

# 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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Aerial photo of the C&E.I. Station at Danville - circa 1930 period we think.

## Coming Events

### *May 16, 2004*

Danville - monthly meeting at the Pizza Inn, Williams and Gilbert Street (Illinois Route 1) starting at 1:00 PM

### *May 29-31, 2004*

Rossville - summer opening of the Depot Museum. Hours are Noon to 4 PM. Museum will be open on weekends through Labor Day.

### *June 6 and August 8, 2004*

Wheaton, Great Midwest Train Show, DuPage Co. Fairgrounds, \$7, 9:30 to 3 PM

### *June 26 & 27, 2004*

Galesburg, IL - Railroad Days, displays, swap meet - see article this issue.

### *July 3, 2004*

Monticello, IL - Monticello Railway Museum, evening train to the Fireworks.

## Next Meeting

The next meeting will be May 16, 2004 at the Pizza Inn. As usual, we will order off the menu and then begin the meeting around 1:45.

We will discuss the work to be completed at the museum prior to opening this summer. Also, we will set some dates when we can start the inventory of items in the building. There is a lot of work to be done at the museum to get ready for the opening season. Tuck pointing is the major work and we should have a report this month on getting the work completed. Members have cleaned up the yard and Bill Pearson is getting his mower repaired so he can get the grass cut again this year. What would we do without him.

The museum opened to C&EI Historical

Members on April 24 with some 15 members visiting the museum, many for the first time. Thanks to Dave Sherrill for getting it cleaned up and open before we arrived (and putting the C&EI power on the HO train). Our museum is the location where the idea to form the C&EI HS was thought of back in 1979 by members Rick Schroeder and Bob Gibson along with two other fans from Evansville. In 1980 the first meeting was held in the waiting room of the depot.

We welcome Steve Ridge back as a member of the museum. The program will be announced at the meeting. Remember, there are no meetings from June to August with the first one again in September.

## Diner stays in area

O'Leary's Pub, located on Gilbert Street next to the former P&E tracks, was recently sold and the site will become a convenient market with gas station. The owner, wanting to get the diner that has been on the site for some 20 years, posted the sale on E-Bay for \$100,000 minimum bid. Needless to say there was no interest at that price. It was then posted twice for \$20,000 and still no one bid.

The former Missouri Pacific diner, built in 1948, was moved next to the restaurant to serve as a private location for meetings and afford a different location for diners wanting to sit in a "railroad car". An entrance was cut in the side of the car and you could enter from the restaurant side or from the parking lot. The chapter held several meetings there a number of years back but the arrangement made it difficult for programs.

The car was recently purchased by the Vermilion County Conservation District

and will be moved to the Bunker Hill Historic Area of Kennekuk County Park. This park is located northwest of Danville along the Henning Road. It is the site of many historic buildings that have been restored and open to the public. Last year the Bismarck depot was moved from the park at Bismarck to the Bunker Hill area. The diner will be placed just north of the depot and once restored will be available for parties and other activities.

## Proposed Gas Tax on Illinois Railroads

Governor Rod Blagojevich has proposed placing the states 21.5 cent a gallon tax on fuel purchased by railroads in the state of Illinois. Also included would be all non-farm equipment that was exempted when the gas tax was established in the late 1930's.

All major carriers in Illinois have formed and signed a letter directed to the state indicating their opposition to the proposed tax.

The original tax was setup to tax only vehicles that used the roadways within the state and use that money to fund expansion and repairs of the state highway system. If the tax is added Illinois will be the first state to do so.

It is estimated that the tax will cost the railroads some \$40 million per year in additional taxes. They already pay property tax and pay 4.5 cents per gallon for "deficit reduction" to the federal government (the only mode of transportation to do so). The railroads have stated that if passed they will purchase fuel from outside of the state thus business will suffer within the state.

As part of the CREATE project proposed in the Chicago area the railroads have committed to spend some \$220 million to help reduce congestion in the area. They have stated publicly that if the new tax is added they will seriously consider with-



drawing their commitment to the major project. This could be a major blow to a program that is just starting.

The state spokeswoman stated that the state has a program to fund crossing improvements that "it typically the responsibility of the railroads themselves." What she doesn't seem to know is that for every \$100,000 spent to put new warning devices at a grade crossing the railroad spends more than that over the lifetime of the equipment in maintenance, plus, the railroad pays a percentage upfront for the installation.

