

# 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 \$12.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

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Number 11

## Coming Events

### *November 21, 1996*

Monthly meeting beginning at 7:30 PM at Cooke Business Forms, 2500 N. Vermilion St in Danville.

### *November 24, 1996*

Peoria, IL - Peoria Train Fair, Illinois Central College on Route 116 at Route 24. 11-3, \$2.

### *December 1, 1996*

Annual Christmas Dinner - Pizza Inn at corner of Route 1 and Williams Street - 1 to 5 PM.

### *April 5 and 6, 1997*

Urbana, IL - Lincoln Square Model Railroad Show and Swap Meet

## Next Meeting

The next meeting will be November 21, 1996 at Cooke Business Forms, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM. This will be election of officers for 1997. Be sure to come so you don't get elected to an office.

The program will be presented by Rick Schroeder. We will go back to the early days of the Louisville and Nashville. In the late 1960's L&N power began appearing on C&E

trains. Passenger and piggyback trains were handled by L&N power out of Evansville. See EMD and GE's to Alcos in Kentucky and Tennessee. In addition Rick will present slides of some of the construction projects that are nearing completion this year.

By the end of the month dues notices for 1997 should be in the mail. We will attach your renewal with the December issue, scheduled to be out the second week of December.

There will not be a meeting in December. We will have our annual dinner at the Pizza Inn (time and date noted elsewhere in this issue) and will present the new officers for next year. Be sure to let President Prosser know if you plan to attend the dinner.



## Ford and NS to build Mixing Center Network

NS has announced that it has signed a long term agreement with Ford Motor Company to build new auto distribution sites on its system. (Ed: If you read the last issue you will note that my firm was one of the consultants submitting on the design.)

Using unit trains in a hub-and-spoke system, NS will haul finished Ford vehicles to one of four NS distribution facilities, or mixing centers, sort the vehicles by destination and coordinate with all North American railroads for final delivery. The system will enable Ford to dramatically reduce the time new vehicles spend at the origin assembly plant and will create a network using dedicated unit trains, resulting in further reduction in vehicle delivery time.

The system will handle a constant vehicle movement in a flow-through facility. Ford indicates the agreement with NS sets in place one cornerstone of Ford's Order-To-Delivery strategy and demonstrates a near-term reengineering result that will directly benefit the end user.

The agreement followed a pilot project at Kansas City. NS demonstrated the viability and effectiveness of the mixing center concept. A new and larger facility will be constructed adjacent to the existing Kansas City center. Additional sites will be located near Fostoria, Ohio; Chicago, Illinois and Shelbyville, Kentucky. Each facility will feature flow-through tracks and adjacent support yards that accommodate the receiving and building of unit trains.

All North American Ford plants will use the mixing centers, shipping about 3 million vehicles per year through the network. The system is expected to reduce transit time for vehicles by as much as 33 percent and will become an integral element in Ford's goal to reduce dealer order-to-delivery time to 15 days. When the mixing center network is fully operational in 1998, NS expects to increase its motor vehicle business with Ford by about 60 percent.

*NS News Release - NS Home Page*

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## Frisco #1352 Reaches Taylorville

In a recent issue, this column mentioned the efforts of a group headed by Ted Lemen of Chicago to save Frisco 2-8-2 #1352 from possible scrapping at the hands of a Kansas City area steel mill unless it could be moved off their property to a friendlier storage site. Thus was born the 1352 Limited Liability Company ("1352 LLC") which leased a small but serviceable rail-accessed shop building in Taylorville, Illinois adjacent to the Illinois & Midland RR

(formerly the C&IM) and prepared the property to receive #1352. The locomotive itself was then moved by rail from Kansas City to Central Illinois by a cooperative Burlington Northern and the final six miles into Taylorville by a supportive I&M on July 16th.

On August 17-18, an "Open House" was held at the shop to introduce the people of Taylorville to #1352 and to enlist their support for the project. The affair was very well attended, and local business and civic leaders were quick to see #1352's usefulness in local, civic-sponsored excursions such as those

at Logansport, Indiana. So 1352 LLC has attained its primary objective -- Frisco #1352 has been saved for posterity. Whether there will be a Phase Two -- full restoration to operation -- will be announced on Saturday, September 14th when Pat Cravens and Tom Mayer, the two men who led the restoration effort on the Frisco 4-8-2 #1522 at St Louis, will visit the shop to report on their detailed internal inspection of the locomotive and whether they consider it financially practical to restore it.

To date, 1352 LLC has spent around \$60,000 on the 1352 project, but a full restoration could cost many times this.

