

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

PRESIDENT: Doug Nipper

VICE PRESIDENT: Mark Ziebart

SECRETARY: Dick Brazda

TREASURER: Allen Cooke

NATIONAL DIRECTOR: Rick Schroeder

PROGRAM CHAIRMAN: William Darner

MUSEUM DIRECTOR: Robert Gallippi

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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>



On March 11 NS welding gangs had the track tied up west of Logansport. As a result 3 westbounds were parked east of Logansport and 6 eastbounds were lined up back to Lafayette. At Rockfield 21T with NS 7532 and a eastbound autorack train with BNSF 7616 and 5351 waited to start the parade. R. Schroeder photo

Coming Events

April 15, 2007

Danville, IL - Our regular monthly meeting at Jocko's Depot Restaurant on West Williams at Gilbert Street has been moved up one week due to the Urbana Train Show. See you at 1:00.

April 14, 2007

Rossville, IL - Work session at the depot to box records for shipment to the Vermilion County Museum. 9:00 AM to whenever.

April 21, 2007

Champaign, IL - Carbondale, IL - Chapter trip to Carbondale on Amtrak. See article this issue for details.

April 28, 2007

Danville, IL - Chicago and Eastern Illinois Railroad Historical Society 25th Anniversary Meeting - Danville Area Community College. 9-9. Tour of CD&V line from Bismarck to south of Covington, IN in the afternoon.

April 28-29, 2007

Monticello, IL - Monticello Railway Museum Photographers trains and throttle time. See article this issue.

May 19, 2007

Rossville, IL - Work session at the depot to box records for shipment to the Vermilion County Museum. 9:00 AM to whenever.

May 19-20, 2007

Homewood, IL Homewood Railroad Heritage Days, Dixie Highway and Chestnut St, Park District Auditorium. Displays, swap meet train layouts, 7:30 - 10, Sunday 10-4.

August 21-25, 2007

Chattanooga, TN - NRHS "Chattanooga Rails 2007" Convention. Check out the web site at www.chattrails.com for all the details.

Next Meeting

The next meeting will be held on Sunday, April 15, at Jocko's Depot Restaurant, corner of Gilbert and Williams Street beginning at 1:00 PM.

We have setup two Saturdays for working on the records at Rossville. Check the dates to the left and plan to help box records and get them ready to move. You don't need to be there all day, a couple of hours would help. After the May date we plan to move the records to the Vermilion County Museum. This will have to be done during the week and not on a Monday. All records need to be moved before Memorial Weekend.

Also note about the rail trip to Carbondale. This year Allen Cooke has set up a date, April 21, to ride Amtrak to Carbondale. There will be a layover before the return trip. If you want to, you could detrain at Centralia and spend some time waiting for BNSF, NS and CN freights as all lines run parallel through the town near the depot. This will be your choice. Check this issue for all the information.

Another item that will need work is cleanup of the museum grounds and the interior of the building. If we have enough volunteers to help on the record sorting on the Saturday in May we would ask that some work the grounds and help cleanup the interior of the building. A couple of trains need to be setup on the layout for running during weekend openings. There are a lot of items under the layout that need to be sorted and cleaned up to make the area look better to visitors.

The program for March will be a video from Larry Prosser.

Our May meeting will be at the restaurant and after the meeting member Bill Darner has invited us to his home to see the train layout. Bill lives about 6 blocks west on Williams Street. Bill will begin the process

Danville Chapter, NRHS

Minutes

3/11/7

President Nipper opened the meeting at 13:55.

The Treasurer's report was read. The balance is \$6187.11.

Old Business

The Urbana train show March 17-18 was discussed. Popcorn sales will be for a dollar a bag. Bob Gallippi will bring over sales items and several other members volunteered to help.

New Business

Further work is needed on the records transfer to the museum. Two work days at the museum were schedule, 4/14 and 5/19. Then another delivery will be ready for the museum.

A rail trip was scheduled for 4/21 from Champaign to Centralia or Carbondale. Those going can carpool from Cooke Business Products lot at 10:15.

Adjournment was at 14:17.

A video of the great Mississippi/Missouri flood was shown as produced by NS.

of removing the layout and thought we would like to see it before he begins. Bill will also begin disposing of some of the items and may be interested in selling to members. As you know, Bill is a Wabash fan and much of the equipment is Wabash. The layout has not run for several years and for personal reasons he has decided it is time to move some to the upstairs for display.

