

# 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 Jocko's Depot 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 2007 - Our 39th Year

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Eastbound CSX empty coal train at St. Albans, WV, east of Huntington. Note the C&O style signals, many were observed being replaced at other locations.

## Coming Events

### *October 21, 2007*

Danville, IL - Chapter monthly meeting at Pizza Inn, Williams and Gilbert Street, lunch at 1:00, meeting and program to follow.

### *October 14, 2007*

Bloomington, IL - Central Illinois Train Show - Interstate Center, 9-3

### *October 20 & 21, 2007*

Indianapolis, IN - Great Train Expo at the Indiana State Fairgrounds, 10-4 each day, Admission \$7

### *October 21, 2007*

St. Charles, IL - 16th Annual Chicago Area Railroadiana Show, Kane County Fairgrounds, 10-4

### *September 9 and October 14, 2007*

Wheaton, IL - Monthly Great Midwest Train show, DuPage County Fairgrounds, 9:30-3, \$7

### *November 24 & 25, 2007*

Chicago, IL - Greatest Hobby on Tour - Schamuburg Convention Center, Schaumburg, IL 10-6 Saturday, 10-5 on Sunday - Admission \$10

## Next Meeting

The next meeting will be held **October 21 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.**

Note the listing for operating sessions at the Museum. Mark Ziebart is off this year working on BNSF somewhere in Nebraska, Wyoming or the Dakotas and we will be short a man. We do have a couple of new members that hopefully will be interested and able to find the time to join us in November.

Last month Doug Nipper and your editor made a trip to Vienna, WV (near Parkersburg) to pick up a collection of photographs from long time friend Nate Horton. Nate's father-in-law was Roy Handall. Roy over many years copied photos of the C&EI and other area railroads. Nate donated a collection of some 300 photos to us for the DJC and C&EIHS. We are grateful to Nate for thinking of us for the collection. Many photos that Roy had prepared of local history locations were donated to the Vermilion County Museum. It was a pleasure to see Nate and his wife again after many years.

If you are planning to go to the train show in Indianapolis on October 20 and would like to see Bob Lehnan's C&EI layout contact Dave Sherrill. Bob has invited members to stop by providing his schedule has him home that day.

The program will be announced at the meeting.

## Model Operating Sessions

### *Rossville*

Once again we are setting up operating sessions on Saturdays at Rossville. For 2007 the sessions on the Chicago, Illinois and Eastern Railroad will be:

November 3, 2007  
December 1, 2007  
January 5, 2008  
February 2, 2008  
March 1, 2008  
April 5, 2008

All sessions start around 1:00 PM and last until 3:30 PM.

### *Danville and Western Railroad, 1819 Coventry Dr, Champaign*

December 29, 2007  
January 26, 2008  
February 16, 2008  
March 29, 2008  
April 19, 2008

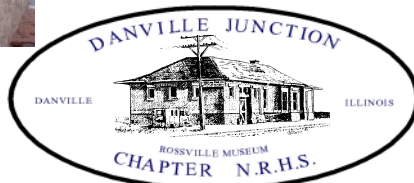
All D&W sessions begin at 1:00 PM and are for operators that are 14 years of age or older. A new dispatchers board will be in place this year so an additional person is needed and radios will be used.



Rick Schroeder and Nate Horton check out one of the many books of C&EI photos that Nate donated.

**I ran away once and slept under an elevated railroad, but then came back to the beating I knew he would give me.**

*Johnny Weissmuller*



## Private Excursion on the Indiana Rail Road Company

Brian Banta is sponsoring a trip on the Indiana Rail Road on Sunday, November 11, 2007. The trip will originate in Bloomington, Indiana, at 9:00 AM ET, travel west across the Tulip Trestle to Dugger, Indiana, then north to Jasonville, Indiana where they will tour the former Milwaukee yard, then back down the ex-Milwaukee to Linton and back to Bloomington. The cost is \$65 per person and includes food on the train. Should the trip be canceled by the railroad there will be refunds. Contact Brian Banta, PO Box 56, Edinburg, IN 46124, fax 812-526-6677 or e-mail Brian at BantaRail@aol.com for more information. No one under 16 years of age is allowed on the train.

