

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 \$36.00 for NRHS membership. Rossville Depot Museum membership is \$20 per year. 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 2011 - Our 43rd Year

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MEMBER: Association of Illinois Museums and Historical Societies

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



The surprise of the morning was Ferromex 4663 leading UP 4803 on a southbound Union Pacific train at Champaign Yard on February 3, 2011. Photo by Rick Schroeder

Coming Events

February 27, 2011

Danville, IL - Monthly meeting at Jocko's Pizza Depot, Williams and Gilbert Street, starting at 1:00 PM.

NOTE THIS IS A CHANGE IN DATE

February 19-20, 2011

Hoopeston - ECI Model Railroading Inc's 5th Annual Model Train Show. Hoopeston Civic Center on Route 1/ Sat 10-4; Sun 10-3.

February 19-20, 2011

Mattoon - Cross County Mall Merchants Assn. And Coryville Station's 14th Annual Cross County Model Railroad Days. Cross County Mall. Sat 10-9; Sun 12-5.

March 26, 2011

Indianapolis - Indy South Train Show. Southside of Knights of Columbus, 511 E. Thompson Road, Off of I-465, Exit 31 South. 10-3

April 3, 2011

Springfield - Springfield - Springfield Model Railroad Club's Springfield Train Fair 2011. Illinois State Fairgrounds. Orr Building. 10-4.

April 16-17, 2011

Decatur - Mt. Zion & Southern Model Railroad Club's Decatur Train Fair 2011. Decatur Civic Center. Sat 10-5; Sun 11-4.

May 14-15, 2011

Homewood - 8th Annual Homewood Railroad Heritage Weekend.

Next Meeting

Our next meeting will be held Sunday, February 27 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

Please note the change in the date. February 19 & 20 is the Hoopeston Train Show and we are setting up tables and selling popcorn. Since that falls on the normal meeting Sunday we voted at the last meeting to change the date. We did this last year when the Urbana show fell on a meeting Sunday. We can use help moving some stuff from Rossville to Hoopeston and back again. We will be able to sell our popcorn at the show to raise money for the museum. With the ending of the Urbana show we knew we were going to lose income and we thank the Hoopeston guys for letting us setup there.

This month Al McCoy will present a digital slide program on the Blissfield Model RR Club 115E. Adrian (US233) of Blissfield Michigan. Check out their web site at www.blissfieldmrc.org. For membership the applicants get acquainted with members during a 30-60 day probationary period prior to being voted in. Check this out - dues are \$25 per month (adults) and \$1 per month (Jr. Members). In addition he will have photos at the Indy Train Club along with the Indiana Rail Road and some photos from a session at Rossville.

Ethanol on CSX

ADM in Decatur has started shipping ethanol to the south and southeast via CSX. The trains are part of the trackage rights that CSX has over CN in Decatur and southbound trains are K457. The crews apparently are Danville crews and pickup the train at Decatur, head east to Hillsdale, take the wye north and into the siding with a buffer car on the headend. Power on the Decatur line is 4-axle and 6-axle power may be added at Hillsdale as they run around the train to head south. They then head south down the former C&EI line. A new loadout facility is also located on NS and eastbound loads, westbound empties have been spotted on NS.

Operating Sessions

Sessions will start around 1:00 PM so arrival time should be by 12:30 PM. If we have a major storm the night before or the day of and you are not sure if the session is still on check your email or call 359-2868. Also, the bathroom will not be working until March so stop on your way into town. The schedule for the 2011 sessions is as follows

Saturday, March 5, 2011

Saturday, April 2, 2011

May????

2011 Dues Statements

The DJC-NRHS and Rossville Museum dues statements have been sent and appreciate the early response. Please get your renewal back to Allen Cooke as soon as possible. We also appreciate the donations. With income down at the museum the donations help keep it going. If you get the newsletter via Email be sure to let Doug N. know if you change your address. The last issue of the DANVILLE FLYER, if you have not paid your dues, will be February.



MEETING MINUTES

JANUARY 16, 2011

PIZZA INN

Meeting opened at 1:43 P.M., President Dick Brazda presiding. Treasurer's report read and approved. Current balances are \$1759.55 in checking and \$1711.79 in the CD for a total of \$3471.34 in assets. A more comprehensive report on 2010 finances will be presented at next month's meeting.

Secretary's report as printed in the Flyer was deemed approved.

OLDBUSINESS

The show in Hoopston scheduled for February 19/20 was discussed. Dave has reserved two tables for the Chapter and will know early next week if popcorn sales will be allowed. As a result of this show falling on the weekend of our regular meeting, the February date was changed to one week later on the 27th.

