

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 \$20.00 for Chapter membership in addition to \$37.00 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 Resturant, 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 2009 - Our 41st Year

PRESIDENT: Doug Nipper

VICEPRESIDENT: Dave Sherrill

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TREASURER: Allen Cooke

NATIONAL DIRECTOR: Rick Schroeder

PROGRAM CHAIRMAN: William Darner

MUSEUM DIRECTOR: Robert Gallippi

HISTORIAN: Jesse Bennett

EDITOR: Rick Schroeder, rickschro1@gmail.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/>



Back in May 2008 the 45-Ton Whitcomb #52 with side rods that used to be at the Rossville, IL elevator was sold to Stewart Grain and moved to Stewart, IN to serve on the "Bee Line" railroad owned by Burt Etchison. Joe Cooke photographed it at Stewart after it was relettered from "Kaufman Grain" to "Stewart Grain".

Coming Events

February 15, 2009

Danville, IL - Monthly Chapter Meeting at Jocko's Depot Restaurant, 1:00 PM

February 15, 2009

East Peoria, IL - Illinois Valley & River City Railroad Club Train Fair, Illinois Central College, 10-3.

February 21 & 22, 2009

Mattoon, IL - Cross County Mall, Annual Cross County Model Railroad Days, Sat 10-9, Sun 12-5.

March 28 & 29, 2009

Urbana, IL - 32nd Annual Model Train Show and Swap Meet, Lincoln Square Village in downtown Urbana. Sat 10-6, Sun 11-5, free.

April 18, 2009

Danville, IL - Chicago and Eastern Illinois Railroad Historical Society annual meeting, Danville Area Community College, 10 AM to 9 PM, display tables, tour, dinner and annual meeting.

Model Railroad Operating Sessions

Mark your calendar now for the following operating sessions that will start at 1:00 PM and end after 3:00 PM:

Rossville

Saturday, March 7, 2009

Saturday, April 4, 2009

Danville and Western

Operating Sessions, 1819 Coventry Drive, Champaign, beginning at 12:30 PM and ending after 3:00 PM

Saturday, February 21, 2009

Saturday, March 14, 2009

Next Meeting

Our next meeting will be held Sunday, February 15 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

The Urbana Train Show is coming up the end of March and we will discuss setting up tables as well as the popcorn machine - a good money maker for the chapter. In addition Allen Cooke will have details of a proposed rail trip this spring, probably in April, to St. Louis. Should be interesting.

For those that operate model trains remember the operating sessions at Rossville on the first Saturday of each month. Only two will be remaining, one in March and one in April. Members have been bringing several new engines for running and "steam with sound" is now heard around the layout.

The program will be a DVD video of the run from Indy to Hillery on the former Peoria and Eastern of a Conrail train (INPE) and part of the return trip around 1992. This is a cab-view amateur video but should bring back a lot of memories of a line that is almost totally gone. Only the Danville to Olin and Crawfordsville to Indianapolis segments are still in use, the first by the Vermilion Valley Railroad and CSX and the second by CSX with Amtrak. The Chapter has also made the transition to DVD's and VCR tape can only be shown by special arrangement. A VCR tape player must be brought to the meeting for showing tapes. We have a new LCD wide screen monitor that will also accept computer presentations for digital photos if planned in advance.



Milwaukee 261 waiting for spring

The Twin Cities is known for its long, cold winters, but inside the shop building at Minneapolis Junction, just east of downtown, Milwaukee Road 4-8-4 No. 261 waits for the warmth of spring, so workers from the nonprofit "Friends of the 261" can resume the rebuilding efforts that began last fall. Following its last trip, a Minneapolis - La Crosse (Wis.) round trip on Canadian Pacific and BNSF Railway on Sept. 14, 2008, the locomotive was torn down for its federally mandated 1,472-day inspection and overhaul. This will be the largest amount of work performed on No. 261 since it was restored to service in 1993. The engine now resembles a shell, with major components removed and the boiler stripped of materials. Dismantling proceeded but no large expenditures will take place until a new lease agreement is reached.