*(from Ted Lemen via Dayton Ties and Tracks)*

## Passenger Special and other CU News

*By Bruce Bird*

Steve and I met Monday morning and headed north with the express purpose of photographing and videoing the southbound passenger special running to New Orleans for the annual Private Car owners. We got just north of Paxton when we heard on the scanner that the dispatcher giving a maintenance crew track warrants for both main tracks north of Del Rey. Obviously the special had just passed that station and was to be upon us very soon. We pulled in at the county road at the fertilizer dealer just south of Loda and waited for the train. We only had to wait about 2 minutes before a headlight appeared on the horizon in Loda. In minutes "Special 101 South" flashed by with the 101 leading the 100 (of course) and a string of shiny privates behind. The detector south of Paxton confirmed that the special was right on the limit of 79 mph!

Steve and I beat it out to 57 and headed south with the speedometer pegged at 80+. By the time we drew even with the special just north of Champaign on 57 we heard the conductor give the highball to the head end! Needless to say we pressed on ever faster hoping that we would be able to find a spot to set up somewhere south of Champaign before the 101 could catch us. We elected to try for the Interstate 57 embankment at Pesotum for a set up. We exited and made our way to the county road crossing on the south side of town that leads to the overpass.



Earlier that day a farmer in his combine had managed to "harvest" one of the crossing gates at this crossing. An IC work crew in Pesotum had informed the dispatcher about this and he had the work crew get down to the crossing ASAP and flag the crossing so that the special would not have to follow the rulebook and stop to flag the crossing themselves. Again, Steve and I managed to get set up only about 30 seconds before the special flew by. After this display of speed and determination by the railroad to get this train over the line we quickly decided that our chase had come to an end. The IC really ran that train. Nothing like the TRUE sound of E-units just eating up the ballast!(unlike those streamlined GP38s the UP runs!)

The NS has been busy replacing ties on the P&E from Mansfield east. As of the middle of October they had made it to Mahomet with new ties and resurfacing. The track west of Mahomet looks REAL GOOD. The trains on the line have been running at night to give all of the daylight hours to the track gang and their 20-piece ensemble. The IC has already run out to the Anderson's several times to load out grain trains (with their own crews). The IC crews report that pulling a loaded

100 car grain train up the hill into Champaign is a real challenge compared to most of the real FLAT running they normally get to see.

The Conrail rail train has been at work this past week. On Tuesday October 22 they pulled the first stretch of rail across Ill Rt. 130 on the east side of Urbana. A state trooper was on hand to close the road while they loaded up. I spoke with the crew and they say the racks will hold 7.1 miles of rail and it takes 4 days to get it loaded. They can not work in the rain due to the added danger caused by metal rubbing on wet metal and getting slippery. It looks like it will be Monday before they are full and ready to head back east somewhere.

(Ed. By Oct 26 only 3 miles had been loaded and the train was sitting at Mayview ready for Monday's work schedule. On Nov. 4 the first trainload left Danville.)

## Ride on the AAPRCO Special

*By Jon Roma*

It was certainly a pleasure to be able to ride this train. This was one of the most flawless train rides I've ever had. I guess it helps to have IC's office car, chief mechanical officer, supervisor of locomotives, and IC's Amtrak liaison officer aboard.

We left Chicago at 7 a.m. sharp and ran ahead of schedule the rest of the way. IC pretty much gave us the railroad; had a text-book meet with an on-time #58 at Stuenkel and everywhere south, freights were waiting in the hole for us. We got nipped about two minutes by a freight (MEGL, I think) heading into the siding at Obion, Tennessee — I think he'd gone into emergency down the road a ways and otherwise would've been wait-

ing for us. As it was, we got to Memphis over two hours early. The Illinois Central did a fine job of running the train, keeping other trains out of our way, and having the pilots called at Champaign and Bluford well in advance of our (early) arrival.

We were delayed at the diamond at Gilman when a section gang stopped us with a report of a dragging hose. We stopped north of U. S. 24 and located the culprit: a dangling HEP cable. They brought down HEP, messed around with cables a bit, and then got things back together.

We pretty much were running close to track speed the whole way. Since it's never had a scheduled passenger train, we observed the Edgewood cutoff speed limit of 60 mph for freights.

Very little time was wasted in Champaign. The pick up of the pilot was about a 45 second operation. It was pretty weird rolling past the Champaign passenger station without stopping. At Bluford we changed pilots and also changed Amtrak crews. (Carbondale is the normal change point for Amtrak crews.) At Fulton, we topped off the fuel tanks and dropped off the pilot.

