

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 \$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 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.

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



In June the Union Pacific ran an Operation Lifesaver train from Chicago's Union Station to Momence, Illinois. Member Chad Hyman, UP Engineer, was lucky to draw the assignment. He had to deadhead to Chicago and pick up the train at Yard Center.

Upon return he shot this photo of UP 951 and B unit. UP 949 was on the south end of the train for push pull service.

Coming Events

June 23-24, 2007

Galesburg, IL - Galesburg Railroad Days and Train Show, swap meet, operating layouts at Carl Sandburg College, Sat 9-5, Sun 10-4. Other activities in town.

July 14-15, 2007

Altamont, IL - 10th annual Train Show at the Effingham County Fairgrounds, Sat 9-4, Sun 10-3.

August 21-25, 2007

Chattanooga, TN - NRHS "Chattanooga Rails 2007" Convention. Check out the web site at www.chattrails.com for all the details.

September 15 & 16, 2007

Decatur, IL - Decatur Train Fair at the Decatur Civic Center, 10-5, \$4.

Next Meeting

The next meeting will be held in September as we are off this summer.

The museum is open for the summer and we can use help each weekend. This year at the "Drivin the Dixie" weekend we did not have as many people as last year. We are not sure if attendance for the event was down due to gas prices or weather but hopefully next year will be better. If any of you take a rail trip this summer write a story for the newsletter, your editor is always looking for articles..

NRHS Membership Survey

The NRHS is taking a serious look at our long-term direction. As part of that study, we need membership input about our current programs and services. We invite all NRHS members to take part in a short survey.

You can access this survey on-line at the following URL:

<http://www.surveymonkey.com/s.asp?u=335093661590>

We will also set up a link from the NRHS website (www.nrhs.com). For those without internet access, you may obtain a paper copy by mail from the NRHS national office. Completed manual surveys should be returned to the national office for input.

Please note that this survey is NOT a scientific poll, nor is it a vote. It is intended to provide some general guidance about the relative importance of some services versus others, questions that require more detailed study, and member preferences for our future direction. Some questions may not be phrased exactly as you would like to answer, and the available choices may not include everything you can think of. But please answer as best you can within the choices provided.

The survey is completely anonymous, and the demographic information is used only to help sort the results. We ask that each member complete the survey only one time. We also ask that Family members take the survey independently and submit their own responses.

The survey will remain active through at least late May. Please take a few minutes and help us plan for the Society's future.

Greg Molloy, President

Billboards on Freight Cars?

In the first half of the 20th century, it was common practice for companies, particularly major shippers, to use freight cars as "billboards" to advertise their products. Meatpackers, fruit growers, oil and coal companies, and even breweries such as Coors and Hamm's engaged in the process. A famous example was Bangor & Aroostook's (and to a lesser extent, New Haven's) insulated "billboard" boxcars painted red, white, and blue and advertising "State of Maine Products." These cars have been revived by BAR successor Montreal, Maine & Atlantic, but the practice may soon grow even more thanks to the efforts of two Cleveland men.

Patrick Morin and partner Fred Johnson have founded Freight Train Media LLC, with the idea that freight cars could be the next great advertising medium. "You can just imagine what kind of impact messages might have," Morin told the Cleveland Plain Dealer. "You're waiting at a rail crossing, and they're rolling by, 100 cars with these colorful images on their sides." Morin told the Plain Dealer he foresees brand advertising, Nike swooshes, Coke logos, Chevy, the Cleveland Indians, State Farm Insurance, and on and on. Morin and Johnson came up with the idea in 2005 during a discussion of railroad car history.

However, there is one problem: The Association of American Railroads Rule 84, which bans billboards on railroad cars. The rule came about because of logistics. For example, companies and union workers hated it when a car with a Swift & Co. ad would show up at an Armour meat-packing plant for loading. The AAR created Rule 84 to prevent customers from getting upset because of the ads on the cars.

