

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 \$20.00 for Chapter membership in addition to \$36.00 for NRHS membership. Rossville Depot Museum membership is \$20 per year. Meetings are held on the third (3rd) Sunday of each month (except June July, August and December) at the Jocko's Depot Resturant, 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 2011 - Our 43rd Year

PRESIDENT: Dick Brazda

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MEMBER: Association of Illinois Museums and Historical Societies

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



Members and friends of the Chapter man the sale tables at the Hoopston Train Show on February 20th. From L-R, Jim Hile, Skylar Brown (behind popcorn machine), Ryan Greenburg, Dick Brazda, Dave Sherrill (behind Dick), Rick Schroeder and Larry Prosser. Photo by Doug Nipper

Coming Events

March 20, 2011

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

March 26, 2011

Chapter rail trip to Centraila via Amtrak out of Champaign.

March 26, 2011

Indianapolis - Indy South Train Show. Southside of Knights of Columbus, 511 E. Thompson Road, Off of I-465, Exit 31 South. 10-3

April 3, 2011

Springfield - Springfield - Springfield Model Railroad Club's Springfield Train Fair 2011. Illinois State Fairgrounds. Orr Building. 10-4.

April 16-17, 2011

Decatur - Mt. Zion & Southern Model Railroad Club's Decatur Train Fair 2011. Decatur Civic Center. Sat 10-5; Sun 11-4.

May 14-15, 2011

Homewood - 8th Annual Homewood Railroad Heritage Weekend.

C&EI HS meeting

**Saturday, April
16, 2011**

**Danville, IL
10AM to 9 PM**

**Tour of UP VG
line 1 PM**

**Modeling the
C&EI 7 PM**

Next Meeting

Our next meeting will be held Sunday, March 20 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

This is a shorter issue this month due to the lack of weeks between meetings and your editor lacking time to get it ready. We did better at the Hoopeston show than we planned. We sold some lanterns that Al McCoy had restored and many of the model cars that had been donated. Magazines did sell and the popcorn did much better than we thought when we started on Saturday. Sunday was more of a family day and they did well with the popcorn.

Note the addition of the Monticello Railway Museum steam events. Since we do not publish a newsletter in the summer be sure to mark the dates on your calendar to check out their events. Member Al Hintz had his article The Evening Train at Park Falls published in the The SOO, the Soo Line Historical & Technical Society publication. Al was born in Park Falls, Wisconsin and recounts his memories of the area. For you C&EI fans the next publication of THE FLYER will include an article by your editor on the line from Villa Grove to Woodland Junction and an article by Bob McQuown on the museum at Watseka.

This month we will have a DVD *Tracks of the Beaver, CP Rail*.

Operating Sessions

Sessions will start around 1:00 PM so arrival time should be by 12:30 PM. If we have a major storm the night before or the day of and you are not sure if the session is still on check your email or call 359-2868. Also, the bathroom will not be working until March so stop on your way into town. The schedule for the 2011 sessions is as follows

Saturday, April 2, 2011

Saturday, May 7, 2011

Summer arrives!!!!!!!

Monticello Railway Museum

2011 Steam Schedule

Southern 401, placed in service last year, will operate a number of times this year. The special rates for riding behind 401 are Adult \$12, Senior \$11 and Child \$9. Use of membership pass does not apply to this special move. The following are scheduled trips this year:

April 16th and 17th

**May 21-22 - Trains,
Planes and
Automobiles weekend**

June 25-26

July - TBA

August 20-21

**September 17-18 -
Railroad Days**

October 15-16



Meeting Minutes

February 27, 2011

Meeting opened at 1:54 P.M., Vice President Dave Sherrill presiding. Secretary's report as printed in the Flyer was approved

Treasurer's report read and approved. Current balances are \$2033.12 in checking and \$3457.43* in the CD for a total of \$5490.55* in assets. The railroad show in Hoopeston netted \$306.27 for the Chapter. A spreadsheet printout of 2010 finances was made available to those members interested. (*=Corrected figures provided after meeting.)