Most of the trip, it was sunny or at least partly sunny. The lighting was good in the Chicago area, clouded up south of Peotone and stayed partly cloudy until south of Greendale on the cutoff.

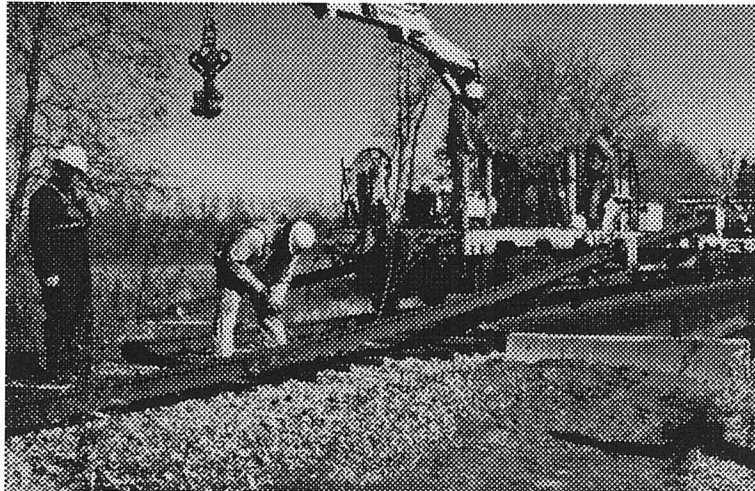


We traversed the most scenic portions of the cutoff in beautiful sunlight. I never imagined the line would be quite as scenic as it is; with the fall colors nearing their peak, it was spectacular. It's a pity the best part of the line is so remote and that most of the traffic through there is by night, because it's surely an area I'd like to explore more.

## Steam News

### *Ohio Central Update*

The Ohio Central Railroad at Coshocton has added another steam locomotive to its roster: Ex-Canadian Pacific 4-6-2 #1293, which was purchased by OHC President Jerrv Jacobson from the Steamtown National Historic Site at Scranton, Pennsylvania. A restoration effort will begin soon on the CP Class G-5d will get underway as soon as the new Locomotive shop at Morgans Run near Coshocton is ready for operation, possibly within the next six months. The most likely use for #1293 would be passenger excursions over the Columbus & Ohio River Railroad, an OHC subsidiary; the 4-6-0 #1551 and 2-8-0 #13 will continue to work the excursions out of Sugarcreek. Eventually, all locomotives, including the fleet of diesels which are the core of OHC's freight service, will be kept and maintained on new yard tracks to be installed at Morgans Run.



### *Reading T-1 #2100*

Not necessarily an addition to the Ohio Central roster but nevertheless residing in operational condition on OHC property is ex-Reading Company Class 1-1 #2100, which was brought down to Coshocton by OHC diesels on Saturday, July 27th from Brewster, Ohio, where it had been standing for several years in the Wheeling & Lake Erie shop area. The W&LE wanted it out and the OHC was a friendly haven. Plans for the 4-8-4 by owners Dick Kughn and Bill Benson are indefinite. The locomotive has been listed for sale in the Barnhart catalog for several years and, despite lots of talk, was

Member J. D. Cooke got this shot of Conrail track crews removing the P&E west of St. Joe, Ill on Oct 31, 1996.

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never actually donated to PARTA or anyone else. The OHC plans to haul coal trains from a connection with the W&LE near Brewster to Columbus via Coshocton and Newark. It is possible that the #2100 could be the motive power for these trains, running between 75 and 100 cars. Stay tuned for more info on this. A full roster of all OHC locomotives will appear soon in the T&T

*Via Dayton's Ties and Tracks*

## Annual Dinner

The Danville Junction Chapter, NRHS, will hold its annual dinner at the railroad decor Pizza Inn, Williams Street and Gilbert Street (Route) adjacent to Conrail.

We will meet at 1:00 PM with social half-hour and then order from the menu.

Program will be presented by Rick Schroeder. This fall Rick rode a private car back from Santa Fe, New Mexico. The program will cover the ride on the Santa Fe Southern and Amtrak along with railfanning in Kansas City.

## Indiana Hi-Rail Going Out of Business

Indiana High-Rail Corp., seemed to be a contender. The railroad sprang to life humbly in 1980, serving a skimpy stretch of track from its home here in

Connersville, Indiana, to just 6 miles north of town. Ford Motor Company operated a plant at Connersville that was served by the railroad and it made money.

