

Welcome to Trainwatching at BEREA, OHIO!

2009 Edition – Includes new NS signals



We hope that you will enjoy your time here, and that you will return many times!

Train Order *Pix*
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BEREA, OHIO

(Not to scale)

Prepared for the information and safety of all railfans

NORFOLK SOUTHERN

161.070 (AAR 64)
160.350 (AAR 16)
160.980 (AAR 58)

CSX

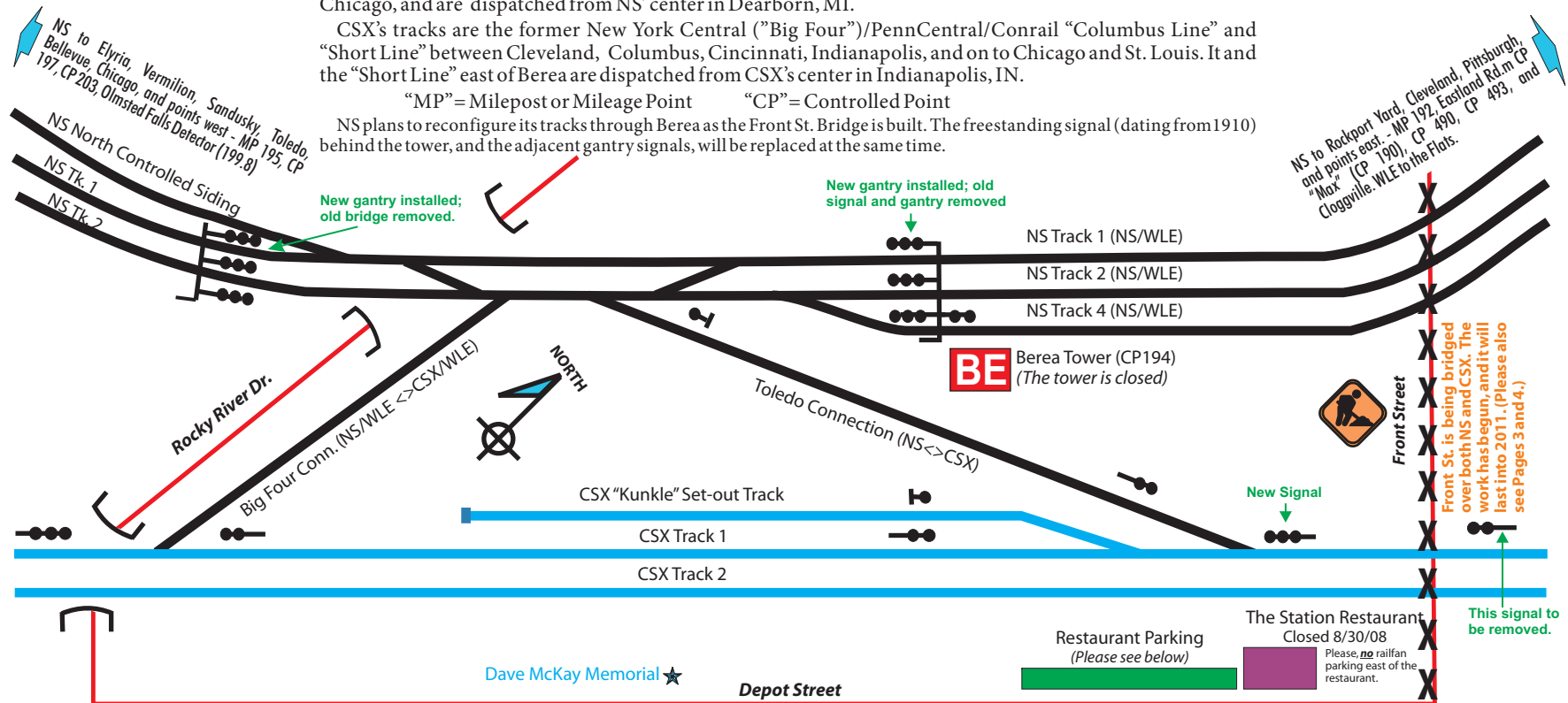
160.485 (AAR 25)
160.860 (AAR 50)
160.995 (AAR 59)

NS' tracks are the former New York Central/ Penn Central / Conrail "Chicago Line" between New York and Chicago, and are dispatched from NS' center in Dearborn, MI.

