

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



A new Metra MP36PH-3S sits outside the MotivePower shop with a new unit completed for CalTrain. Greg Yarlott of Nampa, ID, mechanical engineer with MP took the photos. Two of the units have been delivered to Metra with the second one being delivered on February 28. See story in this issue.

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.

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

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Coming Events

March 16, 2003

Danville, IL - Regular monthly meeting beginning at 1:00 PM at the Pizza Inn, Williams Street and Gilbert Street (Route 1), next to the CSX mainline to Hillary.

March 23, 2003

Midlothian, IL Train Show at the Park District, 14500 S. Kostner, 9-2

April 5 & 6, 2003

Urbana, IL - Annual Train Show and Swap Session, Lincoln Square Mall, 10 AM to 6 PM on Saturday; 11 AM to 5 PM on Sunday. Admission Free. (Please change your calendar - the date noted last month was wrong)

April 13, 2003

Wheaton, IL - Great Midwest Train Show - 10-5 PM

May 3, 2003

Watska, IL - Chicago and Eastern Illinois Historical Society meet - 10 AM to 9 PM, tour, tables, dinner, contact Bob McQuown for more details.

Grafton, Davis and Mt. Storm

309 E. Dale St. Rossville - Operates from 12:30 to 4 PM, Saturday, March 22, 2003 (note - listed wrong last month)

Chicago, Illinois and Eastern - Rossville Museum

Operates Saturdays from 1:00 to 4 PM

Saturday April 12, 2002

Saturday, May 3, 2003

Next Meeting

The next meeting will be March 16, 2003. Last month we canceled the meeting due to the snow. However, Bob G, Scott R and Bill D. made it to the restaurant and had a good conversation without the rest of us. Some of us on E-mail got the word out but not to everyone. In April the meeting falls on Easter Sunday and we will decide at this meeting if we are going to move it one weekend farther into April. The program for this meeting will be a ride on the Mis-



souri Pacific from Chicago to Villa Grove. Shot in the 1980's, we will get a chance to view the area from the cab of a south-bound train.

Note the museum operating session for April 5 has been moved to Saturday April 12. We have scheduled one more session for May but that is also the C&EI HS meeting and we need to be getting ready for spring opening of the museum (Finally!)

We welcome new members to the Chapter. Joining from Indiana are Greg Latz and girls from 5945 N. Guilford Ave, Indianapolis. They have visited the museum several times and even came over to one of the operating sessions to help run trains. From the Chicago area we welcome Jon and Della Blomquist. Jon found our site on the web and requested a membership application. Jon and his wife live at 3923 Johnson Avenue, Western Springs, IL. Welcome to all of you and we look forward to seeing you at the museum sometime.

Spring should be arriving soon (we hope) we need to do some work around the building. President Dave Sherrill will be out of town for this meeting. Discussion will be about the April show at Urbana.

B&O Railroad Museum Round- house Collapses Under Weight of Snow

Author: TO News from Various Reports

Early on Monday, February 17, the Iron Structure of the 1884 Baldwin Roundhouse at the Baltimore & Ohio Railroad Museum collapsed under the weight of the snow. The landmark roundhouse is the center of the B&O Railroad Museum complex a few blocks west of Baltimore's Inner Harbor and one of the shrines of American railroading.

The collapse created a gaping hole in the

signature building and alarm about possible damage to the historic equipment housed there. The damage also caused the indefinite closure of the museum, which attracts 160,000 visitors a year and boasts one of the most significant collection of railroad treasures in the world at a site billed as the birthplace of American railroading.

Yesterday afternoon, hours after the collapse, columns of mangled steel stuck out from the roundhouse at Pratt and Poppleton streets. Locomotives and passenger cars in the museum's collection, some dating from the 1830s, could be seen from street-level windows, covered with snow and debris.

Officials of the museum, which contains one of the world's most extensive train collections, were unable to enter the building to assess the harm to the trains or to the roundhouse itself.

