

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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Volume 41

March 2009

Number 3

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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 \$37.00 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.

## OFFICERS FOR 2009 - Our 41st Year

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

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The Altamont Commuter Express (ACE) trains run from Stockton to San Jose; three each way M-F. I was lucky to catch this 10th. Anniversary paint job as I seldom get a chance to railfan on weekdays. It looks like graffiti from a distance, but looks nice close-up. UP isn't the only railroad to decorate their locomotives. Photo by member Wade Frasch of San Jose, CA

## Coming Events

*March 15, 2009*

**Danville, IL - Monthly Chapter Meeting at Jocko's Depot Restaurant, 1:00 PM**

*March 28 & 29, 2009*

Urbana, IL - 32nd Annual Model Train Show and Swap Meet, Lincoln Square Village in downtown Urbana. Sat 10-6, Sun 11-5, free.

*May ??, 2009*

Annual Chapter rail trip to Chicago area - check out plans on page 4 of this issue.

*April 18, 2009*

Danville, IL - Chicago and Eastern Illinois Railroad Historical Society annual meeting, Danville Area Community College, 10 AM to 9 PM, display tables, tour, dinner and annual meeting.

*Apr 18-19, 2009*

Decatur - Decatur Train Fair 2009. Decatur Civic Center. Sponsored by the Decatur Mt. Zion & Southern Model Railroad Club. Sat 10-5, Sun 10-4.

*May 3, 2009*

Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Fairgrounds. County Farm Road and Manchester. 9:30-3

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***32nd Annual Model Train Show***

***Lincoln Square Village,  
Downtown Urbana,  
Illinois***

***March 28 & 29, 2009***

***Saturday 10-6***

***Sunday 11-5***

## Next Meeting

**Our next meeting will be held Sunday, March 15 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.**

The Urbana Train Show is coming this month and we will discuss setting up tables as well as the popcorn machine - a good money maker for the chapter. This year we will have just 2 tables, one for the money-making popcorn and the other for magazines and other items. Allen Cooke has set up a trip to Chicago to ride Metra trains. The date and schedule are listed on page 4. A planned trip to the St. Louis did not work due to lack of train times meeting our needs.

At this time, by the time you read this, there will be only one more planned operation session at Rossville. Depending on timing we will probably try to have one in the summer months.

As you will note in the minutes, the Chapter has purchased a new LCD wide screen monitor that will accept computer, DVD and VHS (with additional equipment) for presentations. If you have a VHS we will need to bring a VCR to add to the monitor. The DVD program will be announced at this meeting.

### ***- Late Breaking News -***

For those that monitor railroad radio communications, CSX changed dispatcher assignments in our area, and thus a couple of radio frequencies were also changed. Calumet City, IL now dispatches the Woodland and Monon Subdivisions. Road channels remain the same, but the dispatcher is on 160.320 (14) for the Woodland Sub and 160.290 (12) for the Monon. The CE&D, starting at RB Jct. south of Brewer, is still dispatched from Jacksonville FL and remains on 161.520 (94) for that dispatcher.



## Model Railroad Operating Sessions

Mark your calendar now for the following operating sessions that will start at 1:00 PM and end after 3:00 PM:

***Rossville***

**Saturday, April 4, 2009**

***Danville and Western***

Operating Sessions, 1819 Coventry Drive, Champaign, beginning at 12:30 PM and ending after 3:00 PM

**Saturday, March 14, 2009**

Depending on schedule, The D&W may try to schedule another session during April. With the chapter trip, C&EI meeting and other items going on during the month this may not work out. Operators will be notified via Email.

**Remember, 2009  
Chapter/Museum  
Dues are due by the  
end of March. Get  
your check to Allen  
Cooke at the  
Chapter address, or  
at the next meeting  
soon to remain on  
the mailing list. This  
issue of the newsletter  
will be the last  
one you receive for  
2009 if dues are not  
paid.**

## **President Lincoln and Union Pacific Railroad: Building America Then and Now**

Omaha, Neb., February 9, 2009 – When Abraham Lincoln is a founding father of your company, people expect great things from you. From building the nation's transcontinental railroad to delivering the goods Americans use every day, the men and women of Union Pacific continually work to exceed those expectations.

