

# DANVILLE FLYER

*A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS*

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Volume 44

January 2012

Number 1

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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

PRESIDENT: Dick Brazda

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NATIONAL DIRECTOR: Rick Schroeder

MUSEUM DIRECTOR: Robert Gallippi

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MEMBER: Association of Illinois Museums and Historical Societies

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

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Amtrak 145, Train 747 at San Jose, CA on 12-31-2011 by Wade Frasch

On December 31, 2011 Wade Frasch got lucky and found Amtrak #145 on train #747, one of the Capitol Trains, at the San Jose, CA station. This one of the Amtrak centennial units and Wade was surprised to find it on one of these trains and not the Coast Starlight. Thanks Wade for the "parting shot of 2011"

## Coming Events

**January 15, 2012**

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

**February 4, 2012**

Rossville - Operating Session at the museum - 12:30 to 4:30 PM

**February 18/19, 2012**

Hoopeston, IL Annual Train Show, McFerren Park - Chapter will have tables. 10-5 each day.

**February ???, 2012**

Note - the February meeting will be moved due to the Hoopeston Train Show.

**March 3, 2012**

Rossville, IL - Operating session at the museum - 12:30 to 4:40 PM

**March 16-18, 2012**

Lombard, IL O Scale Meet at the Weston Hotel.

## Next Meeting

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

Elections were held at the December annual meeting - note the addendum to the minutes. Once again we have "railroaded" the same officers for another year.

Next month will be the annual train show at Hoopeston. We will have a couple of tables at the show to sell some of the model items donated along with some of the magazines. We may also be selling popcorn again. If you have a few items you would like to sell mark them and bring them to the show. Due to the show being on the meeting Sunday and many of the members helping at the show, we will discuss moving the February date.

This month Al McCoy plans to show a movie he made at one of the Urbana train shows. He said we all look younger (hard to believe we all looked younger once). Speaking of the Urbana show, I found some photos taken in 1982. Now if you want to see "younger" I will put some in the next newsletter.

Hopefully Santa brought you a new railroad item this past year. If you got a new locomotive be sure to bring it to Rossville to run. Speaking of Rossville, we did get the building corner repaired. We still need to plan on getting the tree limbs down and early this spring we need to clean out the gutters. In reference to the operating sessions if we have more than 6 inches of snow on a operations day contact one of the members, or check your email, to see if the session is still on.

## Meeting Minutes November 20, 2011

Meeting opened in the Pizza Inn at 1:48 P.M., President Dick Brazda presiding. Treasurer forgot his report. Secretary's report as printed in the Flyer was approved.

### OLDBUSINESS

Maintenance issues: Masonry work on depot was done, but since Allen hasn't gotten a bill yet we're not sure who did the work! Doug Butzow re-caulked the window on that corner of the building since it had also dropped a bit... Tree removal has not been done, but can be performed about any time of year. The doors have been sealed on the outside in preparation for the first operating session of the 2011-2012 season, which has already been set up. Gutters still need to be cleaned, though.

### NEW BUSINESS

Model railroad show in Hoopeston next year will be the last weekend in February. Dave Sherrill will get two tables for the Chapter to sell items and possibly popcorn again.

### GOOD OF THE ORDER

A contracting firm from Kentucky has been removing the former P&E tracks in the Danville Junction area, including what was known in the old days as Section Street Yard... Rick brought the C&EI calendars... He also reported on the "Dirt Train" that the UP is using to move excavation material from the Sidney cut project to where the IC's branch used to cross south of Ellis... Doug Butzow commented that a "Curve Gang" has been used for rail replacement between Woodland and Goodwine. UP Capital Improvement projects are continuing...

Meeting adjourned at 2:11 P.M after motion by Rick Schroeder. Program was a DVD of a British museum's program about engineer (driver, in British parlance) training programs.

*ADDENDUM TO MINUTES - December 14 at Annual Meeting: -2:00 P.M.*

**C&EI HS 2012  
Calendars available at  
next meeting \$7  
without shipping**



*Elections were held since missed at last meeting. No volunteers for any positions, so Don Gilmore made a motion to retain all present officers by acclamation. Second by Jesse Bennett, and*

*Bob McQuown moved to close nominations. Motions carried.*

*Dave has the tables reserved for the Hoopston show.*

*Supplemental meeting adjourned at 2:05 after motion by Allen Cooke.*

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## CP's new locomotives

Canadian Pacific on Tuesday announced that 61 new high horsepower GE Evolution (EVO) Series AC locomotives have been brought into service and that CP has initiated a program to modernize its low and medium horsepower yard locomotives.