Thanks in large part to a partnership with Norfolk Southern, Hi-Rail grew. It eventually grew to 550 miles of track in Indiana, Ohio, Kentucky & Illinois. Its growth was so explosive that Hi-Rail couldn't properly manage it and now, its bankrupt run by a court-appointed trustee who is selling what is left of the railroad to repay creditors. "It's a shame this company had to go into bankruptcy," said R. Franklin Unger. "It had a lot going for it."

Hi-Rail was founded by businessman R. Powell Felix to take advantage of the Staggers Act, a 1980 federal law that encouraged the formation of short-line railroads. Lesser-used rail lines, many in rural areas that were abandoned nationwide. The Staggers Act gave railroads incentives to turn those tracks over to so-called short lines which presumably could operate them at a lower cost and pay attention to the customers they served.

NS gave Hi-Rail control over five segments in Indiana, all of which generated traffic that eventually ended up on NS. At its peak, Hi-

Rail had 108 employees and generated \$9 million annually in revenue. Three line were disjointed which created logistics problems in moving crews and equipment. In 1992 the drought happen that ruined the grain hauling business when 500 cars were on lease. Next the bridge over the Wabash River was misaligned when the pier tilted, and finally rails and roadbed deteriorate to a point the railroad could not continue.

In the last year of bankruptcy the railroad spent \$250,000 cleaning up derailments. At the present time the lines are sold or are being sold. The equipment, some stored at Connerville, is being sold. Hopefully most of the creditors will receive 100 percent of what is owed them. The loser will probably be the State of Indiana which had made a \$400,000 loan to the railroad.

*Via Dayton Ties and Tracks*

## CSX and Conrail? NS and Conrail?

On October 15, CSX and Conrail announced that they had agreed for CSX to acquire Conrail for \$8,4 billion to create the nations third largest railroad. The well kept secret was announced about 7:30 that morning and caught all rail-

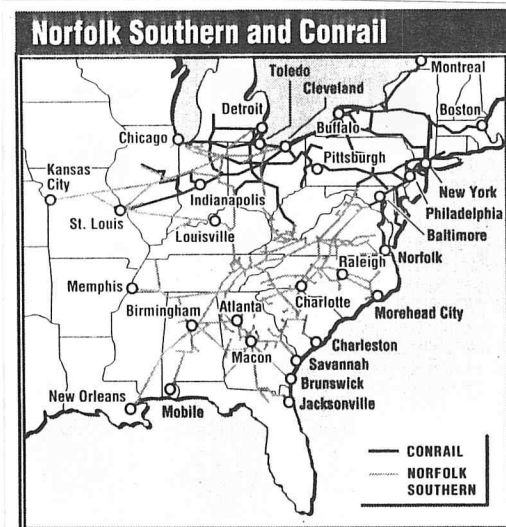
roads, including CSX and Conrail employees, by surprise.

The combined system would stretch from Florida to Chicago and up to Boston and into Canada. The system would cover 22 states with about 29,000 miles of track and employ about 70,000 workers. The headquarters would be in Philadelphia and a new name would be planned.

Your editor received several phone calls that morning including ones from NS in Atlanta. Fax machines were busy sending the press release to everyone. Conrail scheduled a video for their employees in Philadelphia and CSX scheduled meetings for all departments in Jacksonville. By that evening the home pages of both railroads featured a system map, biography's of John Snow, CSX's chairman and chief executive and David LaVan, Conrail's CEO.

That afternoon NS press release stated that they were studying the proposal and would make a decision soon on how to oppose the merger. On October 22 NS issued a press release indicating they were offering \$9.1 billion, in cash, for Conrail. This offer is \$1 billion more

than the CSX offer. CSX had offered \$92.50 a share for Conrail, trading at about \$71 the day before the announcement. Conrail stock jumped about \$14 the first day. NS offered \$100 per share, cash, topping the cash and stock offer from CSX. Again, stock jumped to almost \$95 a share. NS has also filed for an injunction against the CSX/Conrail agreement. The case



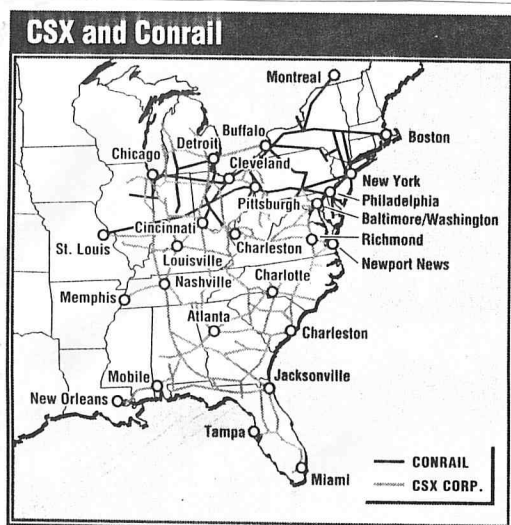
Source: Norfolk Southern

will be heard on November 12.

