

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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NATIONAL DIRECTOR: Rick Schroeder

PROGRAM CHAIRMAN: William Darner

MUSEUM DIRECTOR: Robert Gallippi

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1819 Coventry Dr.

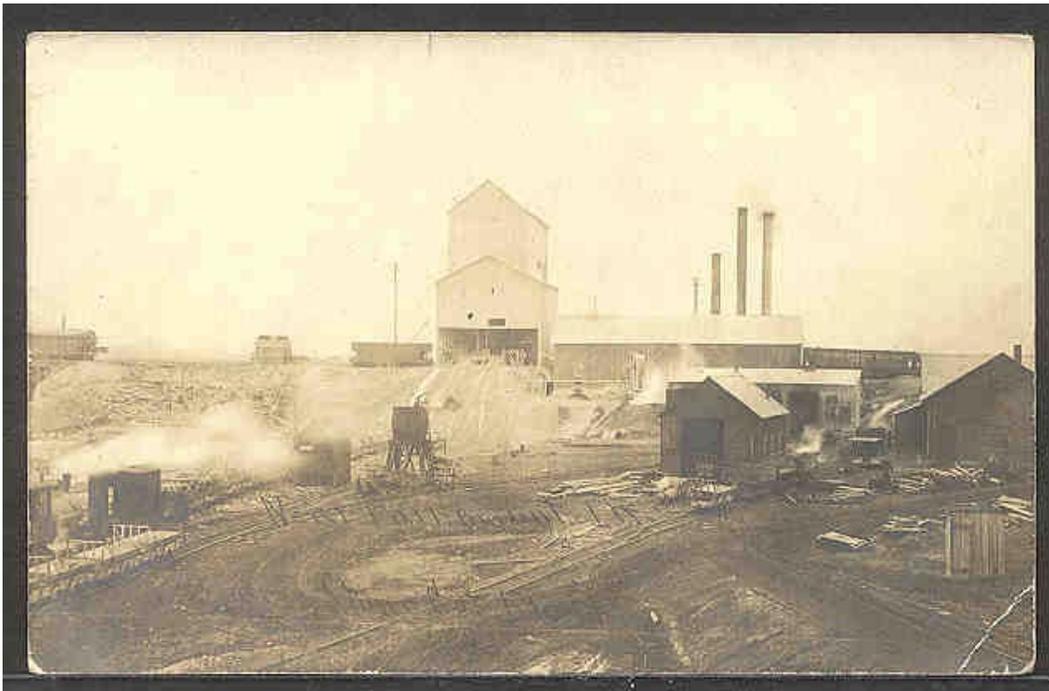
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Fairmount, Illinois stone quarry, probably around 1900-1910. This quarry was served by the C&EI off the Rossville to Sidell line. Note the narrow gauge line in the foreground and the standard hoppers being loaded in the background. The line entered from the east and the assumption would be this photo is looking south at the loading facility.

Coming Events

January 21, 2007

Danville, IL - We start our regular monthly meeting at Jocko's Depot Restaurant on West Williams at Gilbert Street at 1:00 PM with lunch followed by the meeting and program.

January 27 & 28, 2007

Cisco, IL - Cisco Junction Model Railroad Group train show, Cisco Center, N. Eldon St, 10-4 each day.

February 24 & 25, 2007

Hoopeston, IL Train Show at McFerren Park pavilion, 10-4 PM

March 17 & 18, 2007

Urbana, IL - Annual Train Show and Swap Meet at Lincoln Square Village 10-6, 11-5, admission free.

April 28, 2007

Danville, IL - Chicago and Eastern Illinois Railroad Historical Society 25th Anniversary Meeting - Danville Community College. 9-9

Next Meeting

The next meeting will be held on Sunday, January 21, at Jocko's Depot Restaurant, corner of Gilbert and Williams Street beginning at 1:00 PM. Remember, if bad weather that day we will probably cancel the meeting.

Thanks to all that have been helping get the records at Rossville sorted and boxed so they can be moved to the Vermilion County Museum for preservation. A lot of history is being preserved and with the cataloging that VCM will do this will give us, and others, the opportunity to find out what is really in the collection. We hope to have a few more sessions but the records need to be moved out by the first of February.

