

# DANVILLE FLYER

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

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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 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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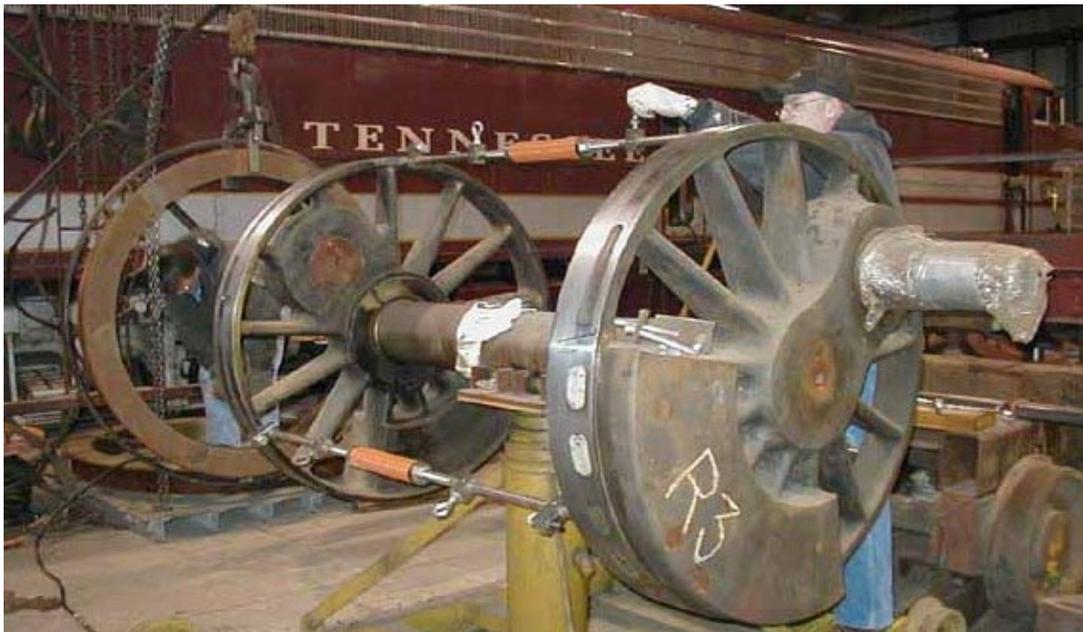
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The volunteers at the Monticello Railway Museum are placing the tires on the wheels for their steam locomotive that is being rebuilt. See a brief article in this issue from Ron Berkman on how they accomplish a task that is rare in today's railroading.

Photo by Ron Berkman

## Coming Events

### *March 12 & 13, 2005*

Cisco, IL - Cisco Jct. Model Railroad Group, Train and Circus Show, downtown Cisco, 10-4, \$3

### *March 13, 2005*

Danville, IL - Chapter Meeting at Pizza Inn - **NOTE DATE CHANGE DUE TO URBANASHOW**

### *March 19 & 20, 2005*

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

### *April 2, 2005*

Hoopeston, IL - Model Railroad Show and Swap Meet, McFarren Park Civic Center, 10-5, free

### *April 17, 2005*

Danville, IL - Chapter meeting at the Pizza Inn

### *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

## Next Meeting

The next meeting will be held on Sunday, March 13 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. Program announced at the meeting.

Annual dues are due by the end of March so get your renewal to Allen Cooke as soon as possible. We appreciate your membership and the donations that some of you have made..

Note the final model operating sessions for this winter/spring. The April session will be the last at the museum. In addition Rick had his last session the day before the March meeting. Once spring arrives his concentration is outside in the landscaping and association with a new Hosta society he and his wife have formed in the Champaign-Urbana area. Al has indicated he plans to invite everyone over to run trains on his O Gauge layout. Once his work schedule settles down we should have something setup.

The Urbana Show is scheduled for the 3rd weekend of March, thus the change in monthly meeting. As this is being written the location of a chapter table is not known since the mall arrangement has changed due to the construction in the former Berger Store. As always, we can use help both days selling items, especially magazines. Bob G. usually loads the stuff and could use some help loading at Rossville and unloading at the mall.

We appreciate the attendance at recent meetings. The January meeting saw 22 members in attendance, even with mix-up at the restaurant, and in February we counted 17 present. Rick still has the video tapes that were donated last year at each meeting so be sure to see him to check out a couple for viewing at home.