OLDBUSINESS

The show in Hoopeston last weekend was discussed. We sold less popcorn than in Urbana, but income was about the same with better sales of items on the table.

NEWBUSINESS

A circular for the spring trip in March was included with the last newsletter. A show of hands was taken of those planning to attend.

Mike Schoenhals reported on the Mattoon show that was on the same weekend as Hoopeston. He said it was a large show with lots of layout and dealers... Al Hintz said that another large show in the region is in Milwaukee, Wisconsin on the 2nd weekend in November each year.

Rick mentioned that our only California member, Wade Frasch, has committed to donating much of his collection to the Chapter for archival purposes or to sell for financial benefit. We are very grateful to Wade for doing this. His is originally from the Attica, Indiana area.

Doug N. reported that he would write a letter of appreciation to Danner Construction for plowing the driveway and parking area at the depot for our last operation session... He also mentioned the creation of a Yahoo Group for the Chapter in order to more effectively make notifications of new Flyers available each month. The response has thus far been lackluster.

Dave observed that he will have a full schedule on April 16th, with the C&EI meet and at least two other events to attend... Bob McQuown says that the Watseka museum of the C&EIHs will be open the first Saturday of each month, May through October... McCoy buying AND selling at Stout's... Bill Darner is not doing good... Al Hintz might bring up doing a layout for the Boys and Girls Club at a future meeting.

Meeting adjourned at 2:14 P.M. Al McCoy and Rick Schroeder presented some "digital slides". Al's were of a couple of model railroads that he recently visited, and the Indiana Railroad Yard in Jasonville, Indiana. Rick's were current shots in the area.

NKP 765 to run this summer

NORTH JUDSON, Ind. — Hoosier Valley Railroad Museum has set up a series of excursions in May, June, and July, to be pulled by Nickel Plate 2-8-4 No. 765. The excursions include offering of throttle time and a photo freight.

The 765 will operate May 28, 29, and 30; pull the Mint Festival Flyer on June 18 and 19; and haul the Independence Limited on July 2. Passengers will experience a 2 hour, 20 mile roundtrip through the Indiana countryside in first class and coach seating accommodations.

Restored in 1979 after being removed from Fort Wayne's Lawton Park by the Fort Wayne Railroad Historical Society, the 765 has operated more than 52,000 miles in excursion and passenger exhibition service. In 2009, 4,000 passengers enjoyed the sights and sounds of the 765 in North Judson during the locomotive's first passenger trips in 16 years

Via TRAINS On-Line 2-11

Iowa Interstate - Capital Spending Increase:

On Friday [1/28], Iowa Interstate Railroad Ltd. (IAIS) announced plans to increase the infrastructure portion of its 2011 capital spending budget by \$4.5 million compared with -last year. The regional is budgeting a total of about \$35 million this year - its highest-ever annual capex for infrastructure.

Principal components of the capex program include:

\$] 4 million to build a more modern diesel shop and logistics center in Homestead, Iowa, to support the recently upgraded locomotive fleet;

\$7.6 million to replace ties and complete surfacing work; \$6.4 million to install 15 miles of new rail; and

\$1.3 million to complete a car repair shop, maintenance-of-way base and train crew center in Silvis, Ill., to support current and anticipated traffic growth.

IAIS also plans to spend \$2 million on track spur improvements to a customer elevator in Atlantic, Iowa; \$1 million on paving work for an intermodal facility in Council Bluffs, Iowa; and \$1 million on yard improvements and construction of a new team track for transmodal expansion in Council Bluffs. Part of the required financing will be covered by a bank loan, and the balance will be generated from internal funds and utilization of the recently extended short-line tax credit, IAIS officials said in a prepared statement.

"We increased the infrastructure portion of our capital program from roughly \$9.5 million to \$14 million as a direct result of the

extension of the 45G Tax Credit program into 2011,” said IAIS President and Chief Executive Officer Dennis Miller. “This program provides for tax credits tied to infrastructure investment in support of increased capacity, and we are making full use of it.” ... *Progressive Railroading*, January 31, 2011, via *North Western Illinois*.