To prevent deterioration to the roundhouse and further damage to the trains, a temporary cover will be placed over the roof when structural engineers determine it would be safe to do so, Wilson said. He said he hoped the roof could be repaired and that insurance would cover the cost. In the meantime, trains may have to be moved.

The roundhouse - one of five historic structures in the B&O Railroad Museum

complex - opened in 1884 as a facility to build and repair passenger cars. The historic building, including the roof, was restored in the mid-1970s at a cost of about \$1.5 million. Besides housing historic trains - including a replica of the Tom Thumb built in 1927 - the roundhouse is a popular site for events such as political fundraisers and private receptions. The museum's black-tie gala was set for March 1 in the roundhouse but will now have to be moved.

The museum - on the site of Mount Clare, the first train station in the United States - was founded 50 years ago and is completing a 16-month celebration of the 175th anniversary of the founding of the Baltimore & Ohio Railroad in 1827.

The building is on the National Register of Historic Places and has 45,000 square feet of space and takes up nearly an acre of ground. Among the roundhouse's distinguishing characteristics is a 60-foot wooden turntable inside the structure that was used to turn railroad cars.

In a prepared statement by the Museum, Stefanie Fay, Director of Development & Sponsorship Programs says, "We are thankful that no one was in the museum and we are working with the Baltimore City Fire Department and structural engineers to stabilize the building. The B&O Railroad Museum will be closed until further

2003 Dues are due now

The end of March is the last time for renewal of 2003 Chapter and National dues. We appreciate those that have sent in their dues, and their donations. For those that have not renewed as of this time there is a reminder notice on your address label.

Our treasurer Allen Cooke needs to have all national dues in by the end of March and in order to keep your membership current it must be in by that date. We look forward to having you on board again for 2003. Send your check to Allen Cooke, PO Box 1013, Danville, IL 61834 today.

notice while we work with our team and engineer professionals to assess the damage as well as work to extricate the pieces of the collection contained in the Roundhouse.

Upon further evaluation it is our hope to provide information about the museum reopening and upcoming special events.”

Please note the following:

There seems to be rumors floating around that the NRHS’ 2003 convention in Baltimore will be cancelled, because the B&O Railroad Museum has cancelled the Fair of Iron Horse event (see www.borail.org for more info on the Fair of the Iron Horse).

Not so, at all — the joint NRHS/R&LHS 2003 convention will still occur in Baltimore MD, June 30 through July 6.

From Lynn Burshtin Office Manager, National Office/Library National Railway Historical Society 3-3-03

News from behind the coal pile

A few Sunday’s ago I took my grand children to the Museum of Science & Industry (I had to drag them!). We went to see the Great Train story on the main floor, in the Railroad Wing of the museum. The grand & large HO-scale train layout was quite large. It was lay’ed as to show the trains running from Chicago to Seattle. I believe while we were there there was about thirty or so trains operating around the layout. the Downtown building in Chicago were really large structures, all scached built. The rest of the layout were for the most part all and every Walter’s kit made. Downtown Seattle were all built from scratch to.

I think it is a little pricy to see. Ten dollars to get into the museum. Eight dollars to park. And over all the Great Museum is empty & has a cold feeling. There is nothing else there from days of old to see. A lot of the exhibits from days gone by are gone. We spent about a hour and a half and just about seen everything it had to offer. Again the train layout is nice to see!

But hurry the local’s are up in the balcony spilling there pop corn and coke’s down on the show.

Bill Sandusky

Rossville makes TRAINS

We made it.....Our little station on the CSX main line is listed in the April 2003 issue of *Trains*. In the *Ask Trains* section, on page 72, the magazine has an article about the sanctioned train-watching sites. The question is ask if there are other public run places to watch trains besides Rochelle. The editor lists Deshler, OH, Horseshoe Curve, Austell, GA, Gallitzin, PA and others. They also mention museums that are located adjacent to mainlines such as North East, PA, Durnad, MI, Marion, OH and Rossville, IL. Thanks to Bill Sandusky for pointing this out. Maybe as Bill says, "we should get the picnic tables under the trees, setup the speaker system and watch the "fans roll in"."