A possible Spring Trip was discussed. Although some had ideas about Joliet, the group voted on a day trip to Centralia. Allen and Dick, the Trip Masters, will be forthcoming with more details.

Larry Prosser mentioned his collection of Hallmark Lionel Railroad collectible ornaments, which he has not been able to stop collecting!

NEWBUSINESS

UP has an ongoing online vote that will decide which route a steam trip will take this year. Many members have been voting for the "Tuscola Turn" which will bring it to our area. The voting ends this coming Monday, and it seems to be a tie with another route called the "Little Rock Express". Fingers are crossed...

Dave mentioned the Railroad Festival in the Quad Cities would be on July 21st through the 24th of this year. Should be at least one big mainline steam engine operating there.

Al McCoy passed around a newspaper article about a huge outdoor model railroad display. He also showed us some laser-etched signs with magnets that could be sold to benefit the Chapter. He has also restored one of the Chapter's attic-stored lanterns for possible sale. Thankfully he has ample time to do these things.

Meeting adjourned at 2:07 P.M. Dick Brazda and Rick Schroeder presented some "digital slides". Dick's were of a trip to Arkansas, and Rick had some current shots and very old ones from negatives in the C&EIH collection. After this, some members adjourned to Al McCoy's house to see progress on his basement Lionel Empire.

Illinois commission to monitor CN's EJ&E-related mitigation pacts

The Illinois Commerce Commission (ICC) recently obtained copies of CN's voluntary mitigation agreements with various communities affected by the Elgin, Joliet and Eastern Railway (EJE) integration.

Twenty-one of the agreements, which stipulate certain measures CN will undertake to address train- and safety-related issues, now are available on the commission's website, www.icc.illinois.gov. The ICC plans to monitor CN's compliance with portions of the agreements that fall under the commission's jurisdiction, such as measures that affect grade crossing safety.

Twenty-nine Illinois communities are located along the EJE corridor, and CN so far has executed voluntary agreements with 21 of the municipalities. The Class I has agreed to provide about \$23 million for quiet zones, safety improvements, noise mitigation and other measures. In addition, the railroad will provide free training for local emergency responders.

Progressive Railroading - 1-27

Turnout Manufacturer expands in Illinois

Atlantic Track and Turnout Co. has broken ground on a 20,000 sq. ft. addition to its Richmond, Ill., trackwork manufacturing facility. The company said the addition will house new equipment that will enable it to offer a wider range of products and services and provide more indoor space for turnout panels and storage. Atlantic expects to complete the work by April 1, 2011.

The addition is the latest step in Atlantic's expansion. In August 2010, the company bought the assets of Mid-South Rail and Reconditioning, a Memphis-based specialty trackwork producer.

Atlantic, which was founded in 1924, manufactures and supplies new and reconditioned switches and trackwork components, composite third rail, fiberglass insulators and coverboard, new and relay quality rails, and OTM and also is a supplier of crane rails and accessories. The company is a 50/50 partner in MRT Track and Services Co. Inc. with ThyssenKrupp GfT Gleistechnik, Essen, Germany, a joint venture that brings European designs and products for transit authorities into the American market.

Via RailResource News 1-6-11

IDOT and UP Reach HrSR Agreement

The Illinois Department of Transportation has reached agreement with Amtrak and the Union Pacific Railroad to allow \$1.1 billion in improvements for high-speed passenger rail between St. Louis and Chicago. The agreement, signed Wednesday (12-22-10), was the final step required for grants awarded last January to be released, according to Warren Flatau, spokesman for the Federal Railroad Administration.

Billions of dollars in federal grants for high-speed rail had been tied up across the nation while states and private railroads, which are supposed to provide rights of way, negotiated agreements aimed at ensuring adequate room for both freight and passenger trains. Rail companies had balked at proposals that they would have to pay financial penalties if passenger trains don't run on time. Flatau said he believes Illinois is the first state to negotiate an agreement with the Union Pacific, the nation's largest railroad.

"It's a wonderful day for Illinoisans as we celebrate a milestone achievement toward becoming the first state in the nation to bring high-speed rail to fruition," said Gov. Pat Quinn in a written statement.

U.S. Sen. Richard Durbin, D-Springfield, also sounded pleased.

"I'm proud that Illinois continues to lead the country in its pursuit of high-speed rail service," Durbin said in a prepared statement released by the Illinois Department of Transportation on Wednesday afternoon.