In October 2008 the Friends of the 261 began working with the 261's owner, the National Railroad Museum in Green Bay, Wis., to work out the details of a new long-term lease of the engine. The present agreement only runs through November 2011 and dates to 1992. Chief Operating Officer Steve Sandberg has met with the museum's board of directors to discuss terms of a new lease agreement. Meetings have taken place both in Green Bay and Minneapolis as the two organizations have been cooperating to work out a new deal. While the Friends expect much work on the overhaul to take place in 2009 if a lease agreement is reached, it's likely that a rebuild would not be completed and the engine ready to roll again until 2010. Assuming a new lease is concluded, the Friends will need to raise several thousand dollars to complete the rebuild. To help pay for the overhaul, The "Friends" is currently working with CP to operate fall color trips along the Mississippi River between St. Paul and La Crescent, Minn. Tentative plans call for the trains to run on October 10-11 and will be powered either by another steam locomotive or vintage diesels. For more information go to www.261.com.

Via TRAINS On-Line 1-23-09

The President's Corner

This month we'll attend to some Chapter business. First, I wanted to mention that for Flyer delivery we are now e-mail notifying about 25 members. This is a nice way to save the club some money (\$105 per year at current postage rates). It also is a better quality publication for those that can download it electronically, as all photos and graphics are in full color! If you have broadband Internet access and think you would like to get the Flyer this way, e-mail the editor at the address shown on the masthead.

On a related topic, the Chapter was notified that on June 30, 2009 the organization that has been hosting our website will be shutting down that service. They had already discontinued e-mail services at the end of 2008. This is the end of Prairienet as most people know it, and a sad moment for me personally. In 1993, Pnet was my very first Internet provider on a dial-up, text only service. But things change, and we have to deal with it.

The Chapter's website has been at the same address (URL) for over 12 years, and if you use any major search engine to look up "Danville Junction", our site is right at the top of the list of results. Pnet has promised to do "DNS redirects" for a full year after they have shut down, so this will help people find old sites at their new addresses. A domain for the Chapter will cost about the same as what we have been paying Pnet annually, assuming we can host the site at the Cooke Business Products office. The Flyer archive is already hosted there.

However, this also begs the question: Does the Chapter really need a website? It doesn't get updated with any regular frequency and looks pretty much the same as it did in 1997. As the one who created the site and currently maintains it, I am always dismayed that no one else wants to have input on the content or make contributions. This does not surprise me, though, as all other sites I've worked on suffer the same apathy. Getting content for a website is like pulling teeth! The Chapter may also have to pony up for a server for a basic web-hosting platform. Sadly, all the old machines at my office are about used up...

And this leads to yet another monetary topic. The monthly meeting programs have evolved over the years from all slides to a lot of videos. We have been hauling a TV/VCR combo machine from the Cooke office when it's needed, but it kills everyone's back to do so. I am pushing for the Chapter to buy a flat-panel TV with a built-in DVD player and all the inputs needed to use an old VCR and even a computer to be somewhat future proof.

So between a server and a new TV, we could easily be looking at \$1000 of expense. I have offered to defer the DCC compensation I had planned on getting and let those extra donations pay for these items if the other members agree. All of this will be discussed at the February meeting. We may already have the TV by the time the meeting takes place.

Lastly, I would like to thank our Secretary, Dick Brazda, for lining up the January program in the form of a presentation by Mary Kay Bruns. Due to a last minute stomach ailment I was not able to see it, but understand that everyone enjoyed it thoroughly despite "adjustments" due to not having the room we were supposed to have at the restaurant (this will be addressed in future years). Dick was thinking outside the box for this program, and we sure need that to break the monotony of slides and videos. If anyone has ideas for a future program, let Rick know as his schedule in the Flyer is "the word" on programs.

Doug

Photographers bid Amtrak stop harassment

In a letter to Amtrak, the National Press Photographers Association's general legal counsel has asked the national rail passenger carrier to "take immediate steps to remedy the railroad's unconstitutional treatment of law-abiding photographers."

NPPA says its action follows recent complaints from photographers who were told by Amtrak police officers that they were not permitted to take photographs of trains or stations. In some instances, NPPA says, photographers were threatened with arrest or arrested when they failed to follow officers' commands to delete images. Though the issue of photographic access and intent has surfaced in recent years, it often has involved amateur photographers, including railfans. NPPA's action signals a challenge to Amtrak policy on photographers on more professional and/or more business-oriented grounds.

NPPA's letter, issued by general legal counsel Mickey H. Osterreicher to Amtrak police general counsel David Domzalski, asks Amtrak to inform its personnel that the act of taking pictures or video in itself is not unlawful, and that doing so provides "no basis for law enforcement or other transit personnel to take action against a photographer." "As far as we can determine, there are no pertinent laws, rules, or regulations specifically prohibiting photography nor any Amtrak rules or regulations establishing a permit scheme," Osterreicher said. "Given that photography of public areas is protected by the First Amendment, we believe Amtrak's

actions are plainly unconstitutional.”