Each February your editor and a friend in Champaign teach part of the Railroad Merit Badge to the boy scouts during a

trek in at Hoopeston. We cover model railroading, railroad safety, types of cars and locomotives, how to travel and read a timetable and a few other aspects of the merit badge training. We have two sessions and are always filled to the 12 maximum spaces at the tables. The one item missing is a visit to a railroad museum and this year we have decided to limit the session to 12 in the morning and after lunch bring the group to Rossville. Rick will need help in the afternoon to run trains and explain history in the museum. A couple of years back we had a group of about 100 scouts come through at one time and that proved to be a problem. With the limit of 12 this should work great and give them the chance to see a model railroad in action and study railroad history.

Note the operating sessions at the museum in the coming months. Again, if there is bad weather, that is deep snow, we will cancel the session. Last month we elected officers for 2007 and they are Doug Nipper for President, Mark Ziebart for Vice President, Dick Braza for Secretary along with Allen Cooke for treasurer again and Rick Schroeder for National Director.

The program will be a video from Mark Ziebart's collection on rotary snow plows. With winter here this should be a good tape to watch. Reminds us of the late 1970's when Conrail brought the B&A rotary snow plow down the Cario line out of Chicago. Ed Davis and I got shots of them working the line east of Rossville.

The Officers of the Danville Junction Chapter wish you and your a family a Merry Christmas and a Happy New Year



Operating Sessions

Rossville Sessions - beginning at 1:00 PM on Saturday's

January 6, 2007 Operators
February 3, 2007 Visitor
March 3, 2007 Operators
April 7, 2007 Visitor

Danville and Western Railroad - Champaign, IL - on Saturday's beginning at 1:00 PM

December 30, 2006 Operators
January 13, 2007 Visitor
February 24, 2007 Operators
March 31, 2007 Visitor

This year we're going to try something different with our operating sessions. Last year we added a new dispatcher panel and tried radio communications for the first time. This, along with a general increase in our own operating proficiency, has led to some fun sessions. We would like to take another step and reserve half of our session schedule for only those people directly involved in the operation of the railroad at any one time.

The "Operators Only" sessions would involve just the dispatchers, yardmasters, engineers, and backup engineers/conductors operating the railroad during those sessions. It's hoped that the absence of extra people would streamline the situation, reduce crowding in otherwise narrow aisles in a small room, and otherwise enhance the session even more for those who are getting more serious about operations. Visitors, small kids, and other people not directly involved in operations would be encouraged to attend the other half of the schedule known as the "Visitor" sessions. During those sessions we'll carry on just as we always have and everyone can join in and enjoy the

Continued on Page 2

Operating Sessions - continued from page 1

experience just as they have in the past. This is an effort to accommodate the interests of a lot of people. This year we are also going to use Switch Lists instead of car cards and thus only one item to carry, not a pack of cards. We'll give both a try and see how it works. Bob Gallippi

Worlds Greatest Hobby on Tour

The Worlds Greatest Hobby on Tour show will be at the Indiana Fair Grounds in Indianapolis, January 6-7, 2007. This show features operating model railroad layouts, booths from manufacturers and retailers, over 100 trains for kids to operate, demonstrations, seminars and new products on the market. This show is not a "swap meet/train show" but a show to promote the hobby of model railroading. There were four shows held last year and this year there will be five with Pittsburgh, Atlanta, Portland and Ft. Worth on the tour. The show visits major cities only once every 5-10 years. Admission is \$9.00 for adults and is open on Saturday from 10-6 and on Sunday from 10-5. Companies like Athearn, Walther's, Kalmbach, Bachman and Mike's Train House sponsor and will be showing the latest products. This is an opportunity to see what is on the market and what will be on the market in the next year.

Toys for Tots

Each year my wife and I donate a toy to the annual Toys for Tots campaign here in Champaign. This year I did something different. Instead of the usual truck, car, or whatever we gave a Thomas the Tank Engine toy. We all know how kids love Thomas and I thought this was a good way to promote the hobby of model railroading, and even maybe a railfan years later. These toys are given to families that need assistance and maybe Thomas will brighten the morning for some young person.