Figures at odds

But the figures contained in the news release are at odds with previous figures cited by the government and contained in the grant application Illinois submitted in October 2009.

According to the press release, the improvements will cut travel time between Chicago and St. Louis by as much as 48

minutes so that the trip could be made in 4 hours, 32 minutes.

(Editor: That becomes \$20.8 million per minute. This would buy 3-4 grade separations, in other words, you could build some 125-150 grade separations on the same route and save lives and at the same time allow for increased speed without the possibility of grade crossing accidents)

But the grant application says that high-speed trains would make the trip in 4 hours, 10 minutes. Furthermore, when the federal government announced the grants nearly a year ago, the White House press office issued a release stating that speeds would reach as high as 110 mph.

"These higher speeds, coupled with improvements resulting in increased on-time performance, will decrease travel time from Chicago to St. Louis to approximately four hours, allowing customers to reach their destination 30 percent faster compared to current rail service, and 10 percent faster than driving between the two cities," says the unsigned release, dated Jan. 27, 2010.

Kristina Rasmussen, executive vice president for the Illinois Policy Institute, which opposes high-speed rail, said the project is a waste of taxpayer money.

"Four and a half hours?" Rasmussen said. "Man—it's like we went from high-speed

rail to moderate-speed rail to moderately low-speed rail. Sometimes, good government involves stopping and realizing that the path you've been going down isn't the right direction and moving on with other things. In this case, we may be at that point."

Service to begin in 2014

According to a news release issued Wednesday, three high-speed trains will make the trip each day, and at least 80 percent of the trips must be on time. Service is expected to begin in 2014.

It's not clear what penalty Union Pacific might face if performance standards aren't met.

"I know that there are penalties that are

spelled out," Flatau said. "I don't have specific knowledge, so I wouldn't want to speculate."

The Union Pacific isn't worried, judging by prepared remarks from the company's top executive.

"Our priority in working out this agreement was to protect Union Pacific's ability to provide the exceptional freight service our customers need and expect, while helping public agencies invest in improved passenger service," said Jim Young, Union Pacific chairman and chief executive officer in the state's news release. "This agreement allows us to deliver on those customer commitments." Various sources.

Patriot Rail Corporation

Patriot Rail Corp., a privately-held shortline and regional freight railroad holding company, has completed the acquisition of the six shortline railroads belonging to Weyerhaeuser Company. This acquisition is the largest for Patriot to date, giving it a total of 13 shortline railroads owned.

The six Weyerhaeuser railroads operate over approximately 160 miles of track in four states, employ 88 people and handle approximately 60,000 carloads of freight annually. The railroads primarily serve Weyerhaeuser and International Paper mills and a number of third-party customers. Major commodities hauled include wood and paper products, chemicals, industrial waste, minerals and agricultural products. Each of the railroads interchange traffic with multiple Class I carriers and other shortline railroads.

The six railroads include:

- The DeQueen and Eastern Railroad
- The Texas, Oklahoma & Eastern Railroad
- The Columbia & Cowlitz Railway
- The Patriot Woods Railroad
- The Golden Triangle Railroad
- The Mississippi & Skuna Valley Railroad

In addition to the rail lines and other track assets, the acquisition also includes 28

Continued on Page 5





So you have a "tire problem on a locomotive", by Brian Vieck of Vincennes, IN
 "Thursday night (December 30) I heard Q588 on the scanner talking about a locked up traction motor. They had started out of Alliance siding after meeting Q647 and had gotten over half the train out of the siding when they noticed the traction motor locked up. After talking to the mechanical desk and trying a couple things to free it up, the last effort got the motor to roll. The crew backed the train into Alliance siding, unhooked from the train, pulled onto the main and put the 9028 in Gibson siding. Hulcher came yesterday (New Years Eve) and replaced the traction motor with an idler axle so the unit can be moved. "

Train Festival 2011 - ATSF 3751

July 2011, Rock Island, IL will host America's Largest Celebration of Railroading in 2011. It is only fitting that one of the largest operating steam locomotives in the world is scheduled to attend Train Festival 2011. The 425 ton steel monster, Santa Fe steam locomotive no. 3751, is planning to make the nearly 5000 mile round trip from Los Angeles to Rock Island, IL.

Train Festival 2011 organizers in partnership with Amtrak, BNSF Railway, California Zephyr Railcar Charters and the San Bernardino Railroad Historical Society are planning to bring the no. 3751 back to the Midwest. The no. 3751, built in 1927, visited Chicago in 1992, it has not made a long trip of this nature since then. This will be the first time tickets will be available for purchase to ride behind the locomotive in the Midwest.