"It's not a law," Morin said. "It's a rule." He told the Plain Dealer he thinks if he shows the AAR that what happened years ago to upset shippers won't happen today, the group will abolish the rule. Freight Train Media recently made a deal with the Florida East Coast Railway to allow two cars to carry plastic panels advertising the



Florida Marlins baseball team. As it happens, a Marlins pitcher, Dontrelle Willis, bears the nickname "D-Train," a great fit with the ad campaign.

The cars carry printed plastic panels. On one, D-Train appears amid outsized text that screams, "You gotta be here!" while another features slugger Hanley Ramirez. Some text is in Spanish to reach the large Spanish speaking population in Florida. So far, the Marlins say the response has been pretty favorable. At the end of the baseball season, it will assess the campaign and decide whether to continue next year.

Morin says he will wait out the test runs in Florida and AAR action on Rule 84 before pushing hard to sign up national advertisers. But he and Johnson clearly envision long-term success with their vision of multiple rolling ads.

However, not every advertising professional likes freight train media. David Gianatasio, who writes for AdFreak, the daily Internet blog of industry trade magazine AdWeek, put up a blog in March ridiculing the concept, the Plain Dealer reported. "Who is the target audience?" he asked. "People stuck in cars at railroad crossings, shaking their fists in anger as the train thunders past? Or those jittery souls whose homes and businesses abut the tracks?" Both, he suggested, might be "fairly unreceptive." Tim Nudd, who runs AdFreak, echoed those sentiments. Considering miles of freight cars emblazoned with ads, he said, "I find it hard to believe that my life would be improved to see endless Reebok ads flash past." Nudd called the net effect "more ad clutter."

Morin's plan includes putting ads on coal cars that get loaded at the mine, don't linger in yards where they might be "tagged" with graffiti and unload at securely guarded power plants. Ultimately, if railroaders could keep graffiti artists away, its possible 1.3 million freight cars could carry advertising images.

Freight Train Media has also agreed to give part of the proceeds of every freight train ad to Operation Lifesaver, which promotes safety at crossings. More safety awareness could reduce grade crossing accidents. The two Florida Marlins cars

wear OLS lettering and slogans.

For rail photographers, feelings over the ads are mixed. On the one hand they would add color to freight train consists. But others don't care for the ads. One said, "If this doesn't give you a reason to put your camera away and never take another picture of a train, I don't know what will."

TRAINS On-Line 5-15

BNSF 10,000 foot Stack Train

BNSF ran what is believed to be the U.S. rail industry's first 10,000-foot intermodal train from Los Angeles to Logistics Park in Chicago earlier this week. The 10,009-foot (including power) international intermodal stack train departed Los Angeles on Sunday, May 13, and arrived at the Chicago intermodal terminal Tuesday, May 15.

The train ran on BNSF's Transcon, on which BNSF has been steadily increasing the amount of double track in recent years. Because almost the entire 2,200-mile route has now been double tracked, siding length was not an issue. The train used distributed power: Four locomotives in the front and two in the back.

BNSF is studying the use of longer trains to maximize the amount of containers that it can carry while minimizing the number of trains it takes to move the containers, which increases efficiency and takes advantage of the aggressive program of double tracking BNSF has been conducting on the Los Angeles to Chicago route for several years.

TRAINS On-Line 5-16

Only the tall building behind the ITS motor sitting on South Vermillion Street, Danville remains in tact. The passenger car is positioned in front of the station at the Illinois Power Company office.

KCS banking on a shorter route to Mexico

For Kansas City Southern, traffic flow on the north-to-south alignment of its NAFTA Railway linking Chicago with Mexico City and other points in Mexico involves routing trains over a long detour in southeastern Texas—specifically, trackage rights over Union Pacific's heavily used Rosenberg-Flatonia and Flatonia-Victoria lines, a distance of 160 miles. Now, KCS hopes to shorten its route to Mexico by 70 miles with a new plan to rehabilitate an existing but out-of-service direct route between Victoria and Rosenberg that it purchased from UP following KCS's establishment of TFM (now KCS de Mexico) during privatization of Mexico's national railway system. KCS has applied to the Federal Railroad Administration for an approximately \$100 million RRIF (Railroad Rehabilitation and Improvement Financing) loan to rehabilitate the Victoria-Rosenberg line, former Southern Pacific trackage.

