

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

The *DANVILLE FLYER* is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$17.00 for Chapter membership in addition to \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn 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 2005 - Our 37th Year

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Where are we on the Wabash Railroad? Let your Editor know if you do.

Coming Events

January 16, 2005

Danville, IL - Chapter meeting at Pizza Inn, Gilbert and Williams Street, 1:00 PM

January 15, 2005

Greenwood, IN - Greenwood Train Show, Knights of Columbus, 695 Pushville Road, 10-3, \$3.

January 22, 2005

St. Charles, MO - Model Railroad Train Fair, St. Charles Banquet Center, 5th & I-70, 9-3

February 13, 2005

Wheaton, IL - Great Midwest Train Show - DuPage Co. Fairgrounds, 9-3 \$7

February 20, 2005

Danville, IL - Danville Junction Chapter meeting

February 20, 2005

Peoria, IL TrainFair, Illinois Central College, Rt 24, 11-3, \$2

February 27, 2005

Midlothian, IL - South Suburban Model Train Show, Midlothian Park District Field House, 14500 S. Kostner, 9-2, \$3.50

March 19 & 20, 2005

Urbana, IL - Annual Train Show at Lincoln Square Mall - note change in dates for 2005

April 23 & 24, 2005

Monticello, IL - MRM throttle time

April 30, 2005

Beecher, IL - Chicago and Eastern Illinois Historical Society annual meeting 10 AM to 9 PM

February Operating Session Canceled

Next Meeting

The next meeting will be held on Sunday, January 16 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. Allen Cooke has a new video of the C&O Railroad that he will present.

Annual dues are due by the end of March. Now that the holidays are over be sure to get yours mailed to Allen Cooke. We appreciate your membership and the donations that some of you have made..

Note the changes in some of the operating sessions due to other scheduled events. In addition we canceled the January and February sessions at the museum. Cold weather, lack of restroom facilities at that time and chance of snow resulted in the organizers to cancel the monthly event. For those that want to operate Bill's and Rick's layouts will be operating during the next three months. In addition. Al is planning to have us over for a session on his O Gauge layout. .

The status of the Urbana Show noted in the last issue is that the show is on and you will note the event is early this year. Due to other shows being booked we were only able to schedule the 3rd weekend of March. At the February meeting we will discuss the March meeting as it falls that same weekend. Most of those that attend the meeting will be at the train show, thus we may move to another weekend.

Operating Sessions

Grafton, Davis & Mt. Storm Ry.

Saturday, January 22nd, 2005

Saturday, February 26th, 2005

Saturday, March 26th, 2005

Saturday, April 23, 2005

12:00 to 3:00+, 309 E. Dale Avenue, Rossville

Chicago, Illinois & Eastern Railroad

Saturday, February 5 Canceled

Saturday, March 5, 2005,

Saturday, April 2, 2005 last session 1:00 to 3:00+ at the Depot Museum, Rossville

Danville and Western Railroad

Saturday, January 29, 2005

Saturday, February 19, 2005

Saturday, March 12, 2005 (note change in date - last session)

1:00 to 3:00 PM at 1819 Coventry Drive, Champaign.

Call Bill @ 748-6445 or Rick @ 359-2868 and let them know you are coming

C&EI Historical Society Meeting

The C&EI Historical Society annual meeting will be held in Beecher, Illinois on April 30. Additional information will be forthcoming but the day-long events will start at 10:00 AM at the Civic Center Building. At 12:30 there will be an auto tour of the former C&EI that will travel to Mommence for stops at the former NYC crossing, the Kankakee River park and photos of the UP/CSX line, a stop at the former Indiana branch connection and finally a restored depot adjacent to the former CR line. From there the tour will head west to the IC, then north along the IC to Route 30 and back to Chicago Heights and from there follow the railroad back to Beecher. There will be an evening dinner at a local restaurant and a meeting and program at night.