The no. 3751 steam locomotive is scheduled to pull an upscale excursion made up of privately owned first class passenger cars from the Los Angeles area to Rock Island. An excursion will be operated on Friday July 22, 2011 from Rock Island to Bureau, IL and return as part of the festival. Tickets are on sale on the Train Festival 2011 website for this excursion. [www.trainfestival2011.com]

Santa Fe steam locomotive no. 3751 will spend the remaining time on display at Train Festival 2011 in downtown Rock Island, IL. After the event, the no. 3751 will operate an excursion back to Los Angeles. Details for tickets on the excursions to and from Los Angeles will be announced soon. Check the Train Festival 2011 website for more

details.

This addition of Santa Fe steam locomotive is just one of as many as 8 steam locomotives to attend Train Festival 2011 as well as many vintage diesel locomotives. Train Festival 2011 will also include train excursions, riverboat cruises, model trains, a miniature railroad, train merchandise and much more.

**This trip is subject to final approval from BNSF ... *Announcement on* www.quadcitieschief.com

*Via North Western Illinois NRHS
 Editor: Word is out already that BNSF will not let the engine run to the festival on BNSF lines due to increase in traffic. The Festival is looking to having NKP 765 come as well as other locomotives. We will keep you posted or check out their web site for more up-to-date information.*

Kodachrome life ends

Kodachrome ends a 75-year run at Parsons, Kansas. At its peak, about 25 labs worldwide processed Kodachrome but the last Kodak-run facility in the US closed several years ago, then the one in Japan and then the one in Switzerland. Since then, it has only been Dwayne's Photo in Parsons, KS. Last year, Kodak stopped producing the chemicals needed to develop the film, providing just enough to carry through the end of 2010.

One railroad worker had driven to Parsons from Arkansas to pick up 1,580 rolls of film that he had just paid \$15,798 to develop. The *Brass Switchkey* editor has some 25,000+ kodachrome slides in his collection alone. I recall some years back when the foamer "Animal" attempted to send in 100 rolls and then only pay for 1 at a time. And, when kodachrome first came about, it was a project protected by the US military during WW2.

Via the Brass Switchkey

UP closed out 2010 with PRB coal loading boost

In December, Union Pacific Railroad loaded 984 coal trains in the southern Powder River Basin (SPRB), up from 968 trains in November and 958 trains in December 2009. The Class I met 103 percent of National Coal Transportation Association (NCTA) demand, according to UP's weekly coal loading report.

During December, the railroad logged 116 missed SPRB loading opportunities, 61 of which were attributable to slow unloading at utility plants, 37 to UP and 18 to mines. However, missed loadings were offset by 139 extra loadings, the report states. On Dec. 26, 59 loaded coal cars derailed near Chimney Rock, Neb., blocking both main tracks in the South Morrill subdivision, but the tracks returned to service the next day, according to UP.

In the Colorado/Utah region, the Class I loaded 220 coal trains, up from 189 trains in November, but down from 239 trains in December 2009. UP met 108 percent of NCTA demand, but sporadic mine production issues in the region continued to impact train loadings, the report states.

Via Progressive Railroading 1-4-11

NS nearly sets coal volume record at Virginia transloading facility

On Dec. 27, Norfolk Southern Railway loaded its second-largest cargo at Lamberts Point's Pier 6 coal transloading facility in Norfolk, Va. The Class I loaded 155,522 net tons of coal from 1,487 rail cars into a ship destined for ArcelorMittal in Flushing, Netherlands.

The total volume narrowly missed a record 157,645 net tons of coal NS loaded onto a ship at Lamberts Point in 1998. The rail-

road has been transferring coal and coke from rail cars to ocean-going export and domestic vessels in the Lamberts Point area since 1884. Pier 6 opened in 1962 and dumped its 1 billionth ton of coal in 1999 — the only facility in the world to have reached that mark, according to NS.

Most coal moving through Pier 6 originates from mines in southwest Virginia, southern West Virginia, eastern Kentucky, Pennsylvania and Alabama. The coal is shipped to several dozen countries and some domestic receivers.

Via Progressive Railroading 1-5-11



EMD order for SD70AC's

LaGrange, Ill.-based Electro-Motive Diesel (EMD) said Friday it has signed an agreement to supply five new SD70ACe locomotives to Quebec North Shore and Labrador (QNS&L), a subsidiary of Iron Ore of Canada. As well, EMD announced Ferrocarril Mexicano, S.A. de C.V. (Ferromex) has signed a purchase agreement for 44 new SD70ACe locomotives.

