

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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Volume 39

May 2007

Number 5

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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 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 2007 - Our 39th Year

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

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This Penn Central hospital train was photographed at Hillery Yard on December 4, 1970. The P&E Yahoo Group members seem to think it was from a wreck at LeRoy, IL that same year. The train hit an open switch and rolled all the engines and a few cars.

## Coming Events

### *May 20, 2007*

**Danville, IL - Our regular monthly meeting at Jocko's Depot Restaurant on West Williams at Gilbert Street.** See you at 1:00. After lunch and the meeting will travel to Bill Darner's home on West Williams to check out the Wabash layout in the basement.

### *May 19, 2007*

Rossville, IL - Work session at the depot to clean building and deliver boxes of records for shipment to the Vermilion County Museum. 9:00 AM to Noon, deliver records at 2:00 PM to VCM.

### *May 19-20, 2007*

Homewood, IL Homewood Railroad Heritage Days, Dixie Highway and Chestnut St, Park District Auditorium. Displays, swap meet train layouts, 7:30 - 10, Sunday 10-4.

### *May 26-28, 2007*

Rossville, IL - Opening weekend for the Depot Museum, hours are 12-4 each day. Need volunteers each day.

### *June 9-10, 2007*

Rochelle, IL - 2nd annual Rochelle Railroad Days. Various activities planned.

### *June 23-24, 2007*

Galesburg, IL - Galesburg Railroad Days and Train Show, swap meet, operating layouts at Carl Sandburg College, Sat 9-5, Sun 10-4. Other activities in town.

### *July 14-15, 2007*

Altamont, IL - 10th annual Train Show at the Effingham County Fairgrounds, Sat 9-4, Sun 10-3.

### *August 21-25, 2007*

Chattanooga, TN - NRHS "Chattanooga Rails 2007" Convention. Check out the web site at [www.chattrails.com](http://www.chattrails.com) for all the details.

## Next Meeting

**The next meeting will be held on Sunday, May 20, at Jocko's Depot Restaurant, corner of Gilbert and Williams Street beginning at 1:00 PM.**

Saturday, May 19, will be a work session at Rossville to cleanup the building and load the records that have been boxed. After lunch we will transport the records to the Vermilion County Museum arriving around 2:00 PM. We need at least 4 vehicles to move the records. This will be the last weekend before we open for the Memorial Weekend so there is cleanup needed and getting the model layout ready to operate.

Another item that will need work is cleanup of the museum grounds and the interior of the building. There are a lot of items under the layout that need to be sorted and cleaned up to make the area look better to visitors.

After the business meeting at the restaurant we will follow member Bill Darner to his home to see the train layout. Bill lives about 6 blocks west on Williams Street. Bill will begin the process of removing the layout and thought we would like to see it before he begins. Bill will also begin disposing of some of the items and may be interested in selling to members. As you know, Bill is a Wabash fan and much of the equipment is Wabash. The layout has not run for several years and for personal reasons he has decided it is time to move some to the upstairs for display.

The May meeting will be the last one of the spring. Remember, we do not meet June through August. We will need volunteers during the weekends after Memorial Day. This summer we will also be open during the "Driv'in the Dixie" weekend.

## *Danville Chapter, NRHS*

### *Minutes*

*4/15/7*

President Nipper opened the meeting at 1345.

The minutes were approved as printed in the newsletter.

Treasurer Cooke reported the accounts totaled \$6147.22.

#### *Old Business*

The April 21 trip Champaign - Carbondale on Amtrak was reviewed. Carpool arrangements were made for 1000 at Cooke Business Products.

The C&EI meet is scheduled for 4/28. Bob could use some help setting up before 900.

A considerable number of records were boxed up on 4/14. Rick is contacting the museum to see about moving them.

#### *New Business*

Doug requested updated e-mail addresses for mailing the newsletter to those who can receive it. This would save postage each month, reducing costs when postal rates are scheduled to rise in May.