This year marks the 200th anniversary of Lincoln's birthday. To celebrate in a manner befitting the 16th president's legacy and the railroad's impact on the United States, Union Pacific is supporting "With Malice Toward None: The Abraham Lincoln Bicentennial Celebration" exhibition by the Library of Congress. Union Pacific also loaned Lincoln artifacts to the exhibition from the Union Pacific Railroad Museum in Council Bluffs, Iowa. To further celebrate Lincoln, Union Pacific has launched a special Web site: [www.upcelebrateslincoln.com](http://www.upcelebrateslincoln.com).

Recognized as one of America's greatest presidents, Lincoln signed the Pacific Railway Act July 1, 1862, authorizing construction of the transcontinental railroad. Central Pacific, an existing California railroad, would start in Sacramento and build east, while Union Pacific would start in the middle of the country, at the Missouri River between Council Bluffs and Omaha, and build west. Though Lincoln did not live to see the driving of the Golden Spike in 1869, the transcontinental railroad was one of the greatest achievements of his presidency.

"Building the transcontinental railroad is widely considered one of the greatest achievements of the 19th century," said Bob Turner, Union Pacific senior vice president, corporate relations. "Linking the east to the west opened the door to the pioneers who transformed our nation. It helped change the culture of our country to make Americans across the continent

feel like one people. Today, Union Pacific continues to connect and support America's families and businesses."

From produce, grain, beverages and livestock feed to lumber, coal, steel and automobiles, virtually everything Americans use every day probably spent some time on a train. Without the railroads, America would come to a stop.

"With Malice Toward None: The Abraham Lincoln Bicentennial Celebration" opens February 12 at the Library of Congress in Washington, D.C. The Union Pacific Railroad Museum loaned the exhibition a rocking chair from Lincoln's office and a silk banner from his funeral procession. The exhibition also will include a vast array of Lincoln material including letters, photographs, political cartoons, period engravings, speeches and artifacts, the Lincoln family Bible, and the contents of Lincoln's pockets on the night he was assassinated.

The exhibition will be on display at the Library of Congress through May 9, after which it will travel to six U.S. cities: Sacramento, Calif., at the California Museum in spring/summer 2009; Chicago, at the Newberry Library in fall 2009; Indianapolis, at the Indiana State Museum in winter/spring 2010; Atlanta, at the Atlanta History Center in fall 2010; and Omaha, at the Durham Museum in winter/spring 2011.

### **STB eyes rail fines for Amtrak delays**

Freight railroads, particularly Class I railroads, deemed responsible for delays to Amtrak passenger trains using their tracks could be fined under new authority granted to the Surface Transportation Board.

Fines theoretically could be applied in past years, but Amtrak's precarious political position made pursuit of such fiscal action improbable. But STB Chairman Charles Nottingham says a new law, passed by Congress last October, allows STB to pursue freight railroads determined to be negligent or uncooperative in expediting Amtrak trains. The goal is for 80% of Amtrak trains system wide to reach on-

time status.

Freight operators, for their part, have cited obstacles impeding their handling of Amtrak, such as slow orders, including those required for maintenance work, and mounting dispatching conflicts generated in part by increased freight traffic in recent years. Amtrak officials privately have acknowledged such arguments, though they also cite widely varying approaches and attitudes from different Class I railroads in dealing with the issue seriously.

Amtrak Chief Operating Officer William Crosbie, addressing STB, said, "On-time performance of our trains is highly variable," with slow orders triggering many of the delays. "We want to make it very clear that the on-time performance of our trains is the linchpin of our success."

Amtrak considers trains on its own Northeast Corridor to be on time if they arrive within 10 minutes of schedule, Crosbie said. Long-distance Amtrak trains are considered on time if they arrive within 30 minutes of the posted schedule.

*Via Railway Age 2-13-09*

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### **Freight Car America Inc. cuts Danville workforce**

FreightCar America Inc. plans to cut nearly four of every five jobs at its Danville facility, starting this week (2-16). FreightCar America Inc. started notifying workers this week about what it calls layoffs, according to information filed with the Illinois Department of Commerce and Economic Opportunity.

FreightCar sent notice to the state agency on Jan. 16 that 195 workers would be laid off during several 14-day periods, starting Monday, according to Ashley Cross, spokeswoman for the state agency. Cross said the corporation indicated that the layoffs would be permanent but gave no reason for the reduction in force. The Danville facility at 2313 Cannon St. assembles new railroad cars and employs

*Continued of Page 4*

## The CN - NS MidAmerica Corridor

The MidAmerica Corridor, a new trackage rights agreement between CN and Norfolk Southern, is designed to establish shorter, faster routes for merchandise and coal traffic moving between the Midwest and Southeast.