The May meeting will be the last one of the spring. Remember, we do not meet June through August. We will need volunteers during the weekends after Memorial Day. This summer we will also be open during the "Driv'in the Dixie" weekend.



BNSF, NS obtain FRA waiver to begin testing ECP brake systems

With a Federal Railroad Administration (FRA) waiver in hand and the promise of better braking system in mind, BNSF Railway Co. and Norfolk Southern Railway are set to begin testing electronically controlled pneumatic (ECP) brakes.

Designed to shorten train stopping distances and reduce derailments, ECP brakes apply uniformly, not sequentially, on every rail car throughout a train. The system gradually applies and releases the brakes to improve train control, and can perform continual electronic self-diagnostic brake checks to identify maintenance needs. Issued by the FRA earlier this week, the waiver enables BNSF and NS to install ECP brakes on locomotives and freight cars to demonstrate the technology's safety and efficiency in revenue service.

BNSF plans to test ECP brakes on its intermodal fleet, especially trains moving international traffic to and from San Pedro Bay, Calif., ports. The Class I also is pursuing a partnership with a major coal customer to integrate the technology on a long-distance coal route.

"By leveraging our past experience with this technology, BNSF looks forward to building on this foundation to allow further implementation of ECP into our intermodal and coal shipments," said BNSF Vice President of Transportation Dave Dealy in a prepared statement.

NS plans to equip 30 locomotives and 400 rapid-discharge coal cars with ECP brakes later this year and use the equipment for dedicated coal train service.

"Our tests will help determine how the technology performs in a real-world environment and will indicate whether it will be practical to one day make it commonplace across the entire U.S. rail industry," said NS VP of Operations Planning and Support Gerhard Thelen.

The FRA placed several conditions on the waivers that require the Class Is to clearly define a process for handling brake problems discovered en route, ensure ECP brake inspections are performed by qualified individuals and provide appropriate training to crew members.

"It is time for the railroad industry to embrace new train braking technology and prevent some of the accidents that are happening now," said FRA Administrator Joseph Boardman, adding that the FRA is considering whether to issue a proposed rule later this year to facilitate the widespread deployment of ECP brakes.

Via Progressive Railroading 3-30-07

Chapter Rail Trip

Amtrak to Carbondale and Return

On Saturday, April 21, Chapter members wanting to take our spring rail trip are to meet at **Cooke Business Products, North Vermilion Street, at 10:00 AM** and we will car pool to Champaign. If traveling directly to Champaign parking is on the east side of the CN tracks opposite the depot and we will meet in the waiting room.

The *Saluki* departs at 11:25 AM from Champaign and arrives in Carbondale at 2:45. Departure will be at 4:05 from Carbondale arriving back in Champaign at 6:49 PM. Cost of the trip is your \$30 ticket on Amtrak.

MRM Photo Trains

The Monticello Railway Museum will have a Photo Train Day April 28 2007 starting at 8:00 AM. The event will start at the Nelson Crossing depot at the museum grounds. Two trains will operate during the day. The first will be a freight with Milw N 1647 facing north. Then a passenger train with Canadian National FPA4 #6789 leading a train of Illinois Central passenger cars. During the day Wabash F7 1189 will be used in the freight. The photo location will be along the museum's IC line. The day will end at about 5PM. There will be a night photo section starting about 9PM with Steve Barry of Railfan Magazine.

On Sunday April 29 2007 there will be a day of Throttle Times where you get to operate a train over about 2 miles of the museums track. The tickets for the Photo Train on Saturday are \$40.00 per person. The Throttle Time tickets are \$100.00.

For more information contact Arthur Purchase at urtx@route24.net.

Leroy Dietrich

We regret to announce that Leroy S. Dietrich passed away on Saturday, March 24, 2007 in Fairfax County, Virginia. Mr. Dietrich served the National Railway Historical Society in numerous capacities, including Senior Vice President (1987-1996) and Chairman of the Board (1996 - 2005). He also served for several years as president of the Washington DC Chapter. Funeral arrangements are not complete at this time, and additional details will be announced as they become available. Greg Molloy, President

CSX "RA" Extension starts

I made the first journey back to the tracks today on my soggy "Back 1" acre of property. I had seen some trees cut north of Poland Road when I went under the viaduct this morning, and wondered if this was "it".