Not only are the railroads objecting but the contractors in the state would also be hit. All road construction equipment is exempt. If the tax is charged on fuel for equipment then contractors will raise the bid price for work. The tax they pay would come back to them in increase bid rates and thus the state would in effect never see the money.

## **If No Railroads Existed, U.S. Would Invent Them!**

Suppose that everybody in the United States were to learn for the first time about a marvelous method of transportation called a railroad.

The idea would be sensational.

High-speed tractors running on steel rails laid on privately owned rights-of-way, with minimum curves and grades, would be capable of pulling long processions of trailers full of merchandise.

Imagine!

Trains of trailers would be kept rolling day in and day out until they reached their destinations. They would be shuttled into and out of vast marshaling yards, where the trailers would be grouped in the right combination. Of all things! Everything connected with the procedure, moreover, would be subject to taxation. It would be expected to pay for itself. What a switch that would be!

The high-speed tractors on their twin rib-

bons of steel could even haul human beings, in addition to freight. If necessary, the human beings could be bedded down and hauled from one place to another in special cars with comfortable seats and all the comforts of home. It would be an absolutely revolutionary idea-railroading. Provided it had just been invented, that is.

All the progressives and the folks who try to lend a helping hand to get new ideas off the ground would be 100 per cent for it. All the politicians and administrators would be 100 per cent for it. As for the militarists and hard-headed security planners, they would be 150 per cent for it, because it would represent a mode of transportation more dependable for long-haul movement of heavy cargo than anything ever dreamed of heretofore.

The whole country would welcome the useful stranger with open arms and be alert for opportunities to give it a boost.

Cities and counties would tumble over one another to build things for it and to make free land available for its terminals.

Politicians would get into higher mathematics to subsidize it with financial gimmicks.

Nothing would be too good for the railroads if the idea of transporting things on steel rails were brand new ...

All railroads want is a chance to be as good as they know how to be if they are unshackled-set free from regulations that were designed to curb them when they were new and threatening to abuse a monopoly in high-speed, straight-line transportation.

Railroads should be born again.

That is what would have to happen if they went out of existence. If they did not exist, the United States would have to invent them

*-Canton, Ohio Repository (C&EI Flyer 9/1958*

## **UP Halts UPS Expedited Trains For A Month**

Less than a year after landing a well-publicized coast-to-coast intermodal deal with UPS, UP will cease running expedited weekly intermodal services for the shipping giant the next four weeks, citing a pressing need to get a handle on significant congestion problems in the southwestern region of its rail network.

"We're trying to take some volume out of the southern corridor," said UP spokesman John Bromley. The Class I has experienced a recent sharp spike in business, for both bulk freight and intermodal, particularly out of the Los Angeles basin, he said. UP believes the month-long suspension of expedited UPS trains running from Los Angeles to Dallas, Memphis and New York will relieve congestion by increasing velocity throughout the network.

In addition to congestion, crew shortages have plagued the Omaha, Nebraska based Class I since last summer, when Congress lowered the industry retirement age to 60 with 30 years service. Many crewmembers chose to retire, leading to personnel shortages that have been blamed for a host of service-related issues in recent months

UP has been aggressively recruiting to fill its ranks, hiring 2,400 train service crewmembers last year. The first wave of new hires should be trained and working by this spring, and the carrier is planning on hiring another 4,200 train service employees next year, Bromley said.

UP grabbed an estimated \$40 million of premium intermodal business, in the form of UPS, from its Western rival BNSF last summer. In conjunction with CSX, UP's premium service was to move from Los Angeles to New York in just over 60 hours, by way of Kansas City and Chicago.

During the UPS service shutdown, the volumes that were supposed to go on rail will now go by truck, and UP will be covering the cost difference, said UPS spokesman Norman Black. UPS' relationship with the Class I is currently intact, and the company has no plans to shift

volume to other carriers, Black said. That talk is “premature at this point,” he stated. Though a significant intermodal deal for UP, the contract represents about 10 pct of the business with UPS, the nation’s biggest rail shipper, had with BNSF.

