



# ***HSR Lincoln Station Rehab & Railcar Preservation***



The Illinois Department of Transportation (IDOT) and the City of Lincoln have partnered to develop an improved station for passengers on the Chicago-St. Louis corridor as part of the state's High-Speed Rail Program. Plans include renovating the depot with a portion being dedicated to passenger use and the remainder available for use to be determined by the city. Consistent with overall program goals, the planned surrounding site improvements include a new boarding platform, accessible parking, a drop-off area and long-term off-street parking with pedestrian and bike access.

The depot was built in 1911. With an addition built in the 1970s, the depot housed a restaurant and catering business. After the City of Lincoln acquired the property, IDOT and the city worked closely to rehabilitate the station. On the depot grounds were artifacts from the golden age of train travel, including four pieces of rolling stock: a lounge car, a dining car and two cabooses. Before work could begin on the station and surrounding site, these railcars needed to be removed.

Lincoln awarded a contract to Spirtas Wrecking of St. Louis, MO in February 2015 to remove the modern-era building addition and to expose the railcars for disposition separately. In order to preserve the railcars, IDOT and Lincoln coordinated to solicit proposals from qualified establishments or persons interested in removing the railcars from the site and preserving them, at no cost to the city of Lincoln, the state of Illinois or the HSR program. Lincoln accepted a proposal from the Chicago-based railroad conglomerate Iowa Pacific Holdings, which intends to restore several to be used for charter or excursion service.

At their own expense, Iowa Pacific hired Over the Top Construction & Demolition to remove the cars from Lincoln using cranes and specialized flatbed trailers. The railcars were removed from the depot site in early October and transported to a location in suburban Chicago, clearing the way for design and construction of the city's new passenger facilities.

## ***The four railroad cars include an:***

- > **Illinois Central 3351, a coach-lounge built by Pullman in 1916, modernized in 1947 and rebuilt in 1951;**
- > **Illinois Central 4202, a diner-lounge built by Pullman in 1948 and rebuilt in 1964; and**
- > **Two Norfolk & Western steel cupola cabooses built by St. Louis Car in 1949.**



*A pair of 100-ton capacity cranes were used to lift passenger cars from their resting position of the past 38 years and onto specialized truck trailers staged on Chicago Avenue in downtown Lincoln. On October 7, 2015, the carbody of Illinois Central 3351 had been separated from its trucks (which were transported separately) and was in the process of being set down on the trailers that would transport it to Iowa Pacific's suburban Chicago facility.*



The partnership between Lincoln and IDOT in the state's High-Speed Rail Program has provided an opportunity to rehabilitate the depot for future train travel while also preserving four important pieces of American and Lincoln, IL railroad history.



*Downtown Lincoln became a study in heavy equipment operation for a week in October as dozens of citizens came out to watch the historic event. The crane operators worked closely with personnel on the ground to position the cars correctly for safe over-the-road travel. Workers used hand signals to communicate with each other.*

*Hoisting and moving a railroad car 85 feet long and weighing dozens of tons requires a degree of delicateness not often associated with heavy equipment. Employees teamed up to accurately place the lounge car on the truck trailer that was used to transport it 179 miles away to its temporary new home. Care was taken in every task to prevent damage to the one-of-a-kind passenger cars.*

