

# 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.

## OFFICERS FOR 2005 - Our 37th Year

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*Chicago and Eastern Illinois Station in Evansville, Indiana.*

## Coming Events

*May 15, 2005*

**Danville, IL - Chapter Meeting at Pizza Inn, 1:00 PM CDT, meeting at 2:00 PM.**  
Last meeting this spring, next meeting in September.

*May 28 - 30, 2005*

Rossville, IL - Rossville Depot Museum opens for the summer Noon to 4 PM each day.

*June 18 & 19, 2005*

Monticello, IL - MRM Father's Day Bluegrass and More- train rides.

*July 15-17 & 22-24, 2005*

Monticello, IL - The Little Engine that Could - I think I can - Rail Tour

*August 13 & 14, 2005*

Monticello, IL - MRM Caboose Days - special trains.

## Next Meeting

The next meeting will be held on Sunday, May 15 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. Program this month will be a video from the collection of Mark Ziebart, Rochelle, Illinois on the BNSF & UP crossing.

We appreciate your membership and the donations that some of you have made.

Our contractor has completed work on the exterior of the building. Tuckpointing has been completed and the results are a better looking building plus sealing up the brick. A recent work session, setup during the last meeting, is noted in this issue by Doug Nipper - we appreciate the help on getting some additional work completed. Member Bill Pearson has been under the

weather recently and Bob G. has been getting the yard mowed. As noted in the last issue some additional scenery work has been completed on the layout. However, in recent weeks member Bob G. has been working on details at various locations. People have been added, in other locations there are piles of rail, barrels, junk and the small touches that add to the layout. One of the buildings that Bob built several years ago now has a crew putting a new "tar" roof on building. Hopefully the guys on the roof don't fall.

Last month Bob and I helped remove Bill Sandusky's layout from the basement as she had sold the house and was moving back to Kentucky to be with her family. Jean has donated some HO equipment to the museum which includes two throttles, magazines, display cases and we have the panels from the layout. Bill had the car card holders and they have been saved to use at Rossville along with the holder for throttles. Bob and Rick took the collection to Wheaton where we sold many of the items and presented Jean with a sizable reward. At the present time your editor is selling the rest on E-Bay. The Grafton, Davis and Mt. Storm will always be part of the layout.

We appreciate the attendance at recent meetings. Remember, this is the last meeting this spring and, as noted in Doug's message, we still need help at Rossville to man the station plus do additional maintenance work..

## Drivin' The Dixie Day

*June 18, 2005*

A few years back a group in Homewood started an event called "Drivin' The Dixie". The event featured antique and collectors cars and was a road-rally type event. Over the last couple of years many people wanted it to be an event that allowed everyone to be a part of the special day.

Now the event includes groups from Blue Island to Danville and the event includes many cities along the famous Illinois Route 1, the "Dixie Highway" The event will end in the afternoon at the Kankakee River Park in Momence, IL where there will be events and group displays.

This year Rossville, Danville and Hoopeston will participate in the event. Rossville will have events starting at 7 AM with a breakfast at the Rossville Fire Department, a community-wide garage sale, antique merchants on the sidewalks from 9-5, historic sites open (which includes our museum) from 9-4, an antique tractor show in the downtown and various groups serving food all day. Those that are driving the highway in vintage cars will get their passport stamped at the Rossville Historical Society on west Attica Street.

This will be a great event for Rossville and we will need additional help all day at the museum.



## Good Turnout For Work Day

May 7th was called as a work day at the last meeting, and despite no prior notice in the Flyer, and it being Mother's Day weekend, we had a really nice turnout of members and got some things done.

Danny Honn, Doug Nipper, Rick Schroeder, Mark Ziebart, Dave Sherrill, Bill Wright and Jesse Bennet were the crew. The first order of business was to re-attach the downspouts on the northwest corner of the building, taken down several years ago for tuckpointing (and not the most recent job, either). It took a bit of creative engineering with a big hammer to get two smaller downspouts funnelled into one large one, and despite us being sure we had all the original parts back in place, a small section had to be shortened by a few inches.