Wheel Report

New for 2005 - this past week has brought some interesting locos down the NS. Yesterday (12/31) a Coaster cow1 unit was at the fuel pad in Decatur. Coaster #2101, an M-K rebuild F40PH-2C was at the east end of the diesel house. Also passing through yesterday was an old SP SD45T-2, painted solid black and lettered for Larry's Truck and Electric. The CSX units from the wreck north of Paris were in the Paris yard on Wednesday. All four had damaged steps and walkways and one unit had a punctured fuel tank. I managed to catch Q594 running in daylight at Murdock at around 3 PM and right behind that was J711 at Tuscola running east-bound as well. Busy times on the old CH&D! Also last week a Wabash survivor visited Decatur. A 50' Wabash general service flatcar, #418, was parked for a day at the loco terminal. I managed to get a good series of photos. I would imagine it has been in MOW service, but there can't be very many Wabash cars still in service in 2005. Anybody know of any others still out there? Via Bruce Bird

Iowa Interstate: 700-Series Deliveries Continuing: Deliveries of the 700-series GP38-2s should be drawing to a close in the near future. Units 704 and 717 arrived from Kansas City on the IC&E at Nahant on December 13. The IAIS 700 was seen inside the fence at Mid American Car in Kansas City on December 10. The IAIS 711 had to be shipped back to MAC for some repair work after it had been delivered to the IAIS. In early October the IAIS touched up the nose of GP38 #628, giving it the solid yellow paint and the nose logo. So now it has the same appearance as the new 700-series GP38-2s.

Illinois Railnet: The IRN has been shuffling their locomotives around, covering the new operations on the former BNSF lines in northern Illinois. The pair of red CF7s that had been based out of Flagg Center for the Rockford line, the NKC 3 and IRN 5, were shipped down to run the LaSalle to Zearing branch. When not in use, the units are kept right in downtown LaSalle, across from the old Rock Island depot. To cover the Rockford line, the IRN sent in the Carnas Prairie RailNet 93, a

B23-7 in the dark green and yellow paint scheme. The unit is still fully lettered for the Camas line. It is kept about two miles north of Flagg Center when not making the nighttime run up to Rockford and back.

Both above via North Western Illinois Chapter

Ameron Trains - On the way home from school I overheard most of a conversation between somebody (a trainmaster, perhaps?) and the SB DS regarding the first of the Ameron trains to run on CSX rails to Sullivan. The train is operating this evening and the unknown person was planning to board it at Clinton to ride out to Newton. He told the DS that "our [CSX] crews will be trained to take the trains all the way to Newton," and that they'll be picking up an INRD pilot in Sullivan until the crews are qualified. INRD was to be notified the train was on the way once the recrew had taken place in Danville. I did not hear a symbol nor find out exactly where the train was; however, I suspect it may already be "out there" somewhere because a PTI van had already been ordered for Sullivan. The conversation occurred at 16:45 EST.

It's a shame that CP lost the Ameron contract and its 600 annual trips; coupled with the 300 trips lost after Kindill 3 closed, area CP ops took a big hit to close out 2004. (However, note there are strong rumors floating around that Kindill 3 will reopen under the new management.) A while back somebody reported that CP would be gaining a large new online customer on the Latta - I'm guessing this never came to pass? *Via Dave Honan*

Louisville & Indiana (LIRC) participated in a coal train movement from its home rails at Indianapolis to Vermillion Grove, just south of Danville, Illinois. On Saturday December 11 CSX operated a V599-11 with LIRC 2375 and 2371 leading 50 empty hoppers to the coal mine at Vermillion Grove, via Avon, Terre Haute, and Chrisman late Saturday night into early Sunday morning. The train spent Sunday at the mine then headed back for home rails, again late at night. The LIRC power made the entire trip, though there apparently was some CSX power involved during parts of it.

CSX tunnel collapse - Jan 6, 2005 - As a result of the tunnel collapse on the old L&N "Short Line" southwest of Cincy the morning of 1/5, CSX is detouring at least a half-dozen auto trains per day onto the old B&O to Seymour and then down the L&I to Louisville. One source reports these will be "Q272, Q268, Q226, Q241, Q245 and Q217"; another reports the detours will occur for at minimum five days, perhaps up to three weeks.

The accident happened after a train had stopped for emergency and had to change out an airhose. They were proceeding at restricted speed and came around a curve to the tunnel at about 1:30 AM. Unable to stop the lead unit hit the dirt inside the mouth of the tunnel. The lead unit was buried about 3/4 inside the tunnel and seven autoracks derailed. The top of the brick lining had come down in the 660 foot tunnel filling the tunnel. Access was difficult with only one-lane roads near the site. Injuries to the crew were minor and they walked out of the tunnel.

UP to spend millions upgrading track in San Antonio

Union Pacific has announced plans to spend \$54 million in 2005 on scheduled track improvements within a 50-mile radius of San Antonio, Texas. On UP's line serving City Public Service's J.T. Deely Power Plant, track crews will replace 22,200 ties; spread 7,200 tons of rock ballast; replace seven miles of rail, and upgrade the driving surfaces at 40 grade crossings. The project began in late-November and is scheduled for completion in mid-February.