*TRAINS On-Line*

## **Steamtown Postpones 2004 Mainline Steam Excursion Program**

Regretfully, Steamtown National Historic Site must announce the delay of all steam-powered mainline rail excursions originally scheduled to resume during the Memorial Day Weekend. This decision is based upon the unexpected high cost of liability insurance premiums affecting steam-powered rail excursion operating on Class I railroads. These high costs have had an impact upon many museum and tourist railroad operations throughout the country and are by no means resultant of any fault on the part of local railroad owners and operators, as they can not control the costs associated with insurance coverage.

Following the tragic events of 9/11, insurance premiums skyrocketed. Further influenced by current world events, they have continued to escalate. Steam-powered passenger service, utilizing vintage equipment, is a high-risk business. The liability associated with - and safe conduct of - these excursions rests upon the track owner and operator. Therefore, maintaining sufficient insurance coverage is a necessary element in doing business in today’s world. Unfortunately, the cost of this coverage has finally caught up with Steamtown’s “Live Steam” interpretive program - and sooner than expected. We ask for your patience and understanding as we work through this issue as economically and expeditiously as is possible. We remain optimistic that some mainline excursions will resume later this year. In the interim, Steamtown will operate “Live Steam” within the railroad yard, daily, beginning Saturday, April 24th. Programs

will include short train rides and cab tours. We will also roll out some special vintage equipment to provide an opportunity for passengers to ride on board a wooden caboose, a business car, and a parlor car. In moving forward with the implementation of our recently developed Comprehensive Interpretive Plan (CIP) - a five-year strategic plan to guide all programs and activities at Steamtown - will continue to introduce new programs, beginning with the Memorial Day Weekend.

The CIP provides the basis upon which we will develop and expand upon the “Live Steam” experience to create a consistent and more diverse schedule of activities for our visiting public. This new approach to programming at Steamtown may even produce a few pleasant surprises for our visitors. For example, we may find it possible to operate two steam locomotives, simultaneously, or even conduct multiple “Live Steam” activities, such as photo run-bys in the railroad yard - with freight or passenger cars in tow. Please, visit our website often for details and revised schedules. Again, thank you for your understanding and patience.

*National Park Service*

## **Railroads Hire**

As the nation is coming out of its job slump, freight railroads are expected to hire more than 80,000 new workers over the next six years. Thousands of employees have already been hired due to the growing economy, sharp increase in business for railroads and higher-than-expected retirements, with thousands more expected to be hired later this year and over the next six years. “The rail industry offers exciting jobs for the class of 2004 and those looking for careers with strong growth opportunities,” said Edward R. Hamberger, president and CEO of the Association of American Railroads (AAR). “We seek to employ ‘go-getters’ who want to work with powerful locomotive engines and gain an understanding of today’s sophisticated technology.

With freight demand expected to jump 67 percent by 2020, the rail industry offers stability, with fantastic opportunities for a long-term career path. We’re preparing

for a bright future.” “With the innovative, technical advances that railroads are making, I thought a career with the rail industry would provide huge growth opportunities down the road,” said Reena Ramakrishnan, a 30-year-old intermodal business manager for marketing and sales at Union Pacific Railroad in Omaha, Nebraska. Railroads offer competitive salaries — with Class I employees earning an annual average salary of \$61,895 in 2003. Personnel who maintain locomotives and freight cars typically earn \$48,853, while conductors — who are particularly in demand — earn an average of \$67,128 and locomotive engineers earn an average of \$75,162, peaking at about \$110,000. On top of high salaries, employees receive annual benefits packages averaging \$22,986. “The railroad provides good career opportunities,” said 37-year-old Donovan “Chris” White, an assistant general foreman for mechanical operations at CSX Transportation. “I’ve been with the railroad over five years. I came up through the ranks and then went to management, where I moved up quite fast. There’s the potential to rise through the ranks as far as you want to go.”

The major rail hubs of Chicago, Kansas City, Seattle, Los Angeles, Memphis, St. Louis and Atlanta have among the highest number of openings. More rural areas also have hiring needs, including Alliance, Nebraska; Clovis, New Mexico; Havre, Montana; Gillette, Wyoming; Galesburg, Illinois and Springfield, Missouri. “Led by intermodal service — freight trains carrying consumer goods in truck trailers — railroads are proving to be a growth industry again,” said Anthony B. Hatch, an independent Wall Street analyst. “Railroads also are moving increased volumes of automobiles, building materials, grain, plastics chemicals and coal. We expect railroads to play an ever larger role in American industry and worldwide distribution.” The rail industry employed 221,000 workers at the end of 2003. The Railroad Retirement Board projects that more than 80,000 new workers will enter the industry in the next six years — and 140,000 over the next 10 years. With continued strong traffic growth, railroads may need even more workers.