## Rail News

**Railroad safety continued to improve significantly during the first half of 2007** as 34 states experienced fewer train derailments and collisions as compared to the same period last year, the Federal Railroad Administration said today. FRA statistics for the six-month period show that railroads had 246 fewer train accidents, or a 16.8% reduction, compared with the comparable period in 2006. Highway-rail grade crossing safety also improved; collisions between motor vehicles and trains fell by 122, or 8.5%, while grade crossing fatalities decreased by 21, or 11.5%.

**Updated growth projections released for Lake and Porter** counties in northwest Indiana show a 239 percent increase over a prior population forecast, according to a South Shore Railroad consultant as reported in local newspapers. A significant boost in the regional census is needed to justify the railroad's application for New Starts federal funding to begin studying a South Shore extension from Hammond to Valparaiso known as the Westlake corridor. Construction costs for the new line were estimated to be about \$450 million initially and an additional like amount to bring Westlake passenger service from

Merrillville and Hobart to Valparaiso. Federal Transit Administration grants, if approved, would offset much of the cost but the upcoming session of the Indiana General Assembly is expected to address how the local share of the project could be funded.

**Union Pacific Railroad and Norfolk Southern Railway** have launched a westbound intermodal service that shaves a day off transit time between the Southeast and Los Angeles. The Class Is began offering faster eastbound service between the points in May.

Westbound trains now use a shorter route over the Shreveport, La., gateway instead of a Memphis, Tenn., gateway, cutting about 130 miles off the trip to southern California.

The railroads will offer fourth-morning delivery for trailers and containers heading West on the BlueStreak — a joint UP/NS intermodal service — from Atlanta to L.A.; fifth-morning delivery between Charlotte, N.C., and Jacksonville, Fla., and L.A.; and sixth-morning delivery between Miami and L.A. The Class Is plans to provide an “on time or free” guarantee on the traffic for a limited time.

“The investments made in this transcontinental route, including the Meridian Speedway, have created a high-speed, highly dependable intermodal gateway linking the Southwest to the Southeast,” said Don Seale, NS’ executive vice president and chief marketing officer, in a prepared statement.

**The boom in ethanol production, spurred by environmental concerns**, may be running into countervailing economic forces that could deflate demand, according to a Sept. 30 *New York Times* article. Amid many issues, the newspaper cited a backlog in orders for specialized ethanol rail cars to ship the surplus production. The Department of Agriculture has warned of “several supply chain issues that could inhibit growth in the ethanol industry,” including a backlog in rail tank car orders that grew to 36,166 rail cars by the end of the first quarter in 2007 from about 10,000 in the third quarter of 2005

**Amtrak reports that July 2007 was its “highest ridership and ticket revenue month ever by significant margins,”** due in part to “collapsing airline service—Northwest and United cancellations, US Airways luggage issues, industry-wide poor on time performance.” Amtrak said that system-wide July ridership of 2.41 million trips was 9% ahead of July 2006 and 6% over budget. Ticket revenue in July added up to \$141.7 million, an 11% increase over last year and 4% over budget. The railroad’s biggest July surge was in the Northeast Corridor. Acela revenue of \$31.6 million was 30.7% over July 2006 and 23% over budget. NEC regional revenue totaled \$36.4 million, 8.4% over last year.

## INRD to eliminate Spring Hill interlocking

INRD made public this week (9/10) how they and CSX plan to eliminate the Spring Hill interlocking, along with a bunch of road crossings. The plans they gave the city are as follows:

The Peavey Spur, a.k.a. CSX Terre Haute branch (former E&I) will be connected to the former MILW south belt where the two lines cross near S. 6th St. and Helen Ave. this will eliminate the E&I all the way to Spring Hill. At Spring Hill road they are going to combine all three-road crossings (CSX, INRD and Peavey/CSX) into one using the current CSX crossing. This eliminates the Spring Hill interlocking in its entirety. This all hinges on some local funding being provided. So, they are waiting on a study and local government approval, etc.