Since we were on a roll, we decided to take some old downspout parts that had been in the attic for ages and make a new one for the southwest corner of the baggage room. Again, creative work with hammers and pliers by Rick and Jess was the order of the day. Use of the metal cutting wheel on the grinder bought for tuckpointing also sped up the job of cutting pipe, although it was not as neat as a hacksaw (which we didn't have anyway). But bottom line, it looks decent and hopefully will keep the water away from the new tuckpointing work.

After returning from lunch, Mark was volunteered to climb the train order signal to remove the blades for sanding/painting and possible replacement. He found out first hand how narrow those ladder rungs are, but did a fine job getting the blades down without breaking anything and losing only one washer in the process. Dan took the blades to sand and paint. He may also make a new blade for the bottom arm.

While Dave did some scraping in preparation for a mid-week painting session, he noticed that one of the downspouts on the track side of the building was hopelessly plugged. Mark got on the roof with the hose, while Rick pounded on the pipe, but alas nothing would move. Even some stiff wire snaked down to the elbow

wouldn't dislodge the straw, so plans were made to use a drain snake next time. Mark also discovered another one on the northeast side that has the same problem, also in need of the snake. These are the old soldered downspouts, and are not easy to take apart for cleaning.

Rick did some preliminary cleaning on the inside, since a troop of Boy Scouts is coming next weekend. Much more work needs to be done prior to opening weekend, and there are only two weekends left. We are considering renting the bucket lift one weekend so Dave can paint the train order signal, and we can also use it for much-needed tree trimming.

Thanks to the crew, and we hope to see more members show up for the next work days, and of course to operate the Museum starting on Memorial Day weekend.

*Doug Nipper*

## Remote Control Locomotives

As most of you know, over the past several years the Class 1's have been installing remote control units in yards across the system. Danville, on CSX, is one as is Decatur and other yards within our area.

There has been a lot of discussion concerning safety involving these units and the unions have been listing the various accidents across the system to show they are unsafe. Recently on the Illiana Group a site was listed that showed several accidents, one which occurred in the CN yard at Champaign. There is a list of various incidents and web sites you can go to and review the accidents. CSX is listed and so I wanted to check them out.

There is a list of about 15 or so and it is interesting to read them. One involved shoving 14 cars that they did not know they had when they thought they had 11 and upon pulling back ran the switch one way and then derailed the 2 end cars coming back. This was operator error, not fault of the remote unit. There were several sideswipes by not checking to see they were clear when moving through the yard.

Now maybe had they been on the unit, or

end of the car, they would have seen the problem, but it seems to me that this is operator/switchman error and not the fault of the remote unit. Reading all on CSX indicated that human error caused the accidents, some critical, and not the units themselves. Not being on the locomotive certainly has something to do with it I suppose, but a good crew should eliminate some of those incidents.

I am not a proponent or advocate of remote units. I have seen a benefit and sometimes question the location they are used. I do know now working for the railroads we have more to watch for in yards and must be qualified to work there with some training of being around the units. Like anything, depending on your point of view the accidents are either the fault of the remote unit, or not.

*Editorial by Rick Schroeder*

## Norfolk Southern Connection

A new railroad spur being built in Butler will eliminate the need for Chicago-bound trains coming from the north to travel to Fort Wayne and make a westbound turn. Because the spur will cross U.S. 6, the highway will be closed for approximately three weeks — most probably in June — and an alternate detour will be offered on the east side of Butler.

The spur will begin just east of the city limits, where two Norfolk Southern lines intersect — a place commonly referred to as "the diamond." One rail line runs east-west and the other runs north-south, from Detroit to Fort Wayne. The spur will enable trains coming from Detroit to turn at Butler and head west to Chicago. Currently, the trains must travel to Fort Wayne to make the turn. Trains coming from the west and heading for Detroit will be able to bypass Fort Wayne and make the turn north at Butler, as well.

"This should eliminate some of the yard traffic in Fort Wayne as well as some of the train traffic on State Road 1," said Butler Mayor Floyd "Butch" Coburn. "The turn will be a very slow one with a posted speed

limit of 25 miles per hour. “Coburn was briefed on the railway project Wednesday at a meeting with the Indiana Department of Transportation and railroad officials.

Construction on the approximately 1,000-foot spur has already begun, according to Coburn. The work at U.S. 6 will be the final stage of the project. “They will do all they can (on either side of U.S. 6) before they have to close the highway to finish it up,” said Coburn.