Another line — from the San Antonio area north of Interstate 10 out to various rock quarries — will see track gangs replacing 21,000 ties; spreading another 7,200 tons of rock ballast; replacing four miles of rail in curves, and upgrade the driving surfaces of 55 grade crossings. This project will begin in January and is scheduled to be completed by the end of February.

UP's major capacity projects for 2005 in

the San Antonio area include construction of a bridge and track leading into the new Toyota facility and construction of a second main line between East and Kirby yards. Also to be done: several South San Antonio yard improvements, such as installing seven new tracks, lengthening two existing tracks, and installing cross-overs.

Via TRAINS On-Line 12/29

Johnstown America changes name

JAC Holdings International, Inc., formerly operating as Johnstown America, announced it has changed its name to FreightCar America, Inc., effective December 17.

The company, which has building railroad rolling stock since 1901, is headquartered in Chicago and has manufacturing facilities in Danville, Ill., and Johnstown, Pa. FreightCar America said it changed its name in order to better reflect its business of manufacturing railroad freight cars.

The Danville facility has been running near capacity building the Johnstown famous coal hoppers for the western coal business.

Susquehanna entity to lease east end of NS Southern Tier

Norfolk Southern has agreed to lease roughly 123 miles of its Southern Tier line in eastern New York State to a new carrier, the Central New York Railroad, according to an agreement filed as an application with the U.S. Surface Transportation Board. Under the 20-year lease, CNY will take over local operations and maintenance of the former Erie main line between Binghamton and Port Jervis, N.Y., on Dec. 31. NS will retain overhead trackage rights

on the line, which it acquired as part of its June 1999 division of Conrail with CSX. CNY is controlled by Delaware Otsego Corp., the Cooperstown (N.Y.)-based parent company of the 400-mile New York, Susquehanna & Western (popularly, “the Susquehanna,” or “Susie-Q”).

The Susquehanna has trackage rights on the portion of the Southern Tier in question and uses it to link its original line in northern New Jersey with its two ex-Lackawanna branches north from Binghamton, to Syracuse and Utica, N.Y. Susquehanna will retain its Southern Tier rights while CNY is expected “to provide service that better meets the needs of local shippers,” according to the lease, which adds that NS will be able to handle its overhead traffic more efficiently. NS traffic on the Southern Tier east of Binghamton has been light. More important for NS is the western half, to Buffalo, and its connection at Binghamton with Canadian Pacific’s Delaware & Hudson.

In June, NS reached a trackage-rights agreement to use the D&H to the north, between Binghamton and Saratoga Springs, N.Y., to move traffic between the mid-Atlantic and eastern Canada. CNY, which is headquartered in Lake Nancy, N.Y., believes revenue from the Southern Tier operation will be \$5 million or less, the lease states. The document requires CNY to maintain the track to Federal Railroad Administration Class 2 standards (25 mph maximum for freight) until Jan. 1, 2009, and to Class 3 (40 mph) standards each year after that. CNY has an option to renew the lease for 10 years. In addition, CNY will petition the FRA for permission to remove lineside signals between Binghamton and Port Jervis. NS is allowing CNY to remove a second track between MP178 and MP190, according to the lease.

East of Port Jervis, the former Erie route into northern New Jersey is publicly owned, as it hosts commuter trains operated jointly by New York MTA’s Metro-North Railroad and New Jersey Transit.

Via TRAINS On-Line 12/29

Two Transcontinental Lines

More than 135 years after the completion of the first transcontinental railroad, two railroads are racing to do it again. Today’s competition is between two industry giants, Union Pacific Corp and Burlington Northern Santa Fe Corp. Both want to be the first to run side-by-side track between Chicago and Los Angeles, the nation’s busiest freight entry point. Near Tangier, OK, a yellow beast, more than a quarter of a mile long, is capable of laying a mile of railroad in less than five hours. The equipment is made by Harsco Track technologies, a unit of Harsco Corp. Camp Hill, PA. It costs between \$2 and \$5 million to buy.

As the machine is pulled along by two bulldozers, it also drags into place strings of steel rail lying beside the line. A separate machine locks the-rails into place. A mobile crane hovers over flatcars loaded with 800-pogpd concrete crossties, grabs 21 at a time and moves them to the front of the machine. There, a conveyor belt lowers the ties to the ground, where track workers push them into position.