Publisher's note: How about a Jumbotron for the ATCS Monitor program?

Strasburg Rail Road Brake In

Thieves forcibly broke in at the Strasburg Rail Road’s engine house, and took the following items:

The number plates from engines #31, #90, #475. Classification lights from engines #31, and #89. 1 new classification light. 6 rear end marker lamps, 4 kerosene, and 2 converted to battery operation. 1 photograph of engine #89 on the Green Mountain. Side view with specifications. 1 Strasburg Rail Road rule book. Red loose leaf format. 1 Small (about ½ normal size) locomotive brass bell and yoke. 1 ICC steam locomotive defect chart.

They also forced open (and destroyed in the process) a steel door to the back shop, but we haven’t spotted anything missing from in there yet. It appears that there were two perpetrators in that they left many footprints and tire tracks in the snow.

Pennsylvania State Police are investigating. They seemed to have a specific “shopping list” in that they took only railfan collectibles, and only specific ones at that. We at the Strasburg Rail Road ask for the help of the community to return our property to us, and to bring these criminals to justice.

If anyone has any information, please call the Strasburg Rail Road at 717-687-8421

Via the Internet

Proposed Metra Service on the EJ&E

CHICAGO] Thursday, January 30, 2003 - Metra today announced plans to build a new service line that would introduce a state-of-the-art new fleet of Diesel Multiple Unit trains (DMUs) to connect nearly 100 communities in the region with reliable commuter rail service.

The 55-mile STAR Line -only the second new commuter rail line in the region’s nearly 150-year-old history of commuter rail service- creates a dynamic suburban transportation grid that will complement Metra’s existing high-performing suburb-to-city service model and position Illinois among the leaders in the nation for inter-suburban commuter rail connectivity.

Metra outlined the following proposed two-segment route for the STAR Line:

OUTER CIRCUMFERENTIAL SEGMENT (OCS): Joliet to Hoffman Estates (at Prairie Stone) via the Elgin Joliet & Eastern Railway (EJ&E) corridor.

NORTHWEST CORRIDOR SEGMENT (NWCS): New alignment connecting the OCS to the I-90 corridor via a connection at Prairie Stone east to O’Hare International Airport along I-90 to the Des Plaines Oasis, then south on the freight railroad corridor to Chicago’s O’Hare International Airport and the CTA connection at the proposed new western terminal.

Metra’s new STAR Line lies within five miles of many of the region’s fastest-growing new housing developments, major hospitals, college and university

campuses, large shopping malls, and major business headquarters such as 3 Com, BP, Fermi Lab, IKEA, Lucent Technologies, Motorola, Navistar, Nicor, Pfizer, SBC, Sears, Siemens, and Tellabs, among others. Additionally, the eastern end of the new service line feeds into O'Hare International Airport.

Metra officials today issued their report, which outlines the feasibility of this new route in two segments, with potential to extend service in later phases east from Joliet, north and east from Prairie Stone, south along the Route 53/Interstate 290 corridor, and from O'Hare to Midway Airports.

"Metra is very excited to announce the most innovative transportation proposal the region has seen since the advent of the inter-state highway system. The STAR Line marks a new day for inter-suburban transportation. The STAR Line begins to create a dynamic transportation grid that will deliver commuter rail service and give suburban motorists an alternative to the automobile," said Jeffrey R. Ladd, chairman of Metra's Board of Directors.

"National forecasts continue to underscore the need for more service, driven especially by new household migration to the suburbs and forecasted robust growth in new suburban job development. As the region's commuter rail service provider, we understand there is an established need for inter-suburban service that allows for seamless access points to existing Metra routes. That potential will not be fully realized until a basic suburban grid is in place."

Ladd also pointed to the chronic congestion experienced today by area motorists, noting that national transportation studies indicate the average time area motorists might experience congestion has increased from 4.5 hours per day in 1982 to 7.8 hours per day in 2002. The STAR Line offers a transportation option for motorists who make 3.7 million daily car trips to work along the defined route.