*Editor: In August a new connection was installed between the INRD and CSX at Belt Crossing. Coal trains are coming via the former Conrail St. Louis line to the former Milwaukee, now INRD, heading south and then onto the former C&EI to head south. Original plans were to take these trains across the former B&O out of St. Louis but lack of sidings and work on*

*the Wabash River Bridge gave CSX the idea to route on the former Conrail line. The above is another part of the project to streamline routes across the system.*

*As a side note, CSX plans for the siding at Atherton, IN and the double track at Ingle, IN are on hold until business picks up on the CE&D line. Originally there were to be 3 additional coal trains per day but that has been delayed. In addition, funding and downturn in business has delayed the projects. The proposed 6-track yard south of Princeton is also on hold for similar reasons.*

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## **CP to acquire DM&E**

Canadian Pacific has agreed to buy the 2,500-mile Dakota, Minnesota & Eastern rail system for \$1.48 billion in cash plus contingency payments of up to \$1 billion—\$350 million “if construction starts on a Powder River Basin” coal line before Dec. 31, 2025, and another \$707 million “when specified volumes of coal have been moved.” The purchase includes DM&E and its sister railroad, the Iowa, Chicago & Eastern. The system includes 1,000 employees, 7,200 railcars, and 150 locomotives.

Based in Sioux Falls, S.D., DM&E is the largest regional railroad in the U.S., interchanging traffic with seven Class I railroads in eight states. It anticipates freight revenue of approximately \$280 million this year, up 9% from 2006. The sale is expected to close in the next 30 to 60 days, although it is subject to review and approval by the Surface Transportation Board.

CP’s announcement came five months after the Federal Railroad Administration turned down DM&E’s application for a \$2.3 million Railroad Rehabilitation and Improvement Financing (RRIF) loan to help fund the regional railroad’s \$6 billion, 280-mile Powder River Basin coal line project.

## **Kensington Tower Closed**

*By Joe Santucci*

This is the last weekend (September 8/9) of Kensington Tower. It is being cut over to the Metra Electric Dispatcher as we speak. The operator is still there but as of 0500 Monday morning, will be gone and control will be officially transferred. Tower is not slated to be torn down anytime soon, but will come down at some point in the future.

During the cut over phase, all trains on the former IC are required to stop (irregardless of signal indication) and proceed on the instructions of the operator at Kensington. No crossover moves between the mains and thoroughfare tracks are allowed during the cutover, only straight track movements. This is putting a crimp into CN’s operations here for the weekend.

No new signals are being cut in, only the changing of electronics and the like. There is a large stake signal cabin in front of the tower and that is where most of the work is being conducted.

I am guessing that Metra traffic will still be able to make its normal moves including crossovers by using signal maintainers and/or switch tenders to operate the switches. There is little way Metra can get around crossover moves at Kensington on Fridays and Saturdays as there are the Blue Island Loop trains in the evenings and the regular Blue Island trains during the day. No BI service on Sundays. These trains need to access the BI Branch and also use tracks 2 and 3 north of Kensington.

And the South Shore trains have to enter and exit here as well requiring the use of the turnouts and crossovers.

Also, on an unrelated note, as for the IHB going to NS, that sounds like nothing more than a good rumor. CSX has wanted full and total control of the Harbor for years. (Editor: The IHB and CSX dispatchers sit side-by-side in the same building in Calumet City) I find it hard to believe they would pass on such an opportunity and let their prime competitor take it over. And

don’t forget CP still owns 49% of the place as well. While they don’t use it to the capacity they once did, in getting the ICE back along with the DM&E, the IHB could be become more important to them as well.

The way the IHB is structured in ownership, the other partners in ownership get first right of refusal if one of the other partners should want to sell any or all of their shares.

And don’t forget, CN would dive headfirst at the opportunity to buy into the IHB. They made a huge push to get a stake in it a few years ago and it is highly unlikely they would allow NS or anybody to get a larger stake in it without a bidding war.

Finally, there was talk that NS would have the option of getting control of the IHB east of Dolton. Supposedly this was the talk when Conrail was going to get split up. They would only get the K3 line (which they actually own but lease to IHB anyway), Michigan Ave Yard, Gibson Yard, Calumet City Yard and the mainline from Ivanhoe to East Dolton. But I don’t believe that would be practical.

There is talk of another railroad takeover in the Chicago area in negotiation as well right now, but I will refrain from mentioning it at this time as it is really nothing more than good rumor. But you can all make your guesses.