CN and NS will share track between Chicago, St. Louis, Kentucky and Mississippi. The agreement also includes the Fulton-Corinth, Tenn., short line West Tennessee Railroad, which will be upgraded to handle heavier railcars and additional traffic. It is expected to be finalized within the next few months and presented to the Surface Transportation Board for approval.

The MidAmerica Corridor will have three components: NS will haul CN freight between Chicago and St. Louis, reducing the distance between these points for CN shipments by 60 miles and providing improved connections to other rail carriers through the St. Louis gateway. NS will use CN routes between St. Louis and Fulton, Ky., as part of a new, more efficient route from the Midwest to the Southeast, saving more than 50 miles on NS shipments. CN will haul NS freight between Chicago and Fulton, shortening NS's Chicago-Birmingham route by almost 100 miles. CN and NS also plan to create a new coal gateway at Corinth, Miss., to better link NS-served southeastern utility plants with CN-served Illinois Basin coal producers.



“This innovative track-sharing arrangement will expedite our customers’ shipments, improve asset utilization, and generate new efficiencies for both CN and NS,” CN President and CEO E. Hunter Harrison said. NS Chairman, President, and CEO Wick Moorman called the MidAmerica Corridor “an important partnership that will create better routes for shippers on both railroads. On the Norfolk Southern system, it will help level demand on our busy north-south routes, while improving service and velocity for many more customers. *Via Railway Age 2-11-09*

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## Canadian National - Illinois Central

We should note that at least four EJ&E SD38-2's have been reassigned to IC yard and local service duties. Thus far, #673 and 671 have been seen switching Markham Yard. On February 13, EJ&E SD38-2's #670 and 672 were on M337 heading for the Waterloo, Ia., yard. A very interesting pair has taken over switching duties on the south end job at Markham Yard during January. First generation power, though rebuilt and in different paint schemes, GP9R's CN 4028 and 7044 were running back-to-back. #4028 bears a still-very-nice CN "Stripes" scheme, while 7044 is in basic CN "Noodle" black. #7044's paint isn't too bad either, but the 4028 is really pretty nice given the paint has to be fairly old. As of February 5, CN retired the following: BCOL 752; CN 5257, 5271, 5294; IC 6000, 6003, 6009, 6014, 6034, 6057, 6065, 6067 and 6070; and GTW 5935. Retired DMIR SDM 303, with all Missabe markings painted out and DN spray painted on the cab at Woodcrest, was sold to Dakota Northern Railroad. DN operates as another Independent Locomotive Service as well as a shortline operator. On February 7, IC GP40 3140 and WC GP40 3012 were leased by CN to Quebec Gatineau, the Genesee & Wyoming family member operating the old CP between Montreal and Quebec City. On or about January 25, GTW GPR9 4635, CN's newest rebuilt geep, was sold. Spotted at Woodcrest shop that day marked MNN, which should be Minnesota Northern Railroad, she was coupled with two DMV&W SD50F's soon to depart also.

*Via Midwest Rail Scene*

# DANVILLE JUNCTION CHAPTER

## SPRING TRAIN TRIP

May 2nd 2009\*

### *SCHEDULE*

STATION	LEAVE	STATION	ARRIVE
Cooke Business Products	7:00 AM	MANTENO (McDonalds)	9:15 AM
MANTENO	9:25 AM	OAKFOREST	10:15 AM
OAKFOREST (Metra Station)	10:55 AM	CHICAGO(LASALLE)	11:48 AM
CHICAGO(UNION)	12:30 PM	BENSENVILLE(**)	1:03 PM
BENSENVILLE	1:03 PM	ELGIN	1:43 PM
ELGIN	1:55 PM	BENSENVILLE	2:31 PM
BENSENVILLE	2:31 PM	CHICAGO(UNION)	3:09 PM
CHICAGO(LASALLE)	4:30 PM	OAKFOREST	5:20 PM
OAKFOREST	5:30 PM	Cooke Business Products	8:00+ PM

(\*\*) You can get off at Bensenville if you want to photograph trains and not ride to the end of the line.

On the way back we will stop at Fuddrucker's for dinner. *\*Please note the change in date from the one picked previously.*

252, according to Vermilion Advantage's Industrial Directory, which was updated in January.

FreightCar reported the layoffs to the state under the Illinois Worker Adjustment and Retraining Notification (WARN) Act, signed into law in 2004. The law requires employers to give 60 days' advance notice of pending plant closures or mass layoffs. Mike Jordan, operations manager at the Danville site, would not talk about the layoffs and said, "we're not going to discuss our layoffs with the public."

