

# DANVILLE FLYER

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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 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 2012 - Our 44th Year

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

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On January 18 a train of private cars ran from Chicago to Indianapolis, via the CN and INRD, for the private car owners meeting in Indy. Amtrak Extra 6070 with Arizona Eastern E unit on the point, passes through Wheeler, IL on the INRD at 40 mph. This train ran 79 mph on the CN and must have been a great ride in the tail car. Photo R. Schroeder

## Coming Events

**FEBRUARY 26, 2012**

**DANVILLE - MONTHLY MEETING  
AT JOCK'S PIZZA - NOTE CHANGE  
IN DATE DUE TO TRAIN SHOW. 1  
PM**

**February 18-19**

Mattoon - Fifteenth Annual Cross County Model Railroad Days. Cross County Mall, Exit 190, I-57, 3.4 mile west of Route 16. Sat 10-9; Sun 12-5.

**February 18-19**

Hoopeston, IL - ECI Model Railroading's 6th Annual Model Train Show. McFerren Park Civic Center on Route 1. Sat 10-4; Sun 10-3.

**March 8-11**

Springfield, IL - NMRA/Midwest Region's Convention Railsplitter 2012. Abraham Lincoln Hotel & Conference Center. Clinics, layout tours.

**March 11**

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

**March 17-18**

Cisco, IL - CISCO Junction Model Railroad Group's Train and Circus Show Cisco Center, 325 N. Eldon Street.

**March 18**

Danville - Chapter monthly meeting.

***C&EIHS Annual Meeting,  
April 21 at Watseka.  
Display tables, sale  
items, Op Session at  
Rossville for C&EI  
Members, modeling  
program after meeting.***

## Next Meeting

The February meeting will be held Sunday, February 26 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM. **NOTE THE CHANGE IN DATE DUE TO THE HOOPESTON TRAIN SHOW.**

The Hoopeston Train Show will be 18th and 19th as note in the schedule. We will have tables to sell items for the society. This year we are not able to sell popcorn as another group has that concession. We can use help both days to man the tables plus you can check out the show for purchases. Some of use will be arriving around 8-8:30 to set up the sale tables. Dave Sherrill and Bob McQuown will also have tables in our area.

As noted in the minutes we got the tuck-pointing of the outside brick completed as a donation. One item remaining is the tree trimming on the north side and this will probably occur in March when the weather is better (however, this winter has been great so far). One major item that will need to be done this spring is clean all of the gutters, especially on the north and west sides, before the rainy season starts.

The next Operating Session will be held on Saturday, March 3rd with the following on April 7th. The C&EI Historical Society meeting will be held in Watseka on April 21st but an operating session for members of that society will be held the afternoon of the 21st. We will need a few of our members present to help those in attendance become familiar with the layout.

The program this month will be recent rail photos by Rick Schroeder including the recent passenger special from Chicago to Indianapolis.



## MEETING MINUTES

**JANUARY 15, 2012**

PIZZA INN

Meeting opened at 1:48 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved. Treasurer's report read and approved. Bank balances are \$2501.20 checking, \$3490.93 CD for total assets of \$5992.13. Treasurer also handed out financial reports for 2011.

OLD BUSINESS

Maintenance issues: Masonry work on depot was done, and since it was so little time and material there will be no charge. Tree removal now waiting on warmer weather... Do have tables at Hoopeston show for February 18-19. Not sure about popcorn sales. It was agreed to move meeting to last weekend that month to get around this show. So February 26th will be the next meeting.

NEW BUSINESS

Although mentioned before, gutters will need cleaning after trees are down... The C&EIHS Meet in April will feature an operating session on the model railroad at Rossville.

GOOD OF THE ORDER

Passenger train special will operate this Wednesday over the CN from Chicago to Effingham, and then to the Indiana Railroad at the Newton connection... The Mattoon show has been changed to March. Cisco show also that month.

Meeting adjourned at 2:11 P.M. Program was DVD.



## CN combines U.S. Operations.

On Dec. 31, CN completed the merger of three of its U.S. operating subsidiaries: the Duluth, Missabe and Iron Range Railway Co. (DMIR); Duluth, Winnipeg and Pacific Railway Co. (DWP); and Wisconsin Central Ltd. (WC). The merger into a single entity - Wisconsin Central Ltd. - will simplify the Class I's corporate structure and operations, CN officials said in a prepared statement.