The City of Butler is in the midst of a five-year improvement plan to loop its water and sanitation lines and the new railway spur is in the path of the project. The city has reached an agreement that will allow it to bore under the railroad tracks and finish looping the system. “This is generally a costly venture (to bore under the tracks) but we have an agreement that will allow us to finish looping the city’s systems at little or no extra cost,” Coburn said.



*Editor: The “spur” is actually a connection track from the former Wabash line to the former NYC line on the east side of Butler. This connection will allow CP trains under the new trackage rights agreement with NS to move from the Wabash Detroit line to the NYC and head to Chicago. These trains will be moving from their present location on CSX to NS when the connection is completed. Construction has been held up due to a bowling alley that was acquired. The crossing is the site of a NS/CR accident in 1998 when an NS train broad sided an eastbound Conrail train. The new connection is in the northwest quadrant of the crossing. The existing southeast connection sees several trains a day, especially intermodal trains that travel from the Cleveland area to Decatur and beyond.*

## Metra Rock Island District Commuter Service Snarled By Freight Derailment

CHICAGO, May 5 – More than 16,000 commuters on Metra’s Rock Island District Line between Joliet, Blue Island, and Chicago had to find alternate transportation this morning after a coal train derailed three cars during the night at the 16th Street interlocking, less than 2 miles south of the commuter line’s La Salle Street terminal in Chicago’s Loop.

The derailment occurred at 4:50 a.m., according to Metra, BNSF spokesman Joe Faust, and a story published in the Chicago Tribune. The freight train, symbolized CCTMCNSO-20, was on Canadian National track, in the process of being interchanged from the BNSF Railway to the Norfolk Southern. The 16th Street Junction is where CN’s St. Charles Air Line and CN’s route to Iowa, both former Illinois Central properties, cross the Metra Rock Island line at grade.



Metra said it was confident that service would be restored to the Rock Island District by 3 p.m. today, and said many CTA bus routes would honor Metra tickets. In response so many daily riders being stranded, Metra operated extra trains on three other routes serving the southwest suburbs: one extra Heritage Corridor train from Joliet to Chicago Union Station on CN’s former GM&O route (shared with Amtrak St. Louis trains); one extra Southwest Service train from Orland Park (179th Street) to Chicago Union Station; and several extra trains from the Blue Island branch terminal of Metra’s own Electric District, a former Illinois Central property.

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## UP detouring around Illinois Overland Route derailment

GALT, Ill. May 5 – Union Pacific is detouring selected freight trains over at least four other railroads, plus others of its own routes, as cleanup continues here from Tuesday evening’s freight-train derailment that severed the busy Overland Route main line linking Chicago and the west.

The 140-foot-long, double-track through-truss bridge spanning Elkhorn Creek at Galt collapsed during the derailment of 31 cars of an eastbound freight train at 5:30 p.m. Tuesday, according to a UP spokesman. The train, symbolized QNPSKP-02, was bound from North Platte, Nebr., through Chicago and onto CSX to Selkirk Yard, N.Y. Galt is 4 miles west of Sterling, Ill., and about 115 miles west of Chicago. Although UP already is constructing a “shoo-fly” bypass track and temporary single-track bridge over the creek, it expects to not have the line back in service until sometime on the weekend, said spokeswoman Kathryn Blackwell on Thursday afternoon. Moreover, though, she said the railroad was anticipating it could return the double-track main line to full service by next Wednesday.

Meantime, the line blockage has forced UP to detour many of the 60 or so trains per day that use the line between Chicago and Iowa. UP has two other routes out of the Windy City, but neither are direct to the west. One is south through eastern Illinois toward Arkansas, and the other is the Amtrak route southwest to St. Louis, although UP track ownership on it begins at Joliet, Ill., reached by UP freights on trackage rights. UP also has a single-track, limited-capacity line south through Illinois toward St. Louis which diverges from the Overland Route at Nelson, Ill., east of the derailment site, and UP is utilizing that, but that line’s capacity is limited.