The workday scheduled for May 13<sup>th</sup> will focus on getting the depot ready for the summer, as well as readying more documents for the museum, if possible. Bob Gallippi would appreciate notice on who expects to be at the museum during its open times during the summer.

Following adjournment at 1357, a video program on the Indiana Railway was shown about its last few years of operation.





As Doug Nipper noted when he sent this photo, "A Blast from the Past". On May 11, 1973 members of the Chapter took a rail trip to Chicago and visited the Burlington Northern's Clyde Yard. In this photo, left to right, Rick Schroeder, Herman Compton (BN), Henry Schmitt, Gary Lane (BN), Dave Sherrill, Paul Anuta, Doug Herrmann (deceased), Billy Herrmann, Randy Rippey, Dick Stair (deceased), John Ellis, Jim Millikin, kneeling Paul DeFries, Jess Bennett and Don McCarthy (deceased). The group had just detrained from Metra and were met at the platform by Herman and Gary of BN to give us a tour of the yard.

## "Drivin the Dixie"

*June 16, 2007*

Once again the event "Drivin the Dixie" highway, Illinois Route 1, is coming to Rossville. There are several activities planned in Rossville and our museum will be open. We need to be open this year from 9:00 AM to 5:00 PM and thus need volunteers through out the day. The popcorn machine will be going and we need to stock up on drinks. Last year we had a good turnout of visitors that were not only driving through but brought by the shuttle from the park. Put this on your calendar as this event has grown each year.

"Drivin the Dixie" is an event from Danville to Chicago Heights.

## Rossville Work Session

We have a work session scheduled on Saturday, May 19th starting around 9:00 AM CDT. Last month we sorted and boxed the rest of the records to move to the Vermilion County Museum. This weekend, the 19th, we will load and move the records. Our original arrangements with VCM was to move in the early afternoon but this time may change and move up to late morning. We need to cleanup the building and grounds and also get the model layout ready for visitors on Labor Day weekend. The layout area needs a lot of cleaning. Anytime you can volunteer this day would be helpful. We have a shop vacuum but if you have one bring it along, it would help get the work done faster.

Bob G. has been mowing the yard this spring and we appreciate him taking on this task at the same time trying to farm. If a couple of you would bring mowers on the 19th we could get it mowed and save him some time.

## Illinois ridership keeps growing, but so do delays

On a visit to Illinois on April 20, David Laney, chairman of Amtrak's board of directors, called delays on Amtrak's Illinois corridor routes "unacceptable by any measure," the Southern Illinoian reported. Trains running along the Chicago-St. Louis corridor have been late about half of the time, while passengers traveling between Chicago and Carbondale have seen their trains arrive late about 30 percent of the time. The problems were detailed in a legislative hearing aimed at assessing the success of Illinois' \$24 million investment in expanded Amtrak service

The expanded Amtrak service in Illinois has drawn record numbers of riders, but delays have increased as well. "At some point, people are going to say, 'I can just drive faster,'" said state Rep. Sidney Mathias, R-Buffalo Grove. "To say the least, we've had some growing pains," added state Sen. John Sullivan, D-Rushville.

Last October, using added state funding, Amtrak doubled the number of state-sponsored trains on three Illinois routes. The move resulted in strong ridership gains. Along the Carbondale corridor, which also serves Eastern Illinois University and University of

## SPRING 2007 FAN TRIP

As you can see from the photo, all had a good time!

The group (Allen Cooke, Ned Cooke, William Cooke, John A. Cooke, J.D. Cooke, Larry Prosser, Jess Bennett, Bob McQuown, Dick Brazda, Fred Clark & Friend) met at Cooke Business Products, Inc. at 10AM and drove over to the Champaign Train Station. We met Fred and friend at the train station.

Upon arrival, I had to make a change in the tickets so I waited in line. When I reached the agent he informed me that to make the change I would have to call the 800 number and get back in line. I was worried, but after holding the call for 10 minutes the name change was made. I got back in line and out came the tickets. I showed my ID and signed the tickets. We were now ready.