Reestablishing service along this line would eliminate the need for KCS to operate over that section of the UP. The project is an extension of KCS subsidiary Texas Mexican Railway's main line upgrade in southeastern Texas, a project that was covered by an RRIF loan in 2004. Some track salvage and preliminary rail grinding has already been completed for the new project along the northern end of the line. KCS says it intends to continue work immediately, and will also begin constructing a separate rail bypass around Victoria.



Amtrak, Union Pacific reach on time performance agreement

In what could be a milestone agreement and set a pattern for Amtrak's relationships freight railroads, Amtrak and Union Pacific have reached an agreement on a performance plan to reduce passenger train delays attributed to track conditions. Under the agreement, Union Pacific will limit speed restrictions that can cause Amtrak trains to fall behind schedule on UP routes. Amtrak's California Zephyr, Coast Starlight (sometimes referred to as the "Starlate" because of its lack of timekeeping), and Sunset Limited have been chronically late for the past several years. UP frequently has placed the blame for these delays on track repairs, yet even with the repairs, the trains still run late. Union Pacific is one of the three biggest hosts of Amtrak service, including short-distance trains and parts of four overnight routes in the West, Pacific Northwest, and Midwest. The three largest host railroads for Amtrak trains in the past fiscal year were BNSF Railway at 6.5 million train miles; CSX Transportation, 5.5 million train miles; and Union Pacific, 5.4 million train miles

Imposing temporary slow orders is a common railroad practice. The restrictions are put into effect when track conditions require reduced speeds and are then removed as normal track conditions are restored. On routes with heavy traffic, it is often difficult to make track improvements without affecting schedules.

"This agreement defines in detail the maximum number of minutes of 'slow-order' delay allowable on each Amtrak route operated on Union Pacific, while Union Pacific makes track improvements that will increase service reliability and satisfaction in the long term," Paul Vilter, Amtrak Assistant Vice President of Host Railroads, said in a news release. "On-time performance is the single largest determinant of passenger satisfaction, and these changes will make a real difference."

"This agreement is instrumental in helping our crews complete the necessary track maintenance that will further enhance safe and timely railroad operations in these corridors as well as improved ride quality," said Tom Mulligan, director of passenger train operations for UP.

Amtrak corridor routes governed by this agreement with Union Pacific include the Amtrak Cascades (Oregon and Washington); Capitol Corridor Service, Pacific Surfliner Service, and San Joaquin Service (California); Lincoln Service, (Illinois) and Missouri Mules.

Union Pacific also hosts some or all of the routes of the California Zephyr (San Francisco Bay Area-Chicago), Coast Starlight (Los Angeles-Seattle), Sunset Limited (Los Angeles-New Orleans), and Texas Eagle (San Antonio-Chicago), which are also covered by this agreement.

According to Trains Correspondent Bob Johnston, Amtrak and Union Pacific have also agreed on a process of dispute resolution using outside arbitrators that does not involve the Surface Transportation Board. This process was used in the Kansas City-St. Louis service disruption in 2006.

In return for Union Pacific's commitment to limit slow orders, and to allow more accurate passenger expectations and planning, Amtrak is making limited temporary schedule adjustments to the California Zephyr, starting tomorrow. The longer schedule will allow improved on-time performance before slow orders have been removed.

"During Union Pacific's track work on the California Zephyr route, the time added to the schedule corresponds to the minutes of slow orders to be removed, and both will decrease as the work progresses, until we resume our current schedule when the slow orders have been removed," Amtrak's Vilter said. "Throughout this time, Union Pacific has committed to use the extra time to significantly improve on-time performance."

Some shortening of the schedule is possible later this year and incremental changes are expected through the end of 2009 as Union Pacific completes track work. "Our schedule will immediately become more reliable and will continue to improve as Union Pacific finishes its work, largely between Reno and Salt Lake City," Vilter added.