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## **Attempt to Hijack CSX train**

Two men were arrested in September for trying to hijack a CSX train in Knoxville, the Knoxville News Sentinel reported. The incident happened about 10:35 p.m. Sept. 11 as a CSX train was stopped on CSX tracks that run parallel to Volunteer Boulevard near Cumberland Avenue in Knoxville. The pair came up on the nose of the engine and told the engineer they needed to get out of town immediately for some unexplained reason and “he was going to take them.” The men also “might have threatened” the CSX employee, a Knoxville Police officer said, although it was later discovered that neither of them was

armed.

The engineer ordered them off the train but they ran to another engine and hopped aboard, prompting the engineer to call for police help. Police took the men into custody and indicated the pair could end up facing federal charges. Both men had been drinking alcohol.

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## **Senate Judiciary Committee passes rail 'antitrust enforcement' bill**

Yesterday, the Senate Judiciary Committee passed the Railroad Antitrust Enforcement Act of 2007 (S. 772), which proposes to amend federal antitrust laws to repeal railroads' exemptions. Introduced in March by Sen. Herb Kohl (D-Wis.) and co-sponsored by Sens. Patrick Leahy (D-Vt.) and Norm Coleman (R-Minn.), the bill now moves to the full Senate for consideration. S. 772 would permit the U.S. Department of Justice and Federal Trade Commission to review rail mergers under antitrust law, and allow state attorneys general and private parties to sue for damages or obtain a court injunction in rail competition cases.

A companion House bill, H.R. 1650, currently is under consideration by the House Judiciary Committee. The Association of American Railroads opposes both bills because officials believe the legislation would hinder railroads' investments in their infrastructure and limit their ability to expand capacity.

*Editor: The Congress is working toward reregulation of the railroads. Industry and politics are driving this imitative. Should this happen we will see railroads fail just as they did prior*



*to the Staggers Act that deregulated the industry and allowed them to basically "make a buck" and grow the systems. Lets hope this does not occur.*

## **CN to acquire key operations of E J and E Railway**

MONTREAL and PITTSBURGH, Sept. 26, 2007 — Canadian National Railway Company and United States Steel Corporation announced today that their respective Boards of Directors have approved an agreement under which CN will acquire the major portion of the Elgin, Joliet and Eastern Railway Company (EJ&E) for US\$300 million (approximately C\$301 million). The acquisition will significantly improve the fluidity of CN's rail operations in the Chicago region, rewarding customers with faster transit times and more reliable service. Under the agreement, U. S. Steel's Transtar subsidiary will retain railroad assets, equipment, and employees that support the Gary Works site in Northwest Indiana and the steelmaking operations of U. S. Steel. Transtar's remaining operations will become the Gary Railway.

The acquisition is subject to regulatory review by the U.S. Surface Transportation Board (STB). Both CN and U. S. Steel believe that if the application is approved by the STB as filed, it should allow closing in mid-2008.

EJ&E, a Class II railroad, operates over 198 main line miles of track encircling the City of Chicago from Waukegan, Ill., on the north, to Joliet, Ill., on the west, to Gary, Ind., on the southeast, and then to South Chicago.

CN President and Chief Executive Officer E. Hunter Harrison said: "This acquisition is good news for railroading in Chicago. Chicago is essential to CN's rail opera-

tions, yet it presents us with major operational challenges. This transaction will improve rail operations on the CN system and the rest of the Chicago rail network by moving CN trains out of the urban core to EJ&E lines on the outskirts of the Chicago metropolitan area."

U. S. Steel Chairman and Chief Executive Officer John P. Surma said: "This transaction is positive for all involved. Our EJ&E employees and customers, and the communities in which we operate will benefit from the EJ&E being part of a large Class I railroad, while U. S. Steel will be able to focus on the railroad assets serving Gary Works."

Harrison said: "This acquisition not only will give CN an opportunity to expand its service to the North American steel industry, but also will drive new efficiencies and operating improvements on CN's network. Streamlined rail operations and reduced congestion resulting from this acquisition will benefit current CN and EJ&E customers, the City of Chicago, nearby communities, and the overall rail network

in the region." CN plans to invest approximately US\$100 million for integration, new connections, and infrastructure improvements to add capacity on the EJ&E line and allow network synergies to be realized

overtime. The acquisition, which will be financed with debt and cash-on-hand, is expected to be slightly accretive to CN's diluted earnings per share in the first year following STB approval.

