

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

---

Volume 40

February 2008

Number 2

---

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 \$33.00 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 2008 - Our 40th 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

HISTORIAN: Jesse Bennett

EDITOR: Rick Schroeder, rickschro@insightbb.com PUBLISHERS: Allen Cooke & Doug Nipper

1819 Coventry Dr.

Cooke Business Products, Inc.

Champaign, IL 61822-5239

John Cooke Sr., Honorary Member

MEMBER: Association of Illinois Museums and Historical Societies

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

---



Westbound NS 7024 goes past track workers welding joints where the Conrail (P&E) diamonds were removed at Danville Junction. A warm 50 degree January 29th allowed welding crews to weld the joints had been removed many months earlier.

Before the sun was down the temperature dropped to the 20's to remind us winter was still here. Photos by Joe Cooke.

## Coming Events

*February 17, 2008*

Danville, IL - Chapter monthly meeting at Jocko's Depot Restaurant, Williams and Gilbert Street, lunch at 1:00, meeting and program to follow.

*February 17, 2008*

East Peoria, IL Illinois Valley RR club trains show at Illinois Central College, Rt. 116 & 24, 10-3

*February 16-17, 2008*

Mattoon, IL - Cross County Mall train show

*February 23 & 24, 2008*

Hoopeston, IL - Annual train show at Hoopeston Civic Center in the park, 10-4 each day.

*March 9, 2008*

Danville, IL - regular monthly meeting is moved up one week because of the Urbana show - make a note now.

*April 6, 2008*

Springfield, IL - Springfield Modle RR Club train fair, Orr Building, Illinois State Fairgrounds 10-4

*April 19-20, 2008*

Decatur, IL - Decatur Train Fair at the Decatur Civic Center, downtown 10-5 & 10-4.

### Dues are due now

For those of you that are members of the NRHS your final notice will be coming soon from the national. For local dues notice, check your address label (if mailed) for a red mark, it indicates you have not paid yet. For museum members the annual renewal is still only \$17 per year. We appreciate the donations that have been made this year. These donations help offset the cost of running the museum at Rossville.

## Next Meeting

The next meeting will be held Sunday, February 17, 2008 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

We will discuss plans for the annual train show which will be held in Urbana March 15 & 16 this year. Help will be needed in moving sale items to the mall and setting up on Saturday. This year we will again sell popcorn as a fund raiser. By the end of this show we should have our investment paid off. We also have items for sale this year from the Hubbard estate that were donated to the museum.

Allen Cooke has setup a trip this spring, April 5 to be exact, to take members on a ride on the South Shore from near the Indiana state line to South Bend and back. Attached with this issue is a flyer about the trip. We will also spend some time in the southeast part of Chicago, around Dolton area, watching trains before heading off to grab dinner on the way back. **The program at the next meeting will be presented by Rick Schroeder**

## Chapter Spring Trip

*April 5, 2008*

*Ride the South Shore from Hegwisch to South Bend and return.*

*Train watching in the Dolton area*

*Dinner at a restaurant in University Park*

*See attached flyer*



## Model Operating Sessions

*Rossville*

Once again we are setting up operating sessions on Saturdays at Rossville. For 2008 the sessions on the Chicago, Illinois and Eastern Railroad will be:

March 1, 2008

April 5, 2008 (**Canceled**)

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

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

February 16, 2008

March 29, 2008

Note - April session has been canceled.

A new dispatchers board will be in place this year so an additional person is needed and radios will be used.

## 31st Annual Urbana Train Show

March 15 & 16, 2008

## Lincoln Square Village - Urbana, IL

This year we will again be selling popcorn. This was a great income maker last year and we need help both days. In addition we have a number of items that have been donated by Sharon Hubbard with the idea that the chapter can sell at shows to raise money for the museum. These items are in addition to the magazines that we usually sell. Plan now to attend and either help in the hauling, setup or selling.

## The President's Corner

Now we're into the swing of things again, with another monthly column to write in time for the editor to include it in the next newsletter. And what could be timelier than the topic of the economy and how it's going to affect our hobby activities.