I suggest that we all participate in Toys for Tots in your local community. And if you

give a train toy, be it Thomas or another rail toy, we are promoting our hobby and maybe bring a young boy or girl into the hobby in the future. We have two young boys that help at the Urbana Train Show or at Rossville and both of them got trains early in life. This interest has continued to the point that they now help during operating sessions or help at the museum in the summer. I still remember my first Lionel train set I got for Christmas in 1948. It is now on the display shelf in the basement train room. For \$10-\$15 a year maybe you can help a child become a train fan and years later remember his first train he got for Christmas.

Rick Schroeder

History Events in 2007

By Doug Nipper

Come January, the *Danville Flyer* has been available "online" for ten years. One decade!

Also in 2007, the Internet Illiana RR list will celebrate a 10-year anniversary. I've written up a little history, but not sure if I will post it. I regret losing control of the list, as it's all operations and no history now. We lost people like Scott Withrow and Jim Sinclair. As a preview, here is the history for you to see and correct if you see any discrepancies:

History of the Illiana RR List

1997 - Created sometime between March and August. First list address was "rr@corona.dnv.soltec.net", and was run on a 486 Linux box running the Majordomo Mailing List Manager Perl scripts. 8/97 - The earliest messages I have been able to recover were from August of this

year, so anything before that must have been lost to the e-mail abyss.

8/98 - Server was hacked, shutting down the list for a while. My employer was in a growth period, so not much time to work on the list and learn what I needed to better secure a system. Thus I started looking for a new home for the list.

9/22/98 - List moved to Scott Withrow's hosting service (ImageStream) and address became illiana@railcenter.com, Still using the Majordomo MLM software provided by his provider. Many messages for this period are still available from the Mail-Archives link in the Links section. Earliest message archived is 1/2/99.

12/4/99 - Scott posts "A Rough Road Ahead" message about the possible demise of his website and also the list. 12/5/99 - Scott announces the move of the list to a new web-based service called Onelist. Address becomes "IllianaRR@onelist.com". Everyone is excited because we can now share photos, files, etc. Most make the move.

4/20/00 - Onelist becomes Egroups, and the list's address suffix also changes to egroups.com.

1/26/01 - Onelist sells out to Yahoo, and guess what? The address suffix changes again to what it is now. Wow, three different addresses in a little over a year's time... It was an interesting period during the tech bubble!

7/29/00 - List members gather for the first of two outings that year in Lafayette to see the relocation project up close, courtesy Rick Schroeder's professional involvement with the project.

11/11/00 - The second trip of group members to Lafayette takes place. We get a first-class tour thanks to Jim Sinclair and Alan "Dutch" Fehrholz, and of course Rick. As far as anyone knows, these have been the only "facemeets" of the group. This one netted about 25 folks.

9/20/01 - Yes, it's post 9/11 and we have some heated discussions to say the least. But Scott leaves as moderator of the list, and John Dye takes over. For the most part, Scott also left the railroad hobby altogether.

9/8/02 - John Dye announces his departure as list owner. His reason was that it was now "operations only" and he was "almost completely history now". But later in that year (November), we have some

other heated discussions and lose another valuable member, Jim Sinclair.

2/10/03 - But as late as this date, Dye is still owner and asks Bob Poortinga to confirm that he wants to take over. This is after "another slugfest" on the list, but later John clarifies that his interests have changed.

??/? - Bob Poortinga takes over as list owner.

Other history items that take place in 2007 are:

Chicago and Eastern Illinois Historical Society will be 25 years old this year. This society was formed at our Rossville Railroad Museum by a group of over 50 C&EI lovers and continues today with some 300 members around the country.

Norfolk Southern will be 25 years old in 2007 when the Norfolk and Western Railroad merged with the Southern Railway. Who would have thought that these two very profitable and highly competitive railroads would have merged. Today this railroad continues to lead the industry as the safest railroad around.

The Danville Railroad Sesquicentennial

By Randy Rippey

The fall of 1856 was an exciting time in Danville, Illinois. Great Western Railroad construction crews were making steady progress building right of way from west to east through Champaign and Vermilion Counties. Danville was about to join the big time with its first railroad!