The integration of workforces in and around the twin ports region of Duluth, Minn., and Superior, Wis., where DMIR, DWP and WC operate, will lead to operational efficiencies and service improvements, said Jim Vena, CN's senior vice president-Southern Region.

"A unified workforce will allow better management of crew staffing and more efficient and reliable rail service to customers throughout the region, including those in the Mesabi iron ore range, and beyond," he said.

In May, the Surface Transportation Board authorized the merger, pending labor protective conditions. The Class I reached merger-related agreements with the unions representing the various crafts, enabling the railroad to complete the transaction, CN officials said

*Progressive Railroading 1-2-2012*

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## CREATE Update

Yesterday, Chicago Region Environmental and Transportation Efficiency (CREATE) Program partners issued a newsletter detailing several advances and one setback incurred by the program in 2011.

One advance: updating and rerunning a Rail Traffic Control (RTC) simulation model of Chicago's freight- and passenger-rail network, according to the partners, which include Amtrak, the Association of American Railroads, Belt Railway Co. of Chicago, BNSF Railway Co., CSX Transportation, CN, Canadian

Pacific, Indiana Harbor Belt Railroad Co., Metra, Norfolk Southern Railway, Union Pacific Railroad, and the Illinois and Chicago Departments of Transportation.

"We used this model to evaluate the benefits of the projects completed to date, as well as the future benefits anticipated by completing all the freight- and passenger-rail projects in the CREATE Program," the partners wrote in a news item. "This new simulation takes into account a number of changes since the model was initially run in 2003, including increases in Metra and Amtrak passenger-rail volumes, and changes in freight-rail volumes and routings."

The RTC simulation showed the program has resulted in a 28 percent reduction in freight-rail delays and 33 percent drop in passenger delays compared with the base case of no projects yet built, they said. If all CREATE projects are built, freight delays in 20 years would be reduced by 50 percent compared to performance with only the 16 funded projects, and passenger delays in 20 years would be cut by two thirds, the partners added.

"If no CREATE projects were built, within 15 years, Chicago's rail capacity constraint would be so severe that shippers would have to use alternatives such as shipping via truck or rail through other cities, and passenger-rail users would also suffer more significant impacts," they wrote.

The public/private partners also marked the completion of a \$19.5 million railroad modernization project in 2011 as part of the overall program, which includes more than 46 rail and 25 grade separation projects that call for restructuring, modernizing and expanding Chicago's rail network. Completed in November in Alsip and Blue Island, Ill., the project included the construction of a third mainline along a Indiana Harbor Belt line, upgrades to existing track at interlockings, a new rail bridge over 127th Street and associated signal work. The work will help reduce grade crossing delays in a highly congested south suburban corridor, and enable freight trains to move through the area more quickly and efficiently, the partners said.

In addition, three key grade separation projects were under construction last year: a Metra/BNSF grade separation in Downers Grove, Ill.; the elimination of crossings on two NS main tracks in Chicago; and the separation of four CSXT and Indiana Harbor Belt tracks in Bridgeview, Ill.

However, one more potential feather in the program's cap failed to materialize in late 2011. Program partners had sought a \$26.4 million Transportation Investment Generating Economic Recovery III (TIGER III) grant from the U.S. Department of Transportation, but were denied among stiff competition for the funds. The TIGER III grant would have leveraged \$22.6 million in state, local and railroad funding to allow the completion of a total of \$49 million worth of improvements, the partners said.

"The need for additional CREATE funding remains and we will continue to aggressively pursue opportunities as they become available in 2012," they said

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## Amtrak Agenda for 2012

Yesterday, Amtrak officials announced what they term an "aggressive" agenda for 2012 that calls for service growth and operational improvements.

Among the highlights: manufacturing the first electric locomotives and single-level cars under contracts with Siemens and CAF, respectively; advancing Northeast Corridor (NEC) planning efforts; upgrading NEC infrastructure; and rolling out electronic ticketing to all trains.

Following another year of ridership gains in fiscal year 2011, Amtrak will proceed with investments "that yield a more efficient and reliable Amtrak" despite the uncertainty of future federal funding, said Amtrak President and Chief Executive Officer Joseph Boardman during a press conference held yesterday.