CSX's tracks are the former New York Central ("Big Four")/PennCentral/Conrail "Columbus Line" and "Short Line" between Cleveland, Columbus, Cincinnati, Indianapolis, and on to Chicago and St. Louis. It and the "Short Line" east of Berea are dispatched from CSX's center in Indianapolis, IN.

"MP" = Milepost or Mileage Point "CP" = Controlled Point

NS plans to reconfigure its tracks through Berea as the Front St. Bridge is built. The freestanding signal (dating from 1910) behind the tower, and the adjacent gantry signals, will be replaced at the same time.



CSX to West Rd. (CP 13), Grafton, Wellington), Greenwich, Willard, Columbus, Indianapolis, Chicago, and points south and west - Columbia Detector at MP 18. WLE to Wellington.

Railfan parking (grass lot). Please do not overhang the sidewalk.

Please **DO NOT** park in Hilliard Electric's driveways. They have asked that railfans cease parking there.

CSX "Short Line" to Collinwood Yard, Buffalo, Selkirk, and points east - CP 17, CP 19, Marcy, CP 9, and Cleveland Tunnels (they're not safely accessible).

NOTES

- The curve in the CSX tracks over Bagley Rd., just west of Berea, is permanent when the Bagley Rd. bridge was built.
- A Wheeling & Lake Erie coke train (708/707) uses the "Big Four Connection" from CSX to NS but this train is temporarily suspended. The "Toledo Connection" is infrequently used.
- CSX's "Columbia" detector is about 5 miles west of Berea (off the left side of the map). NS' "Olmsted Falls" detector, also about 5 miles west, is often difficult to hear due to a directional antenna.

PLEASE...

- Stand well clear of the CSX tracks; track speed is 60-70 mph. Do not allow your children to play on or near the tracks. Do not put coins on the tracks! Do not cross the tracks. Berea Tower is not open. Do not trespass on CSX or NS property at any time. Trespassing carries a very stiff fine - at least \$500 - and possible jail time.
- Since the restaurant closed on Aug. 30, 2008, its parking lots may be restricted or closed. Parking in the western lot currently is allowed, but this could change. Please be aware of the situation and govern yourself accordingly. Please take your trash with you when you leave.

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This map has been downloaded from www.trainorderpix.com

Railroading in Berea, Ohio

Berea has been a major player on the Cleveland's since the 1860s when several predecessors of the New York Central System (NYC) laid tracks on roughly the same alignment as what you see today. The Berea Union Depot dates from 1878 and was the city's passenger station until 1958.

Depot Street was not through until the late 1960s; it ended at the depot and at St. Mary's Cemetery. The area west of the depot, had a freight house, a team track, a yard serving local industries, and a yard for the spur which ran down to the Berea quarries, now Baldwin and Wallace Lakes in the Metropark.

Berea once had two towers. Two steam engines were regularly kept at Berea to protect the passenger services; if a train needed help, one was sent to assist.

Berea, today, is at least the third rebuilding of the interlocking done in the 1950s, with modification in 1999. The NYC, later PennCentral, the "Chicago Line" – today's NS route – had four tracks. The inner pair (Tracks 1 and 2) were for high-speed passenger and freight trains, and the outer pair (Track 4 and the North Controlled Siding) were for regular freight and slower passenger trains.

CSX's "Columbus Line" is the ex-"Big Four Route," and the main passenger route from Cleveland Union Terminal (CUT). It had three tracks through, and two tracks west of , Berea Depot. In the 1970s Conrail reduced it to a single track (CSX Track 1). CSX reinstalled Track 2 in the 1999 Conrail breakup. High-speed crossovers west of the depot once connected the "Chicago" and "Big Four" lines for passenger trains in and out of the Berea Depot and CUT.