The surge in retirements has resulted from railroad retirement reform legislation enacted in 2002, which lowered the age that workers can receive full benefits from 62- to 60-years-old for those with 30 years of experience. The rail industry has a significantly older workforce than the United States as a whole — almost 40 percent of rail employees are eligible to retire within the next decade. “Youth is a commodity in railroads,” said Corey Veal, a 27-year-old assistant superintendent for Norfolk Southern Corporation in Greenville, South Carolina. “I bring something different to the table.” Highly skilled workers are needed for today’s technologically-advanced freight railroad industry. For example, the cab of a modern locomotive looks much like that of a jetliner, equipped with computer display terminals and microprocessor-controlled engines. Other railroad personnel help operate some of the largest computer and private telecom systems in the world.

Nearly all of today’s railroad jobs require significant technical expertise, which necessitates training. Training programs have traditionally been conducted in-house, although some railroads have worked with community colleges to develop a railroad curriculum that prepares students for careers in railroading. “I got to a point in my life where I needed a change. I interviewed with a railroad and liked what I learned. The railroad offered good pay, good benefits and training,” said 47-year-old Annette Jokish, who has been a Burlington Northern Santa Fe Railway conductor for five years and is now training to be an engineer at the National Academy of Railroad Sciences in Overland Park, Kansas. Railroad employees enjoy high pay, yet their work is often physically demanding, must be performed outside in all types of weather and necessitates schedules that accommodate 24/7 operations covering the entire United States.

Railroads frequently conduct recruitment and orientation sessions in conjunction with state and local community job fairs and recruit heavily at colleges and universities across the country. They also are using the Internet, advertising and direct-mail to reach potential employees. “Riding

on almost 180 years of history, the railroad industry is forward-looking,” Hamberger said. “We’re a big part of America, hauling more than 42 percent of U.S. intercity freight on a 142,000-mile, nationwide network. We offer excellent careers for highly qualified people who will help us continue to keep America’s railroads the strongest in the world in the 21st century.”

*Via Association of American Railroads*

## Construction/Design projects

Spring has arrived and contractors are once again setting out the arrow boards and orange barrels to upset the traveling public.

### *CSX Transportation*

Blue Island – on June 21 the railroad will begin removal of all No. 10 turnouts in Blue Island Junction and replace them with No. 15 turnouts. Once the work is complete the track speed will be raised from 10 mph to 30 mph through the interlocking. Work will be complete around July 24. On May 17 they plan to replace the diamonds on the IHB/CSX and CN crossing.

Walbridge, OH – work on the retaining wall under State Route 795 is complete and the railroad is filling in a pond that lies under the bridge. Track work is still in progress in the yard. Signal crews are installing conduit and signal bases for the interlocking project. Some track work will be installed this year but final work will be completed in 2005 when the interlocking is taken out of service. The tower will be closed in 2005.

Rushville, IN – CSX will add a new 9000-foot siding near this community.

General – work continues on numerous construction projects with I-280 in

Cleveland finally getting the bridge completed this spring and cutover of track in early June. In Indianapolis the Route 40 project is a year behind and embankment problems will now see the project completed in late 2004 or early 2005. Bagley Road in Berea, OH is basically complete with final grading work under way.

### *Norfolk Southern*

Ann Arbor – Broadway Avenue is under way again for Phase 2 and a second roadway project has stated this spring.

General – work is progressing in Dyer, Rolling Prairie, Burns Harbor and Mirocco, Indiana on overhead bridges. A major project involving 130<sup>th</sup> street and NS should start late this year. O’Fallon Hills and Bridgton, MO projects are nearing completion.

### *URS projects*

Hanson Professional Services was selected for one of four CREATE projects in the Chicago area. We had submitted as the lead on two, Hanson as the lead on the other two. As part of the Hanson team we will be designing the third main on the

B & O C/IHB from CP Francisco (Blue Island) to CP 123<sup>rd</sup> Street. A second project will be adding new connections at McCook where the B & O C/IHB crosses the BNSF. The third project will be

*It makes no sense to tax the terminal facilities of railroads while using taxes paid by the railroads to subsidize construction of terminals for their competitors.*

*-Chicago Daily Tribune 9/1958*

adding 3.5 miles of third main track along the UP (former C&NW) on the south side of Proviso yard and upgrading the connection to the IHB trackage. In addition there will be 3 bridge structures. Estimated construction costs for these projects is \$35 million. This contract is for Phase I design which IDOT considers “preliminary design” and includes environmental study. The project will take 2 years to complete.