The *SALUKI* was 15 minutes late because three freight trains were ahead of us which went through the station first. The accommodations were very nice! Most of us went to the snack car and rode the entire way there. "Todd", the snack man, was very congenial and knowledgeable about the railroad and Amtrak.

We passed a freight, from earlier at Champaign, in Tolono and followed the other one to Mattoon and passed him there. I am not sure where we got around the Local but we did. At this point we were at track speed and smooth riding.

At Centralia JD left us and watched trains there while we went to Carbondale. He was entertained by seven freight trains (CN, NS, BN).

The trip continued to Carbondale and we arrived on time. It is interesting how the engineer negotiates the "Y" and backs into the station. After we left the train, it backed up and parked itself on a middle stub track.

We went to the old depot and looked at the GP9 and caboose that was two blocks away. We were now exhausted so we headed straight for the DQ! It was really good! Then it was time to head north!



The *ILLINI* departed on time. We were right on schedule until the CSX crossing at Odin where we waited on a west bound for 10 minutes. We then maintained that until Tolono where we sat for thirty five minutes waiting for the south bound *ILLINI* to pass us. Larry Prosser went to the rear of the train to get a video of it "flying past"! However, there was no Woooooosh! It stopped and exchanged a crewmember! We resumed our trip for a very fast run to Champaign and an arrival 45 minutes late.

Several of us were hungry so we ate at Mennichi's in Champaign. We were all home a little after nine pm. Speaking for the group, we want to continue trips next year and hope that more of you can join us.

*Allen Cooke*

*Editor: From the looks of the one photo a couple of members did not need to stop at Mennichi's!*



## **NRHS Convention**

***Chattanooga Rails 2007***

***Chattanooga, TN***

***August 21 - 25, 2007***

Steam and Diesel trips, Tennessee Valley Railway Museum Shop tours, night photo session, Civil War Battlefield tour, Tennessee Aquarium and other non-rail activities. Headquarters is the Chattanooga Choo-Choo Holiday Inn in the former terminal station. Rate is \$89 per night for a regular room and \$109 per night for a railroad car room. Registration fee is \$25 after April 15, 2007. Contact Rick Schroeder for a registration form if interested in attending. Check the NRHS web site for more details.

Continued from Page 2

Illinois, ridership jumped 55 percent. The Chicago-St. Louis route saw a 40 percent boost in passengers while the line between Chicago and Quincy saw a 33 percent increase.

Those gains, however, could suffer if the delays aren't addressed, Laney said.

Among the worst on-time percentages comes from trains traveling north from St. Louis to Chicago. Many of the delays come from Union Pacific freight trains delaying the Amtrak trains on the route. A number of improvements are underway at crossings and sidings, but it will cost up to \$2 billion over the next decade to fully address some of the problems, said Laney, who was in Springfield to meet with lawmakers. "We're working out the kinks," Laney told the Illinoian. "I think we've got a very bright future." Laney, who was making his first visit to Springfield, was admonished for not visiting with lawmakers in the past. "It's important to cultivate relationships," said state Rep. Will Davis, D-Hazel Crest.

*Via TRAINS On-Line April 23*

## **Expand Train Service for 2016 Olympic Games**

If Chicago lands the 2016 Olympic Games, Amtrak could justify expanding service to run hourly passenger trains between Milwaukee and Chicago, Wisconsin Transportation Secretary Frank Busalacchi said

Thursday. Separately, Amtrak and Wisconsin officials are already talking about whether to add an eighth daily round trip to the railroad's increasingly popular Milwaukee-to-Chicago Hiawatha line, Busalacchi and Amtrak President Alex Kummant said.

New and expanded rail service - such as a 110-mph line between Milwaukee and Madison - could spur development and boost economic links between those cities and Chicago, Milwaukee Mayor Tom Barrett

and Madison Mayor Dave Cieslewicz told a federal commission.

They cited a study that estimated high-speed rail would attract \$152 million to \$227 million in development around Milwaukee's downtown Amtrak station, and \$65 million to \$97 million in development for Madison.

