

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 \$20.00 for Chapter membership in addition to \$36.00 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 2010 - Our 42nd Year

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



Union Pacific power visits Champaign quite often on two trains. On March 3 UP 4395 along with an NS unit are making a setout and pickup at Champaign Yard while #397 with CN 2646 waits to depart. Photo Rick Schroeder

Coming Events

March 21, 2010

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

April 10 & 11, 2010

Urbana, IL - Annual Train Show and Swap Meet, Lincoln Square Village in downtown Urbana 10-6, 11-4, Free

April 17, 2010

Watseka, IL - Chicago and Eastern Illinois Railroad Historical Society meeting, Watseka Depot 10 AM to 10 PM, tables, tour, dinner and speaker Mark Vaughn talking about the C&EI piggyback service.

Next Meeting

Our next meeting will be held Sunday, March 21 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

We will discuss the upcoming Urbana Train Show, as that will occur before the April meeting. Al McCoy has taken over as Program Chairman and we look forward to what he comes up with for post-meeting entertainment.

Allen Cooke decided that he wanted a couple of passenger trains running at the Rossville operating sessions, so he now has a B&O trainset with a sound equipped F3 locomotive. Skylar Brown provided the switch engine for the northbound move to exchange cars in the passenger terminal. Just another addition to the "flavor" of the sessions.

Homewood Rail Heritage

With the new year here, it is time to mark your calendars for Homewood, Illinois and our 7th Annual Rail Heritage Weekend, coming to you this year on May 15th/16th, 2010.

As always, we will have our popular Saturday night multi-media/slide show starting @ 7PM, and on Sunday hosted railfanning at our busy train-watching platform starting at 6AM and the big Train Show (operating layouts, vendors, historical societies, antiques, etc) at the Village Hall municipal complex from 9AM to 3 PM. CN will have prototype equipment on display adjacent to the Train Show venue. This year we will also have our Rail Equipment Park caboose, IC 9426, open for touring--we finished interior restoration since last year's event. If luck is with us, we might have GP10IC 8408 open also, although that is a very big maybe and depends on how the Spring work days go.

More detailed info in a couple of months--meanwhile, get us on your schedule and we will see you in Homewood in May! Homewood is located in the south suburbs of Chicago and is accessible via both Metra commuter and Amtrak long-distance train service. More info available at www.homesweethomewood.com. The Homewood Rail Heritage Committee is an all-volunteer, not-for-profit adjunct to the municipal government of Homewood and works to preserve and promote the railroad heritage of Homewood, Illinois and the surrounding area.

Homewood Rail Heritage Committee

Rossville Operating Sessions

The CI & ERR will operate on the first Saturday of each month, unless there is a noted change below beginning around 1:00 PM. Please arrive by 12:30 PM so we can get started on time.

Saturday, April 3, 2010

Saturday, May 1, 2010

The final Spring 2010 sessions on the Danville and Western are not set yet. I have been contacting operators via Email of sessions that have been held so far. Dates will not be published as I have not been able to schedule in advance, thus usually I decide a week or two before the session.. If you have not been on my previous Email list contact me to get on the notification list at rickschrol@gmail.com.

2010 DUES ARE DUE NOW - LAST NOTICE!

The last renewal date for 2010 dues is March 31, 2010. If you have not renewed by that date you will have to rejoin as a new member as this is the requirements of the NRHS.

If there is a red mark on your label, this is your last issue of the newsletter!



Danville Chapter, NRHS

Minutes - 2/21/10

The meeting was called to order at 1333.

The Treasurer's report shows the following balances:

Checking	\$1742.35
Savings	3871.43
Total	\$5613.78

The minutes were approved as printed.

Membership cards were discussed for local members.

Old Business

The Memorial Board at the depot was discussed. Various ways of making and enlarging it were reviewed. AlMcCoy has a contact who can do laser work on the plaque. Contacting him for the work was approved.

The sign for shows also needs updating. It will be reviewed before the Urbana show.

The latest on Bill's progress was that he was at Danville Care for recuperation.

New Business

AlMcCoy has agreed to become program chairman. He would appreciate any program ideas from the members.

The museum brochure is 2 years old, but there are 2 boxes remaining. A sticker with the revised website can be added so they can be used. Last years there was limited distribution.

The Hoopeston show was mentioned.

It was reported that there is a live steam layout near Rossville owned by James Thomas. Al will investigate it as a summer program.

The Meeting was adjourned at 1354.

ADVD was shown of Ed Lorence's layout in Chicago. Bill Sandusky was a friend of his and assisted in the layout. It models the B&O. ADVD slideshow of AlMcCoy's photos from Ohio was also shown.

The President's Corner

Sometimes I don't know what to write about, but it comes to me eventually. Not sure how many folks read my columns, but if you do I appreciate it. I do my best not to ramble too much, and break the column into two parts, usually.