The new EVO locomotives, which are currently in transcontinental service on priority series trains, will increase capacity, enhance service reliability, further the company's goal to reduce emissions, and contribute to the company's 1%-to-2% annual fuel efficiency improvement target.

CP also said it expects delivery of an additional 30 EVO locomotives in the first quarter of 2012.

Through Progress Rail Services' Electro-Motive Diesel (EMD) subsidiary, CP will also begin to modernize a portion of its low and medium horsepower locomotive fleet. The remanufacture of these locomotives, which will begin in 2012 and take place over the next several years, supports yard fluidity and yard dwell reduction goals, and reduces fuel consumption and ongoing maintenance costs.

Refreshing its locomotive fleet to reduce costs, capture efficiencies, and create capacity for growth is a key element in CP's plan to position the franchise to achieve an annual operating ratio in the low 70s in the next three to four years.

*Via Railway Age 12-7-11*

## CN Opens Matteson Connection

Canadian National welcomed local dignitaries, as well as current and former employees to celebrate the grand opening of the Matteson Connection, a key piece of its Elgin, Joliet and Eastern Railway integration.

The Matteson Connection is a \$30 million project that connects two CN subdivisions with a four-way connection, which allows trains to travel north, east, south or west along two rail lines.

CN is investing nearly \$100 million to incorporate the EJ&E into its Chicago area lines and the Matteson Connection is the largest of those projects.

The project, which began in late 2009 and was completed on Oct. 3, included 2.5 miles of new track, 5,100 wood ties, 2,500 concrete ties, 19 switches, two bridges and required a 28-foot grade change.

*Via Railway Age - 11-8-11*

## CREATE Project Completed

Yesterday (11-7-11), officials from Alsip, Ill., the Illinois Department of Transportation and CSX Transportation participated in a ceremony to mark the completion of a Chicago Region Environmental and Transportation Efficiency Program (CREATE) project in Chicago's south suburbs.

The \$19.5 million project, known as CREATE Project B12, included adding a third mainline track and upgrading signals from 123rd Street to the Cal Sag Channel near Alsip, as well as constructing a new rail bridge over 127th Street. The project will help reduce crossing delays in the congested south suburban corridor, through which 77 freight trains operate each day. Trains traveling to Barr and Blue Island yards had to wait at the location to access the yards, causing congestion on the mainline.

Eighty percent of the project was funded through the 2005 federal surface transportation bill; railroad contributions covered

the remainder, according to a prepared statement.

*Editor: Note the two items above. The CN footed the bill for their new connection and from inception to completion it was completed in 2 years. The B12 project was started in 2003 (we did the preliminary design) and because of Federal dollars involved took 8 years to complete.*

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## Indiana Rail Road Marks Milestone

Indiana Rail Road Company Thursday celebrated a major milestone in its history as a regional railroad, officially moving its two-millionth carload of revenue freight at INRD's Senate Avenue Terminal in Indianapolis. INRD officials, including company founder, President, and CEO Tom Hoback, were on hand to mark the



e v e n t .

Indianapolis-based INRD says it took the company 18 years and 9 months to reach its first one million cars of revenue freight, in a span stretching from March 1986 to December 2004. But carload No. 2 million moved just six years and 11 months later.

INRD said it hauls a variety of industrial and consumer products for companies in central and southwestern Indiana and central Illinois.

*Via Railway Age - 11-14-11*

# NRHS 2012 Convention - Cedar Rapids, Iowa

NRHS Convention 2012 will have it all! Mark your calendar now for the first NRHS convention ever to be held in the state of Iowa. Based in Cedar Rapids, the program will feature five days of train trips on regional rail carriers Iowa Interstate, Iowa Northern and former interurban Cedar Rapids & Iowa City. We'll have a full day of operations at the world-famous Old Threshers facility in Mount Pleasant and the Iowa Railroad Historical Society's Boone & Scenic Valley Railroad in Boone. Add in local history tours, visits to industrial facilities, seminars and traditional convention activities, and it's going to be a very busy and enjoyable week.

## **Train Trips:**

We have five different train trips scheduled during the convention, all of them rare-mileage explorations of what is normally freight-only track. Two Iowa Interstate trips, operating over former Rock Island and Milwaukee Road routes, will feature their Chinese QJ steam locomotives as well as modern diesel power. Two trips over Iowa Northern will feature modern diesels operating over historic Rock Island tracks. For the interurban fan, we will also operate a diesel trip over the original Crandic (Cedar Rapids & Iowa City) line to Iowa City. Each trip will use a full-size train offering a choice of coach, club-lounge, dome-lounge and premium service cars. Photo stops and runbys are scheduled on all five train trips.