"In the past, we have halted or put off projects when federal funding fell short,

and that's always put us two steps back," he said. "We've got a great future and cannot abandon - and won't abandon - investments or plans."

Although Congress has zeroed out high-speed rail funds in the past two federal fiscal years, Boardman says Amtrak is busy applying the high-speed dollars that the railroad and states already have in hand. In the future, more funding will be allocated to create or expand high-speed and intercity passenger-rail services, Boardman believes.

"As you see ridership continue to increase and energy costs being debated, there is a ... need for balanced transportation between trains, planes, automobiles and buses. We're going to need all of that capacity," he said. "There is a need for us to be connected across this country, and there is going to be continuing investment in rail across the country. Whether it's private, state or federal dollars, it will be there."

Following are some of Amtrak's 2012 priorities.

- In spring, Amtrak officials expect to release an updated vision plan for the NEC that will better detail how Amtrak plans to phase in a "world-class" high-speed rail system. The railroad plans to upgrade existing infrastructure to improve capacity at key chokepoints, improve reliability and bring the system to a state of good repair, and develop a next-generation, 220 mph high-speed system.
- By mid-2012, the railroad plans to complete a business and financial plan for the NEC high-speed rail vision that will identify potential public and private funding sources, as well as financing strategies, such as maximizing private investment opportunities. The plan also will address project financing issues such as risk, credit, debt and investment phasing.
- The first of 70 electric locomotives and 130 new single-level long-distance cars will be built this year. The locomotives will operate at speeds up to 125 mph between Washington, D.C., and Boston, and up to 110 mph between

Philadelphia and Harrisburg, Pa. The new cars - comprising sleepers, diners, baggage and dormitory cars - will replace and supplement the existing fleet and enable Amtrak to retire some of its oldest units. The first new locomotives and cars are scheduled to be in service in 2013.

- Amtrak expects to issue an updated fleet strategy in spring that includes an analysis on replacing and expanding its conventional and high-speed rail fleet. It also will detail how the railroad plans to manage capacity to meet forecasted ridership growth.
- By late summer, Amtrak plans to roll out eTicketing on all its trains, enabling passengers to receive electronic tickets that can be printed at a location of their choice or opened on a Smartphone with the barcode displayed for the conductor to scan.
- During 2012, the railroad is set to spend \$50 million to construct 10 stations, design level-boarding platforms at 30 stations, complete interior designs at 57 stations and begin detailed assessments at another 53 stations to meet Americans with Disabilities Act requirements.
- Amtrak will launch an in-depth evaluation of its top-performing long-distance routes to determine and implement changes that will help improve customer service, ridership, and financial and on-time performance. The routes under analysis are the Auto Train (Lorton, Va.-Sanford, Fla.), Empire Builder (Chicago-Seattle/Portland, Ore.), Southwest Chief (Chicago-Los Angeles), City of New Orleans (Chicago-New Orleans) and Coast Starlight (Seattle-Los Angeles).
- Amtrak will continue a multi-year program to modernize its 30-year-old reservation system. The project is scheduled to be complete in 2014.
- The railroad plans to complete a \$42 million project to upgrade its Seattle King Street Coach Yard Maintenance Facility.
- The railroad also plans to spend \$15 million in 2012 for planning, design and

preliminary environmental review for the Gateway Program, which will provide additional capacity into Manhattan via two new tunnels beneath the Hudson River to access expanded terminal facilities serving New York Penn Station and the future Moynihan Station.

- Amtrak will advance design, engineering and other pre-construction activities for a \$450 million project that will boost train speeds from 135 mph to 160 mph along a 24-mile section of the NEC between Trenton and New Brunswick, N.J. Major construction is scheduled to begin in 2013 and be complete in 2017.
- The railroad will continue construction on the \$125 million Niantic River Bridge replacement, which will enable Amtrak to increase speeds and minimize delays. The project is slated for completion in May 2013.
- Amtrak also will continue work on a \$72 million project to replace track in all four of its East River tunnels that access New York Penn Station. The project is scheduled to be complete in mid-2015.
- By the end of 2012, Amtrak plans to complete a \$12.8 million project to install positive train control technology on sections of Amtrak-owned tracks along the NEC that are not already equipped with the technology.