Changes to Positive Train Control

WASHINGTON—A bill introduced into a Senate committee would reduce the total mileage on which railroads would need to install positive train control, a collision-avoidance technology. If passed, the bill would reduce the current mandate from around 73,000 by approximately 10,000 miles.

The positive train control mandate stipulates that railroads must install positive train control on all lines that handled toxic inhalation hazard commodities in 2008. Under the new bill, sponsored by Sen. Kay Bailey Hutchison, R-Texas, only routes that handle those dangerous chemicals in 2015, the year the mandate is to go into effect, will need positive train control. The proposal comes after railroad CEOs visited Obama administration officials, saying they plan to concentrate toxic inhalation hazards onto fewer miles of track. The railroad industry welcomed the bill, saying it'll save money.

“Sen. Hutchison has taken an important first step in bringing common sense to the implementation of PTC, and we urge her Senate colleagues to stand with her,” said Ed Hamberger, president of the Association of American Railroads.

Editor: In addition, the Union Pacific, supported by NS and BNSF, has ask the STB to setup separate accounting for the installation of PTC. Some industries are stating that PTC will save the railroad money and I believe the railroads want to be able to show, in the possibility of increasing rates, that the cost is not a saving.

For those of you that get TRAINS magazine be sure to read Fred Frailey's article on page 14. He covers the main issue in the drive to PTC. That is, the cost, the benefit and all of the problems that are not known at this time and that can come about once the system is in place. Probably the biggest issue is that it may not work. There will be over 100,000 radios sending data and they are only 99.99 efficient. That means that there will be failures and when there is a train will be stopped. As noted above, at this time 73,000 miles that have either passenger or hazardous material on the line will be required to have PTC. Lets look at Danville. Just one item, every grade crossing on the CSX route will be part of the system. Should one of the radios fail, or the warning device fail in some manner the train will be stopped. In the HrSR corridor to St. Louis each train, traveling at 110 m.p.h., will by radio be looking at each signal and each grade crossing. Each crossing will have quad gates and thus the loops to detect a vehicle that has not cleared the track. At 110 mph the timing is very short and when the system detects, what it is set to believe, that the vehicle that is 3/4 of a mile away has not cleared the track the system will begin to stop the train. To date the radios for the system have not been delivered and by that point not tested. Each railroad will have a unique central computing system processing the data and it may not recognize the locomotives of other carriers. This could cause railroads to no longer pool power this increasing costs and decreasing transit time. CTC was first installed in 1927 and it took some 30 years to determine its true benefit and for the railroads to have the income to install the system. It will have taken only 6 years to issue the requirement and complete the installation and the railroads will meet the deadlines. Cost? Billions, and almost all funded by the railroads.

CSX opens National Gateway terminal in Ohio

CSXT recently launched operations at its new Northwest Ohio Terminal, which serves as the cornerstone of the National Gateway, a double-stack intermodal corridor designed to connect East Coast ports and Midwest markets.

During the next several months, CSX will gradually transition shipments through the new terminal located near North Baltimore, Ohio. After all the transitions are complete, the facility is expected to handle about 2 million containers annually.

The terminal features “ultra-efficient” cranes designed to lower emissions, optical scanners that can reduce truck idle times, and automated car tracking technologies and remote switches, according to a prepared statement.

“This is a major milestone for the National Gateway,” said CSX Transportation Vice President of Intermodal Bill Clement. “As we bring the Northwest Ohio Terminal facility up to full operational capacity, customers will enjoy faster and more reliable intermodal service.”



The \$842 million National Gateway calls for establishing a double-stack corridor by upgrading three rail corridors running through six states and the District of Columbia, and building and expanding intermodal terminals. The public-private partnership initiative is designed to shorten transit times and expand shippers' access to rail services, as well as reduce greenhouse-gas emissions and fuel usage

Via Progressive Railroading 2-24