Berea Tower closed in 1997 and its functions were transferred to Conrail's. now NS', Dearborn, MI, dispatching center which controls the "Chicago Line" with NS "Cleveland Terminal" and "Toledo East" Dispatchers, as well as local control from Rockport Yard.

CSX's "IG" Dispatcher controls the "Columbus Line" and the "Short Line" from its Indianapolis center.

The tower's first floor contains electronic control equipment for signals and switches. NS' signal maintainers' office is on the second floor. NS boarded

up the tower in 2006 due to water leakage and for security.

In the NYC/PC/CR days, there were frequent crossover moves, controlled by the Berea Tower operator, between the "Chicago" and "Big Four" lines. Since the CR breakup NS and CSX infrequently use the "Toledo Connection," usually when there are track work, derailments, problems, or special moves.

The "Big Four Connection" sees a Wheeling & Lake Erie coke train (708/707) to/from the "Flats" six days a week; however, this train is temporarily suspended until the steel plant reopens.

Ns's Rockport Yard, visible from I-480 east of the airport, is its main Cleveland yard, from where NS trains run across the Lakefront to reach the former Pennsylvania RR route to Pittsburgh and the east.

CSX's main yard is Collinwood on Cleveland's northeast side, reached via the "Short Line" east of Berea, paralleling I-480, and then turning northeast past University Circle.

Berea is "CP 194" on NS – 194 miles from Buffalo and "MP 21.5," on CSX based on the mileage from CUT.

About 140 trains, weighted more to NS than to CSX, pass through Berea. NS's activity is fairly steady all day, while CSX tends to fleet eastbounds in the morning and westbounds in the afternoon.

Front St. is being bridged over both the NS and CSX tracks, and is scheduled to reopen in 2011.

Dave McKay Memorial

Dave McKay was a rail photographer *par excellence*, and Berea was one of his favorite spots to watch and shoot trains.

Dave passed away on Dec. 27, 2004, before his book *Trackside around Cleveland with Dave McKay 1969-1973* was published in April, 2005. Four additional books of Dave's pictures have been published since then, and several more are expected.

Dave's many railfan friends have designated this as the "Dave McKay Photo Spot at BE Tower" and have placed a handsome bronze plaque honoring him beneath the tree where Dave usually sat to observe and photograph the Berea train scene.

Railfan Parking

Now that bridge construction is underway, parking for railfanning at Berea is going to be a big problem for the next two years.

1. Please park *only* in the two designated railfan areas – either the western end of the restaurant's lot or the grass "railfan" lot on the south side of Depot St., just west of that lot.

Since the restaurant closed, parking in its lot may be restricted because the building owner has given construction workers to park their cars and equipment in its lots.

If a new operator leases and reopens the restaurant, the western lot may be restricted to its customers and employees during construction

Please be aware of this situation and govern yourself accordingly.

2. Please do not park in *any* business driveways during normal business hours. Hilliard Electric has *specifically* asked that all railfans cease parking in its driveways 24/7, and have posted the property. Please comply with their request.

3. The grass lot on the south side of Depot St. is open to railfans all the time. Please back in, and *please be sure that your car does not overhang the sidewalk* (the police will cite you for that).

Your cooperation about parking will be deeply appreciated by everyone, especially during the construction period.

Thank you!

Decorum

Please observe simple decorum to prevent this popular trainwatching site from being closed.

Do not go onto, play on, or cross the tracks. That's trespassing, and you can be arrested and fined between \$500 and \$10,000. It's not safe. It's not hygienic. And it's just not smart.

Be aware of other photographers; do not stand or walk in front of them. There is plenty of space to get photos, so be courteous of others.

Welcome to Berea!

We are very pleased that you are here, and we hope that you will enjoy watching the action on Norfolk Southern, CSX, and Wheeling & Lake Erie.