*Via Progressive Railroading 1-2012*

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## **Indiana Rail Group Looks at Crossing Upgrades**

The Northwest Indiana Rail Vision Working Group recently compiled a tentative list of 14 grade crossings in the state that could be improved via grade separations or safety equipment upgrades. The working group, a task force of railroad and local government officials, was formed last year by the Northwestern Indiana Regional Planning Commission.

## Thoughts regard rerouting the Southwest Chief ~ fwd Clyde Anderson

The crossings have not previously been systematically targeted for major improvements. The working group plans to issue a final list of 15 crossings recommended for grade separations and more than 60 others recommended for other improvements, such as signal upgrades.

The group expects to finalize the list by Jan. 18. The list will enable planning commission and local officials to collaboratively seek funding for the projects.

The tentative list of 14 crossings state-wide includes: a CSX Transportation and Norfolk Southern Railway crossing in Chesterton; CSXT and NS crossing in Woodlawn; CSXT crossing in East Chicago; Indiana Harbor Belt Railroad Co. (IHB) crossing in East Chicago; IHB and CN crossing in East Chicago; NS crossing in Gary; CN, CSXT and NS crossing in Gary; CSXT and Chicago, South Shore and South Bend Railroad (CSS) crossing in Gary; CN crossing in Griffith; CSXT and CSS crossing in Hammond; NS crossing in Hammond; IHB crossing in Hammond; CN crossing in Munster; CN, NS and Chicago, Fort Wayne and Eastern Railway crossing in Porter County; and CSXT crossing in Porter County.

*Via Progressive Railroading 1-13-2011*

The BNSF has already decided it doesn't need the route from La Junta through Trinidad, Raton and Albuquerque to Belen for freight traffic. It has sold the Belen-Albuquerque-Lamy segment to the State of New Mexico. Originally, New Mexico was going to buy the line north of Lamy to the Colorado State Line, but the new Governor killed the deal.

BNSF also decided it couldn't justify maintaining the line from Newton, KS to La Junta, CO to FRA Class 5 standards with ATS (Automatic Train Stop) to allow Amtrak to travel at 90 mph. I don't think the FRA has given BNSF permission to remove the ATS, but track maintenance has declined resulting in slower passenger train speeds and a rougher ride.

If ARPA and others want to keep Amtrak on this route, they need to get the state DOTs involved to buy the La Junta - Trinidad - Lamy trackage and maintain it to Class 5 standards for passenger service. For the Newton - La Junta segment, the states will need to subsidize BNSF the cost to maintain the track at Class 5 standards instead of Class 3 for its light-density freight service.



As long as BNSF is willing to reroute Amtrak to the Transcon Route via Amarillo, I don't think Amtrak has any legal recourse to force BNSF to maintain its Raton route for only Amtrak service. Also, BNSF's Transcon Route between Newton and Belen has no ATS, so Amtrak will be limited to 79 mph max speed.

*Via BRASS SWITCHKEY RAILNEWS, V. #19, #2, Jan. 17, 2012*

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## Evansville Western

The EVWR is enjoying the movement of unit coal trains from the new Sugar Camp Mine at Akin. These trains are handed off to (1) NS, by way of the newly built connection just east of Mt. Vernon, Ill., (2) the CSX at Evansville, (3) to CN forwarding to CSX at Effingham destined for points east and (4) delivered to the Savatran barge terminal in Mt. Vernon, Ind. CN also receives loaded coal trains on the mine's west side along the Edgewood Cutoff located about 8 miles south of the EVWR crossing. CN then moves these trains to Paducah for CSX via the Paducah & Louisville. Interestingly, a new mine in which we believe is known as the White Oak Mine is under construction north of MP 388, some 12 miles east of Opdyke and just west of Delafield Siding.

As the Sugar Camp mine ramps up to full production producing 12 million tons annually, frequency of trains from should range from 3 to 4-daily. On December 26, one Norfolk Southern empty coal led by NS SD70Ace #1017 was seen passing a loaded train setting in the new siding at Shirley. NS power generally always stays with these trains in and out at Mt. Vernon. NS conveys these trains to Duke Energy in Gibson, Ind. Incidentally, NS delivers coal to the Mt. Vernon/Savatran facility from the Deer Run mine at Hillsboro also. EVWR continues to use its own power eastbound. However, the three Savatran LLC "SVTX" ES44AC's 1912, 1982 and 1986, all of which were built to CSX specifications, will soon be used if not already. By the way, EVWR had added the leased HLCXSD40-2 #8054, in BN green with the white nose logo, to its stalls.