Sure enough, the brush cutting has also started behind my house and on north about 1/8 of a mile. They are cutting everything from scrub trees to ones with larger trunks that have grown up in the last 40+ years. So far, the larger ones cut are ones leaning away from the tracks, but there are others (including one right behind my lot) that are leaning track side and will need to be dealt with. They have marked with flags way down into the drainage ditch, so the ultimate goal might be to clear all brush back to the property line.

There is no evidence of heavy equipment, so this is all manual chain saw work so far. They'll have to bring in something to push the debris into piles at some point I would think. Flag sticks every 500 feet or so say "TSC CP5xx", where 5xx was a number from 507 to 514 in my limited observation.

This is really going to change an isolated area that I have walked for 15 years now. With double track there won't be any path to walk along, but I can still watch trains while on my ATV paths to the back property line. In the latest C&EIHS book on towers, I found it interesting that the list of stations showed there was one at MP 119.6 called "Saunders Siding" listed in the #1 timetable of 1878. Best I can figure, my path emerges at MP 119.5, so perhaps I'll make a sign to resurrect that name once the trees no longer block the view from the tracks to my land!

Doug

Editor: The tree clearing is start of the project. Under Illinois and Indiana EPA regulations you cannot cut trees between April 1 and October 1 to protect the breeding ground of the Indiana Bat. Thus CSX moved in a contractor to fall all trees that will come out as part of the project. This project is part of the agreement to

extend the existing double track north to allow the Winter Avenue bridge contractor to take on track out of service during construction. URS designed the new structure for the City of Danville. Our first design was for a "roll in" of a structure building all of the substructure below active track. CSX would not give track time to build the substructure and no window for the roll in. They wanted a double track shoofly on the west side. I looked at the cost and come up with about \$4.5 million since bridges would also have to be built over Stoney Creek and the NS line. I suggested that they extend RA to the north for about the same cost and once completed they would have an additional 1.5 miles of track and would have a new universal crossover at Liberty Lane. Since our firm was involved in the city design CSX determined there could be a conflict and gave the track design to another firm. The work is to be bid in April and completed prior to the bridge contractor starting in late 2007.

At one time this new segment they will construct was double track to Woodland Junction. When the C&EI extended the CTC north from Clinton they removed the second track from RA north to Rossville and created the Rossville siding. During conference call meetings last year, when I suggested extending the track, the project engineers said the cost of a bridge over Poland Road and roadbed costs would raise the cost of the project. I told them the bridge was already double track, the roadbed was there for the second track and that should save costs. Nice to know history when guys in Jacksonville have no idea what used to be on their railroad.



Changing Railroad Radio

I know many of you only listen to RR traffic on your scanner, but I've had my first experience with the so-called "narrowbanding" conversion of a public service system, and this could be a harbinger of things to come.

All of the volunteer fire and ambulance services in Vermilion County are dispatched from the PSB in Danville, with the possible exception of Hoopeston and Rossville which are (or were) dispatched from Hoopeston. They were on a common frequency, but with no repeaters. The base was very powerful and could talk to almost any truck in the county, but portables were hit and miss (kinda like the RR).

They have moved to a new repeater system with three main towers to cover the whole county. But as with all new licenses issued by the FCC, the new channel allocations were for 12.5KHz spacing instead of the old 25KHz spread. All this amounts to is a smaller change of the FM carrier wave to accomplish the modulation of the voice signal, and all two-way radios being made today will support both the old and the new deviation rates.

Problem is, scanner makers haven't caught up yet. The high-end trunking and digital mode models by Uniden and Radio Shack will handle the smaller deviation rates and channel spacing. Even an older scanner will still get some usable signal, *IF* you can tune it close enough. But the audio will sound "weak". They are basically splicing in channels between the old channels to get more use of the spectrum.

The FCC has mandated that all radio licensees convert to the new channel spacing by 2010. The railroads may have a different schedule, but they will still have their traditional band "re-farmed" at some point. And this will make your scanner instantly obsolete! This is because your scanner "knows" that railroad channels are spaced at 15KHz, but the new scheme will have them spaced at 7.5KHz. Here is an example:

NRHS Convention

Chattanooga Rails 2007

Chattanooga, TN

August 21 - 25, 2007

Steam and Diesel trips, Tennessee Valley Railway Museum Shop tours, night photo session, Civil War Battlefield tour, Tennessee Aquarium and other non-rail activities. Headquarters is the Chattanooga Choo-Choo Holiday Inn in the former terminal station. Rate is \$89 per night for a regular room and \$109 per night for a railroad car room. Registration fee is \$25 after April 15, 2007. Contact Rick Schroeder for a registration form if interested in attending. Check the NRHS web site for more details.