Busalacchi, a member of the federal panel, commented after Barrett said improved rail service would help Chicago's bid for the Olympics.

Barrett recalled a 2005 trip to Beijing, where he saw authorities improving transportation systems in preparation for the 2008 Olympics in the Chinese capital.

Kummant said he would seek to expand service if Chicago is picked to host the games. He declined to predict the scope of the expansion. Wisconsin is backing the Midwest Regional Rail Initiative, a \$7.7 billion plan for a nine-state network of fast, frequent trains, including the Milwaukee-to-Madison line; new 110-mph service between Milwaukee and Green Bay; and upgrading service from Chicago to Milwaukee and the Twin Cities to 110 mph.

But building that system would require a federal commitment to pay 80% of construction costs, Barrett and Cieslewicz told the National Surface Transportation Policy and Revenue Study Commission. The panel is reviewing U.S. transportation needs and how to pay for them.

In his own testimony, Kummant mentioned Wisconsin as a place where Amtrak is seeking more frequent service "in the near future." The Hiawatha carried record ridership of 588,036 last year, up 8%. Wisconsin Gov. Jim Doyle's 2007-'09 state budget recommends adding a fifth 70-passenger coach to each train but does not call for running more trains.

Adding an eighth train would require working out issues of funding, equipment and track capacity, Kummant and Busalacchi said. They declined to predict how long that could take.

*From the April 20, 2007 editions of the Milwaukee Journal Sentinel*

## UP, NS to route domestic container trains through shorter Shreveport gateway

Union Pacific Railroad and Norfolk Southern Railway are teaming up to speed eastbound intermodal trains from Los Angeles to the Southeast. On May 21, the Class I's will shift domestic container traffic from the Memphis, Tenn., gateway to a new Shreveport, La., gateway.

Combining UP's L.A.-to-Texas Sunset Route with NS' and Kansas City Southern's joint venture Meridian Speedway line between Shreveport and Meridian, Miss., the new route is nearly 150 miles shorter than the current one.

The route will enable UP and NS to shorten standard service to Atlanta by one day to fifth-morning availability; provide BlueStreak premium service to Atlanta on the fourth afternoon; schedule L.A. cut-off times to later in the day so more shipments can depart on an evening train; originate all eastbound domestic shipments from UP's L.A. intermodal terminal; and speed other Southeast destinations.

The railroads plan to shift westbound domestic service to the faster Shreveport gateway in the third quarter. NS and UP will continue to route international traffic via the Memphis gateway.

## Railroads will invest more in 2007

The STB has been told in order to increase capacity as rail traffic grows, the nation's railroads will invest more money in 2007 to maintain and improve their track and equipment than ever before in history, the Surface Transportation Board was told April 11. "The nation's major freight railroads invested a record \$8.6 billion in 2006 and will break that record in 2007 with a \$9.4 billion investment," Edward

R. Hamberger, president and CEO of the Association of American Railroads, said in a prepared statement submitted to the STB. Capital spending has risen almost 60 percent over just the last four years. "The massive investments railroads must make in their systems are a reflection of the extreme capital intensity of railroads," he added.

Over the past 10 years, railroads have spent an average of 17.2 percent of revenues on capital expenditures, compared with an average of 3.4 percent for manufacturing, putting railroads at or near the top among all U.S. industries in terms of capital intensity. The American Association of State Highway and Transportation Officers (AASHTO) found that railroads would need to invest \$175 to \$195 billion in infrastructure just to maintain current rail market share. Some forecasts predict 70 percent growth in freight volume by 2020. But AASHTO found that railroads would be able to fund only \$142 billion of that from their own retained earnings and borrowing. Hamberger told the STB that one way that policy makers can help make up the shortfall is by introducing tax incentives for rail infrastructure projects that enhance capacity. The AAR's comments were part of an STB proceeding on rail capacity and infrastructure requirements.