NPPA Executive Director Jim Straight said that Domzalski has not yet responded to the letter.

Via Railway Age 1-15-09

A follow up:

Amtrak responds to press photographers' complaint

In a letter dated Jan. 12, Amtrak legal counsel David Domzalski “denies any allegation that is acted in an unconstitutional manner” toward members of the National Press Photographers Association. The letter is in response to a NPPA letter Jan. 9 noting complaints from its membership over Amtrak security policy related to photography.

Addressing NPPA General Counsel Mickey H. Osterreicher, Domzalski notes Amtrak allows photography in space open to the public, and limits on-board photography to situations where such activity does not interfere with crew operations. But “Amtrak does prohibit photography in areas restricted to the public, such as rights-of-ways and posted no trespassing areas. It is also limited on train platforms to ticketed passengers who may do so briefly prior to boarding or departing from a train,” the letter says.

“With regard to media photography, Amtrak does request contact and coordination ... in order to assure appropriate access and to provide notice to Amtrak employees of the authorized presence of the photographer,” Domzalski says.

Amtrak police follow specific guidelines for passengers, patrons, and the general public in public places, but the guidelines “state that Amtrak police can investigate activity of photographers that is reported or observed to be suspicious in nature,” Domzalski says.

Citing one specific incident in New York's Penn Station involving the arrest of a photographer, Domzalski states that “the matter involves an incident of trespassing after receiving direct communication to leave an area as opposed to an arrest being made because of photography.”

NPPA has charged that in some cases, photographers were threatened with arrest when failing to follow commands by Amtrak officers to delete images.

Via Railway Age 1-16-09

Private rail cars offer luxury and beauty but -

From the Brass Switchkey railnews, 1-25-09, fwd by Dave Yetter

Private railroad cars provide their owners with luxury, comfort and prestige but offer little in the way of speed or thrift. They are subject to more regulations and restrictions than some felons and to be able to travel around the North American continent, be prepared to come up with at least \$500,000 for just the car alone.

Putting the car in motion costs even more, because the cars usually couple to the back of existing Amtrak trains and cost is by the mile, pays to have an engine switch the car onto the Amtrak train, and again, to unhitch the car. The cheaper route is to pay \$5,000 to \$10,000 a day to charter a car from an owner.

Now the upside...almost all the private cars have first-class kitchens and chefs who know how to use them. And they offer more comfort than any aircraft this side of Air Force One. Rail passengers can walk around and never have to strap down.

Owners say the single-biggest expense is keeping car's “truck's” up to Amtrak standards. These assemblies contain the



shock-absorbing springs, brakes and sets wheels and axles. North American passenger cars tend to have 2 trucks, each with 2 axles and 4 wheels, or 3 axles and 6 wheels.

But they must be inspected and disassembled every 40 years. Estimates on the procedure start at \$150,000. Almost all private Amtrak-compliant cars are at least 40 years old. Quoting DeWitt Chapple, Jr., owner of the Chapel Hill car in Middletown, Ohio...”annual expenses may include up to \$1,500 a month for storing the car, up to \$50,000 for routine maintenance, and every year or two — depending on the wear and miles traveled — at least \$900 to turn a pair of wheels on a lathe to remove flat spots. Wheels can be turned only a few times before they have to be replaced — average cost \$7,000 a pair.”

There are some 40 people who their cars and belong to the American Association of Private Rail Car Owners with 60 charter companies in the club and about 10 businesses that have their own cars just for business purposes. Some cars are run on short local excursions much like the Cuyahoga Valley Scenic Railroad does. Others have been purchased and while the owners are spending many hours restoring the cars but as one said, “my car is not Amtrak-worthy because you have to be a millionaire for that.” But still, these cars offer that rare kind of luxury and beauty plus restored former business cars are a story in themselves.

Remember, 2009 Chapter/Museum Dues are due by the end of March. Get your check to Allen Cooke at the Chapter address soon to remain on the mailing list.

Frozen pipe damages museum

DURAND, Mich. - A frozen water pipe that burst flooded the Durand Union Station - Michigan Railroad History Museum Jan. 19. The burst pipe was located in the attic/storage area of the depot. When it burst, water began flooding the room. The water soaked through the ceiling of the room below and began spreading through the depot's library and archives. The room containing a model railroad also received some damage.

After an alarm went off at approximately 6:30 p.m. Jan. 19, the Durand Fire Department responded and cut off the water supply. Don Westcott, president of the Durand Union Station, Inc., Board of Directors told the Durand Argus-Press. "I don't think we are going to lose a lot of the documents."