The combination of the two rail networks is straightforward and will allow EJ&E's existing traffic to be moved more efficiently and at lower cost. There are no shippers served only by CN and EJ&E (2-to-1 shippers) who will lose direct rail competition as a result of the acquisition, nor will there be any other adverse impacts on competition. As in past transactions, CN is committed to keeping gateways open and honoring trackage rights agreements with all connecting carriers.

*I asked a man in prison once how he happened to be there and he said he had stolen a pair of shoes. I told him if he had stolen a railroad he would be a United States Senator.  
Mary H. Jones*

Gordon T. Trafton, CN's Senior Vice-President, Southern Region, said: "This acquisition will bring EJ&E's experienced rail-roaders into the CN family and will bridge what has been the missing link to connect the Eastern, Western, and Southern regions of CN's network. We will apply our proven business model in implementing this acquisition using the measured, step-by-step approach we have employed in our previous transactions to flawlessly integrate these operations."

#### *CN Press Release*

*Editor: CN has been looking for other ways to get around the Chicago area for some time and due to lack of progress in CREATE (DOT projects take forever due to the paperwork involved) they backed off a couple of years back. CN has always been looking ahead and one major business item that probably spurred this move was the fact that a new container port opens in October at Prince Rupert, far north of Vancouver in British Columbia. This new port has already signed on one leading container ship line - Cosco. This port is the shortest distance to the Far East and saves a couple of days in ship travel time to a west coast port. Who is the only railroad that serves the port? CN is marketing this port as the fastest, most efficient and most cost effective route for Asian traffic to the interior of North America, specifically Toronto, Montreal, Chicago and Memphis. With this time saving around Chicago and shorter time across the water, CN will be able to offer much quicker service to these locations as well as those beyond Chicago on CSX and NS.*

## Record Wyoming Coal Moves

Union Pacific is crediting operational improvements for moving a monthly record of 17.2 million tons of coal - 1,118 trainloads - from Wyoming's Southern Powder River Basin in August. According to reports from the U.S. Department of Energy Information Administration, coal stockpiles are at the highest level in four years, up 38 percent over last year's levels.

UP has changed operating practices to speed up coal train movements. The railroad is using a new multi-purpose forklift that enables employees to change out wheels while a car remains in the train, reducing the repair-to-back-in-service time. UP is also installing Centralized Traffic Control across its Central Corridor from eastern Nebraska through Iowa. Some portions of the route still used automatic block signaling.

UP is applying auto racing pit-crew principles to help employees in North Platte, Neb., refuel, inspect, and maintain trains that move through Bailey Yard, the world's largest railroad classification yard.

The Powder River Basin in Wyoming is home to vast reserves of low-sulfur coal that is cheap to mine because it lies just beneath the surface. This coal is popular with utilities seeking cheaper alternatives to natural gas. Currently Union Pacific and BNSF are the only railroads that serve the Basin. Both companies have been investing in track expansion following complaints from utilities that they were not delivering enough coal to meet demand. Last week, Canadian Pacific announced it was buying regional railroad Dakota, Minnesota & Eastern, which has completed plans to build a new line into the Basin. CPR will study over the next few years whether it wants to expand DM&E into the Basin.

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### *Danville Chapter, NRHS - Meeting Minutes - 9/16/7*

President Nipper opened the meeting at 1338.

The Treasurer's report was not available. The secretary's report was approved as printed.

#### *Business*

The long tenure of Gene Cronkhite as a member was recognized. Gene and his wife will be moving to Oklahoma in October.

Rich Schroeder reported on an upcoming Indiana RR trip on 11/11. He also update the progress on the 2<sup>nd</sup> track extension on CSX. A track laying machine is expected in 3-4 weeks, with preparation work going on now. Concrete ties will be used. The CTC cutover is expected to be around 12/15, with completion by the end of the year.

The C&EI Society received 501c status from the IRS and is now accepting donations. White River Production will be taking over the production of the Society magazine, starting in October.

Rick reported on the planned increase in NRHS national dues by \$11. A firm was hired to do dues processing and the invoices should be out in October.

Larry Prosser provided a tape of FT diesels and WM transition from steam to diesel.