## Operating Sessions

### *Grafton, Davis & Mt. Storm Ry.*

**Bill Sandusky passed away on 2-27 just one day after his last session. See article this issue.**

### *Chicago, Illinois & Eastern Railroad*

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

### *Danville and Western Railroad*

**No more session this spring.**

## Hoopeston Show

You will note the listing for a train show at McFarren Park in Hoopeston. We have found out very little about the show except that the individuals that seem to be setting it up are not responsive to questions. The Chamber of Commerce is the contact but they seem to know nothing about how it is set up. We have an operating session that Saturday morning and some of us plan to venture up to see what is going on. The organizer that B. Sandusky talked to said his group was a model railroad group, knows nothing about Rossville, knew the Urbana guys (which they don't know him) and would not invite anyone over to see his layout. Strange!

***2005 Chapter and Museum dues are due. If your label has a red note about dues this will be the last issue you will receive.***

***Don't miss out, get your renewal to Allen Cooke right away.***

## Monticello Railway Museum

The museum will host the 5th photo trains at the museum on April 30, 2005 starting at 8 AM. There will be two trains operated for the photographers to take photo of during the day. The first train will be a freight with Milwaukee Road NW2 #1667. The other train will be a passenger train with Canadian National FPA-4/FPB-4 and Illinois Central passenger cars with IC business car #7 on the rear. Other power will be out and may be used if time permits. Saturday night there will be a night photo section. On Sunday May 1, 2005 the museum will do Throttle Times where you can operate a train as engineer. This year it should be the freight train from Saturday. The cost of the photo train event on Saturday is \$40.00. Sunday's Throttle Times is \$100.00.

*Via Art Purchase*

## UP closes IMX in Chicago

The UP, after threatening to do so for a couple of years, has pulled out of IMX, the old IC facility, in Chicago. This move occurred last month. SP leased this facility from the IC in 1995 when the IC moved to their new MIT facility built at Markham. SP contracted originally with the BRC to switch the facility as the IC wanted nothing to do with this, even for a profit. Go figure! The Chicago Rail Link took over the switching from the BRC around 2000 or 2001 I believe. UP inherited the facility from SP when they took them over. The sign up along Damon Ave still has the Southern Pacific name and logo on as UP never bothered to make the change.

As of this moment, the place is vacant. CN still owns the place and everything is still intact. It is of no value as an intermodal yard to CN as they cannot operate double stacks in and out of there via the Chicago Sub owing to the clearance restrictions

**March Meeting -  
March 13**

between Chicago and the UP/CSX (former CWI) bridge just south of Kensington.

I don't know where UP moved this business to. It was all business between Eagle Pass and Chicago and the City of Industry, CA and Chicago. I would guess the Eagle Pass business went to Yard Center and will operate via the MoPac. I would also guess the City of Industry business went to Canal Street. All of these trains hauled both trailers and containers, so it is not likely they would have been rerouted to Global 1 or 2. At one point there were three trains in each direction in and out of IMX for SP/UP. But in the last few years I have only seen four in addition to the steel wheel interchange moves.

There are no longer any UP intermodal trains operating via the CN Joliet Sub between Joliet and IMX. These trains used the BNSF (former ATSF) between Kansas City and Joliet. Some of the trains used the former BN the past few years between Kansas City and Cicero, reaching BRC rails at 3 1st, then around the wye and onto the CN Freeport Sub between Hawthorne and IMX.

I never understood the SP getting away from an all GM&O routing of the Eagle Pass trains in favor of the ATSF routing they used until a couple of years ago when these trains got rerouted to the former BN. SP poured a ton of money into the GM&O to fix up the track and aside from Amtrak, only operated four to six through freights per day over the line at its peak before UP took over. When SP acquired the trackage rights there were all sorts of restrictions put on these trains with the trackage rights as well including horsepower per ton ratio.

It was not unusual to see an SP and later, UP train coming off the ATSF with three or four high horsepower units and less than 6000 feet of train, often times not even 5000 feet. These trains were way overpowered, although I bet the crews liked it. And from what I used to see, the trains coming into Chicago always seemed to have crews short on time. Oftentimes they didn't have enough time to yard their trains and the BRC and later, CRL crews had to perform this chore. I guess they got screwed to death on the Santa Fe quite

often. They used the same crew change point of Fort Madison, so they should have had plenty of time to move their trains if dispatched well.