*Via Midwest Rail Scene Report 2-2012*

## Schneider Signs Extended Contract with CSXT

Green Bay, Wis.-based Schneider National, Inc., announced Tuesday it has signed a new, multiyear agreement with CSX Transportation, under which the Class I railroad will serve as one of Schneider's primary rail providers.

The agreement sets the stage for sustained, long-term service within the Eastern U.S. as Schneider's intermodal freight volumes continue to increase, the company said.

"The expansion of our relationship with CSX will create a strong foundation for Schneider Intermodal's continued growth and our customer's success," said Bill Matheson, president of Intermodal Services for Schneider National. "We're recommitting the expertise of one of the nation's major railroads and one of the largest intermodal providers at a time when truckload capacity is getting tighter and shippers need creative new solutions to move freight. The combined value of Schneider's asset-based intermodal service and CSX's reliable performance provides solutions our customers expect."

The agreement provides Schneider customers with capacity, operational interfaces, and access to preferential loading in some circumstances that will increase accessibility and efficiency of rail moves. Additionally, capital investments that CSX has made in projects such as the northwest Ohio intermodal terminal will continue to improve infrastructure while expanding its service offerings to fuel Schneider's growth, the company said.

CSX became Schneider's primary Eastern rail provider in 2008, the company also said.

"The current economic conditions and business environment tell us there will be more interest than ever in finding cost-effective, reliable modes for moving freight," said Bill Clement, vice president-Intermodal of CSX Transportation. "Increased use of intermodal service is

certain to be a part of that conversation, and few do it as well as Schneider National. We're thrilled to continue our relationship with them."

*Railway Age - 1-18-2012*

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## Illinois to fund Rockford Station

Illinois Gov. Pat Quinn recently announced the state will provide \$3 million for a new multi-modal station near downtown Rockford that will serve Amtrak's new Chicago-Rockford-Dubuque corridor.

The Illinois Jobs Now! Capital plan funding will help cover costs to design and engineer the new station. The funding is in addition to \$60 million that was allocated to build the rail corridor.

"Not only will we create a new station and Amtrak service, we'll create new jobs and attract more economic development to the Rockford area," Quinn said in a prepared statement. "Illinois residents will have additional travel options and reduced travel times from Rockford to the Chicago area and to western parts of our state."

The station's cost totals \$12 million, including design and engineering expenses. The Illinois Department of Transportation and city officials expects to obtain the additional funds necessary to advance the project.

Construction is slated to begin in late 2012 on the site of the city's former Amtrak station, which the city razed last year. The new station will serve passenger rail and public transit riders.

Construction on the rail corridor and station is expected to be completed by the end of 2014.

*Via Railway Age 1-19-2012*

*Editor: Both governments will subsidize the new train service at about \$1,000 per proposed rider and about \$200 per rider once in service.*

## UIUC Awarded Rail Grant

The U.S. Department of Transportation awarded a grant of \$3.5 million to a multi-university consortium led by the University of Illinois at Urbana-Champaign to establish a rail transportation and engineering research center. Headquartered within the Department of Civil and Environmental Engineering at Illinois, the National University Rail (NURail) Center will focus on rail education and research to improve railroad safety, efficiency and reliability. Particular focus will be on challenges associated with rail corridors in which higher-speed passenger trains share infrastructure with freight trains.

The NURail Center will be the first UTC focused solely on rail and the proposal received broad support from a large number of public, private sector and international rail organizations. The University of Illinois at Urbana-Champaign leads a consortium of research universities including the University of Illinois at Chicago (UIC), Massachusetts Institute of Technology, Michigan Technical University, Rose-Hulman Institute of Technology, the University of Kentucky and the University of Tennessee.

Within the theme of shared rail corridors, research projects will focus on track and structures; train control; rolling stock; human factors and other topics identified based on Federal Railroad Administration and Association of American Railroads priorities. The center will be under the direction of Professor Christopher P.L. Barkan, the Krambles Faculty Fellow and director of the Illinois Rail Transportation and Engineering Center (RailTEC).

*Via Railway Age 1-23-2012*