Within days after NS added the new offer to the fire CSX came back with a second offer of \$110 per share for 40% of the stock and trade on the rest. A few days later NS countered with \$110 per share for all stock. As stated - the war to obtain control of Conrail is on. Both railroads are much like two railfans at a railroadiana auction. Both see the same object they want and money is no longer the factor.

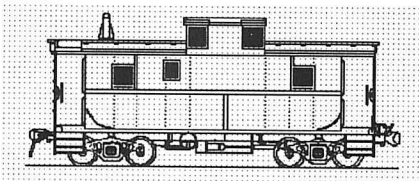
If the acquisition agreement goes through the merger of the two railroads will take place around the end of 1997. Expect a bitter fight to occur between the three major eastern railroads. In the original press release CSX stated that competition would be allowed into eastern markets, assuming they meant NS. By the end of the year we should know who will win control of big blue.

At the same time there have been rumors of one of the western railroads making a move east. The rumor mill has included BNSF and NS and the UP merger with CSX. The latter is now dead for a while but the former may still come true. By the end of 1999 look for probably three major rail systems to survive.



Sources: CSX; Conrail

How will the merger affect the Danville area? Not much. A rumor was out last summer that CSX would acquire the Danville cluster. This is probably on hold but look for CSX to begin operation if the merger goes through. The line to Chrisman would be cut around Westville and the CSX line from Decatur would operate the section from Chrisman to Paris to the mill. The Danville area would operated from Brewer yard. A turnout could be placed again to connect CSX to the P&E east of Griffin originally known as "16 Hill". This was in place when Conrail operated over CSX for some time. The P&E would be abandon from Griffin to west of NS.



## Wheel Report

Member Randy Rippy is now a "cheese head". Randy and his wife have moved to 526 Hilton Street, Prescott, WI 54012. They are actually working in the Minneapolis/St. Paul area but decided it is cheaper to live in Wisconsin for now.

**ROADRAILERS** will soon be on Amtrak trains out of St. Louis. The area at the Amtrak station south of Union Station has been paved around the tracks to allow truck trailers to be driven onto the track and bogies added for attachment to the rear of the Chicago trains. The plan calls for trailers to be used to Chicago and then to Philadelphia on the Broadway train that will resume running out of Chicago. The schedule calls for operation to begin mid-November. This is the same time that the Chief will become a through train (not in name) when cars are restocked and sent east.

**CHICAGO ANDEASTERN ILLINOIS HISTORICAL SOCIETY** will hold their annual meeting next year on April 19, 1997. The meeting will be held at the Watseka Depot. This year the society will dedicate the museum room located in the former C&EI ticket office portion of the depot. Through the efforts of our member Bob McQuown and other dedicated C&EI HS members the room is almost ready for exhibit placement. If you read the notes in the last issue, July will see steam into Watseka on the TP&W. The society will be active in this event as well as having the room open in the summer for visitors.

**THE STATE OF INDIANA** has granted \$720,000 to construct a bike and hiking trail from the campus of Indiana State University in Terre Haute to Glenn Center in East Glenn. The 10-foot wide trail, 6.72 miles long, will be constructed on the road bed of the former Terre Haute, Brazil and Eastern Railroad, ex-Pennsylvania Railroad. The majority of the grain will go for engineering and right-of-way acquisition. Construction should begin next fall and will take about 3 months to complete.

**The last train in St. Joseph, Illinois - October 31, 1996. J.D. Cooke photographed UP SD-40 #3231 on the rail train. This unit replaced a Conrail GE that died a few days earlier.**



## Depot on Track for Repairs

*From Tribune-Star via John Fuller*

The former C&EI depot in Clinton, Indiana has received a \$220,000 grant to help in restoration of the building. State Rep. Dale Grubb of Covington delivered the news about the DOT grant to Clinton Mayor Ramon Columbo.

The grant covers about 80 percent of the restoration costs. The city will pay the rest. Clinton was the final stopping place for hundreds of immigrant workers that came to work at the underground mines near Clinton. The depot is now the home of the Coaltown Museum where mining artifacts are displayed.