EMD will deliver the new five locomotives ordered by QNS&L in August. QNS&L previously ordered seven SD70ACe model locomotives (such as shown at left) that were delivered last year.

The SD70ACe locomotives ordered by Ferromex will begin being delivered this April. The contract with Ferromex also includes a 15-year locomotive maintenance agreement. This is the second order by Ferromex of the SD70ACe model. Upon completion of delivery, Ferromex will operate a total fleet of 59 SD70ACe locomotives (such as shown below).

EMD introduced the SD70ACe locomotive in 2005; it incorporates a reliable and energy-efficient EMD two-stroke 710 engine. The QNS&L locomotives will also feature EMD's winterization package, radial trucks, and Q-cab for operator comfort and safety.

"The products purchased from EMD respond very well to the complexities of the QNS&L Railway, namely in terms of our hard winter climate, long 22,000-

Continued from Page 3

locomotives, over 300 railcars, 2,500 leased railcars, 50 motor vehicles, right-of-way real estate, general office buildings, maintenance of way equipment, locomotive shops, rail car repair shops, a wheel shop, rail yards and office and shop equipment.

"This transaction represents the acquisition of very attractive railroads with strong cash flow, a dedicated workforce, a well-maintained track infrastructure, a highly-stable customer base and appealing growth opportunities," said Gary Marino, president of Patriot Rail. "We look forward to growing the business on the rail lines through innovative and competitive service offerings to existing and new customers."

"We are pleased to complete the transaction with Patriot and look forward to working with them to continue receiving dependable rail service to our mills," said Daniel Fulton, Weyerhaeuser president.



ton trains and one man crew operations,” said Louis Gravel, general manager, Product Delivery, for QNS&L.

“We are thrilled that QNS&L has once again selected the SD70ACe for continued expansion of its mining operations,” said EMD CEO Billy Ainsworth. “We greatly value the confidence QNS&L has in EMD and the leading performance of our products.”

As for the Ferromex order, “We are very pleased that Ferromex has selected the highly reliable and energy-efficient SD70ACe as it expands its operational capacity,” Ainsworth said. “We look forward to working with Ferromex and providing the highest quality products and services to support its current and future growth.”

“The 44 new EMD SD70ACe locomotives are a very positive addition to Ferromex’s fleet,” said Rogelio Vélez, CEO of Ferromex. “In tests run by our company, the EMD locomotives demonstrated very high and consistent performance and fuel efficiency.”

Demolition of BNSF bridge - explosion rocks downtown

Detonation to destroy old pier apparently goes wrong. A loud explosion roared through downtown Burlington Saturday night, causing the ground underneath Main Street to quake from the impact.

The source of the explosion came from the immediate vicinity of the BNSF Railway Bridge, which was closed to train traffic Saturday. The Burlington Police Department and Fire Department immediately responded to the scene after fielding several phone calls from concerned residents. Even those living on North Hill reported their windows shaking.

According to BNSF spokesman Amy McBeth, the railroad scheduled a detonation at 5:30 p.m. to destroy an old pier. The demolition was in conjunction with ongoing construction on the new bridge, but something went wrong, creating what fire officials called “a muddy mess” by the bridge.

What exactly went wrong isn’t clear. BNSF spokesman Amy McBeth said engineers were investigating the scene Saturday night to determine what happened. The bridge was closed to rail traffic in case it was damaged, but McBeth said engineers had not determined if that was the case. “We’re inspecting the new bridge,” she said.

Fire officials confirmed no one was injured, and found there was no environmental danger or other impending danger after investigating the area. The smell of the explosive charge hung in the air for about 30 minutes after the incident, but quickly dissipated. No further details were available, but BNSF officials will have an update on the situation today (1-30-11).

BNSF to serve Bakken Shale railport in North Dakota

Yesterday, Savage Cos. announced plans to build a large multi-user rail terminal in Trenton, N.D., that will be served by BNSF Railway. The Trenton Railport is designed to bring rail service to the Bakken Formation oil field to transport various materials, such as tubular, frac sand and unit trains of crude oil.

Construction is slated to begin later this year and conclude in late 2011. The railport will feature rail infrastructure, open space for oil-field materials storage, and receiving facilities for frac sand and other materials. In conjunction with BNSF, Savage plans to provide rail cars and offer logistics services.