It is hard to imagine Danville in 1856, 150 years ago. The State of Illinois was 38 years old (1818), Vermilion County was 30 years old (1826) and Danville was a mere 29 years old (1827). The prairie frontier was giving way to civilization.

The seeds of Danville's first railroad were sown by the far-thinking Illinois legislature in 1837 when it overwhelmingly endorsed "An Act to Establish and Maintain a General System of Internal Improvements". The Illinois act called for massive and expensive railroading building. One

line, the "Northern Cross Railroad", would run from Quincy through Meredosia, Jacksonville, Springfield, Decatur and Danville to Indiana where it would connect with the Wabash & Erie Canal.

On May 11, 1837, survey crews began their work. Construction crews began building right of way, west to east, through Champaign and Vermilion counties between 1837 and 1839, consisting of "...partially graded roadbed, culverts, abutments, materials, etc. situate between Springfield, Ill. and the Great Wabash river, opposite Covington, Ind." This was done through the influence of Dr. Fithian, who was in the state legislature and foresaw the financial crash of 1837 which was to come when "this work would be impossible."

But the heady days of railroad construction and operation gave way to financial headaches. Danville would have to wait nearly two decades more for the partially graded right of way to have tracks and trains. The Northern Cross was completed only as far as Springfield in 1842 and the railroad, owned by the State of Illinois, fell into disuse and disrepair. Illinois gladly sold off the Northern Cross to the Sangamon & Morgan Railroad in 1847. The Great Western of Illinois Railroad acquired the Sangamon & Morgan in 1853 and resumed construction of the chartered railroad reaching Decatur in 1854.

At the same time, in the east, another railroad was building westward toward the Illinois-Indiana state line at State Line City. The Lake Erie, Wabash & St. Louis Railroad reached Lafayette on June 18, 1856 and was building west toward the state line. The LEW & STtL merged in June 1856 with the Toledo & Illinois to form the (first) Toledo, Wabash & Western Railroad which completed construction to the state line on August 1, 1856.

The Great Western Railroad reached Danville continuing on to join the TW&W at State Line City in November 1856. Danville had joined the big time! In October 1856, the first Great Western passenger train arrived at Danville powered by the *Pioneer*, a 4-4-0 locomotive constructed by Rogers in 1848 for the Sangamon and Morgan Railroad. Danville residents thrilled to the sight of trains and the sounds

2007 Dues Renewal

The NRHS renewal statements were mailed to all members the end of November. The NRHS worked hard to get this renewal notice out earlier than in past years and we did beat the Christmas rush of mail this year. Please review the form, complete the ones noted to be mailed back to the Chapter, write your check and return to our treasurer Allen Cooke as soon as possible. As always, we really appreciate donations to the chapter to help with expenses at the museum.

Museum members will receive their renewal notice with this issue of the newsletter. Please return as soon as possible to Mr. Cooke.

of steam whistles!

Early railfans in Danville would find only limited interest in Danville. It had a railroad, trains, and a small depot on Main Street. But the real action was in State Line City, seven miles east of Danville. Here was the terminus of two railroads, the Great Western and the TW&W, each with its own roundhouse, yards, and shops. Indeed, State Line City was destined to overshadow Danville in importance and growth as a major city in this area. But, two later events would deliver State Line City's destiny to Danville instead: 1) a string of complicated mergers and reorganizations which would result in the Great Western of Illinois line being merged with the Toledo, Wabash & Western Railroad line (by then reorganized as the Toledo & Illinois) in June 1865 to form the Toledo, Wabash & Western Railway and 2) the arrival of Danville's second railroad, the Indianapolis, Crawfordsville & Danville in 1869, which created the strategic Danville Junction. (Side note-I wonder if the IC&D used the discarded Northern Cross' partially graded right-of-way from Ill.-Ind. state line to Covington).

There was no longer a need for two sets of



Union Pacific 9227 southbound just north of Daily, IL on the former C&EI, 11-24-06. I recently purchased a new Sony A100 SLR digital camera. Sony purchased the Minolta line and thus my lens from the slide camera fit. I decided it was time to get into the digital world as well as stay in the slide world and thus this is one of the first rail shots - photo by R. Schroeder

facilities at State Line City. They were abandoned and the remaining facilities that were needed were moved to Danville. The TW&W erected a roundhouse in Danville in the northeast intersection of South St.