Burlington Northern Santa Fe BNSF completed work for the year on their “Transcon line” on October 5, 2004. This work completes a 11.2 mi section of double track on the Panhandle Subdivision between Woodward and Tangier, OK. The former ATSF mainline now has 32.9 miles of double track added this year.

Also included in this year’s work is the second mainline over the new Canadian River bridge. An additional 14 miles of double main was placed in service in June between Curtis and Woodward, OK.

The “Transcon line” is 2,227 miles in length connecting Chicago to Long Beach, CA. On average, 65 trains a day operate on the Panhandle Sub. with the average growing to as many as 71 trains a day during the peak season. Peak season normally runs from mid-November right up to Christmas.

Burlington Northern Santa Fe had a head

start because a large portion of its Chicago-Los Angeles freight mainline, known as the "Transcon", already had two lines. It has now double-tracked 90%.

In total, Burlington Northern Santa Fe has spent \$656 million since 1996 to add 278 miles of second track to the Transcon route. By the end of this year, work crews will have moved a total of 17 million cubic yards of rock and dirt, enough to fill a train more than 1,000 miles long. The company is moving much more slowly than its 19th century predecessors, but it is doing the work with fewer employees and the quality of track is better.

BNSF is far ahead of Union Pacific which had less double track to begin with and constraints on capital spending. Union Pacific has completed only about 30%. Union Pacific is working feverishly to narrow the gap, although there's little chance it can catch up.

When Burlington Northern Santa Fe tried to secure another track-laying machine last spring, the company quickly learned that Union Pacific had snagged it. The soonest either side could finish will be 2008.

Whoever first spans the continent with a two-lane rail line stands to capture the deluge of Asian DV players, toasters, apparel and toys that are unloaded at the seaports of Southern California. The winner also will take the lead in eliminating the bottlenecks that snarl the nation's tracks.

Wall Street Journal- December 28, 2004, via St. Louis Chapter Gateway Railletter

CA&S Book

I am just about finished with a book on the Chicago, Attica, and Southern railroad. The CA&S was the northern end what had been part of the Chicago and Indiana Coal Railroad later and the C&EI. I should be finishing up early summer. I am putting the finishing touches on it now. It will have a section on history, photo section, time line, copies of timetables, maps of towns along the line, engineering reports, documents, and modeling the line as CA&S (around 600 pages). I am putting it together myself in a ring binder format. I keep finding and receiving information. With this format I can create updates as additional materials warrant. JIM THOMAS, 3555 WEST SYCAMORE LANE, KOKOMO, IN 46901, E - M A I L : thetrainexchange@yahoo.com, WEBSITE: www.thetrainexchange.net

2005 Dues are Due

In case you have missed it we entered another year and once again Chapter/Museum dues are due. Send your remeal to Allen Cooke at the Post Office box noted on the renewal notice. See you in 2005

New Hiawatha Stop At Milwaukee Airport

Effective Tuesday, January 18, 2005, Amtrak will begin serving the new rail station at the General Mitchell International airport, just south of Milwaukee, Wisconsin. The city code is "MKA". All Hiawatha trains (but not the Empire builder) show this daily stop, and the city profile is also available for viewing. MKA will be unstaffed, with no passenger services. Fares may be paid on board without extra charge. A free shuttle will operate between the Milwaukee airport rail station and the airport terminal.

Schneider National unveils stackable container

Last month, Schneider National Inc. introduced a stackable intermodal container featuring extra interior space and increased route flexibility. The largest U.S. truckload carrier, Schneider National worked with Stoughton Trailers Inc. and Wabash National Corp. earlier this year to design the container to match the inside dimensions of a standard 53-foot trailer and accommodate any railroad. Customers and railroads also provided design input, says Brian Bowers, Schneider National vice president and general manager of inter-

Amtrak, Norfolk Southern trains derail at same Indiana spot

PINOLA, Ind. — Two trains, Amtrak's Lake Shore Limited and a Norfolk Southern freight train, derailed within 24 hours of each other at the same NS location west of LaPorte, Ind., according to a story in the Gary Post-Tribune and other news sources. LaPorte is 70 miles east of Chicago,

On Sunday, Amtrak train 49, the westbound Lake Shore from New York to Chicago, derailed a single passenger car in the middle of its consist at 8:18 a.m., according to Amtrak spokeswoman Tracy Connell. There were no injuries to passengers or crew. One hundred of the 232 passengers were bused to their destinations, while the remainder were moved to cars ahead of the derailed coach — the diner, crew car, and dormitory car — and continued by train into Chicago. Rerailing the car began at 3:20 p.m. and was completed by 6:05.