In recent years I've followed more economic news and trends than ever before. Perhaps this is a natural side effect of getting older. And as I've observed about myself to others, I'm usually the "glass is half empty" kinda guy and will believe the pessimists are right most of the time and the optimists are too optimistic. So with apologies to some other members, I have to say: **I told you so!**

Seriously, how does a recession affect the railroad hobby? For starters, this isn't just a recession because prices are rising, which implies inflation. The term "stagflation" came about in the 1970's and that may more accurately describe both an economic slowdown coupled with rising costs of goods and services.

From a prototype perspective, trips are more expensive with fuel costs on the high side and staying that way. It costs more to have books and videos shipped to your doorstep. On the model side, some smaller manufacturers and dealers may go out of business. As the dollar gets weaker, those nice imported models that have become the mainstay on many layouts get more expensive. On the plus side, in a few years you can get a huge house with a pike-sized basement in suburbia for much less than anyone ever imagined. Just remember the taxes, though...

Even the NRHS with its recent dues increase is cutting staff and services to remain solvent. This also is telling about the employment situation around the country. As more and more businesses contract their operations, unemployment will increase. Is this a recession or "stagflation"?

Another topic that might tie into this is how the "Circle of Life" affects us. How many promising young members have been in our organization that followed the path of spouse, kids and maybe relocation for a better job? We seldom if ever see them again. This represents a recession of talent, and without new members to fill the voids of natural attrition, how do clubs like the Danville Junction Chapter stay viable? Most organizations are raising dues just to cover costs. I suspect the Chapter will not be exempt from this trend forever...

*Doug*

## Rail News

The EJ&E is leasing 3 HLCX units, an SD40, SD45 and SDP45, all rebuilt to SD40-3 specs. These units will help out with taconite trains moving over the J with the shipping season on the Great Lakes closed. The units release 3 J units for this service and may or may not be used on the ore trains, they are free runners just like any J power. Yesterday the 6518 was m.u. to J 670 to power K1, the local afternoon job out of Gary. The J leased 2 HLCX SD40-2's (rebuilt to SD38-3 specs) were sent back in November. Previously the J has leased Ohio Central and Utah Railway power for these seasonal trains. I posted shots in the Hoosier Hobbies album. Via John Eagan on the Illiana Group

Windmill Train - On Saturday (1/12) morning I heard a northbound train running under the symbol X982-26 with KCS engine 4691 getting stopped at NE RA Jct. for a broken rail at Bismarck. Despite the cold, I thought it was worth a look. It was a short train of wind turbine base sections. This was quite a coincidence since Joe Cooke had just shown me shots he took of the wind farm going up in Benton County, IN just south

## *Danville Chapter, NRHS Meeting Minutes 1/20/08*

President Nipper opened the meeting at 1401.

The secretary's report was approved as printed for November. The Treasurer reported there was \$1374.04 in the checking account and \$4530.25 in the CD.

### **Old Business**

Bob McQuown mentioned the new publication from the CEI society from White River. The Urbana train show will be March 15-16 in the same location, but reduced in size. The chapter will sell popcorn as well as some other merchandise. As a result of this date, the meeting will be on March 9, the second Sunday.

### **New Business**

Mark reported the Milford depot is being reroofed.

It was reported by several persons that the KB&S has installed 10,000 ties and ballast in the section between Cheneyville and Stockland.

Allan suggested a April trip on the South Shore, boarding at Hegewisch and riding to South Bend and return. Following that a visit would be made guided by Rick, probably to Dolton. Discussion focused the date to one of the first two Saturdays in April.

The Meeting was adjourned at 1414

Dick Brazda presented a program on South Africa Rail in 1978.

---

## *25 year pins*

We wish to congratulate the following members for their 25-year membership in the National Railway Historical Society:

**Tom Holmberg, Grant Park, IL**

**Dennis Sloan, Effingham, IL**

Their 25-year sterling silver NRHS pin has been forwarded to them. We of the Danville Junction Chapter thank them for their continued support.

of Fowler. I must say, though, the KCS engine is way too plain for a "classy" road. :) The train is probably not for this farm, as I've seen blade sections going up Rte 63 on long semi trailers. In fact, later in the day Bob G. and I were coming back from Lafayette and decided to take a little detour to see this project since Joe's pictures had piqued my interest. I didn't get that many shots, but at least it was a clear day. According to this article: <http://www.wsbt.com/news/indiana/9880262.html> The farm will be in an area of about 7 miles wide and 5 miles long (tall?). The turbines each stand at 265 feet and the total capacity of the farm will be 130 Megawatts. Via Doug Nipper



Windmill base sections ride flatcars north on CSX at Danville. Doug Nipper caught this unusual train north of Sunset Road. The new double track is in the foreground.