*Via Tuch*

## CP on NS and some other stuff

*By Joe Santucci, CN Engineer*

It was asked (*on Illiana Group*) about routing of CP trains through Chicago once the rerouting of their trains off CSX and onto NS occurs. FWIW, I heard that this would occur in March or April. Of course being that the rail industry takes twice as long to accomplish change as any other industry, that might mean March or April of next year. Former Conrail, now NS crews that operate out of Elkhart to Chicago go all over the place. Elkhart builds and pre-blocks numerous trains destined to interchange partners at Chicago thus eliminating the need for a major classification yard in Chicago. Train originating at Elkhart will run through to the BNSF (BN) at Cicero and change crews. A BNSF crew takes the train west from there. There was an ELSO built with Soo Line traffic that used to operate via the IHB and later the BRC. This train was delivered to the BRC Clearing Yard pre-blocked for Soo/CP destinations. A Soo crew with Soo/CP power would get this as one or two trains out of Clearing. Trains to/from CNW Later UP, operated into and out of Proviso Yard or Global Two. Many of the TV train crews were Toledo long pools based out of that terminal. They bypassed the crew change at Elkhart running straight through with one crew between Toledo and Chicago.

The ELCJ, CJEL, ELCW and CWEL trains operated into and out of the former Chicago Junction yard which has been known as Ashland Avenue for years. Some of the trains to/from the CNW/UP and BN also passed through Ashland Ave performed set outs and/or pickups there. TVLA bypassed Ashland Ave on the south side of the facility to reach the 49th Street Industrial Line and the connection from it to the ATSF at Corwith Yard.

Trains to the former Santa Fe still operate via the Kankakee Line with interchange of

the entire trains affected at Streator. However, these crews are Kankakee and not Elkhart based.

There was/is (don't know how many they operate now) three daily auto trains to the IHB at Gibson plus TV-221 that made a set out there before proceeding on through to the CNW/UP at Proviso and one manifest freight to and from IHB at Blue Island. On occasion an extra IHEL would be called out of Blue Island if traffic levels dictated. WDGI-3 was the steel shuttle that operated between Inland Steel's Indiana Harbor plant and INTEK in New Carlisle. This was a crew based out of Colehour Yard in Hammond right on the state line and went on and off duty at the IHB's Michigan Avenue Yard in East Chicago. The IHB pulled the loads out of Inland and the WDGI-3 crew would add their power and take the train east. Upon its return, an IHB crew would deliver the empty coil cars and loads of scrap back to Inland using IHB power most of the time.

Several coil steel trains also originated out of Michigan Ave on the IHB that went east on Conrail to Detroit or Ohio using Elkhart crews. This was usually steel out of Inland.

Most of the TV (intermodal) trains operated in and out of 55th Street, 51st Street and Park Manor yards. Running between Toledo and Chicago is not a problem here as these three yards were on Conrail and there wasn't as much terminal delay to reach these facilities as there is to reach off line foreign yards. Some TV trains went through to BN and ATSF, later BNSF or CNW/UP and these trains did encounter more delays.

Conrail crews laying over in Chicago went on duty at the Rolling Wheels Motel on Pulaski Avenue in Chicago where they took their rest. There was a room there with bulletin boards, fax machines to receive bulletin orders and computers for typing up and checking the crew boards and the like. The crews would be vanned to the respective rail yard from which they would get their trains. They didn't go to a Conrail Yard to get paperwork or bulletins first before going to one of the foreign line yards to get their trains.

The entire Chicago Line is rule 261

(TCS between Butler where the NS former Wabash line out of Detroit crosses the Chicago Line. Currently CP trains operating via CSX use the Chicago Line to CP 497 and the connection to CSX's former B&OCT. These trains then operate over the BOCT directly to and around Barr Yard in Riverdale. West of Barr is BI Jct (Blue Island) and the connections with the IHB and former GTW. These trains enter IHB trackage at BI Jct and head west to the end of the IHB at Franklin Park and the connections to the former Soo Line. They can go (compass) northeast towards the WC and Schiller Park or west to Bensenville.