FreightCar America builds and designs railcars with an emphasis on coal-carrying railcars. In addition to corporate offices in Chicago, the company has manufacturing facilities in Roanoke, Va., and Danville, which FreightCar bought in 1995. The Danville facility has transformed in the last 13 years from a repair facility into an assembly plant, according to the corporate Web site. According to Virginia's Workforce Network "Warn Notice Log," FreightCar notified that state on Jan. 14 it would be laying off 120 at the Roanoke, Va., facility beginning March 14.

## The Stimulus Package passes

The House passed the conference report of the stimulus package today (2-13) and the Senate is expected to pass it over the weekend (they did). The conference report contains a very exciting surprise. The appropriation for intercity passenger rail was increased to \$9.3 billion! President Obama, Senator Durbin from Illinois and Congressman Oberstar from Minnesota were directly involved in getting the number increased. We are very thankful for their efforts.

Thanks to everyone who has made phone calls and sent emails. This is an important opportunity for the Upper Midwest Region to re-connect itself. Now we begin the work of ensuring that our state and local governments take full advantage that opportunity.

Here is a break down of the transportation funds:

- \$27.5 billion for highway investments
- \$8.4 billion for public transportation.
- \$1.5 billion for competitive grants to state and local governments.
- \$1.3 billion for the air transportation system.
- \$9.3 billion for rail transportation, including Amtrak, High Speed and Intercity Rail.

This is the breakdown for intercity passenger rail:

- \$8 billion for capital assistance for HSR Corridors and Intercity Passenger Rail Service. "The conferees have provided the Secretary flexibility in allocating resources between the programs to advance the goal of deploying intercity high speed rail systems in the U.S."

- \$1.3 billion for Amtrak. Of this, \$450 million is earmarked for security and life safety improvements. The remaining \$850 million is intended for projects that will increase

capacity, including rolling stock rehabilitation. No more than 60% of these funds can be spent in the Northeast Corridor.

*Via High Speed Rail Association 2-13*

*Editor: The \$27.5 billion for highways and bridges will place an average of \$600 million to each state (of course some will get more, others less and Illinois should get a good share). Remember, by the time Chicago gets their big share downstate will be left with a much smaller amount. Then when you look at the number of projects that each county/city wants there will be a very small amount that will come to the area for improvements. Rail and Amtrak did very well and hopefully CREATE and other projects in our area will see some of the funding.*

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## **Boardman: Changes are coming to Amtrak**

WASHINGTON - New Amtrak President Joseph Boardman says many Amtrak managers do not know whether to believe that Amtrak actually has a future, and that anyone who cannot make the transition from a survival mode to a growth mode will have to find another job.

Boardman said in an interview that shortly after leaving the top spot at the Federal Railroad Administration last Thanksgiving to take over Amtrak, he discovered that the passenger rail system is in worse shape than he thought, and that some people in Amtrak headquarters in Washington are, in effect, burnout cases. He would not be specific about numbers, saying he has still made no final decisions about how many people will have to leave because they cannot make the transition from survival to growth.

"There are a whole host of people here who don't know whether to believe," he said. "People are going to have to get on the train. We will make some judgments very soon."

Among other things, Boardman found that despite growing passenger traffic, up about 12 percent in 2008, Amtrak's five-year plan in October contained no plans to order new passenger cars other than seven new high-speed trainsets, cars to lengthen current Acela trainsets, 15 new single-level sleeping cars, and some new baggage-dormitory cars. All other cars would have to be paid for by states that needed them for new corridor service, and perhaps ordered them through Amtrak. That secret plan, which had already become a joke around Amtrak, was thrown out quickly after Boardman arrived, and Amtrak is now making more ambitious plans.

Boardman said Amtrak's most urgent need is for new electric locomotives, and he put in an immediate request for \$1 billion in long-term low-interest government loans. Electric motive power is in such poor shape that Washington-New York-Boston trains are sometimes canceled for lack of power.

Since no firm plans have been made to order cars, up to three years will be necessary to actually obtain new cars. Meanwhile, as many wrecked cars as possible will be refurbished, he said. This leaves Amtrak in horrible shape even as politicians preach about a grand future of "high-speed rail."

Meanwhile, Amtrak at least initially lost out in President Obama's multi-billion-dollar stimulus plan, receiving \$1.3 billion while commuter rail got \$8.4 billion and "high speed rail" got \$8 billion. (Amtrak is eligible to compete for the high speed rail funds.) Nonetheless, Boardman has instilled such confidence among members of Congress and congressional staff members that some effort may be made to make up the shortfall in future legislation. It is too early for any specific plans, especially since Boardman himself is still developing plans.