AAR assigned channels are now spaced 15KHz. they are going to be spaced 7.5 KHz apart.

now: 160.320, 160.335, 160.350.

coming soon: 160.320,
160.3275, 160.335, 160.3425, etc.

And yes, I know 2010 seems like a long way off, but it's really only three years. This will be after the 2009 deadline for digital TV, so we'll see how that goes first!

Doug Nipper

Wheel Report

Union Pacific announced that they were in the initial stages of planning for a new rail line serving a planned new mega seaport at Punta Colonet on Mexico's Baja Peninsula. However, a UP spokesman said that further work on the project would wait for details of the Mexican government's plan to offer rail access to the port through auction. "We're waiting for the bid rules to see what the formal parameters are for the project," said a UP spokesman. If built, the line would run approximately 150 to 200 miles from near the U.S. border to the port. *Via San Diego Union-Tribune*

Kansas City Southern debuted the first of its new diesel locomotives painted in its new paint scheme. The new scheme is

reminiscent of that used on KCS's former "Southern Belle" passenger train, featuring a combination of red, yellow and Brunswick (extremely dark) green. The scheme will first appear on 30 new EMD Class SD70ACE locomotives and 30 new GE Class ES44AC locomotives recently ordered by KCS.

Railway Age announced that the winner of its 2007 Short Line Railroad Of The Year Award was R.J. Corman West Virginia Line and the winner of its 2007 Regional Railroad Of The Year Award was Florida East Coast. "This year's winners show the small railroad industry what it takes to be a top performer," said Railway Age Publisher Robert DeMarco. "It's all about strong marketing efforts, first-class customer service, effective asset utilization, wise capital investments, teamwork both within the organization and with connecting railroads, and, above all, safe operations." RJCW and FEC will receive their awards at the American Short Line and Regional Railroad Association's

national meeting, one of the railroad industry's most popular and prestigious annual events, which will be held this year in Baltimore, MD April 22 through 24.

Union Pacific put a new connecting track in service for the temporary rerouting of traffic affected by the trestle fire the previous week on its main line near Sacramento, CA. A UP spokesman said that connecting track will allow rerouting of trains via Marysville, CA and then Roseville, CA. The spokesman added that it hopes to have the damaged trestle replaced and its main line back in service by May 1.

BNSF Railway Co.'s Powder River Basin (PRB) coal traffic remains ahead of last year's pace. In February, the Class I's PRB train loadings averaged 49.9 per day, a 6 percent increase compared with February 2006's loadings. Tonnage reached 20 million, up 6 percent year over year. Year-to-date through March 4, BNSF loaded an average of 49.5 coal trains per day in the PRB — which includes Wyoming and Montana mines — a 5 percent increase compared with loadings during the same 2006 period. For the week ending March 4, BNSF loaded an average of 50.6 PRB coal trains per day compared with 46.7 trains during the same 2006 week

The State of Pennsylvania filed criminal charges against a Norfolk Southern locomotive engineer for environmental damages. The engineer was charged related to a 36-car derailment last June 30 near Keating Summit, PA, which resulted in three tank cars being ruptured and spilling 42,000 gallons of sodium hydroxide into Big Fill Run and Sinnemahoning-Portage Creek. The spill killed all aquatic life in the first eight miles of the creek and dead fish were also found in more than 30 miles of connecting streams in McKean and Cameron Counties. The charges were brought on the basis of the Federal Railroad Administration's initial report on the derailment, which found that the runaway train was speeding at 76 mph on a downhill grade where the speed limit was 15 mph, and that the engineer's "recent or chronic use of unauthorized opiates and benzodiazepines may have contributed to the accident." *Via Pittsburgh Post-Gazette*

C & E I Historical Meeting

April 28, 2007 at Danville Area Community College. 9:00 AM to 9:00 PM. Program, Pirceton, IN depot restoration by Bob Gibson and Modeling the C&EI by Bob Lehnen. Auto tour of the former CD&V line from the Indiana State line to Coal Creek, south of Covington. Depart at 1:00 PM No admission, sales and display tables contact Bob McQuown.