## **Old Threshers And Boone & Scenic Valley:**

We will also visit the two most famous tourist train operations in Iowa. The annual Midwest Old Threshers Reunion in Mt. Pleasant hosts tens of thousands of visitors who come every Labor Day weekend to celebrate the heritage of farming. NRHS will have a full day of private operations at the Old Threshers grounds with narrow-gauge steam trains, electric

interurbans and trolley cars operating for our exclusive use. This will be a rare opportunity to ride and photograph this vintage equipment without having to contend with massive crowds and a few thousand parked RV's. In addition, Old Threshers will have a number of other historical operations to view, including a few steam tractors.

At Boone, the NRHS will operate a train over the entire steam and diesel-powered railroad, including a trip over the 156-foot-tall Bass Point Creek High Bridge. Participants will also be able to ride the electric interurban operation in downtown Boone and visit their display of regional railroad equipment.

## **Smokestack Tours:**

Cedar Rapids is part of the Silos & Smokestacks National Heritage Area, so we have added a new convention feature. Participants will be able to tour some notable industrial sites, some of them never before available for public tours. Here's a chance to learn about why all those freight cars are moving around, and see how major rail shippers conduct their business.

## **Heritage Tours:**

Iowa has been described as one big heritage site, with much of the original frontier still visible. In addition to the railroad events and industrial tours, we have organized a number of Heritage Tours to explore Iowa's historical sites. NRHS tours will include the farms, wineries, craft shops, a woolen mill and excellent food of the utopian communities at the Amana Colonies. Other tours will visit the unique town of Kalona, inhabited by all three Amish sects and both Mennonite sects, as well as the historic sites of Cedar Rapids itself. All three tours will be escorted by both local and NRHS guides and will include lunch, transportation and all fees.

## **And More:**

The Iowa convention activities will include at least one night photo session. We will have our traditional annual banquet. The convention will also include a number of seminars and learning opportunities, scattered throughout the entire week rather

than concentrated in a single day. For those who want to explore more on their own, the region around Cedar Rapids has many more attractions than we can work into the convention program itself. For the rail enthusiast, Cedar Rapids is on the mainline of the Union Pacific, the former C&NW route across Iowa. Numerous depot museums and rail operations are available within a short drive. With a little extra time, you can take in the Laura Ingalls Wilder Park & Museum, the Bridges of Madison County, the Herbert Hoover Presidential Museum, the American Gothic House Center, the Little Brown Church in the Vale and the Field of Dreams Baseball Field.

## **Hotels And Meals:**

The 2012 convention will take place at the Clarion Hotel & Convention Center at 525 33<sup>rd</sup> Avenue SW in Cedar Rapids. NRHS has contracted for rooms at a number of adjacent hotels. All hotels have room rates below \$100 a night and those room rates include breakfast, free parking and free Internet access.

Hotel breakfasts will be coordinated with event departure times. Full day rail trips and Heritage Tours will include lunch in the ticket price, and all premium train classes will include free snack and beverage services. NRHS is also arranging for an optional railroad-theme buffet dinner in the headquarters hotel after each day's main events.

## **Getting There:**

We're working on plans for inbound and outbound special trains from the Chicago area. Save the dates of June 17 and June 25 for these unusual operations.

For individual travelers, the Cedar Rapids airport (CID) is served by several major airlines with over 30 flights a day, and the hotels offer free airport van service. The larger regional airport at Des Moines is only two hours away. Cedar Rapids is easily accessed by Interstate highway from all directions. We will have limited connecting service to regular Amtrak trains at Mt. Pleasant, Iowa.

## **Registration And Information:**

We're modernizing and improving our reg-

istration and information systems! Initial ticket sales for Iowa-based events can be ordered through the NRHS website ([www.nrhs.com](http://www.nrhs.com)). You do not have to be pre-registered to order event tickets! On-line ticket sales will be the preferred method, but we will still handle manual orders. Ticket sales for inbound and outbound special trains will start a few months later because of more complex logistics. All members will continue to receive updated information through the NRHS News and a special convention section of [www.nrhs.com](http://www.nrhs.com). If you wish to have a copy of the order form mailed to you, please contact the national office or send a message to [info@nrhs.com](mailto:info@nrhs.com).