Interviews with various Capitol Hill staff members found a lot of confidence in Amtrak's future under Boardman, perhaps too much confidence for Boardman's own good.

Boardman has been surprisingly successful in blunting threats by unions to get rid

of him. Shortly after he was appointed, 12 labor unions made a statement opposing him as an effort by the Amtrak board to block Obama from naming his own Amtrak president. However, Amtrak's own unions came to Boardman's defense and blunted the attacks. Much of Boardman's union support began on a long Thanksgiving day at the crew room at Washington Union Station, as he and his wife bantered with engineers and conductors. Within hours, he had become almost a hero to Amtrak union employees as word spread around the country. Higher union leadership backed off.

Now comes the question: Can he produce? One major union official said he does not believe Boardman has the guts to do what is necessary. In the field, other union officials are waiting for a sign that Boardman means business, and they will not be patient forever.

What about Obama? Well-placed sources said he pushed for the \$8 billion last-minute increase in high-speed rail funds, partly because he realized he had short-changed rail in his proposed stimulus legislation after bragging on the campaign trail about his dedication to passenger rail. Rahm Emanuel, Obama's chief of staff, confirmed the reports, telling the internet newsletter Portico that Obama realized he

*Chicago and Eastern  
Illinois Historical  
Society Annual Meet-  
ing - DACC, Danville,  
IL April 18, 2009.*

*No admission, display  
and sale tables, tour of  
abandon C&EI lines  
around Danville from  
1-4 PM, dinner at local  
railroad restaurant and  
annual meeting at 7:00  
PM*

had not asked for enough for high-speed rail and wanted \$10 billion added as a commitment to the future.

One of the chief staff members responsible for a last-minute \$8 billion increase in high speed rail funds laid almost all the blame for Amtrak's current condition on President Bush and his administration. This Democratic staff member, who did not want to be quoted by name, said that Amtrak will now be able to grow without enemies looking over its shoulder. He expressed confidence in Boardman, and noted that more funds for regular Amtrak trains could be made available in future legislation if Boardman gets Amtrak's house in order. The staff member said that meaningless restrictions enacted under Republicans, including harassment such as limits on the number of dining car staff numbers, were wiped off the books and he is sure that such restrictions will soon be eased by Amtrak. Meanwhile, Democrats on Amtrak's board.

gently but firmly took control. Republican Donna McLean was eased out as chairman, but given the vice chairmanship. Democrat Thomas Carper took over as chairman. Hunter Biden not only remains on the board, but has joined Carper as a force to be reckoned with.

Carper, mayor of Macomb, Ill., and a long-time Obama friend and political supporter, and Biden, son of the new vice president, have at least one tough job ahead. That is to convince Obama and Congress that plain old regular rail is slowly approaching a breakdown unless lots of new locomotives and cars are ordered soon, and unless aging basket-case terminals such as Chicago are fixed soon. That includes replacement of often-useless switch heaters. As Boardman points out, it is no secret that Chicago gets cold and is pelted by heavy snow in the winter. So why does Amtrak seem to be surprised when winter comes? - Don Phillips

*Via TRAINS On-Line 2-18-09*

## ***Danville Chapter, NRHS - Minutes - 2/15/09***

The meeting was called to order at 1348 by President Nipper.

The Treasurer's report shows the following balances:

Checking	\$2582.66
Savings	4609.55
Total	\$7192.21

The minutes were approved.

### **Old Business**

The Urbana train show will be held on March 28 and 29.

### **New Business**

A spring trip was considered for April 11. The preliminary plan is driving to Oak Forest and riding Metra into LaSalle St. station. After walking to Union Station, a round trip would be taken to Elgin. Return would again be from LaSalle St. station to Oak Forest, with dinner before returning to Danville.

Television - A new TV/DVD was obtained. Rick Schroeder moved to reimburse Doug approx. \$530 for the TV. This was seconded by Al Hintz and approved.

Website - A discussion was held about the website as the present host is closing. It was agreed to keep the site, transferring it to Danvillejunction.org.

Misc.

Doug has spent approx. \$2600 on the layout conversion to DCC. So far donations have come in to cover approx. \$1000 of this amount.