Ladd announced Metra's STAR Line service proposal today at a press conference held with mayoral representatives from communities that would receive new or

enhanced service from the new STAR Line.

"This region has been engaged in a process to study transportation options for the northwest corridor. We have a long-established need for transit options that address the extensive growth these communities have experienced," said Arlene Mulder, mayor of Arlington Heights. "Metra's proposal provides that much-needed suburb-to-suburb transit connection and gives our communities alternate access to O'Hare."

Michael Fortner, mayor of West Chicago said: "Metra's STAR Line creates a transit option that we've never seen before. It creates a depth of service for commuters who travel along the state's east-west technology corridor and delivers the region's north-south commuters a transit option that's never existed. As Illinois continues to grow, transportation will be key for our economy, our businesses, and our residents."

In his announcement today, Ladd echoed the economic importance of the new service line.

"Because economic development and transportation networks are inexorably linked, the STAR Line's time is now," said Ladd. "The state-of-the-art DMU trains are 12 times more fuel-efficient than existing equipment and will allow Metra the flexibility we need to deliver frequency of service on this commuter rail transportation network."

"The STAR Line delivers that critical first step in creating a suburban alternative to the automobile. It will get more people out of their cars, into state-of-the-art trains, and reduce chronic roadway congestion. It truly is a new era in suburban transportation," he added.

Metra Also Announces Three New Infrastructure/Upgrade Initiatives

Metra's Chairman and Executive Director today also announced three new initiatives that will impact more than 60 percent of its customer base, continuing to strengthen the levels of on-time performance for Metra's customers.

In concert, these three initiatives address

key bottlenecks in the optimum efficiency of Metra's system and will deliver customers more of what they want from Metra: greater frequency, more express service, more off-peak service, more reverse-commute service, and industry-leading reliability levels.

UNION-PACIFIC NORTHWESTLINE (9.2 million annual passenger trips and 231,128,000 passenger miles on Metra's system):

Metra will seek funding to upgrade a service line that today accounts for more than 9 million passenger trips annually on its system. Population and job-based development along this line is projected to lead the region, with some communities projected to grow by as much as 56 percent in the next 20 years. Metra believes it must get ahead of this aggressive demand curve today by upgrading the capacity of service on this line.

UNION PACIFIC WESTLINE (6.9 million passenger trips and 151,288,900 passenger miles on Metra's system):

Metra has targeted reliability improvements for its Union Pacific West line, which operates on one of the nation's major pathways for freight traffic. Metra is pursuing funding to create greater flexibility along this route to manage freight congestion and create growth in frequency and efficiency of commuter service on this line.

A-2 INTERLOCKER (Affects performance of six Metra lines that provide 52 million annual passenger trips):

Metra is pursuing funding to alleviate a critical choke point in its system, updating the configuration of seven tracks that feed into two of its major downtown Chicago stations (Chicago Union Station and Ogilvie Transportation Center). Once completed, this new configuration will allow Metra's trains to operate at higher speeds through this "intersection," providing customers with faster, more reliable service. This interlocker is the busiest in the region's entire transportation network.

"Metra was the only transit agency to receive three federal full-funding agreements under the Transportation Equity Act for the 21st Century. As a result, we currently are upgrading service on three lines that account for nearly 10 million

trips and 209,964,600 passenger miles annually on our system,” said Philip A. Pagano, Metra’s executive director.

“Metra continues to be focused on the quality of our service and the capacity of our system. These projects are critical in allowing us to create growth plans that are aligned with regional forecasts for growth in population, households, and employment. These initiatives will deliver our customers more of what they want from Metra,” he said.

Metra operates commuter rail service between the downtown Chicago business district and 224 stations in northeast Illinois communities over 12 routes totaling approximately 500 miles of service territory. Metra operates 700 weekday trains, providing 300,000 daily passenger trips and 1.9 billion passenger miles.