Continuing a theme from a couple of columns back, I commented then on the variety of road names that still existed when I was a youth and just getting seriously interested in railroads. In this area, there were also many railroad lines still active that are long gone today, or at least parts of them. While a long list is possible, I'd like to focus on my Sunday dinner lines this time. By that phrase I mean those lines that were encountered while on dinner trips after church on Sundays. I've previously reported that I became aware of the museum at Catlin because of those lunches at Toby's Café across the street.

There was another restaurant in Champaign County that was a favorite of my maternal grandparents and my parents. It's become a personal project of mine to find out exactly where this place was and what it was called. They had really good Walleye fish that my dad liked to order. It was a big farmhouse with an extension for the dining area. But the reason I remember anything about it is that we paralleled the old IC Havana line west of Champaign to get to it. Although I never saw a train on that line on a Sunday, I do recall seeing some IT engines on the Conrail (P&E) on the way over, probably at the elevator at Fulls. They still had trackage rights to that elevator east of Glover around that time in the early 1970's.

Those trips obviously went through Urbana/Champaign at some point, but I don't have any memories of the IC mainline from those early days as a railfan. I think my folks and grandparents preferred to take the state routes for their Sunday outings, so it was US 150 and State Route 10 to get to that place. If anyone remembers that eatery I'd love to hear about it. I seem to recall that people drove from all over to eat there, so the quality was well known.

Although not Sunday-dinner related, all trips with the folks usually involved some railroads for me. Ball games at Ellsworth Park were happily interrupted by a switch job occasionally heading down to Lyons. Trips to St. Louis to see my dad's favorite baseball team, the Cardinals, always allowed me to see the big bridges over the Mississippi River and usually a few trains or locomotives down by the docks. Summer vacation trips to Minnesota and Canada got me shots of the BN and CP at that time, and even some Milwaukee F-units in northern Illinois. All consigned to memories now, but glad I got to see things that young people today won't have a chance to.

Topic Two: Ask Rick to verify the following statement: Model railroading is fun, but signaling is hard! I've been spending quite a bit of time helping him with some operating signals on his layout, and we both end up scratching our heads at times. But step-by-step, things are happening that I didn't think I'd ever see. To be planning block detection at Rossville tells you how far we've come in the last couple of years. None of it would be possible without DCC and a great free program called JMRI (Java Model Railroad Interface). The primary author of that program recently won a drawn-out court case with a for-profit competitor, and it's a win for all FOSS (Free and Open Source Software) authors and users as well as the model railroad community. Three cheers for the good guys!

Doug

One year after the CN/EJ&E merger: How train traffic changed

For Faith Rawley, the difference between life before and after the merger of the Canadian National Railroad and the EJ&E railway is measured in vibrations, the *Daily Herald* reports. “The windows rattle, the walls vibrate,” said Rawley, who can see the tracks from her backyard in Warrenville.

For Marty Moylan, Des Plaines mayor, the difference is measured in happier residents. “We’ve noticed because residents are not calling and complaining” as much about freight trains, Moylan said.

Nearly a year after CN began shifting freight trains from its rail lines onto the EJ&E, a *Daily Herald* analysis shows mixed results for the suburbs. After a slow start, train numbers are trending up along the EJ&E compared to before the merger, and that will increase. On one major CN line, traffic is down. The number of delays lasting 10 minutes or more at crossings actually has dipped. But the length of trains has doubled.

CN’s intent was to ease freight traffic on its tracks through a Chicago bottleneck by moving trains to the EJ&E, which runs in a semicircle between Waukegan and Gary, Dianana. Towns along CN tracks backed the merger, eager to see some relief from blocked streets, noise and environmental concerns. Municipalities near the EJ&E opposed it, saying they didn’t want the problem in their communities.

Before the merger, the underused EJ&E carried about three to 18 trains daily. CN plans to increase that by up to 24 trains. The company started moving freights to the EJ&E on March 11, 2009. But instead of a dramatic boost in trains on the EJ&E, change was slow in 2009 partly because CN is still improving the old railroad to handle extra capacity. The other factor is the recession, which caused the Freight Transportation Services Index, a measure of freight shipments, to decline by 12.4 percent in 2008 and 2009. But an upswing

occurred in the last seven months of 2009, the U.S. Bureau of Transportation Statistics reported.

That growth in train traffic was apparent in sections of EJ&E track between Mundelein and Aurora where freight volumes spiked in December and January compared to the dog days of spring 2009. CN spokesman Patrick Waldron confirmed the railroad is seeing an uptick and anticipates a gradual recovery. Right now, “we’re in the midst of an artificial situation,” said Aurora Mayor Tom Weisner, whose town led the merger fight along with Barrington. “The economy is such, the anticipated volume is less than what would be expected.”