Here is the major capacity improvements class one railroads plan for 2007:

**BNSF Railway** - Double or triple-track on about 30 miles of BNSF's Transcon between southern California and Chicago. Add about 60 miles of third and fourth main track in the Powder River Basin and complete about 50 miles of double track in Nebraska and Wyoming. Expand intermodal facilities at Alliance, Texas; Seattle; Los Angeles; Memphis; and Chicago. Other planned infrastructure improvements include sidings in South Dakota and Oklahoma, and fueling and mechanical facilities in Illinois and Texas.

**Canadian National** - According to press reports, CN is budgeting some \$300 million for equipment, including 65 locomotives, additional freight cars, and equipment. CN will upgrade sidings between Chicago and Winnipeg and will upgrade

sidings and double-stack container clearances between Prince George and Prince Rupert, British Columbia. CN is preparing to open its Prince Rupert intermodal terminal later this year, which will serve as a key traffic gateway between Asia and the North American heartland. CN will also continue upgrading its freight car classification yard in Memphis, Tenn.

**Canadian Pacific** - CP plans to increase capital spending to around \$760 million, including approximately \$35 million to maintain and increase capacity in automotive and intermodal terminals; \$128 million for locomotive acquisitions, overhauls, and fuel saving modifications; \$50 million for information technology; and \$535 million for maintenance and upgrades to rail, ballast, crossties, signal systems, buildings, and equipment. CP will also invest in new freight cars.

**CSX** will spend \$1.4 billion in 2007, including around \$800 million for infrastructure, \$170 million for locomotives, \$250 million for capacity expansion, and \$170 million for freight cars. Some of this spending will be for intermodal projects, including an expansion of terminals in Buffalo, N.Y.; Tampa, Fla.; and Bedford Park, Ill. CSX is also working with the Port of Savannah, Ga., to build an on-dock loading facility.

**Kansas City Southern** is integrating its Kansas City Southern de Mexico subsidiary fully into the railroad's other operations. KCS plans to spend some \$270 million on capital projects, including the installation of nearly 800,000 ties, relaying 120 miles of track, building 11 new sidings, laying 20 miles of double track, and purchasing 1,700 new freight cars. Some 150 new locomotives will be leased (and are not included in the \$270 million). Approximately \$85 million will be spent in 2007 on rail, ties, sidings, signaling, and other improvements on the "Meridian Speedway" joint venture with Norfolk Southern between Shreveport, La., and Meridian, Miss.

**Norfolk Southern** - NS plans to spend more than \$1.3 billion in 2007 for capital improvements. Expenditures include \$610 million for rail, crosstie, ballast, and bridge programs, including \$73 million in infrastructure investments for increased capacity; \$47 million for communications,

signal, and electrical projects; \$41 million for maintenance of way equipment; and \$16 million for environmental projects and public improvements such as grade crossing separations and signal upgrades. Equipment spending includes \$60 million for computers, systems, and information technology, as well as \$321 million to purchase 53 new locomotives, upgrade numerous existing locomotives, purchase 1,300 new higher-capacity coal cars and more than 700 other freight cars; and rebuild several hundred multilevel autoracks.

**Union Pacific** plans total capital commitments of approximately \$3.2 billion in 2007. Major projects include double-tracking more than 60 miles of the Sunset Route (around 50 percent of the route is now double-tracked) and upgrading terminals in Los Angeles, Yuma and Tucson, Ariz., and El Paso, Tex. UP is also upgrading signals between El Paso and Fort Worth and into the Shreveport gateway, and is building a new intermodal facility in San Antonio. As noted earlier, 60 miles of third and fourth track will be added to the PRB Joint Line in Wyoming that UP shares with BNSF.

[Via TRAINS On-Line](#)

## **Steam Excursion** **featuring Canadian** **Pacific 4-6-4 #2816** **along with** **Milwaukee 4-8-4** **#261**

International steam excursions featuring Canadian Pacific 4-6-4 #2816 and Milwaukee 4-8-4 #261 from August 17 through September 22, 2007. Sponsored by the Friends of the 261 and the Canadian Pacific Railway.