Durand Union Station was designed by Spier & Rohms and built in 1903. Eighteen months later it was heavily damaged by fire and was rebuilt and reopened in 1905. In 1979 the city purchased the building for \$1. The depot gained fame as a "hot spot" for train-watchers from the days when Grand Trunk Western and Ann Arbor trains rolled past the building. Since then the names have changed: the depot stands at the junction of CN's ex-GTW Chicago-Port Huron and Durand-Detroit main lines. The city is also served by the Huron & Eastern and Great Lakes Central, which run portions of the old Ann Arbor. Amtrak's daily Chicago-Port Huron, Mich. Blue Water stops at the depot.

There appears to be a minimal amount of damage to the library, but the depot's archives will be closed until further notice. The water was three to four inches deep throughout much of the depot, so cleanup is a priority. Firefighters who responded prevented disaster by placing tarps over storage racks of museum materials. Since then, dozens of volunteers have arrived to sort papers and dry them out. The depot will remain closed until tomorrow, although repairs and cleanup will probably take several weeks.

[Via TRAINS On-Line 1-27](#)

Union Pacific Units Retired

For you UP fans the following units, in chronological order, have been retired by the Union Pacific (total 80 units):

- DRGW 5371 (SD40T-2), retired 12/05/08 {note 1}
- UP 1140 (SW1500), retired 12/18/08
- (SD40-2R's), two retired 12/05/08, {note 2} UP 2693 ~ 2740
- (SD40T-2R's) thirteen retired 12/05/08. {note 2} UP 2881 ~ UP 2890 ~ UP 2905 ~ UP 2907 ~ UP 2911 ~ UP 2916 ~ UP 2921 ~ UP 2930 ~ UP 2937 ~ UP 2943 ~ UP 2944 ~ UP 2946 ~ UP 2948
- (SD40-2's), ten retired 12/05/08, {note 2} UP 2990 ~ UP 3028 ~ UP 3037 ~ UP 3039 ~ UP 3042 ~ UP 3056 ~ UP 3077 ~ UP 3080 ~ UP 3087 ~ UP 3091
- UP 3098 (SD40-2R), retired 12/05/08 {note 3}
- (SD40-2R's), eighteen retired 12/05/08 {note 2} UP 3143 ~ UP 3147 ~ UP 3168 ~ UP 3192 ~ UP 3230 ~ UP 3234 ~ UP 3249 ~ UP 3269 ~ UP 3278 ~ UP 3281 ~ UP 3287 ~ UP 3295 ~ UP 3297 ~ UP 3321 ~ UP 3330 ~ UP 3331 ~ UP 3365 ~ UP 3367
- (SD40-2's), fifteen retired 12/05/08 {note 2} UP 3381 ~ UP 3400 ~ UP 3408 ~ UP 3424 ~ UP 3429 ~ UP 3458 ~ UP 3461 ~ UP 3480 ~ UP 3543 ~ UP 3558 ~ UP 3570 ~ UP 3624 ~ UP 3655 ~ UP 3681 ~ UP 3724
- UP 3725 (SD40-2R), retired 12/05/08 {note 2}
- UP 3772 (SD40-2), retired 12/05/08 {note 2}
- (SD40T-2's), five retired 12/05/08 {note 2} UP 8683 ~ UP 8687 ~ 8702 ~ UP 8767 ~ UP 9870
- (SW1500's), twelve retired 12/18/08 UPY 1063 ~ UPY 1100 ~ UPY 1130 ~ UPY 1136 ~ UPY 1137 ~ UPY 1141 ~ UPY 1144 ~ UPY 1147 ~ UPY 1194 ~ UPY 1203 ~ UPY 1208 ~ UPY 1310

The following units have been renumbered (9 units):

- GMTX 2165 (GP38-2L), renumbered from UP 2393 on 12/18/08
- UP 6915 (C44/60AC), renumbered from UP 7528 on 12/09/08 (Note 4)
- UP 6929 (C44/60AC), renumbered from UP 7542 on 12/29/08 (Note 4)
- UP 6930 (C44/60AC), renumbered from UP 7543 on 12/29/08 (Note 4)
- UP 6937 (C44/60AC), renumbered from UP 6947 on 12/22/08
- UP 6942 (C44/60AC), renumbered from UP 7554 on 12/29/08 (Note 4)
- UP 6947 (C44/60AC), renumbered from UP 7549 on 12/09/08 (Note 4)
- UP 7028 (C44/60AC), renumbered from UP 7361 on 12/08/08
- UP 7035 (C44/60AC), renumbered from UP 7398 on 12/18/08

- Notes: 1. Donated to Utah State Railroad Retirement
2. Standard Retirement
3. Donated to West Chicago Training Center
4. Converted to 4390 HP FDL

[Via Brass Switchkey railnews, V.16, #2, Jan 15, 2009](#)

Renaissance or retreat?