Here’s a look at some changes in train traffic using March 2009 to January 2010 data CN provided to the U.S. Surface Transportation Board. Comparisons are based on average daily train numbers before the merger. The analysis showed:

- A 42 percent drop in freight trains on a CN line between Schiller Park and Mundelein.
- A 14 percent rise in trains on the EJ&E between Mundelein and Bartlett.
- A 6 percent uptick in freights on the EJ&E track from south Bartlett through Wayne to West Chicago, near Geneva Road.
- An 18 percent decrease in trains on the EJ&E from West Chicago through to Aurora, near Aurora Avenue.

That drop, however, tightens to just 5 percent from July through January, when the daily average number of trains, 11.4, topped the pre-merger number of 10.7. But while the growth in train traffic may be incremental, the length of trains is not. Previous trains on the EJ&E were 3,300 feet on average, now the range is 6,000 to 8,500. Most last year were around 6,000 feet, Waldron said.

“The number of trains is one thing. The length is another,” Barrington Village Manager Jeff Lawler said.

CN has allocated \$60 million to distribute to towns along the EJ&E for mitigation

such as fencing, safety improvements and soundproofing for residents. Twenty-one municipalities have signed mitigation agreements, while 12 hold out. Some towns including Aurora and Barrington are suing to reverse the merger decision.

Funding Warrenville received from CN to reduce train noise is a sore point for Faith Rawley, who calls the system of determining which homes qualify for soundproofing grants haphazard. While train noise reverberates throughout her neighborhood, some households including the Rawleys aren’t eligible for funding. Yet the noise and vibrations are inescapable, she said.



Delays of 10 minutes or more at crossings have decreased since the takeover, CN reports. In February 2009, blocked crossings of 10 minutes or more totaled 25. In April, that number was down to 14 and the monthly average is around 8.4. The

railroad identified where chronic blockages occurred and made operational changes to minimize them such as introducing power switches so crew don’t have to hand-throw switches, Waldron said.

“In a sense, communities are better off because of safety initiatives CN is doing that the EJ&E didn’t have to do,” University of Illinois at Chicago transportation expert Joseph DiJohn contends.

Some blockages have been significant, however. Those include: 76 minutes on March 31, 2009, in Naperville; 43 minutes on June 6 in West Chicago; 88 minutes on July 28 in Barrington Hills; 272 minutes on Oct. 3 in Matteson; 62 minutes on Oct. 21 in Bartlett; 95 minutes on Nov. 27 in Wayne; and 165 minutes on Dec. 4 in Bartlett. Out of 84 delays of 10 minutes or more from April 2009 to January, 38 percent were between 8 a.m. and 6 p.m.

“We haven’t reached the full range of the negative impact,” Weisner predicted, adding he’s concerned about derailments. A fatal derailment occurred on CN lines in Rockford last June.

But for municipalities on CN lines like Des

Plaines and Buffalo Grove, there's cautious optimism. "It appears freight traffic is down and interference with surface traffic has been reduced," Buffalo Grove Trustee Jeff Berman said. Too soon to tell, said DePaul University transportation expert Joseph Schwieterman. "I think the jury is out on CN's performance until we see traffic patterns during normal economic times."

Via Railway Age 3-1-10

CSX I And UP Announce UMAX Domestic Interline Container Program

UMAX, a new domestic interline container program created by CSX Intermodal and Union Pacific Railroad, will provide customers access to more than 20,000 containers and expanded market reach across North America. UMAX will feature more than 600 service lanes supported by faster and more frequent train schedules. UMAX launches March 29, 2010. "UMAX will offer extensive market access and expanded capacity across a nationwide intermodal network," said John Kaiser, Union Pacific vice president and general manager - Intermodal. "Union Pacific and CSX Intermodal are committed to delivering market-competitive service and value to our customers, providing truck-competitive schedules that maximize the benefits and efficiencies of rail intermodal." "In a word, UMAX offers customers more," said James Hertwig, CSX Intermodal president. "We will jointly offer more containers and more lanes to more customers with more competitive schedules than ever." UMAX will offer rail-provided 53-foot containers to intermodal marketing companies, motor carriers, freight brokers, truckload, parcel and less-than-truckload customers. UMAX will replace the separate programs CSX Intermodal and Union Pacific offer customers today for CSXI-UP interline service.

Via RailPace 2/24

CN #397 heads south out of Champaign on March 3 with CN 2646 on the point and 34 cars trailing. Needless to say, by the time they crossed the former P&E just behind the power they were close to getting up to normal track speed. Photo by Rick Schroeder



**THE 32nd
URBANA
TRAIN
SHOW**

**LINCOLN
SQUARE
VILLAGE**

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Free**

**2010 DUES
ARE DUE
NOW**

**This will be
your last issue
of the Danville
Flyer**

Higher Speed Rail and BNSF

Matt Rose was selected as Railway Age's Railroader of the Year. What a better choice in your editor's opinion could not be found. After all, they move freight better than any other railroad, make money and the best of all is that Warren Buffett decided to go from model railroading (he has a Lionel layout in the attic) to railroading big time by buying BNSF. If you want to read more about Mr. Rose and BNSF pick up a copy of the January issue of Railway Age.