· August 17-22, 2007 PASSPORT REQUIRED (One-way positioning moves) Powered by CP 4-6-4 "Hudson #2816 we depart on August 17 from Calgary, Alberta and journey across the Canadian prairie

on what was once the route of the CP's famous "Canadian" streamliner. Ride in luxury premium class in the Milwaukee Road SuperDome #53 or Skytop Observation "Cedar Rapids". Comfortable Coach seating will also be available. Overnight stops will be made in Swift Current and Broadview, Sask. and a one-day layover will be made in Winnipeg. Then our train moves on to the former Soo Line main line, the route of the "Winnipegger". After an overnight stop in Thief River Falls, MN you will arrive in Minneapolis at CP Shoreham Shops on Aug 22. [Note: Hotels are not included in the price of the ticket; however, hotel information will be furnished. It will be the responsibility of the passengers to make their own reservations.]

· August 29 - 30, 2007 (One Way positioning moves) 2816 will journey on the main line that was once the route of the famed Milwaukee Road Hiawathas between Minneapolis and Chicago. On Aug. 29 view the scenic Mississippi River Valley from the comfort of the train and pass through the famous bore at Tunnel City. After an overnight layover in the "Beer City", Milwaukee, WI, ride the high-speed double track mainline into Chicago Union Station. Choose from Luxury Premium, First Class or Coach Class. [Note: Hotels are not included in the price of the ticket however, Hotel information will be furnished for the Milwaukee layover. It will be the responsibility of the passengers to make their own reservations.]

· September 1-2-3, 2007 (Round trips each day) On September 1-2-3 the 2816 will make round trips over the former Milwaukee Road main line from Franklin Park Metra Station to Sturtevant, WI including the freight line from Bensenville to Tower A-20. An optional BBQ lunch will be served at trackside in Sturtevant. Lunch tickets must be ordered at the time you order your train tickets.

· On Tuesday Sept 4th begin the journey back to Minneapolis with a one-way trip from Chicago to La Crosse, WI. After an overnight stay in this pleasant city in the "Hiawatha Valley" of the Mississippi, speed back to Minneapolis on the CP main line, arriving on Sept. 5. Choose from luxury premium class, first

class or coach class accommodations for all trips. [Note: Hotel information will be furnished for LaCrosse, WI only.]

· September 8-9, 2007 (Round trips each day) Plan to be aboard as the 2816 steams along former Soo Line routes out of CP Shoreham Shops in Minneapolis along the ex-Soo Line main line to Glenwood, MN. Enjoy this ride over freight only trackage as we cross the Crow River at Rockford and pass through "Soo Line" towns such as Buffalo, Annandale and Paynesville. At Glenwood 2816 will turn on the former Soo Line turntable, the first steam Locomotive in decades to use it. On Sunday Sept. 9, 2816 heads east along the original Soo Line route to Sault Ste. Marie with a round trip to Dresser, WI. Enjoy the scenery of the St. Croix River Valley and ride across the Soo "Low Bridge" over the St. Croix River. See the former Soo depots at Osceola, WI and Dresser, WI before the train turns on the wye at Dresser for the return to Minneapolis Shoreham Shops. Choose from luxury premium class, first class or coach class accommodations for all trips.

· September 15, 2007 STEAM DOUBLEHEADER (Round trip) Two steam locomotives running on the main line in 2007? It seems hard to believe, but #2816 will team up with Milwaukee Road #261 for a doubleheaded round trip along the Mississippi River, Minneapolis to La Crosse, WI in what promises to be the steam event of 2007. Choose from Luxury Premium Class, First class or Coach Class accommodations. An optional BBQ lunch will be served at trackside at La Crosse. Lunch tickets must be ordered at the time train tickets are ordered

· September 16-22 PASSPORT REQUIRED (One-way positioning moves) #2816 departs Minneapolis Sept. 16 for Calgary via Winnipeg, with overnight stops at Thief River Falls, Brandon, Manitoba, Moose Jaw, Sask. and Medicine Hat, Alta. A one day layover is planned in Winnipeg. You will have a choice of luxury premium class or coach class. Arrival in Calgary is on Saturday September 22, 2007. [Note: Hotels are not included in the price of the ticket however, hotel information will be furnished. It will be the responsibility of the passengers to

make their own reservations.]