**CSX has ordered** 125 ES44AC locomotives from General Electric to be delivered in 2008. These units will be numbered in the 700 series and this will force renumbering of the SD70AC's from 700-789 to 4500-4589 and the SD80's from 800-812 to 4590-4602.

**BNSF has placed** several project on hold due to downturn in business. Some projects that URS was designing for the railroad have been put on hold with design to continue once business picks up. The new locomotive repair facility at Galesburg that is under construction has also been put on a hold status with foundations in place. How long the project will sit is not known at this time. The facility is planned double the number of locomotives that can be serviced and repaired at Galesburg.

**Norfolk Southern and the Virginia Department of Rail and Public Transportation** have signed a \$57 million agreement with to improve 50 miles of rail right-of-way between Manassas and Front Royal, Va., to increase freight rail capacity as one way to reduce truck traffic demand on Interstate 81. NS is contributing \$17 million to the deal, while the state's share is \$40 million. The project is the first in Virginia for Norfolk Southern's I-81 Crescent Corridor, a roughly \$2 billion initiative to improve rail corridors stretching from Louisiana to New Jersey. NS as pledged to use the improved capacity to increase freight rail shipments to eliminate 597,000 truck trips from Virginia's highways during the next 15 years, the state

said. Besides additional track capacity, the project includes signal modernization. Completion is scheduled for late 2008. NS could begin construction in February, pending approval of environmental permits.

**The Champaign wiggle** - "I watched an unusual sight late morning today (1-25) on my way to check out the CNIC yard here. The NB Saluki was sitting on the yard lead just south of Bradley Avenue. Upon further review, there was a SB manifest on the main north of Bradley as well as a SB manifest sitting in the yard, but ready to exit. While trying to figure out what the hell was going on, the SB Saluki came down the siding on to the main and finally stopped at the station. Then the NB Saluki backed out of the yard lead on to the main past the signals protecting the NS (ex P&E) crossing, then went north up the siding. I call it the Champaign "wiggle." (Boy, does Amtrak ever miss the old IC double track.) There was room for the SB Saluki to pull up the main and stop in front of the SB manifest, but that would have activated the Bradley Ave. crossing signals twice. Interesting." Walt B.

**Danville News** - "As I was typing the last message, I was watching a neat move. Two northbound trains met a southbound sitting on #2 at Voorhees. The first one crossed over to #2 at Liberty to let the second one pass, and while that was happening the southbound went south off #2. The second northbound just went by and was booking, must have been a intermodal getting around a coal drag or something slower. Anyway, they're getting some good use of the double track now, at least until March. I talked to Dan Norman last week and he says some major work will take place in March. Tie gangs, surfacing gangs and crossing gangs will converge on the Woodland Sub. I asked him about #2 and he says that they raised the timetable speed to 60 for the whole track, but no one is running that fast between Liberty and Voorhees. In fact, he thinks they didn't even replace the rail between old and new RA on #2. Once they get a train laying on the golf course then maybe someone in engineering will realize the folly of 1949 jointed rail on a secondary main track." Doug N.

## NS sets revenue, earnings and income records

A soft economy and high fuel costs didn't prevent Norfolk Southern Corp. from setting revenue, earnings and income records in the fourth quarter.

The Class I's railway operating revenue rose 6 percent to \$2.5 billion, income from railway operations jumped 12 percent to \$686 million, net income increased 4 percent to \$399 million and diluted earnings per share climbed 7 percent to \$1.02 — all new quarterly highs — compared with fourth-quarter 2006 totals. In addition, NS' operating ratio improved 1.5 points to 72.

"I get asked all the time how deep and long-lasting are the changes in the marketplace that drive performance. And I always say we'll know when we see a downturn," said NS Chairman, President and Chief Executive Officer Wick Moorman during the Class I's earnings conference held this morning. "Well, we had a downturn last year, and in the face of it, we improved year-over-year financial numbers and lowered our operating ratio."