Mr. Rose talks about passenger railroading on BNSF and other railroads and how both can help each other expand. At the same time he understands that the push is on for High Speed Rail, which is really Higher Speed Rail (HSR corridors will be separate from any other rail line) and knows the dollars are being set aside to pursue the increase in passenger trains.

In the article Mr. Rose is quoted saying "When we think about higher-speed rail, it really comes down to, at what point in time and at what density do you need to separate the passenger right-of-way from the freight? I've testified on this. Not that have the final say at all, but we have outlined 79 mph, perhaps 90 mph. When you get above 90 mph with any density at all, what we believe is that you'll be spending so much time maintaining the track, surfacing the curves and the tangents, that you will lose capacity. So at that point in time you need a separate passenger track. I don't think the federal government is quite there yet. They would rather see us go to 110 or so, and we'll have to have the debate. But at the end of the day, the principals that we have greed to at BNSF are sound principles. We will work to run passenger trains on our railroad as long as the public pays for its benefits, and make sure that we don't dispose of near-term capacity to be able to run freight trains."

Mr. Rose is right, on the maintenance side as you increase speed your costs to maintain go up. Look at other high speed lines, no freight trains or if they have freight they are not running 210-ton coal hoppers

on a daily basis. Until this past year getting onto a segment of track to line and surface was difficult to the MofW folks. The addition of sidings presented a problem getting track time to install a new turnout even when this would increase the capacity and allow the dispatcher more flexibility in the future. Transportation wants to move trains - that is the income for the railroad.

The second issue as he noted is capacity. Take a line with normal 11,000-foot sidings every 10 to 15 miles (example is the CSX line from Woodland Junction to Evansville). Run some 30 trains of intermodal (at 69 mph), freight (at 59 mph) and coal (at 40 mph) and then add a passenger train at 79 mph it does not take long to see that the passenger train will quickly overtake the slower train. BNSF handles this on the double track segment with universal crossovers every 10-15 miles so you can run a fast train around a slow train and both keep moving (however, usually one in the opposite direction will have to stop). Do this on the CSX line and someone, and probably more than one, will be sitting for a longer period of time that transportation wants. Thus, as is the case in many locations, Amtrak gets delayed.

Here in the Champaign area you should hear how many times the daytime Amtrak's meet with going through a yard track (freights on the main and siding), meet at Rantoul or Tolono, (one goes in the siding behind a freight - waits and then backs out) and delay is to both Amtrak and the CN trains. What happened? As most of you know, the IC took up one main to "reduce costs in both track and signal maintenance" and thus lowered the speed from 110 mph to 79 mph.

BNSF has received some \$19 million in stimulus funding to add crossovers in Iowa on the California Zephyr route (presently they are hand throw) and thus will increase the capacity of the line by allowing run around moves for the Amtrak trains over the slow coal trains that run this line on a daily basis.

So as the spending goes forward to add passenger trains and higher speeds look for more double track to be added or put

back where it used to be. Maybe someday we will see the former IC line back as a double track mainline in the Midwest.

Rick Schroeder

Train accidents down 25% in 2009, continuing trend

U.S. railroads posted significant safety improvements in 2009, according to a report posted Wednesday on the Federal Railroad Administration's website.

The industry's safety record commands particular attention at a time when railroads are under an unfunded federal mandate to implement Positive Train Control (PTC) as a safety measure. The cost could exceed \$15 billion.

The new FRA report, compiled by its Office of Safety Analysis, shows that train accidents were down 25.2% in 2009 to 1,841, compared to 2,997 in 2006, 2,668 in 2007, and 2,461 in 2008.

The number of collisions declined 28.9% to 135 in 2009, compared to 203 in 2006, 211 in 2007, and 189 in 2008. Derailments were down 26.4% to 1,308 in 2009, compared to 2,195 in 2006, 1,930 in 2007, and 1,727 in 2008. Yard accidents dropped 28.8% to 974 in 2009, compared to 1,579 in 2006, 1,195 in 2007, and 1,368 in 2008.

Rail fatalities of all kinds—due mainly to highway/railcrossing accidents and trespassing—declined 11.2% last year to 713, vs. 903 in 2006, 849 in 2007, and 803 in 2008.

Crossing fatalities dropped 14.2% in 2009 to 248, compared with 369 in 2006, 337 in 2007, and 289 in 2008.

Trespassing deaths declined 5.2% last year to 434, compared with 480 in 2006, 408 in 2007, and 458 in 2008.

Via Railway Age - 3-4-10