This map will help you better understand the track layout of, and give you information about, the rail scene in Berea.

There usually are several "Berea regulars" trackside who will glad to answer your questions, so please ask.

At the same time, we have a few requests which will make your – and all railfans' – time at Berea safe and enjoyable.

1. Please stand well clear of the CSX tracks (the closer pair). The track speed is 60-70 mph. Trains cannot stop quickly if the engineer sees someone or something on the tracks. And things which can hurt you can and do frequently fall off of trains.

2. Please do not allow your children to play on or near the tracks at any time for the same reason. Please do not put coins or anything else on the rails.

3. Please do not cross the tracks at any time. The tower is closed and there is nothing to see there. Trespassing on railroad property is a felony and carries a very stiff fine – between \$500 and \$10,000 – and possible jail time. Both the Berea City and the railroad police strictly enforce the trespassing laws (as a family found out in Summer, 2008; it cost them \$2,000)..

4. Unfortunately, there are no "facilities" trackside for railfans. The nearest ones are in the fast-food restaurants on North Front Street.

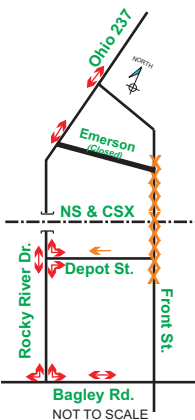
5. Please observe common courtesy to others in your actions and your parking while at Berea. All of us will have more fun that way!

Thank you!

The Front Street Bridge Project

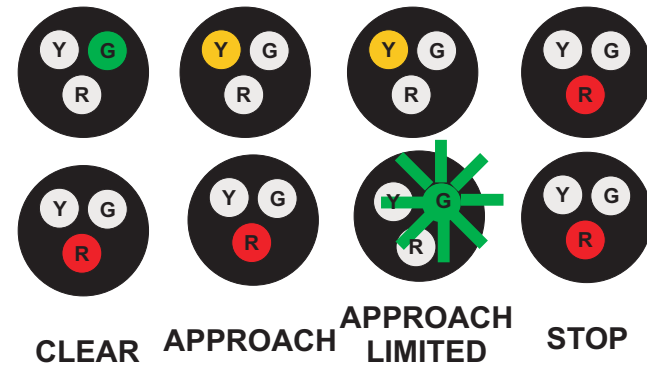
Front Street is being bridged over both the NS and CSX tracks from Emerson St. on the north to Depot St./Lou Groza Blvd. on the south. Depot St. will be angled to connect with Groza Blvd. Construction has begun, and it will last into 2011.

Front St. will be closed, or severely restricted, so railfans will need an alternate route to get trackside. We suggest that you follow the red arrows on this little map to get here around the construction work for the next two years.



What does that signal mean?

The eastward-facing signal which you see at the west end of Berea governs the speed of westbound CSX trains. The four most-commonly seen indications which it displays – "Approach Limited" usually means that the train will cross from Track 2 to Track 1 at CP 13 (West Rd.) – are:



THE STATION RESTAURANT closed in 2008 after 28 years in business. We understand that negotiations are in progress for a new restaurant in the building, and if it opens, it may affect railfan parking in the restaurant's lots.

Train Order Pix
www.trainorderpix.com

Train Order Classics
www.trainorderclassics.com

Please be a regular visitor to both the **Train Order Pix** and **Train Order Classics** free web sites with pictures and news of interest to railfans in Ohio and neighboring states.

Pix covers the rail action not only in Berea, but also in Bellevue, Greenwich, Willard, Northeast Ohio, Central Ohio, and Western Ohio. The pictures are regularly updated so you need to log on in every couple of days.

Classics is an ever-growing site of historical photographs of the rail scene in Ohio in the pre-1999, pre-Conrail breakup period.

So we hope that you will be among more than 16,000 regular visitors to www.trainorderpix.com and www.trainorderclassics.com We are sure that you will like both sites, and your photo contributions to both are encouraged and welcomed.