The other routings are BOCT from CP 497 and the Chicago Line to CP Cal Park and onto the IHB there. Don't know if they are still doing it but 505 used to terminate at the IHB at Blue Island and 504 used to originate at Blue. Extra sections of 505 called 537 would also terminate at Blue. CP trains can also use the IHB routing around Blue Island Yard on its north side via the IHB running track to CP North Harvey where the running tracks become main tracks again and take this route to BI Jct. There is also a connection at East Dolton in which the parallel IHB and BOCT connect to each other and the trains can pass between IHB and BOCT here as well.

For the reroute to an all NS routing, I would guess the trains will operate either via the IHB or BRC through Chicago. The IHB routing would have them exit the Chicago Line at CP 502 and use the IHB Kankakee Line south to CP Gibson, the west on the IHB main for the entire run to Franklin Park and the connections to the Soo Line. Between CP Gibson and CP Cal Park, the IHB is single track. The BRC routing would likely have them exiting the Chicago Line at CP 509 in South Chicago. There is a connection to the BRC down the hill. The BRC mains (virtually of this route is double track) would be used all the way from South Chicago to the connection with the Soo at Cragin Jct at the far north end of the BRC trackage.

There is also a connection to the BOCT (soon to be CN) Altenheim Sub at 14th Street. Trains en route to Schiller Park (if 502 and 503 are still operating in and out of Schiller) could use this connection from the BRC to the Altenheim Sub and follow

it to where the current ownership changes to CN (former WC) at Forrest Park and Madison Street. The CN route then runs directly into Schiller Park. Now from Tower B-12 where the Soo crosses and connects to the CN north, Metra uses the line and this too, will likely constitute delays waiting on people trains as well as CN traffic on the line between Madison St and Schiller Park.

There is no way to route them Chicago Line all the way to change of trackage ownership to Amtrak at 21st Street which used to be called Alton Jct on Conrail. Between some clearance issues and having to operate through Union Station trackage, this is not feasible. There is no proper connection at 21st St to allow them direct access to the CN's Freeport Sub either. The Freeport Sub connects to the BRC at Hawthorne and the IHB at Broadview, but the connection to the CN from the Chicago Line is backwards and would require the train to have to be pulled around, make a big back up move and then run around in order to head west.

They could use the former GTW between BI Jct and Hayford and connect with the BRC there and then operate on the BRC between Hayford and Cragin Jct, but this will have them competing with all the CN trains on a route that is dotted with road crossings and quite busy as well.

In any event, there is no fast way through Chicago Terminal. You could or should be able to make it from Elkhart to the final destination in Chicago or from Chicago to Elkhart. But depending on traffic congestion in Chicago Terminal, it is likely that the trip through the terminal will be much longer than the trip from Elkhart to Chicago Terminal. Having worked for several roads operating into and out of Chicago, I can readily testify to this fact. Crossing numerous other roads at grade and all the traffic operating through the Terminal make it quite an adventure to get from here to there some days.

And one last thing to remember, you'll have to be qualified on several railroads using different rule books. This means different signals and rules which also makes it an adventure.

Oh, one more thing, it is entirely possible

that CSX will still be a player on the routing of these trains through the Terminal too depending upon congestion, so you might have to get qualified on their lines and rule book too.

Both the IHB and BRC routes are not the fastest as the IHB has a maximum speed of 40 MPH with some 25 and 30 MPH segments and the Blue Island running tracks being restricted speed. The BRC maxes out at 25 or 30 MPH. Both lines cross numerous other rail lines in the Chicago Terminal and both carry numerous overhead traffic from almost all the other Chicago area railroads as well making them quite busy and the probability high that you will encounter delays. And, it is likely there will be many 12 hour days. Now with that in mind, the overtime pay factor will be determined on the regular running miles for the trains and the current 130 mile day still being the factor.

As for running on the Amtrak Line between Porter and Kalamazoo, this is highly unlikely. There were some clearance issues with multilevels and double stacks and Conrail found the spots a few years ago when detouring a few trains after a wreck on the Chicago Line. That is why there is now a high car detector at Porter on the Amtrak Line. And being that this is primarily a passenger line with only locals operating to handle on line industries, adding through freight to the mix won't be a good mix. Amtrak is supposed to raise the speed to 110 on a major portion of the line this late summer or early fall. As it was mentioned in a previous post, CP locomotives would likely have to have some cab signal equipment installed to operate on this route too. So you can pretty much rule this line out.

