine where we caught #145 again along with #186 headed by UP 3955. At Cerro Gordo

we caught the D5J with #7041 in the lead and 50 grain cars, headed for ADM or the former Staley plant.

West of Decatur at Harristown we saw #336 in the siding with #2553. As we headed west, and of course away from the track, we spotted a eastbound stack train. A "drive-by" at the I&M in Springfield found #31 and one other unit in the yard. What a change from years ago - probably only 10 cars in the yard, some at the transload area, and all gates locked and no one around.

The train show was good, not as big as Indy, but there were some bargains and dealers we had not seen before. Three layouts were running, there was an area for kids and we did spend some cash. The crowd was fair and I am sure on Sunday it was really bare. The local Springfield Model Railroad Club is holding an openhouse on November 19th in the basement of the Washington Park Pavillion located west of Macarthur Ave and north of South Grand Avenue. Time is 1-4 PM and donations are accepted. The layout has 5 scale miles of track, a 22 track staging yard and a 16 track classification yard with a 10 track union station under construction. Would be worth your visit.

Heading back we decided to take the same route and of course from Springfield to Decatur spotted nothing. We stopped at the CN yard, found some GTW, CN and IC power there. Heading east we found #256 following #260 which was stuck behind 20E at Bement. #121 and 20E were swapping power and we shot #260 at Milmine with #8837 and #260 at Piatt with ex-CR power. WB #121 with #9642 was shot at Milmine. We headed to Tolono where we caught the #260 again.

It was a good day, trains and good weather and we both picked up motive power for the layout.

*Rick*

## Coal Loop Update

As the inset picture below from August 20th shows, work was underway then for the connection between the CSX main and the Olin Secondary (old P&E) just west of Daisy Lane. The Katrina disaster has undoubtedly pulled resources away from this project, as not much more has been done. The contractor doing the work on the loop was also performing this grading work, and now you can at least see where the centerline of the track will be on the fill.

No rail has been laid out on the Olin side to replace the jointed track, and there is no evidence yet of signal work being done for the new control point. A December 1st ready date is very doubtful.

Ties are being placed on the loop itself, though, and you can see them from Main Street as you drive by. Allen and I spoke with the guys at Vermilion Transmodal about Internet access for their office, and it will be an impressive operation once up and running. One train a week is what they are anticipating. Because of the nature of



the loop, trains may come to them with an engine set on each end. They will place a "creeper" on the control locomotive to move the train around the loop at the proper speed

*Article and photo by Doug Nipper*