A rail grinder has arrived on CSX and is in North Yard.

The Meeting was adjourned at 1406.

A program of mostly Milwaukee Road slides from the 1960s and 1970s was presented by Rick.

## NICTD outlines service expansion plans

As the South Shore line nears its 100th anniversary, the organization that now runs the railroad is planning to extend service to Lowell and Valparaiso, local newspapers report. "These are logical extensions that would create a lot of economic development in this area," Gerald Hanas, general manager of the Northern Indiana Commuter Transportation District, said. "Indiana will pay a congestion tax if we don't expand." The extension project would include 19 miles of tracks from Munster to Lowell, 24 miles of tracks to Valparaiso, train stations and needed property purchases. NICTD estimates the project will cost \$1 billion.

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## Danville Track Extension Updates

*By Doug Nipper*  
*Week of September 10*

The new Defect Detector at MP 118.2 went in service yesterday (9-12). This is only about 1/4 mile north of West Newell, and you can see the cabinet from that road. (Editor: About the time the plans were being made to extend the No. 2 main north to West Newell Road the signal department installed and placed a new detector in service. As usual, no communication between departments.)

They have closed Sunset Rd. and I suppose are removing that detector at MP 119, or perhaps it's already gone. I heard something about Gessie, so maybe it's going down there since that detector (really Perrysville) is still an older style.

I think I saw some new signal masts at Liberty Lane, or at least the bases on a trailer. Still no track material, but they can set signals and cabinets, and then do the switch motors, track connections and heaters later.

The bank north of Poland Rd had some

pretty good erosion channels, so they use the hi-hoe to pack down the clay dirt. They did the same thing behind my house last week. It also looks like they eased the slope angle a bit.

*Editor: CSX is planning the tape load for the dispatchers and has scheduled it for December 15. The track/signal work will be completed prior to that date.*

### *October 3*

Newell Road is the detour for Illinois Route 1, which is closed north of Newell Road due to bridge construction. To minimize traffic interruption, in an unusual nighttime 704, Steve Shaw and a small crew are putting the new track through the crossing and redoing the surface tonight. I sure hope they can even up the edge of the existing mainline crossing with the new concrete panels.

New turnouts are in place on #2 main at Liberty Lane thanks to a 10-hour curfew on Monday. Now it's just up to the signal department to get the new CP there up and running so RA can be torn out and perhaps also the old #2 down to Liberty so the Track Laying Machine can come in and lay track. On October 9 the "NCT" machine is scheduled to arrive and be setup to lay track from RA to Newell Road. CSX expects this to take 5 days. The machine carries the ties with it and will layout the ties, pull the rail onto the ties and secure it as it moves along. This machine has been used on other locations on CSX and similar machines are being used out west on UP and BNSF to expedite the track laying process.

### *Week of October 8*

Things really took off this week, and this is the final update. The "NCT Machine" as the RR guys called it arrived on the 8th as planned. It took all that day to set up and move it into position just south of West Newell Road on the "escape" track that had been hand-built to allow the machine to clear the main track. In the photos below by Joe Cooke, you see it working just south of the closed Sunset Road crossing on Tuesday. The bulldozer tows the whole contraption, which also includes about 10 flat cars with pre-plated ties and another machine that rides on top of the tie cars and brings them forward to the conveyor on the machine. The dozer also has two rail "dogs" that feed the rail at the proper



angle to the machine's roller system. There is still manual labor, as not all ties fall straight and upright. But all in all, it's a heck of a way to lay railroad track. They anchor-spike on the outside of the rails every five ties to hold gauge.



# Danville Track Extension Photos

*By Doug Nipper*

Here are more photos since Rick had space left over in this issue...



While the NCT machine was at rest, I grabbed a few shots of the details of the conveyor and tie placement system.



Detached from its tie cars, this is a backside view of the NCT machine.



The end result: New Track! This is looking north at Sunset Rd.



Here is the very first locomotive on the new track! The machine was finished on 10/11 and on the 12th they needed to move it to North Yard for loading by crane onto a flatcar. So up comes M036-12 with a big six-axle to the new switch at West Newell, backs onto the just-laid-yesterday track and comes down to Poland Rd where the tie flats and machine are waiting. The far end runs on small wheels and this is the part that gets loaded onto a carrier car.