It is entirely possible, but not likely that the CP trains would use the Porter Branch, now a CSX property between Porter and Ivanhoe where IHB trackage begins. This would eliminate some slower running with the connection from the Chicago Line to the Kankakee Line at CP 502 and the overall slower Kankakee Line itself between CP 502 and CP Gibson. Although I see the IHB after probably over 15 years has finally rebuilt the bridges over the Calumet River in East Chicago a little north of CP Gibson eliminating the 10 MPH

restriction from this point.

Amtrak owns the line from about 400 feet west of BO Tower interlocking limits in Kalamazoo to where the line ends in Porter. This is how BO managed to stay open for so long. Conrail wanted to close it but wanted Amtrak to assist in funding the new interlocking equipment needed to convert it to remote control by the Kankakee Dispatcher. Being that Amtrak has no ownership in the plant, they steadfastly refused. They pretty much told Conrail "It ain't our tower, we ain't payin'."

And for an unrelated question asked on the list, CN operates intermodal and auto trains at 70 on the former IC. Intermodal trains have to be "loaded" by company standards. That means no empty cars; five packs have to have at least three of five sections loaded, three packs must have at least two sections loaded and twin packs have to have both platforms loaded. A train comprised of all intermodal, a mix of intermodal and loaded multilevels, or solid loaded multilevels are considered loaded intermodal trains and can do 70. The trailers or containers on board do not need to be loaded though they can be empty. This speed is not in effect on the Gilman Line though, only the Chicago-New Orleans route.

Now being that they only want to run two SD70's, Dash 8's or 9's or combination of such units on 194 and 195 and being that intermodal trains have so much drag, it is quite hard to even get these trains up to 70 unless the train is very short. It is easier to get the auto trains up to 70 as they have less drag.

Bob P mentioned the Conrail TV trains operating at 70. IIRC; TV trains with 240 axles or less could do 70. 241 axles or more had to operate at 60. And Conrail didn't have any load/empty restrictions like CN; it was strictly axle counts. But they had to have all intermodal, multilevel or intermodal/multilevel mix, no freight cars. On more than one occasion I observed bare table trains (all empty car moves) operating at 70 if they were within the axle counts mentioned above.

In the short four years or so of Seaboard System, they were supposed to start operating their intermodal trains at 70. I can

recall talking to former L&N crews out of Danville that were discussing this higher speed coming. I don't recall if they ever actually undertook this move at any point though

Tuch

## Wheel Report

**Crawfordsville, IN depot**-a Ladoga woman was the force behind the transformation of a Crawfordsville railroad depot. Nancy J. Morrison bought the old Monon Depot, 410 N. Green St., and turned it into the Massage Therapy Clinic. Her business was previously at 211 E. Pike St. "I've always had my eye on this building," Morrison said. "I've always wanted my own place."

The 1926 brick and stone Queen Anne building is within Crawfordsville's historic district and is on the National Register of Historic Places. Inside, the building has original floors, casement windows, doors and woodwork.

In the past, the depot was used to purchase train tickets. Owned by CSX Railroad, the building later was used for storage and switching controls. When Morrison bought the building in March 2004, it was in derelict condition. She received a \$10,000 grant from the Crawfordsville Historic Preservation Commission and a \$10,000 loan for the project. When she began restoration, she started with the outside of the building. She power-washed the exterior, pulled nails and installed new window panes. The gutters, roof and chimney also were refurbished. Morrison's mother, Kate Morrison, restored the wood finish inside the building. Dark, glossy panels surround the doors, and the color is echoed in the antique furniture and the original ticket booth. An artist friend, Jeanie Denzio, painted murals, a wall hanging and a stained glass window.

"I like the calming effect when you walk in," Morrison said of the building. Morrison, a certified member of the American Massage Therapy Association, has about 15 years experience in massage therapy. She has owned her own massage

clinic for about 8 years. She offers Swedish massage, neuromuscular therapy, deep tissue massage, seated chair massage, shiatsu and reflexology, acupressure, trigger point and hot rock massage. She also offers hand and feet treatments.

By this summer, Morrison hopes to refurbish another room in the building and open a healthy restaurant called The Right Track, which could seat 49 people, she said.