An 1861 timetable for the Great Western shows six trains serving Danville, three each way.

Going west, No. 1, a mixed train, originated in State Line at 4:00 a.m., left Danville at 4:32 a.m. and terminated in Springfield. No. 3, a freight train, originated in State Line at 6:40 a.m., left Danville at 7:21 a.m. and terminated in Springfield. No. 4, a Mail & Express train, originated in State Line at 12:40 p.m., left Danville at 1:00 p.m. and terminated in Meredosia.

Going east, No. 5, a Mail & Express train, originated in Meredosia, left Danville at 3:10 a.m. and terminated in State Line at 3:30 a.m. No. 6, a freight, originated in Springfield, left Danville at 4:55 p.m. and terminated in State Line at 5:35 p.m. No. 8, a mixed train, originated in Springfield, left Danville at 9:50 p.m. and terminated in State Line at 10:20 p.m.

Average speeds ranged from 10.1 for the freight, 12.9 mph for the mixed and 21 mph for the mail and express! That must have seemed fast for the era!

Note that the trains were not numbered with the now traditional odd numbered westbound and even numbered eastbound convention. They were numbered sequentially by direction. Trains Nos. 1,2,3 and 4 were westbound and Trains Nos. 5,6,7 and 8 were eastbound. That was probably a short lived practice as the traffic and number of trains grew. (Did the 5th train to go westbound become No. 5 and cause the renumbering of all the eastbounds?)

(Side note-in that timetable, "Tilton" was known as "Bryant". To make things more interesting, the Post Office was known as "Vandercook".).

The Great Western had a roster of 24 4-4-0 locomotives, named for on-line towns or individuals. Among them were the *Danville*, built in May 1863 by Rogers, the *John Cooke*, built in August 1857 by Rogers, and (my favorite) the *J. M. Catlin*, built in May 1856 also by Rogers.

The Civil War would dominate the country's attention from 1861 to 1865. But, great changes brightly loomed in the future for Danville's railroads. Both the Evansville, Terre Haute and Chicago Railroad would arrive from the south and the Chicago Danville & Vincennes Railroad would arrive from the north just 15 years later (1871). The Paris & Danville Railroad would arrive in 1874.

But for now, it is the Fall of 1856 and Danville is exuberant with its new railroad and all the possibilities that come with rail transportation.

GATX decorates freight cars to promote Chicago museum's model railroad exhibit

They're just a tad larger than "HO" scale. OK, a lot bigger. GATX Corp. recently placed decals promoting a Chicago museum's "Great Train Story" model railroad exhibit on several full-size plastic-pellet hoppers, and grain and tank cars. GATX customers will move the cars around the United States in regular train service.

Opened in 2002, the Museum of Science and Industry's Great Train Story exhibit features a 3,500-square-foot model railroad depicting BNSF Railway Co.'s line between Chicago and Seattle. The exhibit includes more than 1,400 feet of track, 500 scale structures and 192 custom-made buildings, including a 14-foot Sears Tower.

A founding exhibit sponsor, GATX provides leasing, financing and related services to the rail, marine and other industries.

[Via Progressive Railroading](#)



Illinois Ice Storm

A crippling 320-mile-long ice storm that struck the Midwest late Thursday and Friday, along an area stretching from Missouri's Arcadia Valley northeast through St. Louis and into central Illinois as far north as Pontiac, knocked out Amtrak service on the Chicago-St. Louis route that by Monday was only beginning to resume, according to Amtrak.

According to a *Chicago Tribune* story Monday by Jeff Long and Josh Noel, about 150,000 Illinois customers of St. Louis-based utility Ameren Corp. remained without electricity as crews from 14 other states helped chip away at the damage in central and southwestern Illinois. Ameren has about 2.4 million customers, half in Illinois and half in Missouri, across a 64,000-square-mile area.

Amtrak's Chicago-St. Louis corridor hosts four round trips a day, recently re-branded as *Lincoln Service*, plus the daily Chicago-San Antonio *Texas Eagle*. The northbound *Eagle* turned back at Carlinville, Ill., on Friday and at St. Louis Saturday and Sunday, with passengers destined to or from points north accommodated in buses. Southbound *Eagle* passengers were bused from Chicago and intermediate points to St. Louis all three days.