Industry faces crossroads

Battle lines have been deeply drawn for the showdown over railroad re-regulation. Those who believe railroads are an answer to the current economic crisis are confronting a rising chorus of voices from those who would cripple the industry and its ability to literally deliver the goods.

Railway Age editors believe it's a given that the battle will intensify on Capitol Hill hours after the Obama Administration assumes its place. Given the re-regulation fervor advanced prior to Inauguration Day, the debate will be highly charged, and the results could be swift—and both decisive and damaging to the railroad industry.

The irony could not be more glaring. Re-reg partisans seem determined to punish success, no matter how justly earned, in an attempt to turn back the clock to a past when regulation was a fact of railroad life—and railroads' death. A half-century ago, *Railway Age* protested such regulation by publishing "Outrage," detailing the misinformation and distortions hurled at the railroad industry and, thankfully, presaging partial deregulation many years later.

Led by the likes of the Association of American Railroads and its president, Ed Hamberger, the industry already is fighting back. But AAR's voice, no matter how reasoned and how persistent, isn't likely to carry the day by itself. Thus the imperative for *Railway Age* to do its part once more, and help frame for lawmakers, in blunt terms, the true weight of their collective decision: Renaissance or retreat?

"In 1957, we said, 'Putting the railroads in chains will place shocking limitations on America's development,'" *Railway Age* Editor William C. Vantuono said. "Now, with the nation struggling to pull itself out of the worst economic crisis since the Great Depression, putting America's railroads back in chains will place shocking limitations on America's recovery. If re-regulation legislation passes, capital investment will almost certainly be curtailed,

and that will cripple the industry—key suppliers in particular. This is no time to resurrect the failed policies of the past."

Railway Age will address "Renaissance or Retreat?" in its February issue, in hopes of aiding those throughout the industry who already know what the industry has provided, and what role it must and should play, in advancing the nation's economic recovery for the benefit of all.

Douglas John Bowen, Managing Editor, Railway Age, January 13

UP sets new coal-loading records once more

Union Pacific Wednesday (1-7) said it had once more surpassed several all-time records for delivering coal out of Wyoming's Southern Powder River Basin (SPRB). Among other marks, during 2008 UP set an all-time record by loading 13,212 trains out of the basin, 332 more trains than 2006, the previous yearly record. UP also loaded 204.6 million tons of coal out of the SPRB during 2008, surpassing the previous total tonnage by 5%.

For the month of December, UP moved 1,118 trains out of the SPRB, or an average of 36.06 trains per day. UP's previous record for average trains per day was set 38.63, set in November 2007.

The Union Pacific/BNSF Joint Line numbers during December included a loading average of 68.35 trains a day, and 24,829 loaded trains for the full year for a 4.4% increase over 2007.

"Our investments in the Joint Line and throughout our coal network continue to pay dividends in terms of our coal train velocity and throughput," said Doug Glass, UP vice president and general manager—energy.

Via Railway Age

2008 Ridership: Up on Amtrak's Texas Eagle, record set on Tri-Rail

Although the high gas prices that drew more riders to train travel have subsided, ridership numbers remain high on a number of fronts.

Amtrak's Texas Eagle ridership rose 15.2 percent last year. The route's standout station was the Marshall Depot, which saw a 35.4 percent increase in passengers. The Eagle was the most traveled of Amtrak's 15 long distance trains and was the second highest in terms of revenue.

In other ridership news, The South Florida Regional Transportation Authority said Tri-Rail carried more than four million passengers during 2008, marking the first time in the system's 20-year history that ridership has broken that benchmark in a single, calendar year. Preliminary figures show that Tri-Rail carried 4,303,509 passengers in 2008, representing a 22.9 percent increase over the 2007 total of 3,501,704 passengers

Via Railway Age - Jan 09

Chicago and Eastern Illinois Historical Society Annual Meeting - DACC, Danville, IL April 18, 2009.

No admission, display and sale tables, tour of abandon C&EI lines around Danville from 1-4 PM, dinner at local railroad restaurant and annual meeting at 7:00 PM