CSX touts first-year remote-control results

Remote control technology is improving safety in CSX’s classification yards, according to data compiled through the first full year of implementation. In addition, the severity of train accidents is down when comparing the average cost per derailment, the railroad says. “This trend reinforces the safety benefits of remote control technology documented by Canadian railroads, and emphasizes that implementation by CSXT and all major North American railroads was the right decision,” said chief operating officer Alan Crown. “In addition to the safety benefits, we are seeing virtually 100 percent reliability of this proven technology.” CSX’s analysis shows that FRA-reportable train accidents (damage of \$6,700 or more) were reduced by 60 percent in remote control operations in 2002. Also, human factor-caused accidents were reduced 30 percent when comparing remote control with conventional operations. The railroad’s findings also show that accidents, when they occur, are less severe. Average cost per train accident in yards

where both remote control and conventional operations are used is 34.5 percent less with remote control, according to CSX.

Via TRAINS On-Line

Chicago Notes

Green Goat’s trial on Union Pacific moves to Windy City: RailPower, the Vancouver, British Columbia, maker of the environmentally friendly Green Goat, which has been testing in Union Pacific’s Roseville, Calif., yard northeast of Sacramento since March of last year, announced Friday a testing extension as well as transferring the unit to Chicago. Expected to move east this week, the experimental unit has been modified in anticipation of the colder working conditions in Illinois. Testing on the UP has been extended until June 30.

Via Train On-Line

METRA: MP36PH-S’s COMING TO CI-HCAGO: The first pair of the F40C replacers are scheduled to be released from Boise Locomotive in Idaho on January 15. The METX 402 and 403 will be delivered via the UP to Chicago. The units are expected to begin road tests on the Milwaukee District West Line to Elgin upon arrival. *Via NWI Chapter*

Editor: See the cover photo by Greg Yarlott. Greg works as a mechanical engineer for MotivePower, the company that has built the units. Greg found our web site and notes about delivery of the new units. He recently sent several photos to me for use in the newsletter. If we only had color! My thanks to Greg for sending the photos.

BNSF coal, maintenance trains collide

A 130-car train Burlington Northern Santa Fe coal train weighing more than 17,000 tons was mistakenly diverted into a siding near Belknap, Ill., Wednesday night and smashed into an idle eight-car maintenance train, injuring two people.

Sixteen cars derailed, 14 from the coal train, which was on its way to Paducah, Ky., from Powder River Basin in Wyoming.

A BNSF spokesman told the *Southern Illinoisian* that a track maintenance crew failed to throw a switch back to its proper position after lining the maintenance train into the siding.

The engineer on the coal train recognized the error as he approached the switch and was able to slow the train from its speed of 30 mph before it struck the maintenance train. The engineer and conductor suffered minor injuries. They were treated at a nearby hospital and released.

Via TRAINS On-Line 3-3-03

Wheel Report

This month's issue is smaller than usual. Two reasons, first, your editor has been on the road a lot plus working extra hours on projects and just hard to sit down at the computer when I get home. I check my E-mail and then do very little of searching the Web for stories. Thanks to Bill S. This month for the brief article about the museum in Chicago. More stories from members would be appreciated.

The second reason involves our publishers of the newsletter. Since the first of the month SolTec of Danville has changed to Cooke Technologies as an internet provider. Thus Allen and Doug have been extremely busy getting the business changed over. Of course this fell at a time we needed to get the newsletter out plus move the Flyer Online archives. I appreciate all that Doug and Allen have done to get the newsletter out in addition to the problems at work.

Speaking of work - spring is the start of construction and we have become loaded with work. The design projects are starting up at Walbridge and West Virginia. Walbridge design started the first of the month that will eliminate another tower in Walbridge, Ohio in 2004. The Blue Island project is at the critical stage of go/no go for this year with decisions to be made around the middle of March. (One problem working for a client like a railroad is I can't tell you all the juicy news I find out. I have to wait until I read it someplace else.)

Rick