**Danville Coal Unloading Facility** - I talked with F. Powell recently and he had just returned from Jacksonville at the CSX Shortline meeting with bad news. It seems as if the P&E will not be sold any time soon. They plan to cut it off at Danville Junction and somewhere west of Tee Pak bend it over to the main on a power switch. This is to service a new rail to truck trans load operation in the south east quadrant at PANDE to deliver Powder River Basin coal to Newtown Power Plant (*former Illinois Power plant northwest of Danville*). Yes the same Newtown Power Plant that had rail service until they ripped it out (*The Henning Branch*). Bad news for the V V RRR. *From Jim Montgerard*

## MRM sets tires on wheels

The photo shows the general setup of the driver axle with a tire hanging off the crane to one side, and the tire 'gauges' installed in 3 positions between the driver centers. The 'fire ring' is installed around the tire, which is hanging off the overhead crane (A-frame). The fire ring is placed in operation using Propane fuel from a tank and the tire is brought up to above 400 degrees to make it expand.

The expanded tire is then pushed onto the wheel center by hand (2 or 3 guys) and positioned up against the stops on the tire gauges. Then, spring-loaded keepers are slipped over the tires to hold them while the cooling and shrinking process happens. The final shot shows the applied tire and the cooling process going on.

On the day in question we did 4 res on two axles (2 and 3). Axles 1 and 4 will likely be

done on Saturday 02/26/05), but cannot guarantee it for sure yet. We did a lot of preparation work on the gauges and a rework of some stuff on the special hook to lift the tires (homemade along with the gauges).

For what it is worth, the drivers are classic Baldwin 57" dia. You may also recall that in years past, the drivers and the tires were sent to NS Birmingham Steam Shops for machining, truing and preparation for tire application. They also did the crank pins and axle bearing surfaces. With the rebuild on the pony truck and it's Strasburg made wheel set, all the wheels and axles for 401 will have been completely refurbished. We will be doing the 'Crown' bearings and various parts for the equalization. All the springs on the loco are brand new custom made units.

Boiler is due on MRM premises at end of March. We shall see.

*Ron Berkman*

## Bill Sandusky - 2005

Museum member Bill Sandusky died Sunday, February 27. On Saturday Bill had one of his operating sessions on the Grafton, Davis and Mt. Storm Railroad, the G Gauge layout in Bill's basement. As usual we had a great time with members Dave, Mark, Allen and I attending along with his Chicago buddies Ed and Jim. Unfortunately Bob G was unable to attend due to the flu. There was yelling, fuse blowing and the great cookies made by his wife Jean.

Bill and Jean moved to Rossville about 4 years ago to get out of Chicago. Once he found there was a club in the town with a layout he was hooked - and we became hooked on operating thanks to Bill and our late Secretary Rob Bauer. They both came on board about the same time and got the model group interested in operations again - the Saturday sessions were the result of their interest. Bill was the usual "gruff" Chicago guy that was really a pussycat when you got to know him. He always sent a note after the sessions at Rossville, or at my house, thanking us for the session and how much fun he had.

At the start of this year the G.D. & Mt. S. Ry had an interchange with the Danville and Western. At the recent session Bill operated the mine branch but no cars were setup to deliver to the shortline. He was pleased to see that his railroad was on the list and at one time the Danville and Western connected to his empire in the basement. The G.D.&Mt. S. Ry interchange will always be served by the D&W, Bill would have liked it that way.

Our sympathy goes out to his wife Jean and his family.

*Rick*

## Second Section

**The Henning Branch** has been officially sold to the company that owns the grain elevator at Henning. No word on how service will be handled but the line is off the CSX roster. At this time we would assume that CSX maintained the "wye" at Rossville and thus the company will have to shove the cars to CSX, a feat across Route 1 that will take some time.

**Princeton, IN** - In a change of plans CSX now will build the 4 mile extension of King Siding to the south side of Princeton. Originally they planned to add the 10,000 foot track around the west side of Howell Yard but clearer heads prevailed when they studied the capacity problem and found the extension will serve that problem better. We are completing plans and plan to show to contractors around the middle of March. Plans are to have the work complete by October and placed in service. The project is looking at closing some crossings in Princeton as well as the county. In addition, right of way is being acquired and power lines will have to be moved. The project will cost around \$7 million to build.