“BNSF continues to see a bright future for growth opportunities in the Williston Basin, and we look forward to working with Savage to expand capacity to provide rail service to this growing market,” said Denis Smith, BNSF’s vice president of industrial products marketing, in a prepared statement. “As companies such as Savage and BNSF invest in helping to expand production from the Bakken Shale and other [oil] formations, they are not only helping boost the economies of North Dakota and Montana, they are helping reduce the nation’s dependence on foreign oil and diversifying our domestic energy resources.”

40 Years of Amtrak

The anniversary is May 1, but special events already have begun, including the unveiling of the first of four P-42 diesel-electric locomotives with historic paint schemes that entered regular revenue service in Chicago on Jan. 30. All four locomotives will be in service by April 30 and will operate on trains across Amtrak’s national network.

On May 7, a 40th anniversary exhibit train will debut for National Train Day in Washington, D.C. The anniversary exhibit, which will travel across the country for a year, will feature two locomotives with historic paint schemes and renovated baggage cars to display memorabilia such as vintage advertising, past menus, dinnerware, period uniforms and photographs from each of the past four decades. In spring, a website will be launched with historical information, anniversary event schedule, photo archive

and videos.

In other Amtrak news, riders on the Cascades service operating between Vancouver, British Columbia, and Eugene, Ore., now will be able to connect to the Internet through a free Wi-Fi service known as AmtrakConnect.

More than 838,000 riders traveled on Amtrak Cascades in 2010, setting a 16-year high for total ridership. Wi-Fi service has been the most requested amenity by Amtrak Cascade passengers, according to Amtrak.

Behind the scenes: Blizzard 2011 Chicago *Metro Conductor's wife story*

I just found my husband. I was so worried that I started calling hotels in the town where he was supposed to put his train to bed last night. On the first call, I found him. I didn't want to wake him up, so I asked the clerk not to ring his room. An hour later, I couldn't take it anymore- I wanted to know if he had eaten or slept recently. I called the hotel again and asked the clerk to ring his room. The clerk told me he had just checked out, but that he had told my husband that I was concerned. My husband told him that his phone had lost its charge and said he'd call me when he could plug it in.

Finally he called me from the train station employee break room. He said that he was up all night. His trains were delayed for hours because of switch malfunctions. He spent much of the night outside the train on the ground clearing switches and throwing them. He was really, really cold. When they finally finished their shift, they couldn't get from the station to the hotel- just as I had thought. They spent the night in the employee area of the train station. There were 2 armchairs for about 10 people. They took turns on the chairs. My husband got about 2 hours of really uncomfortable rest. Then they found a ride with someone who had a 4-wheel drive truck who took them back to the

hotel. My husband just had enough time to pack up his stuff, check out, and leave. He had to be back at the station by 1:30 to work, and wasn't sure if he could get a ride if he waited longer.

So now he and the rest of the crew are holed up at the employee area of the station. My husband brought his food from the hotel - he only has a few pieces of bread and a few slices of lunchmeat and 2 prepackaged pastries. When he starts work, he will undoubtedly work another 12 hours, and will possibly end up stranded again.

So this is my appeal to folks out there: If you are riding trains during blizzards or other natural disasters, please remember that railroad workers are doing their best. Many work in outlying areas where they have little or no access to places to sleep, and no access to food. There are not even any vending machines where my husband is at.

I'm hoping that the station downtown will have it's food court open so that he can refuel there. These train crews have it tough this week- I wish I could help them.

*Posted by Railroad Wife - Via Brass
Switchkey railnews, V.18, #6,
February 5, 2011.*

CREATE partners modify program's final feasibility plan

The Federal Highway Administration, Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT) and Association of American Railroads (AAR) have agreed to modify the Chicago Region Environmental and Transportation Efficiency (CREATE) Program's final feasibility plan because of "constructability issues" associated with several projects.

The modifications include adding "Tower" rail projects to the list of component projects and 12 preliminary screening worksheets for the Tower projects in the preliminary screening section. CREATE partners are making the changes to retain the option to request federal participation in the projects.

In addition, the Blue Island junction connection project has been eliminated from the program and project limits have been revised for other planned work. Revisions to the CREATE Program are governed by U.S. Department of Transportation procedures.

In addition to the AAR, IDOT and CDOT, CREATE partners include Amtrak, the Belt Railway Co. of Chicago, BNSF Railway Co., CSX Transportation, CN, Canadian Pacific, Indiana Harbor Belt Railroad, Metra, Norfolk Southern Railway and Union Pacific

Garden Railway

The Taltree Arboretum & Gardens www.taltree.org in Valparaiso, Indiana is nearing the completion of a world-class railway garden. The Taltree Railway Garden tells amazing stories of American railroads in the context of a large display garden, using "G" Scale trains on tracks that run through a miniature landscape.