Consequently, UP has turned to its neighbor railroads, working with the BNSF Railway, the Iowa, Chicago & Eastern (ICE), the Iowa Interstate (IAIS), and the Canadian National, all of which have parallel east-west Iowa routes, to handle some UP trains. Like in any major detour situation, their ability to do so is affected by their track capacity and their numbers of train crews and qualified personnel to act as pilots for detour trains. BNSF, for example, was able to schedule at least 11 UP trains on several of its Chicago routes, handling 9 between Omaha and Chicago and 2 between the Wyoming Powder River Basin and Minnesota. CN and IC&E both have handled other UP eastbounds, and some empty UP coal trains are going west on the Iowa Interstate to Council Bluffs, Iowa. Other UP trains have stuck to home rails, using UP's Chicago-Nelson (Ill). -St. Louis-Kansas City and Chicago-Milwaukee-St. Paul routes.

Another effect of the Galt derailment is that UP has been forced to temporarily close the truck ramps at the Global 1 and Global 2 intermodal terminals in Chicago for westbound shipments until the hubs' congestion can be eliminated. UP is continuing, however, to accept all rubber and steel-wheel intermodal interchange.

*Via TRAINS On-Line*

## **Union Pacific**

### **Galt, IL Derailment**

*Update: May 6, 2005*

The temporary crossing over Elkhorn Creek was finished Thursday evening and the first train operated over it just before 7 p.m. Crews are now focusing on rebuilding the bridge, which will continue through next week.

The cause of the derailment remains under investigation.

*Update: May 5, 2005*

Construction of the temporary trackage around the damaged double track bridge near Galt, Ill. continues and should be completed tonight. This will provide a single-track route with a reduced train

speed through the site. Final replacement of the bridge will not be completed until the middle of next week. During this time, some traffic will continue to be re-routed on alternative lines. Customers should expect 48- to 72-hour delays on shipments into and out of Chicago.

*May 4, 2005*

A Union Pacific Railroad freight train going from North Platte, Neb., to Chicago, Ill., experienced a 31-car derailment Tuesday, May 3, at 5:30 p.m. CDT just west of Galt, Ill. There were no injuries.

Galt is about 125 miles west of Chicago, near the Illinois/Iowa border.

A two track 140-foot bridge over Elkhorn Creek, just west of Galt, was heavily damaged and will have to be replaced. A temporary crossing over the creek is being constructed using five pipes, with an average diameter of 100 inches, 36,000 tons of ballast and 1,800 feet of track. This will enable Union Pacific to operate trains around the damaged bridge. The temporary creek crossing is expected to be completed late Thursday, May 5.

An average of 60 trains a day operate over this corridor between Chicago and Iowa which handles rail traffic to the West Coast. We are working with all railroads to establish detours and currently have identified more than 40 detour opportunities using these other railroads.

Of the 31 cars derailed:

eight contained lumber or plywood; seven contained canned tomatoes; five contained potatoes; three contained soda ash; four were empties; two contained loads of salt; one contained fertilizer and one contained manganese.

The cause of the derailment is under investigation.

*From the Union Pacific Web Site*

Editor: On 5/7 Bill foster reported the Ameren Newtown/Lis coal trains are being detoured due to the UP derailment at Galt. They are running the St. Louis line to Terre Haute, turning on the Con-Mil connection wye and then going south. They are running as V528 and V529. There were 3, yes three loaded trains between St.

Louis and Terre Haute today, as well as the empties doing their thing. Other detours were handled through the St. Louis connection until the temporary track was placed in service.

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## **Former Railroad Lift Bridge To Be Demolished**

BOONVILLE, Mo. - The Missouri Department of Natural Resources (DNR) has reversed a decision by its former director to preserve a 72-year-old former Katy Railroad bridge over the Missouri River in Boonville, according to a story in the Columbia (Mo.) Daily Tribune. Mike Wells, deputy director of DNR, said Wednesday that his department cannot afford the more than \$2 million in estimated costs needed to restore the lift bridge and turn it into part of the cross-state Katy Trail. Consequently, the state has asked the Union Pacific, its last owner, to resume liability for the bridge. The change in position is good news for the railroad, which already had contracted with a local company to demolish the bridge for parts.

Currently, the Katy Trail crosses the Missouri River on a bicycle and walking lane of the Boonville highway bridge nearby. Restoring the 408-foot-long lift bridge - formerly part of the Missouri-Kansas-Texas Railroad's (MKT, or "Katy") St. Louis-Parsons, Kans. line - would allow trail users to cross the river directly from Old Franklin to Boonville on a bridge free of cars and trucks. Union Pacific absorbed the MKT in 1988.