TRAINS On-Line

Danville Chapter, NRHS Minutes - 5/20/7

President Nipper opened the meeting at 1351. The Treasurer's report was read. The balance is \$5940.46.

Old Business

The Carbondale trip went very well. On the way back we almost had a car to ourselves.

On May 19 a large quantity of records were moved to the Vermilion County Museum. Work was also performed in cleaning up the depot.

New Business

Dave reported that a widow had contacted him about an HO layout for sale of modest proportions. Anyone interested should contact Mr. Sherrill.

Doug sent notes to members who did not renew. Notification came of one who was deceased.

Mark is working out of Alliance, Nebraska. [He was provided a trip to Illinois by the railroad for the Memorial Day weekend.]

Larry Prosser reported recording a TV program on the EMD FT that was well done.

Adjournment came at 1403, followed by a visit to Bill Darner's layout at his residence.

NRHS Convention

Chattanooga Rails 2007

Chattanooga, TN

August 21 - 25, 2007

Steam and Diesel trips, Tennessee Valley Railway Museum Shop tours, night photo session, Civil War Battlefield tour, Tennessee Aquarium and other non-rail activities. Headquarters is the Chattanooga Choo-Choo Holiday Inn in the former terminal station. Rate is \$89 per night for a regular room and \$109 per night for a railroad car room. Registration fee is \$25 after April 15, 2007. Contact Rick Schroeder for a registration form if interested in attending. Check the NRHS web site for more details.

BNSF Train Tour Provides Glimpse Of New Capacity

Business Coming To Nation's Richest Coal Region

BNSF Railway Co. is carrying coal further and further away from Powder River Basin (PRB) mines in Wyoming. The Class I moves the low-sulfur coal as far east as New York and southeast as Georgia, as well as to points in the Midwest, South and Southwest.

To keep up with growing demand and growing volumes — which are increasing at an annual 2 percent clip — BNSF is adding capacity as quickly as possible to better serve the PRB's 20 mines and dozens of utility customers.

In fall, the railroad will finish building the most track it's ever constructed in the PRB since the 1995 Fox. Attended by reporters from such media outlets as the Dallas Morning News, Gillette News-Record, U.S. Coal Review, Associated Press and Bloomberg News, the tour highlighted trackwork that's still bustling and operations that continue humming at 10 coal mines along the joint line.

At Cordero Mine, several trucks standing four stories high could be seen slowly carrying more than 240 tons of coal from the surface mine's 60-foot-deep rim to a machine that breaks the coal into small pieces. As the trucks make their half-mile trek, a surface blast brings tons more coal off the rim's wall. It's a never-ending, 24/7 process in the PRB, where mines are positioned to take advantage of a shifting eastern coal supply.

"There's declining availability in the East, particularly in Central Appalachia," says Rose. "We see no long-term change in the dynamics of our coal business."

The train later passed a track-laying machine and dozens of workers, who busily installed quarter-mile sec-

tions of continuous-welded rail and concrete ties on a smoothly graded, reddish-clay surface. By year's end, BNSF crews will install a total of 60 miles of rail and 150,000 concrete ties on the joint line — an investment that's costing the Class I about \$3.5 million per mile but will pay off in additional capacity that's about one to two years ahead of service demand.



"The infrastructure will meet our model of 410 million tons a year," says Rose. "We'll keep adding capacity as necessary, with the amount of track depending on the tonnage."

With 55 to 70 coal trains moving into and out of mines daily, more track likely will be coming to the joint line sooner rather than later. The "outdoor assembly line," as Ice refers to it, has been moving a tad slower so far in 2007 because of severe storms and mine outages, but is expected to meet a 2 percent volume growth projection by year's end to just south of 400 million tons.

BNSF already is adding three tracks to the six-track Donkey Creek Yard the railroad built in 2005. The yard serves as an area to build and stage trains closer to mines.

"Donkey Creek Yard acts as a buffer and relief valve for the joint line," says Rose. "It serves as an example of the capital we're investing in the region."