At 7 a.m. Monday, 13 cars of a 104-car Norfolk Southern freight train hauling steel slabs from Elkhart to Burns Harbor, Ind., derailed at the same spot. The derailed cars did not tip over, but they did block both mainline tracks. The line was reopened Monday evening.

modal services, adding that his company didn't want to create another chassis standard for the rail industry.

"We tested the container with 57 different customers and got various positive responses," he says. "Some said they couldn't differentiate the container from a trailer, which we liked to hear."

The 53-foot-long, 100.4-inches-wide container can accommodate 25 pin-wheeled pallets - about 10 percent to 15 percent more palletized cargo compared with a standard intermodal container. Featuring durable, rust-resistant steel to protect food, garments and other sensitive cargo, the container can be double-stacked when used on rail.

Schneider National plans to take delivery of 1,000 of the containers by the end of second-quarter 2005. The time is right to introduce a new container to the intermodal market place, says Bowers.

"The emergence of hours of service has been a meteor strike to the trucking industry the importance of intermodal is greater than ever, so we needed a true highway-to-rail conversion option," he says. "[Trailer-on-flat-car] isn't dead yet, but significant growth will come from the container side of the house."

Via Progressive Railroading

Railroad items stolen from display in Grand Haven, Mich.

Grand Haven, Mich. - On or about December 30 or 31, a storage boxcar was broken into at the Pere Marquette 1223 display site in Grand Haven, according to an announcement by the Pere Marquette Historical Society. The display, in a harbor front city park near downtown that was the site of a former Grand Trunk Western engine facility, features in a "train line-up" PM2-8-4 1223, PMboxcar 72222 (the storage car), PM caboose A986, and GTW caboose 77915. Adjacent is a GTW concrete coaling tower.

Missing are two locomotive classification lights used on PM 1223 and three kerosene caboose lamps used in the interior of PM A986. One or more of the caboose lamps are stamped "Rock Island" on their black metal frames. These items were still in their original cardboard shipping cartons when stolen.

Any information regarding this theft should be directed to the Grand Haven Public Safety Department at (616) 842-3460. Refer to case No. 04-9481.

Via TRAINS On-Line 1-6-05

Note the Operating Sessions for January, February and March. Bill and Rick, along with the museum, invite you to come and join the fun.

At you're next!

Locomotives, freight cars must have reflective materials

In a rule published in yesterday's Federal Register, the Federal Railroad Administration says that reflective materials must be installed on the sides of locomotives and freight cars, as a safety measure to make trains more visible to motorists at grade crossings.

The rule, which has an effective date of March 4, requires all railroads to install yellow or white reflective materials on locomotives during the next 5 years and on freight cars during the next 10 years, with the work to be done during periodic maintenance or repair. Meantime, the reflective materials will be installed on all newly constructed locomotives and freight cars.

The FRA said nearly one-quarter of all highway-rail grade-crossing collisions involve motor vehicles running into trains occupying the crossings. The large size and dark colors of trains, combined with poor lighting or limited visibility, may contribute to motorists having difficulty detecting that the train is in their path. The reflective material will help reduce the number and severity of this type of accident by giving motorists an additional visual warning of the presence of a train.

Via TRAINS On-Line 1-5-05

Metra train hits car; driver thought track was a driveway

A Chicago woman survived a collision with a Metra commuter train in Riverside on the Burlington Northern Santa Fe line last Wednesday after steering her car onto the railroad tracks, getting out of the car, then re-entering it as the train approached, according to police, railroad officials, and witnesses, it was reported in a copyrighted story in the Chicago Tribune.

Police said Celsa Baez, 67, was extracted from the severely damaged car and taken to Loyola University Medical Center in Maywood. Baez and witnesses told police she was driving south on Harlem Avenue approaching the BNSF tracks when she tried to turn right into what she thought was a driveway. It was not. Rather, it was a narrow space between a set of concrete barriers and the railroad-crossing-signal support. Baez drove through the space and onto the tracks, where her car became stuck, Riverside Assistant Police Chief Thomas Weitzel said. She said she couldn't remember why she didn't get out of the car before the train hit it.