*Via Trains On-Line 4/28*

## **Chicago Derailment Spat Spills Into Second Day**

Last Friday, the day after a 4:50 a.m. Thursday coal-train derailment forced more than 16,000 morning commuters on Metra's Rock Island District Line between Joliet, Blue Island, and Chicago to seek alternate transportation, bickering over who was responsible for the mess continued, according to a story in the Chicago Daily Southtown and other sources. The derailment at the 16th Street junction — where Canadian National's St. Charles Air

Line and CN's route to Iowa, both former Illinois Central properties, cross the Metra Rock Island line at grade — is less than 2 miles from the commuter line's La Salle Street terminal in Chicago's Loop.

The BNSF Railway coal train involved, symbolized CCTMCNSO-20, was in the process of being delivered from BNSF to Norfolk Southern when it derailed on Canadian National track. BNSF eventually agreed to remove the wreckage, but the debris left behind prevented Metra from using trackside signals, forcing the commuter agency's officials to order train crews Friday morning to bring their trains to a stop before getting clearance to continue through the derailment site. The procedure was said to have minimal effect on the line's morning commute times.

Before BNSF agreed to remove the damage, neither BNSF nor CN believed they were responsible, Metra spokeswoman Judy Pardonnet said. "We were sort of caught in the middle of it," she said.

A CN spokesman said protocol requires the damage to be removed by the railroad owning the train that derailed, adding that it was not unusual for derailment leftovers to remain at trackside for a day or two. The cars damaged in the derailment are to be cut up this week and sold as scrap.

*Via TRAINS On-Line 5/9*

Coal-mining firm considering buying Kiski Junction Railroad

SCHENLEY, Pa. — After Rosebud Mining Co. spent \$1 million two summers ago to repair damage done to Logansport Road by heavy coal-truck traffic, company owner Cliff Forrest said he would be looking at alternative ways to move coal out of its mine there, according to a story in the Leader Times of Kittanning, Pa., and published on the PittsburghLive.com Web site. In the Kiski Junction Railroad, Forrest might have found one, as he said last Thursday that his company has an option to buy the railroad and might begin moving coal over it as early as next summer.

"Our plans are to extend the line up to our mine in Logansport," Forrest said, adding that he hopes to conclude the deal to buy

the railroad by the end of May. Dale Berkley, owner of Berkman Rail Services Inc. in New Castle, which owns the Kiski Junction line, confirmed that Rosebud was "seriously looking" at buying the line.

Rosebud would spend another \$5 million to extend the line from Schenley, where it interchanges with Norfolk Southern, up to Logansport. Forrest said he could not comment on what buying the existing line will cost. The proposed sale will not affect the status of the passenger excursions on the line, because the railroad announced last week it will not be providing passenger service this year. Both Forrest and Berkley, however, said the option remains open to restart passenger service after the line is sold.

The company would haul 10,000 to 12,000 tons of coal a week by rail after the line extension is completed. The Logansport mine opened in February 2002.

## **U.S. rail traffic up in April says AAR**

WASHINGTON - U.S. railroads originated 1,396,037 carloads of freight in April 2005, up 34,682 carloads (2.5 percent) from April 2004, the Association of American Railroads (AAR) reported Thursday. U.S. railroads also originated 885,285 intermodal units in April 2005, an increase of 53,205 trailers and containers (6.4 percent) over April 2004. Fourteen of the 19 major commodity categories tracked by the AAR saw U.S. carload increases in April 2005 compared to April 2004.

April's carload traffic gains were paced by crushed stone, sand, and gravel (up 9,714 carloads, or 11.2 percent, to 96,583 carloads); grain mill products (which includes products such as flour, corn syrup, and animal feed), up 4,128 carloads, or 12.1 percent, to 38,110 carloads; grain (up 2,437 carloads, or 2.8 percent, to 88,443 carloads); and coke (up 2,357 carloads, or 10.9 percent, to 23,900 carloads). Carloads of motor vehicles and equipment were down 3,287 carloads (3.3 percent) to 95,005 carloads in April.