Nearly 600 passengers in Illinois and Missouri were delayed up to 10 hours Friday and Saturday morning, Amtrak spokesman Marc Magliari said Monday. The worst-case scenario occurred with Lincoln Service trains 301, 303, 305, and 21 (the southbound *Eagle*) on Friday, which all became stranded near the city of Lincoln, Ill., which is 30 miles northeast of Springfield. Downed trees blocked tracks, and power outages left track signals dark and rendered grade crossing mechanisms inoperable. More than 474 passengers were stranded for 15 hours, according to TV station WJBC's Web site, WJBC.com, which quoted Logan County Emergency Management Agency Director Dan Fulscher in Lincoln. Behind them, train 307 terminated at Bloomington-Normal that day.

Fulscher, who said passengers were off-loaded from the trains at Lincoln, said the

situation became dire when four passengers needed medical attention and a four-month-old baby needed formula. Passengers complained about receiving no information from train crews.

No Amtrak trains operated on the route Saturday, and on Sunday, only one train-southward from Chicago and only as far as Springfield, as train 303. At the capital city, it reversed to become train 304 northbound. Union Pacific owns the line, the onetime Gulf, Mobile & Ohio, from Joliet to St. Louis. Monday morning's Amtrak train 300 originated in Springfield, while buses covered St. Louis-Chicago for train 302.

Monday's northbound *Eagle* became the first train out of St. Louis for Chicago, at 9 a.m., despite the route still being plagued by signal outages and downed trees. Amtrak planned to operate all other Lincoln Service trains Monday except 301 and 306.

Across Missouri, where Amtrak normally operates two St. Louis-Kansas City trains a day in each direction, only the morning trains ran Monday. Amtrak said the Chicago-St. Louis trains that are running would incur delays, since pockets of signal and grade-crossing protection outages still exist between St. Louis and the city of Lincoln, Ill., which require trains to stop and "flag" crossings and to run at restricted speeds.

The storm hit northwestern Illinois and southeastern Wisconsin, too, but not as hard, and with more snow than ice. Virtually all southeastern Wisconsin schools, and many businesses, including Kalmbach Publishing Co., were closed Friday as Milwaukee was buried in 8 to 14 inches of snow

Stupid People around Railroads

Recently, Union Pacific police officer stopped and gave 54-year old Harry Wise a ticket while he was carrying his bicycle across the Brooklyn rail yard in S. E. Portland, OR. When Wise showed up in court, he found himself on the docket for first-degree criminal trespass punishable

by up to one year in prison and a fine of \$6,250. It was not reported if Wise fainted when he heard the possible sentence!

A 41-year old, who we will call Goober Dufus, of Prairie Grove AR, was arrested after police notice he was driving his pickup truck on the tracks in Springdale AR. He had also managed to drive across a railroad trestle. When asked how much he had to drink that evening Goober replied; "I don't know, but it was a lot.

Recently, LaToya Jones, 30, was wearing headphones while walking on the track in Little Rock, AR. Nearby auto drivers honked their horns as a train approached, but she never looked up and was struck and killed by a Union Pacific freight train.

Various sources via the Philadelphia Chapter "Cinders"

Editor: The last one reminds us of the two boys hit and killed by Amtrak near Bloomington, IL a few years back. They too had on headphones and were walking the former GM&O line southwest of Bloomington. An Amtrak, traveling about 79 mph blew the horn, hit the air and killed the two boys at a speed of around 50 mph. I believe the parents sued Amtrak and the UP for not putting up signs that trains traveled the tracks and at high speed. We never heard the outcome of the lawsuit.

Another Year

You will note in the masthead on the newsletter that we will be starting our 39th year as the Danville Junction Chapter. Amazing how the years have gone by. We appreciate your membership and look forward to having you on board in 2007. Be sure to get your renewal to Allen early to keep on the list. A year from now we plan to print some of the history from previous newsletters. Also, at this time of year we want to remember all of those that have served our society and gone onto the beyond to pursue their interest in railroading.