Our Decatur office is involved in the relocation of CSX and NS in Cleveland where

I-90 will be rebuilt through downtown Cleveland. We will do all coordination and track design. In addition we are involved in the relocation of the UP and BNSF for a proposed development in downtown St. Louis.

## CSX, NS take steps for ownership of Conrail Shared Assets

CSX and Norfolk Southern have announced that they have taken a key step in establishing direct ownership and control of the two Consolidated Rail Corporation (Conrail) subsidiaries that they separately operate. Both railroads have filed with the Securities and Exchange Commission, offering to exchange new unsecured debt securities of CSX and NS and cash for unsecured Conrail debt securities.

In May 1997, Norfolk Southern and CSX acquired control of 58 percent and 42 percent, respectively, of Conrail's parent company. In June 1999, NS and CSX each began operating certain Conrail assets pursuant to separate operating agreements between Conrail and NS and Conrail and CSX. In November 2003, the Surface Transportation Board authorized the parties to reallocate Conrail assets directly to NS and CSX.

## Wheel Report

CN is closing Centralia Yard effective Monday, May 3rd. There are going to be big changes in the operation as a result. More switching at Champaign for one. Champaign crews are going to start running all the way through to Fulton, KY as part of this. There are also rumors that the car shops there will be closing as well.

The plan is for most directional operation using the Edgewood Cut Off and Champaign and Centralia Subs. Most southbounds will use the Cut Off and most northbounds will use the other route. Word is Hawthorne Yard and Battle Creek are also on the chopping block as well.

## BNSF special celebrates Lewis and Clark Expedition

Burlington Northern Santa Fe today announced the route for its annual special train for employees and their families, the Boys & Girls Clubs of America, and on-line communities. This is BNSF's 9th such train, although they have not been in consecutive years, depending on economic conditions.

Each year BNSF chooses a different route for its employee train. This year the train will be a Lewis and Clark Expedition commemorative event, operating from May 28 to June 15 in Lewis and Clark territory on former Burlington Northern routes (earlier, variously CB&Q, Great Northern, and Northern Pacific). The 2004 special will be centered on the history and communities that grew up in the West since Lewis and Clark explored the area more than 200 years ago. While on board, passengers will hear the Lewis and Clark story recounted by National Park Service (NPS) docents.

The train, with two diesel locomotives and 13 passenger cars, is expected to host more than 8000 employees and their families, 1800 Boys & Girls Club participants in five cities, various BNSF customers, and state and local officials. In addition, BNSF is donating \$75,000 to the Boys & Girls club of America. The train is not open to the public for rides.

### **2004 Event Schedule**

(\*indicates Boys & Girls Club Event Locations)

<b>Date</b>	<b>Location</b>
May 28*, 29 & 30	Kansas City, Mo.
May 31 - June 3*	Omaha, Nebr.
June 4*	Sioux City, Iowa
June 5	Sioux Falls, S.Dak.
June 6	Willmar, Minn.
June 7	Fargo/Dilworth, N.Dak./Minn.
June 9	Mandan/Bismarck, N.Dak.
June 11*	Glendive, Mont.
June 12	Forsyth, Mont.
June 14*-15	Billings, Mont.

This should prove interesting with the remote control jobs being used. They have only been producing about half of what a conventional job does. So with far more business about to get rammed into Champaign, we'll see how long before everything is all jammed up and trains are dead everywhere.

In Chicago, Glenn and Markham are going to start classifying a few more blocks as well, including a Fulton, KY block. Prior to this, all cars going to Centralia or further south were shotgunned into a single

Centralia block and were then reclassified there. Now, cars going to Memphis and points south will be classified into a Memphis block and reclassified there. Cars for points in between Champaign and Memphis (aside from Fultons) will get classified at Champaign.

Memphis is supposed to start classifying more northbound business as well. With this will come at least one new train symbol, 334. This will be a Memphis to Champaign train. *Via Tuch (CN engineer)*