Although traffic volume declined 3 percent, NS increased revenue in every sector compared with fourth-quarter 2006 totals. General merchandise revenue jumped 10 percent to a record \$1.4 billion, coal revenue rose 2 percent to an all-time-high \$601 million and intermodal revenue inched up 1 percent to \$496 million.

Quarterly railway operating expenses increased 4 percent year over year to \$1.8 billion, primarily because fuel costs soared 38 percent, rising by \$97 million, said Executive Vice President Finance and Chief Financial Officer James Squires.

For the full year, NS set several records, as well. Railway operating revenue reached \$9.4 billion (up slightly year over year), income from railway operations climbed to \$2.6 billion (up 1 percent) and diluted earnings per share hit an all-time-high \$3.68 (up 3 percent).

In addition, the Class I's operating ratio improved slightly from 2006's level to 72.6 — NS' lowest annual ratio since the Conrail integration in 1999, said Moorman. Railway operating expenses held steady at \$6.8 billion.

During the conference, EVP of Planning and Chief Information Officer Debbie Butler outlined NS' capital spending plan for 2008. The railroad has budgeted \$1.4 billion, up 6 percent compared with 2007's budget. Seventy-one percent of the budget is targeted at maintaining the railroad and the remaining 29 percent, at growth- and productivity-related improvements, said Butler.

NS plans to spend \$613 million on maintenance of way, \$339 million on capacity expansion projects, \$264 million on locomotives and freight cars, \$143 million on terminals and facilities, and \$66 million on technology upgrades. The Class I will acquire 15 new locomotives in early 2008, buy out leases on 321 coal cars and acquire 319 auto racks, and build or expand terminals in Columbus and Maple Heights, Ohio, said Butler.

*Via Railway Age 1-23-08*

---

## Rail Volume Up

For the week ending January 19, 2008, U.S. rail volume grand totaled 33.6 billion ton-miles, up 6.7 percent from the comparable week last year. U.S. carload rail traffic was up 5.6 percent, up 0.1 percent in the East and up 10.1 percent in the West. Notable traffic increases included non-grain farm products up 91.7 percent, motor vehicles and equipment up 26.5 percent, and grain up 15.3 percent; notable traffic decreases included coke down 25.6 percent, lumber and wood products down 14.7 percent, and primary forest products down 8.5 percent. Also for the week, U.S. intermodal rail traffic was up 3.0 percent, Canadian carload rail traffic was up 1.3 percent, Canadian intermodal rail traffic was up 13.0 percent, Mexico's Kansas City Southern de Mexico's carload rail traffic was up 7.4 percent, and KCSM's intermodal rail traffic was up 10.5 percent.

For the period January 1 through January 19, 2008, U.S. rail volume grand totaled 96.1 billion ton-miles, up 2.9 percent from the comparable period last year. Also for this period, U.S. carload rail traffic was up 2.0 percent, U.S. intermodal rail traffic was down 2.7 percent, Canadian carload rail traffic was up 1.3 percent, Canadian intermodal rail traffic was up 12.3 percent, KCSM's carload rail traffic was up 0.3 percent, and KCSM's intermodal rail traffic was up 10.5 percent. ( AAR )

*Editor: A few years back we were at a AREMA committee meeting in Knoxville, TN and while discussing the U.S. economy an NS bridge engineer said he watches the railroad's car loadings. He said if car loading start to decline and keep declining for about 6 months the country is going into a recession. He said he has followed this for years and it is over 80% true. I started watching the same and for a couple of years car loadings kept climbing (freight and intermodal). Last fall it leveled off, took some dips late in the year and then started rebounding again. You will note that all traffic, except U.S. intermodal, is up so far this year. Car loadings are driven by industry and much of the intermodal is driven by consumers. Keep watching and see how the economy is doing - regardless of what the news media and those running for office tell you.*

*Also, check the railroad earnings - everyone is up and had the best year ever.*



## Nearly 90 percent of UP road locomotives to have cameras by end of 2008

Union Pacific this year plans to install more than 1,600 Track Image Recorders aboard locomotive cabs to digitally record a view of the track, crossings and signals directly in front of a train as it travels over the rails. "Installation of TIR equipment is another step in Union Pacific's commitment to employee and public safety," said Bob Grimaila, vice president-safety and environment. "This equipment is a valuable tool in assisting with the investigations of pedestrian or grade-crossing incidents."