The meeting was adjourned at 1410 - Dick Brazda, Secretary

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## **Norfolk Southern CEO: "Battle awaits in Congress"**

The major U.S. railroads face a "serious battle" in the current U.S. Congress over upcoming legislation that would govern how they set their prices and how they are regulated, the top executive at No. 4 railroad Norfolk Southern Corp (NSC.N: Quote, Profile, Research, Stock Buzz) said on Monday. "I am not sure that cooler heads will prevail," Chief Executive Wick Moorman said at the Reuters Manufacturing Summit in Chicago. "Some people are going to line up against us."

Legislation was introduced into the U.S. House of Representatives and Senate in January that would govern how railroads set their prices. Some customer groups claim railroads enjoy monopoly-pricing power that needs to be reined in, citing persistently robust profits during the U.S. economic downturn as proof of unfair pricing. Those same customer groups have tried unsuccessfully in previous years to introduce similar legislation, but say that key members in this Democratic-controlled Congress are more sympathetic.

Moorman said he was confident the railroads' argument — that they should set their own prices in order to prosper and invest in necessary expansion — would be heard in Congress regardless of its composition. "I am optimistic that a lot of Democrats

understand torpedoing the railroad industry is not a good idea," he said.

Moorman also said he was concerned over a ruling last week by the Surface Transportation Board (STB), which regulates prices in the rail industry, against No. 2 railroad Burlington Northern Santa Fe Corp. The STB had originally ruled in BNSF's favor in 2007 in a complaint brought by two electric utilities near the Powder River Basin in Wyoming. Last week it changed that decision using new rules and said BNSF had charged unlawfully high rates. The railroad must reimburse the utilities \$100 million and reduce rates by \$245 million over the next 15 years."

"In some sense we appear to under attack from two directions," Moorman said. "It remains to be seen if this (ruling) is a dangerous precedent." Norfolk Southern's CEO also said he was "very, very disappointed" by the amount of money allocated for infrastructure investments in the economic stimulus package recently approved by Congress.

"That is to me the single great investment that this country needs to make and should be making for the long-term prosperity of the country," he said. "In comparison to the size of the package, I just thought it was woefully inadequate." Last week the Association of American Railroads said that U.S. railroad freight volumes for the year so far were down 16.1 percent from the same period in 2008. Moorman said Norfolk Southern's own freight volumes were down a "little more" than the rest of the industry and that there were few signs of an economic recovery on the horizon. "We did fairly well last year up through October ... and then just like everyone else in this economy, someone turned the lights out some time in November and we saw a decline like nothing we have ever seen in terms of its precipitousness," he said. "We don't see it (the economy) getting worse but on the other hand we don't see anything that presages any kind of recovery," he said.

[Via AAR 2-24-09](#)

Editor: As noted in the past, this issue could have severe consequences as far

*as the railroads are concerned and would curtail spending for capacity improvements. This in turn would affect Amtrak, which the administration has see to it that they will be funded under the recently signed package. This change would take the railroads back to near the days prior to the Staggers Act - a point to which they do not need to go and the country cannot afford.*

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## **'Loco' Thief Steals CSX Locomotive From Siding**

### **Cops Find The Train 7 Miles Away**

You lock a car, but you don't lock a locomotive. After all, where can you take it? Sounds logical, but logic didn't stop a thief from stealing a CSX Locomotive sometime after 11:30 Sunday night and taking it for a noisy joy ride, in Miami's version of the Great Train Robbery. The diesel locomotive, number 2617, was parked on a CSX siding in the Kendall area, awaiting an assignment, when it came up missing. It was there Sunday night, but missing when the railroad went working for it Monday.

Weighing in at more than 120 tons, locked

on a track which took it to Miami to Homestead, all the railroad had to do was follow the steel ribbon until they found it. They did, about 7 miles to the south in Homestead. Miami-Dade police surrounded the out of place locomotive and looked for clues about who took it for a spin, but the driver was long gone.

CSX Transportation spokesperson Gary Sease said it appears the locomotive was taken by an 'unauthorized individual', but as most people don't have experience starting and driving one of the behemoths, investigators believe their thief is someone with more than with a passing fancy for trains. One police officer who spoke about the theft said it was the first time in 20 years as a cop that he'd seen a stolen locomotive. Even though the locomotive was driven without the approval of the CSX train tracking system, there was no traffic on the line at the time and luckily, no collision

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## **C&EI Caboose model**

**Want a model of the C&EI famous "Wabash style" caboose? Contact Bob McQuown or Rick Schroeder as the C&EHS has one available for \$60. Check out the constructed model below.**