The historical vignettes at Taltree include:

- * Civil War - 1863
- * Lincoln Funeral - 1865
- * Building the Railroad - 1869
- * Native Americans - ca. 1880
- * Prairie Town - ca. 1880
- * Farm town - ca. 1890
- * Lumber Camp - ca. 1890
- * Limestone Quarry - ca. 1915
- * Urban Center - 1915

For a short video montage "sneak preview" of the Taltree Arboretum & Railway Garden's opening in Spring 2011

Railroad. The public/private partnership program includes more than 46 rail and 25 grade separation projects that call for restructuring, modernizing and expanding Chicago's rail network.

Editor: By the end of the year CSX and CN should complete the deal where CN delivers the former Grand Trunk Western to CSX all the way to Munster.

Amtrak Triangle Trip

By Dick Brazda

Allen Cooke and I decided it was time for an Amtrak trip in the winter. We developed a triangle routing so that no mileage was duplicated. On Friday, Jan. 28, we boarded train 302 in Bloomington/Normal for Chicago. The station is in the middle of Normal and Illinois State University and parking is scarce. A new station/parking garage is under construction on the west side of the tracks, across the tracks from the present station. Two main tracks (UP, ex GM&O) are in use thru Bloomington and Normal.

The train was about 20 minutes late leaving Bloomington, but was only about 10 minutes late arriving in Chicago. There we had time for lunch at the Berghoff restaurant with my son, Chris, and Dave Phillips (who previously presented a program on high speed rail at one of our meetings). **Beware!** The luggage check in Union Station is a little work for those who are technically challenged.

At 1445 we departed on #3, the Southwest Chief. This descendant of the Santa Fe fleet now uses ex CB&Q rails to reach Galesburg. We met several freights in this segment. West of Galesburg we transitioned to the ex ATSF rails to Kansas City. This time of year darkness came around Galesburg. We met many freights on the way to Kansas City and much of the running in Missouri I believe is still at 90 mph.

The arrival in Kansas City was a few minutes early. The Union Station still stands, but only has 2-3 tracks serving it. Major parts of it are a museum and commercial areas, but it retains much of its splendor. Amtrak occupies a small piece of it with a lengthy walk to the platforms. We stayed at the Westin which is only about ¼ mile away via a passageway. However, it was not easy to determine its access and location arriving at night. (Incidentally steaks were enjoyed for dinner in the diner).

On Saturday morning we boarded #314 to St. Louis, leaving at 815. We rode business class on this segment; it provided a complimentary drink, newspaper and 2&1 seating. The UP (ex MP) main between Kansas City and Jefferson City is single track CTC. Virtually every siding had a WB freight in it as we went by, although at one location we took the siding and the freight stayed on the main. From Jeff City (River Jct., where the Missouri River line joins the Amtrak line) to St. Louis the route is all two main tracks, except for the crossing of the Osage River. We met Amtrak 311 as well as a few freights in this segment. Arrival in St. Louis was a little early.



The new St. Louis station is larger and has more amenities than the old "temporary" one. However, after only a year or so they were replacing the flooring in the terminal; not clear what the reason was. Train 304 left on time. The section between WR tower and Lenox tower (now KCS track) is quite slow, probably 25 mph. That is in contrast to the reconditioned sections which are now 79 mph and planned for 110 mph. These sections are very smooth riding. Ridership picked up as we moved

north and arrived at Bloomington/Normal a little behind schedule after waiting for #21 at the north end of Ridgely siding near Springfield.

It was over 1000 miles in two days. The timekeeping was good. The crews ranged from folksy to friendly to aloof. There were no equipment problems. The food ranged from good in the diner to OK at the snack bar. Overall, it was an enjoyable trip.

BNSF's capital spending climbs to a Class I-high \$3.5 billion

Yesterday (2-8-2011), BNSF Railway announced it has budgeted \$3.5 billion for 2011 capital expenditures — the largest capital expenditure budget among the Class I's this year. In 2010, the Class I budgeted \$2.6 billion.



This year, BNSF plans to spend \$2 billion on core network initiatives and related assets. In addition, the Class I is budgeting about \$450 million to acquire 227 locomotives and \$350 million to purchase freight cars and other equipment. The capex program also includes about \$300 million for positive train control work, and \$300 million for terminal, line and intermodal expansion and efficiency projects, primarily focused on mid-continent and coal routes to boost velocity and improve throughput capacity, according to BNSF.