Be sure to sign up for our special e-mail list at [NRHSEvents@nrhs.com](mailto:NRHSEvents@nrhs.com) to receive bulletins and updates about 2012 and future NRHS conventions.

See you in Cedar Rapids, Iowa next June!

Interested in car hosting or helping out at the 2012 convention? Talk to a convention rep or contact [info@nrhs.com](mailto:info@nrhs.com).

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## U.S. railroads map out expansion plans

Despite a few bumps along the way, the domestic intermodal segment has enjoyed a respectable to solid 2011. And if the railroads' 2012 and 2013 battle plans are any indication, the industry expects more of the same from the domestic front.

Through October, domestic equipment loads—defined as an intermodal movement handled by rail—hit 600,000 loads, up from 560,000 through the same period in 2010, according to the Intermodal Association of North America (IANA), the trade group for the continent's intermodal industry. IANA didn't have load numbers for November and December at this writing.

Generally, intermodal load activity tapers off in the last two



months of the year, as holiday-related inventory is already shipped and product ordering hits a seasonal lull. Barring a collapse in volumes through New Year's, however, full-year 2011 totals are expected to exceed 2010 levels, a continuing sign of domestic intermodal's growing appeal to cost and environmentally conscious shippers, and moves by truckers and intermodal marketing companies to book more loads with the railroads due to concerns about truck driver shortages and rig availability.

### Ready for the rebound

The railroads plan to make hay while the sun shines. Eastern railroad Norfolk Southern Corp. will open domestic intermodal terminals next year in Birmingham, Ala.; Memphis, Tenn.; Mechanicville, N.Y., which is located north of Albany; and Greencastle, Pa., in the state's southwest corner. A fifth facility, in Harrisburg, Pa., is planned but has not been built.

The five terminals combined will add 525,000 annual "lifts" to Norfolk, Va.-based Norfolk Southern's domestic intermodal network. A lift is defined as a trailer or container being lifted onto or off of a railcar, and one intermodal movement can consist of multiple lifts, depending on how many transport modes handle a piece of equipment. The Memphis and Birmingham terminals can be expanded to accommodate far more lifts than are currently called for, according to Robin Chapman, a Norfolk Southern spokesman.

CSX Corp., Norfolk Southern's rival in the East, declined comment on its intermodal capacity plans.

BNSF Railway is building a domestic intermodal facility near Kansas City that will open in 2013. It will come three years after the 2010 launch of BNSF's latest domestic facility, located in Memphis. The Memphis terminal added 500,000 annual lifts to the BNSF network, about the same as the Kansas City facility will bring on stream, according to Krista K. York-Woolley, a BNSF spokeswoman.

York-Woolley said BNSF has available domestic capacity in its network and can add capacity at existing terminals during

2012 to meet demand spikes. The railroad has 30 intermodal terminals, of which only four are solely devoted to international shipments.

Western railroad Union Pacific Corp. (UP) broke ground earlier this year on its 33rd domestic intermodal facility, located in Santa Terese, N.M., near El Paso, Texas. The facility will be operational in 2014, according to Tom Lange, a spokesman for Omaha, Neb.-based UP.

Matt Gloeb, UP's assistant vice president of domestic intermodal, said it's unclear how many intermodal containers UP will add in 2012, given that it has boosted its container fleet by more than 40 percent since the first quarter of 2010. At this time, Gloeb said, the supply of containers in UP's network exceeds demand, though that may change if the U.S. economy improves in 2012 and more shippers convert their freight from over-the-road trucking to intermodal as truck capacity and driver availability tighten.

Gloeb said he expects robust domestic growth in the latter half of 2012.

It could be argued that the railroads are just reacting to the domestic intermodal wave rather than getting ahead of it. For example, Thomas L. Finkbiner, senior chairman of the University of Denver's Intermodal Transportation Institute, said Norfolk Southern is being "overwhelmed" by domestic intermodal freight at Harrisburg, where it has been forced several times this year to embargo traffic into the state capital because it couldn't handle the volumes.

"Basically, you could pave over most of Central Pennsylvania and still not get ahead of the capacity needed to handle the volume there," he said.

### Rates on the rise?

Domestic intermodal service is currently priced at a 30- to 40-percent premium over international intermodal. Changes in that differential may dictate the pattern of 2012 domestic rate increases. David Howland, vice president of land transport services for third-party logistics giant APL Logistics, a big user of intermodal, said a resurgence of international intermodal busi-

ness—which was largely flat in 2011—will give railroads an incentive to boost domestic rates as well. However, if international business remains relatively weak, the pace of domestic rate increases will moderate as railroads look to protect their market share any way they can. Overall, Howland expects increases along the lines of 3 to 5 percent in 2012.