Progressive Railroading – 6-27-07

AMEC to engineer tunnel construction, clearances for NS' Heartland Corridor intermodal route

STV/Ralph Whitehead Associates recently contracted AMEC to provide geotechnical engineering services for the tunnel construction portion of the Heartland Corridor, a \$186 million high-speed double-stack container line Norfolk Southern Railway and several private partners are building between Columbus, Ohio, and Norfolk, Va.

To be completed in 2009, the project calls for enlarging 28 tunnels from 174 to 3,302 feet to provide clearance for double-stack cars. NS' current double-stack intermodal route in the region is more than 200 miles longer.

AMEC will review tunnel design and construction documents, and provide tunnel

inspection and construction management services. The company also will construct and manage work associated with modifying seven through-truss bridges, lowering tracks at three overhead bridges, upgrading nine slide-detection fences and raising overhead wires.

Work on the Heartland Corridor, which also calls for building intermodal terminals in Columbus, Roanoke, Va., and Prichard, W.Va., began last year. Construction on the tunnels will begin in the third quarter and conclude in 2009, says NS Vice President of Intermodal and Automotive Marketing Mike McClellan, adding that Rickenbacker intermodal terminal near Columbus is expected to open in March 2008.

Progressive Railroading



Bruce Bird captures Decatur Junction 1616 leading two other units south through Elwin, Il with a load of empties for the Assumption elevator on July 6. Finding all three units together is rare.

Wheel Report

Retirement, as others in this society can attest, is really nice. I am working about 1 day a week, and sometimes only one-half day in the office. Some work is done from home and I still carry the cell phone, but it does not ring as often. I continue to manage three of the CREATE projects which are for preliminary engineering. For one of them, the Blue Island/Alsip third main, we have submitted for the final design phase. The others are still finishing up on the preliminary stage with the Dolton project still in the early track design phase.

Ingle and Atherton, Indiana projects have the design completed and CSX is still working to acquire the property. These projects have been moved to at least 2008 and maybe beyond as cash has become a shortage on the railroad. No other projects are in the works for this area until the income vs expenses has been resolved by the railroad. For various reasons the projects that have been under construction for the past 1 1/2 years have been over budget.



Last month we had a meeting with NS in Atlanta. At this time most of the work is in the southeast part of the US and not much is planned for additional capacity in the Midwest. With the cutback in the automotive industry one of NS's biggest customer, Ford, the volume of rail traffic will drop off. The old Wabash line has been a major player in the movement of Ford vehicles and parts.

As rare as the photo above is, finding a roster of Illinois Central "death-star" locomotives by themselves is also rare today. Bruce captured #9603 and #1024 at Decatur on July 4.

Rail News

CSX announced that it would start decentralizing its train dispatching out of its Dufford Control Center in Jacksonville, FL. A CSX spokesman said that Dufford would be converted into a regional center with 54 dispatchers, that existing dispatching centers in Chicago, IL, Albany, NY and Indianapolis, IN and would be upgraded, and that new dispatching centers would be opened at existing CSX division offices in Baltimore, MD, Nashville, TN, Atlanta, GA, Cincinnati, OH, Huntington, WV and Florence, SC. The regionalized dispatching concept, utilizing modern technologies, was pioneered in the late 1980s by the former Conrail and its SVP-Operations, Dick Hasselman.

Prolonged heavy rains and severe flooding hampered rail operations in parts of Kansas, Oklahoma and Texas this date and for the next several days. BNSF reported that it had lost nearly one-quarter mile of track on its Emporia Subdivision, part of its Transcon Line, near Melvern, KS. BNSF also experienced flooding and washouts on its Douglass and Fort Scott Subdivisions. Amtrak temporarily curtailed operation of its "Heartland Flyer" passenger train between Dallas, TX and Oklahoma City, OK, substituting buses. Union Pacific reported flooding and washouts on its north-south main lines connecting Kansas City, KS, Fort Worth, TX and North Little Rock, AR. Kansas City Southern reported its main line between Amsterdam, MO and Hume, MO under water and inoperable. In Texas, a Fort Worth & Western Railroad freight train derailed near Commanche, TX after heavy rains washed out about 50 feet of track. In Kansas and Oklahoma, Watco Companies's South Kansas & Oklahoma Railroad reported fifteen miles of track submerged and two bridges damaged due to flooding.