UP began installing TIRs in 2005 and has more than 4,000 locomotives equipped with TIRs out of their over-the-road locomotive fleet of more than 6,000 locomotives. More than 85 percent of Union Pacific's road freight trains now have a TIR equipped locomotive in the lead. A small camera is mounted inside the locomotive cab, looking down the track providing the train crew's point of view. A microphone is mounted outside to record the locomotive's air horn and bell. The video image disk can record up to five days of information. TIR video images and locomotive event recorder data can be synchronized to provide detailed information about what occurred prior to an incident

*Via Railway Age 1-28*

## Illinois & Midland Railroad commissions new automation system

RailComm, Inc. has successfully upgraded Illinois & Midland Railroad's existing interlocking control system to include a new Local Control Panel along with a Web-based remote-control system. The new control panel is connected to RailComm's Domain Operations Controller System through a Software-as-a-Service delivery model. RailComm's SaaS offering provides a "pay-as-you-go" model, thus eliminating capital equipment procurement constraints. The Control Panel and DOC® System communicate to establish primary control of the field. In addition to providing routing capabilities, the system includes switch control, gate control, switch heater control, train detection and a CCTV video camera interface.

*Via Railway Age*

## Chicago group conditionally backs CN/EJ&E deal

Chicago Metropolis 2020, a business-based civics group, has given its conditional support to CN's proposed acquisition of the Elgin, Joliet & Eastern—a transaction the group says could "ease freight congestion that frustrates commuters and endangers the region's economy." Chicago Metropolis 2020 recommends that the Surface Transportation Board approve the CN move with five main conditions: 1. Enable other large railroad companies to connect to the EJ&E tracks to allow them to carry cross-town freight movements that would otherwise travel by truck. 2. Guarantee equal or better Amtrak service into Chicago. (The acquisition could allow CN to abandon its St. Charles Air Line, a rail link near McCormick Place now used by Amtrak.) 3. Ensure safe and expanded mass transit service by rail and bus on routes crossing EJ&E tracks. 4. Enable the Regional Transportation Authority to implement efficient transit service in the EJ&E corridor. 5. Mitigate negative impacts on local communities where train traffic would be expected to increase due to expanded use of EJ&E tracks.

## Our oldest member passes

**Eugene B. 'Gene' Cronkhite, 92 of Checotah, OK, formerly of Danville, passed away Wednesday, January 23, 2008 at his residence. Gene was born on September 24, 1915, in Cheneyville, IL.**

**Survivors include his wife Evelyn and William Cronkhite of Danville. Three other children and seven grandchildren survive. His first wife Juanita Witty Cronkhite preceded Gene in death. Gene worked on the C&EI railroad as a car fitter for 20 years and later worked at Esco of Danville, as a welder, for 19 years. He was a member of the Danville 1st Baptist Church and a member of the Danville Junction Chapter, NRHS. Gene enjoyed camping, gardening, reading his Bible, mowing the lawn, model railroading and being with family. Gene was one of the original members of the Danville Junction Chapter having been a member of the Family Model Railroad Club in Danville. Until Gene and his wife moved to Oklahoma last October he used to drive from Hoopeston to Danville to attend our Sunday meetings. We will miss him as will his family.**

## Shorts

As a result of the runaway accident in Indianapolis and Virginia, CSX now requires that when a train is parked and no crew a car inspector must install a derail and blue flag the train. In Danville this is being done at the closest road crossing.