John White, CEO of Chattanooga, Tenn.-based truckload carrier USXpress Enterprises Inc., believes domestic intermodal rate increases will fall only in the 2 to 4 percent range as an increase in equipment supply keeps pricing soft. Those increases would lag the price hikes that White predicts will occur in the truckload industry next year.

*By Mark Solomon of DC Velocity 12-9-2011*

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## Illinois gets Passenger Grants

U.S. Sen. Dick Durbin (D-Ill.), U.S. Rep. Jerry Costello (D-Ill.), Illinois Governor Pat Quinn, Chicago Mayor Rahm Emanuel and city of Alton Mayor Tom Hoechst yesterday announced two TIGER III grants totaling \$33.85 million that will help fund two passenger-rail projects in Illinois.

The CTA will receive a \$20 million grant for its Blue Line/Chicago Bike Share program. The authority will use the proceeds to repair 3.6 miles of track on the Blue Line between Damen and Belmont avenues to complete all track improvements between Chicago's Downtown Loop and O'Hare International Airport. The project targets deteriorated track that has not yet been completed so the CTA can shorten headways between trains. The grant also help fund a planned bike-sharing program designed to provide riders access to bike-share facilities at and around CTA rail and bus stations.

The Madison County Transit Board of Trustees and city of Alton will receive a \$13.85 million TIGER III grant to help fund a multi-modal transportation center that

will be built in conjunction with a new Amtrak high-speed intercity passenger-rail station in Alton. The center will make it more convenient for people in the area who wish to access Amtrak's new 110-mph service, said Hoechst in a prepared statement. The grant also will help fund work to provide roadway and pedestrian access to the new Amtrak station.

*Via Progressive Railroading 12-13-11*

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## Indiana IC & C&EI line to be abandon

One of the Tri-State's oldest railroads is being dismantled. The Indiana Southwestern Railway, which operated the track between Evansville and Cynthiana, Ind., began salvaging the rail line about two months ago.

The 17-mile abandonment will leave the Indiana Southwestern Railway with only a few miles of track in Vanderburgh County. The town of Poseyville, which had been served by the railroad since 1881, tried for nearly a year to save the railroad.

Dan LaKemper, general counsel for the Indiana Southwestern Railway, said the abandonment was necessary because there were no longer any customers being served by the line. LaKemper said the rail line had been mostly inactive since Indiana Southwestern Railway—which is owned by Pioneer Railcorp—stopped shipping grain out of Poseyville and Cynthiana.

For a short time, the line was used to store and repair rail equipment. But the line has seen no activity for the last two years. Indiana Southwestern Railway was willing to sell the line to Poseyville, LaKemper said, but never got any real offer to do so.

Poseyville appealed to the U.S. Surface Transportation Board to stop the abandonment in December 2010. Indiana Southwestern Railway pressed forward with the abandonment, LaKemper said, because a delay would have forced the

railroad to start over with the entire procedure.

“Frankly, we never heard any proposal out of (Poseyville) at all, other than that they did not want it abandoned,” said LaKemper. “But that’s just like telling any other business that you’d like them to continue to operate at a loss. It doesn’t work that way.”

The right of way for the line does still exist, and will continue to do so for several months until the abandonment process is complete. LaKemper said a rails-to-trails group has expressed interest in acquiring the ground, most of which is suitable future use.

LaKemper said while relaying track over old right of way can be done, it is far more expensive than upgrading an existing line. That was one reason, he said, that the railroad had been hesitant to abandon the tracks in Posey County.

The railroad from Evansville to Poseyville was formerly known as the Peoria, Decatur and Evansville Railway. In 1900, it was purchased by the Illinois Central, and was controlled by that railroad for 76 years. It was operated in following years by Indiana Hi-Rail and the Evansville Terminal Company.

Indiana Southwestern Railway took control of the remaining Indiana rails in 2000.

At one time, the rail line extended from

Evansville to Browns, Ill. There were also spurs to Cynthiana and New Harmony. The tracks to New Harmony were pulled out in 1976, and the main line west of Poseyville was pulled up in 1999. The bridge over the Wabash River remains partially intact, although two spans collapsed in 2005.

The line from Poseyville to Cynthiana was a former branch line of the Chicago and Eastern Illinois, but abandonment on the northern end of the branch left its only rail connection at Poseyville.

*Via Evansville, IN Courier & Press 12-27-11*