The President's Corner

In my last column I kind of bashed the NRHS for laying a large part of its problems on the Chapters and lack of volunteerism. So what do they do next but put out the best Bulletin I have seen in decades!

The Winter 2005 issue (calendar issue date March 07) is titled 'The Life and Times of Big Blue' which covers the rags to riches story of Conrail. Yes, the Conrail that died an early death at age 23. I would not have expected to ever miss that troubled road, but in its later years it became a gem of operational efficiency and ultimately that's what spelled its doom. And like many of us, I expected it to be around forever and didn't bother taking that many pictures.

A real treat in the Bulletin was seeing some shots from this area. No less that three images cover places like Schneider, IN, Momence, IL and Haley Tower in Terre Haute. Mr. R.I. Oliphant was the photographer for all three shots. I have always thought the Midwest and our area in particular was neglected by the Bulletin articles, which were influenced by the large Eastern U.S. contingent of members. And a little more modern history of a large regional road is refreshing to see compared to all those years of obscure shortlines and branchlines.

So my hat is off to the Bulletin staff. If they keep coming out with publications of this quality I think the NRHS has a brighter future than some might think.

Those of you that are also members of the C&EIHS, and a few that bought a book at the last meeting, have now had the chance to enjoy Bob McQuown's latest compilation for that organization. It's a subject near and dear to my heart – interlocking towers! I was glad to provide some information and facilitate getting the Chapter's diagram collection to Bob for scanning and inclusion in the book. Very few have even seen those early prints of track and signal arrangements at various places on the C&EI, so it was a genuine pleasure to make them available to a larger audience.

I'm sure Rick has already noted in this issue the need for volunteers to finish the second stage of the record-moving process. We decided on the dates at the last meeting, so check the calendar of events. Also, a big thank-you to those who manned the table and popcorn machine at the Urbana model show last month. Bob Gallippi hauled everything to and fro and got to clean the popcorn maker both days. Allen Cooke was the chief popcorn popper, and received support from Mark Ziebart, Danny Honn, Jess Bennett, Dave Sherrill and Bill Wright. Net profit was in the range of \$300, so popcorn proved to be profitable at this event. We might try to operate the popper in downtown Rossville for the two big events up there: Drivin' the Dixie and Labor Day.

Doug

UP Steam this summer

Congressman John Salazar says Union Pacific is interested in his proposal to provide passenger train service from Denver to Pueblo during the Colorado State Fair Salazar contacted the railroad. In a letter to the railroad in October Salazar sited a similar effort to take passengers to Frontier Days in Wyoming and asked Union Pacific to consider a train to the State Fair, "The Cheyenne Frontier Days train has been a tremendous success in Wyoming. I believe this level of success could be achieved with a train from Denver to Pueblo. Since passenger service was discontinued in 1974, an entire generation that has never had an opportunity to ride a train along the Front Range. Not only would rail transportation potentially relieve major congestion on our highways but it would also offer future generations of Coloradoans an opportunity to experience the thrill of railroad travel."

In a response back to Salazar on Wednesday Union Pacific Corporation Senior Vice-President Robert W. Turner wrote, "We would be delighted to provide a special train from Denver to Pueblo for 2007 Colorado State Fair. In talking with your staff, I understand that August 24th is the preferred date and that as many as 250 passengers could be involved. I am sure that there will be great interest and excitement for the return of our Steam Locomotive and the Heritage Passenger equipment to this route and we look forward to working with your office and the Colorado State Fair Authority to make this a truly memorable day."

Additional details of the plan have not yet been discussed. *Via Insightbb.com news from Ron Berkman*

Retirement and a Chapter Anniversary

On March 29 I finally retired. Yes, I know, most of you guys said it would never happen, but it finally did. I am now a "zero hour employee" which means that I can work when I want to, or if needed in an emergency. I will retain management of the 3 CREATE projects in the Chicago area. So far, only 4 days as I write this, it has been nice. Some calls and checking E-mail but for the most part on my own. Of course a bad cold set in the second day.

Next year this chapter will be 40 years old. It is hard to believe that it has been that long ago that the Danville Junction Chapter was formed. This fall we will plan some activities for next year and maybe, with Doug's help, reproduce some parts of the early newsletters.