In the mid-1940's school children were ushered to the depot to get a glimpse of the C&EI's new Whippoorwill passenger train. This was the era of the incoming diesel locomotives. By the early 1950's steam was retired from the railroad. Over the years many of the mines in the Clinton area have closed. The last mine was the Universal mine that supplied coal to the power plant at Cayuga.

The grant the city received is part of the Intermodal Surface Transportation Efficiency Act of 1991. This program provides grants for cities to promote alternate forms of transportation, to provide consolidation of

facilities or to promote the history of transportation.

## Norfolk Southern News

Norfolk Southern has completed a three-year upgrade project at their coal transloading facility on Lake Erie. The \$10 million project, located in Sandusky, Ohio, features a dust-suppression system to keep coal dust down. At the same time the runoff is collected and treated before dumping into Lake Erie. Additional dock space has been added with some 2,400 feet of dock upgraded.

The Lake Pontchartrain Bridge in Louisiana has been completely rebuilt. The six mile bridge, originally built in 1883, has been rebuilt from the piling up to the deck. NS bridge crews completed the project over the last three years. 13,200 cubic yards of concrete were placed and 600,000 feet of concrete piling installed. The bridge will now handle 125 ton double-stack cars.

APL and NS have renewed their contract to move containers. Under the agreement APL will tender trainload quantities of containers to NS for movement over double stack route. The container trains will operate between California and Atlanta, Charlotte, Jacksonville and Norfolk.

The KCS and NS have added new service between Birmingham and Shreveport, La via the Meridian, Miss gateway. Last year 20,000 carloads were interchange at Meridian. Now these loads will move directly in train movement thus saving time. In addition, traffic that moved through New Orleans will move via the new gateway. KCS and NS also operate intermodal trains to Dallas from Atlanta.

Another new gateway NS has added is intermodal traffic to Albany, NY via SLH. The intermodal terminal in Albany will send out bound traffic at 5 PM. NS power will be used to Albany.

NS has the 1997 calendar available for \$5. The annual calendar features photos taken by employees and is an outstanding calendar. The 14 photographs cover the entire 14,500 mile system. To get your calendar send your check to Norfolk Southern, 1997 Calendar, 110 Franklin Road, S.E., Roanoke, VA 24042-0043. It is definitely worth the money.

## Montana Rail Link wins Soo Line Property

The Canadian Pacific Railway announced on October 23 that it plans to sell its Kansas City Corn Line properties to the Washington Organization, parent company of Montana Rail Link of Missoula, Montana. Under the proposed transaction CPR will sell 1,143 miles of rail lines and associated assets to the WO which will then create a new company to operate the network. CPR will acquire a minority interest in the new company with WO retaining majority control.

In an effort to preserve the competitive rail service in the region CPR had examined bids from 15 parties. The offer from WO represented what CPR felt was the best option for customers served by the rail line.

CPR and Kansas City Southern own and operate terminal facilities in Kansas City. The WO will keep the same operating agreement with KCS as did CPR. The new company should help KCS expand their markets and help customers on KCS rail lines.

## Second Section

Conrail has removed the turnout from the P&E line to the ex-NYC Schneider line. The turnout was located just east of Vermilion St. in Danville. Track-age rights were given up by CP Rail

## Conrail and Guilford - DownEast Express

On November 7 Conrail and Guilford Rail System announced a DownEast Express, direct intermodal rail service lining Maine to major U.S. markets in the Midwest and Southeast. The service will be in place by the end of the year.

DownEast Express will operate between Guilford's new intermodal terminal in Waterville and markets such as Chicago, Kansas City and St. Louis in the Midwest and Atlanta in the Southeast. Because of the design of DownEast Express, Main shippers will be assured of having the necessary equipment available when they want it. Shippers will also benefit from single point-of-contact for service, and the electronic availability of shipping orders, status reports, and advanced pre-notification of arrivals.

The new service was formally dedicated at Guilford's terminal on November 8.

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and Conrail officially abandon the line. Track between Hazel Street and 1 mile south of Stewart, In. will be removed by scrap companies.

Norfolk Southern is busy installing ties and surfacing the former P&E east from Mansfield. A. Cooke reports the track has "been brought up from the weeds" in most locations. Some road crossings have been rebuilt. Work will continue as long as possible this winter and will resume next spring.

NS is dumping ballast on the Wabash River bridge at Attica. Work should be complete by the 15th and the curfew on trains should end soon. NS has allowed crews to work Sunday through Thursday - 2 PM to 7 PM.