WHITEWATER, Wis. - Soo Line 2-8-2 No. 1003 successfully traveled from its display at the Wisconsin Automotive Museum in Hartford, Wis., to the Centennial Celebration in Whitewater on June 30. The 1913 Alco pulled a Milwaukee Road rib-sided caboose over Wisconsin &

Southern (ex-Milwaukee Road) trackage to the Centennial Celebration. Visitors were able to tour the caboose at Whitewater's restored Milwaukee Road depot on July 1. No. 1003 returned to Hartford on July 1 in the consist of Wisconsin & Southern train JH01 (Janesville-Horicon, Wis.) departing Whitewater at 6 p.m., pulled by six WSOR locomotives, with the steam locomotive behind the power in reverse. (Via TRAINS)

APPLETON, Ill. July 9 - BNSF's former Atchison, Topeka & Santa Fe main line across northern Illinois was reopened this morning after a UP trackage-rights train derailed 14 cars Saturday, the Galesburg (Ill.) Register-Mail reported. The west-bound stack train derailed around 4 p.m. between Knox and Appleton. BNSF detoured trains over a parallel Norfolk Southern line, as well as over its former Chicago, Burlington & Quincy Mendota Subdivision. UP operates trackage rights over BNSF between Kansas City and northern Illinois as part of a 1990s agreement between UP predecessor Southern Pacific and BNSF predecessor Burlington Northern. UP opened a connection track between its former Chicago & North Western line and the former Santa Fe line at Edelstein, Ill., earlier this year to offer a superior route for these trains. (Via TRAINS)

COUNCIL BLUFFS, Iowa - The Union Pacific Railroad Museum is expecting its 100,000th visitor sometime this month, according to a story in The Daily Nonpareil of Council Bluffs, Iowa. The museum opened May 10, 2003.

The museum will present a prize package for the 100,000th visitor that will include a share of Union Pacific Railroad stock, membership in the Friends of the Union Pacific Railroad Museum, tickets to the museum's "Wild West Night" celebration, and the grand opening at the museum of the traveling photography exhibit, "Picturing What Matters," from the George Eastman House International Museum of Photography and Film in Rochester, N.Y.

The Union Pacific collection was started in 1921, following the discovery of several pieces of silver hollowware from Presi-

dent Abraham Lincoln's funeral car. Today, the museum houses one of the oldest corporate collections in the nation and includes artifacts, photographs, and documents ranging from the railroad's construction in the 1860s to contemporary operations.

The Carnegie Library Building at 200 Pearl St., home for the museum, was constructed in 1903. The building served as the city's public library until it was vacated in 1998 when the city moved the library into a new facility. Efforts to save the building resulted in a three-way partnership with the Union Pacific, Friends of the Union Pacific Railroad Museum, and the city of Council Bluffs to save and refurbish the historic building for museum use.

The train watching platform at Homewood, Illinois was dedicated on Sunday, May 13. This elevated platform is located on the east side of the tracks just south of the Metra station along the CN/Metra mainlines. Morning is usually the best time and with the sun behind you this is a great place to catch the Metra morning rush along with CN inbound and outbound trains.

The Brighton Park interlocking will have the cutover to new signal system on July 16/17. The manual interlocking was one of the last in the state with all trains stopping at the boards. Norfolk Southern has been installing the new signal system.

CN has retired the last SD45. WC 7525 had been placed back in service and has now been retired for the second time. Retired units are taken to Homewood and set south of the engine house. WC 7495 was donated to the Lake Superior Transportation Museum located in Duluth in mid June. The engine was originally NP 3617 and the museum may restore it to the original scheme.

On June 30 the UP brought all of the heritage units to Salt Lake City for a publicity shoot. A small number of passes were made available for the general public and you need to check out TRAINS web site for detailed photos. Two of the units, the MKT and MoPac unit, have been somewhat regular on the Villa Grove line.