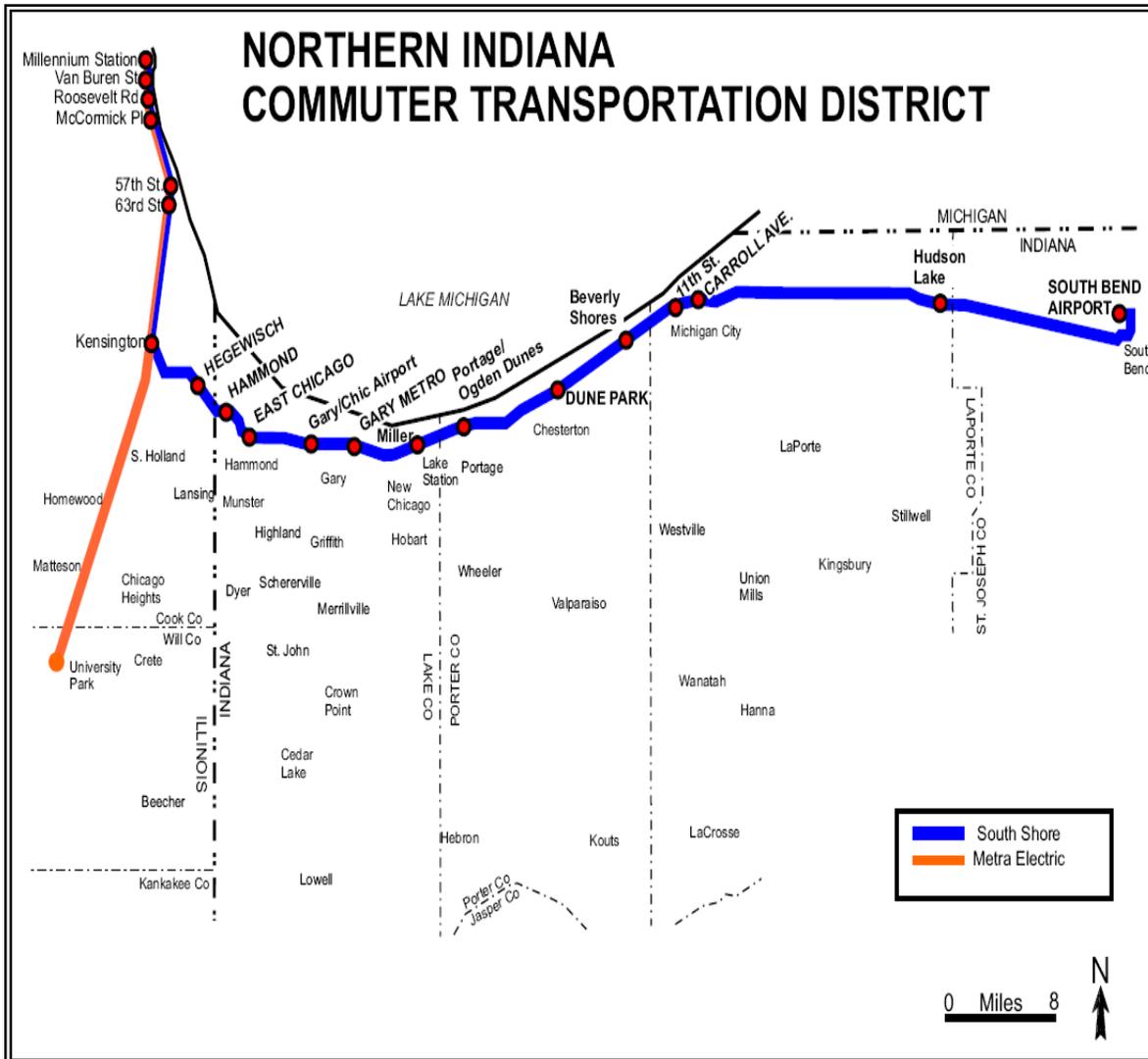
There was a recent fire at the former Johnstown facility in Danville. A pump exploded and sent hydraulic fluid into a heater thus causing a fire. This fire was in one of the car shop buildings at the former C&EI Oaklawn Shops. Some holes were cut in the roof to get at the fire and it was contained in a short time. This facility builds coal hoppers for western coal.

# DANVILLE JUNCTION CHAPTER

N.R.H.S.  
DANVILLE,  
ILLINOIS



## April 5, 2008 SPRING RAILROAD TRIP



1. Leave Danville (CBP) at 7:30am
2. Arrive Manteno 9:00 am at McDonald's for Breakfast and meet people from Champaign area.
3. Leave Manteno 9:15 am
4. Arrive Hegewisch 10:15am
5. Leave Hegewisch 10:35am
6. South Shore Line
7. Arrive South Bend 1:20pm (Indiana Time)
8. Leave South Bend 1:40pm (IN Time)
9. Arrive at Hegewisch 2:25pm(IL time)
10. Do a hour or so of train watching at Dolton, IL
11. Travel to University Park and eat dinner at Fuddrucker's
12. Arrive Danville at 6:30pm