"As we demonstrated with our capital commitments during one of the deepest recessions in U.S. history, we remain committed to making the necessary investments to maintain and grow the value of our franchise's capacity and to provide the nation's supply chain with more efficient freight transportation," said BNSF Chairman, President and Chief Executive Officer Matt Rose in a prepared statement.

Other Class Is announced their 2011 capex budgets last month, including:

Union Pacific Railroad, \$3.2 billion (up 23 percent year over year);

CSX Corp., \$2 billion (up 11 percent);

Norfolk Southern Corp., \$1.74 billion (baseline spending, up 19 percent);

CN, \$1.7 billion (similar to 2010); and

Canadian Pacific, between \$950 million and \$1 billion (up 25 percent).

Kansas City Southern announced last month that its capex budget will total 17.5 percent of annual revenue, similar to last year's budget. The railroad is anticipating low double-digit revenue growth in 2011.

Meanwhile, CSX announced it increased spending last year on products and services obtained from minority providers. The Class I spent a record \$105 million purchasing products and services — such as signals — from firms owned by minorities and women.

Via Progressive Railroading

Rail News

Amtrak at 40 Years - Amtrak announced that it will operate a commemorative passenger train to mark its 40th anniversary.

The train will consist of two renovated locomotives, three baggage cars, and a food service car. The baggage cars will be turned into museum cars that will display exhibits of historic advertising, uniforms, photographs and other items. Amtrak said that it would also mark the anniversary by repainting four locomotives in historical paint schemes. (ffd: Trains)

Power Moves - BNSF has moved several engines this month for other railroads. One such move was a big one of all the CSXT SD70MACs & SD80MACs being leased to FXE. They came to BNSF at New Orleans and were moved via Temple, TX

C&EI HS meeting

**Saturday, April
16, 2011**

**Danville, IL
10AM to 9 PM**

**Tour of UP VG
line 1 PM**

**Modeling the
C&EI 7 PM**

to Eagle Pass where they were handed off to Ferromex. Several trains had the CSXT engines in their consists. From the best that I can tell, these engines moved to FXE: CSXT 4510, 4511, 4514, 4516, 4517, 4518, 4529, 4536, 4544, 4547, 4552, 4553, 4557, 4558, 4564, 4565, 4579, 4590, 4592, 4593, 4595, 4596, 4597, & 4598. I believe the 4601 was sent to Ferromex as well but it was seen working to Eagle Pass on train M-TPLEAP1-17 departing Temple on Jan. 17th with BNSF 7400 & NS 2752. BNSF moved these engines to Ferromex during January in cuts of 5 except for one train, the M-TPLEAP1-24 that had 9 of them.

BNSF notes - With the BN 6908 becoming BNSF 1699, this means that there are no more BN units left on BNSF. All of the former ATSF units had already been re-lettered as BNSF.

NS Derailment - A Sunday Feb. 6 tank crash south of Toledo caused nearby evacuations. A freight train carrying volatile chemicals derailed near Arcadia, Ohio (about 50 miles south of Toledo) Sunday morning, causing at least 15 tanker cars to catch fire and explode and forcing evacuations of nearby homes, a fire official said. No injuries were reported. Capt. Jim Breyman of the Arcadia Fire Dept. reported the call came in at about 2:15 a.m.,

and estimates about 15-18 tanker cars derailed, all carrying ethanol. Nearly 20 homes were immediately evacuated in the area about 2 miles west of the village of Arcadia, but it was unclear exactly how many people were in those homes, he said. Describing the scene... "We're talking fireballs that when they went, they went thousands of feet in the air and could be seen from 20-plus miles away. I've been a fireman for over 30 years and I've never seen anything like this." An initial concern was that the derailment and explosions happened next to a fertilizer plant, and Breyman said it was fortunate the fire didn't spread there. The Norfolk Southern train was eastbound and was pulling about 60 cars when it derailed, he said. The burning cars were separated from the rest of the train and he expected the fire to continue burning until about 5 p.m. Waterways in the area were being tested Sunday morning to see if there was any contamination, but he expects most of the fuel burned up in the blaze.

The Boone & Scenic Valley Railroad is going to run a special steam excursion photo trip on Saturday, March 5th. The train to Fraser, Iowa boards at 10:30am, departs at 11:00am, and includes a box lunch. Seating is limited, but they must have 50 reservations by Feb. 28 to run. This will be the first time the dining cars have been pulled behind steam at the B&SVRR. For more info or to reserve your seat, go to the museum's website (www.scenic-valleyrr.com) or call 1-800-626-0319.

Reminder!

**Meeting changed to
February 27**

**Dues for 2011 are
due now**