#### GENERAL INFORMATION

· Passports will be required on all Canadian Excursions

· Tickets can only be ordered from the Friends web site, telephone orders or mail order.

*Please include a stamped, self addressed envelope if you are ordering by mail. Tickets will be mailed approximately three weeks prior to the excursion. We welcome disabled or handicapped passengers. However, because these are older cars, there are no special facilities available. Please call (651) 765-9812 for additional information between 9:00 AM & 4:00 PM. Mail ticket orders to: Friends of the 261 4322 Lakepoint Ct. Shoreview, MN 55126 Note: It appears that it is not yet possible to order tickets from the 261 website. Rumor has it that the daily ticket price, coach, on the positioning moves is \$79 per day. (John Godfrey - posted 4/23)*

## Shuttle train derails

Alabama. – May 2 - A freight train carrying segments of the space shuttle's solid rocket boosters derailed Wednesday after a bridge collapsed, authorities said. Six people were reported injured. NASA sent teams to check on the whether the equipment was damaged, space agency spokesman Kyle Herring said.

It was the second time in less than a week that the train jumped the tracks while carrying the booster segments from the manufacturer in Utah to Cape Canaveral, Fla., Herring said. Herring said the segments were not scheduled for use during the next shuttle flight, set for June 8, but for missions in October and December.

The condition of the injured was not immediately disclosed. The cause of the bridge collapse was under investigation. The Alabama Emergency Management Agency said that none of the cargo spilled. The train landed on its side on the ground in a wooded area, and there appeared to be

no fire, EMA spokesman Jeff Byard.

The shuttle's twin boosters are 150 feet tall and consist of four propellant segments each. They are used during liftoff and the first two minutes or so of flight to help the spacecraft break free of Earth's orbit, and are then jettisoned into the sea, after which they are recovered, refurbished and reused. NASA's solid rocket boosters and their parts are interchangeable.

As for the effect of the derailment on future missions, Herring said it was too soon to tell. A leak of burning gas between two segments of a solid booster rocket caused the Challenger explosion that killed seven astronauts in 1986.

Last Friday, two axles on one car came off the tracks for unknown reasons about 60 miles west of Salina, Kan., while traveling at less than 20 mph, Herring said. The train was back on the tracks after several hours, the spokesman said.

The train trip from rocket manufacturer ATK in Magna, Utah, to Cape Canaveral can take more than a week.

## Construction Notes

CSX has placed the Hazleton, Indiana siding in operation. Now there are sidings on both sides of the White River and this should help expedite movement. The Carlisle siding was placed in service last fall and presently the new coal mine is under construction adjacent to the siding. CSX has not approved the track plan yet but someday there will be loops to allow trains to go either north or south. The Smith siding is still under construction having been delayed by permitting last fall and floods during the winter and spring. The in service date will probably be sometime in July. The Ingle and Atherton sidings are now scheduled for 2008 construction.

In Danville the Winter Avenue bridge replacement project was bid and O'Neil Brothers of Danville was low bidder. Work on the bridge will start late this fall or early winter after CSX completes extending the 2nd main north about 1.5 miles to just north of Newell Road.

## The President's Corner

Well, I write this just having come home from the C&EI Historical Society's 25<sup>th</sup> anniversary meeting. Rick gave a great tour of the former CD&V's "Indiana Division", what some of us call the Pumpkin Vine that went from Bismarck to south of Covington, IN. It's amazing that you can still see where the grades and cuts were on a road that was abandoned nearly a century ago. As I learned more about this poor little branch, I made the comment that it was really doomed before it started. The assessment that Rick read from was none too kind about conditions that existed soon before the abandonment took place. But perhaps this is why it still commands some interest. People like an underdog, and this sure fits that bill!

Not having been to a C&EIHS meeting in several years, I was somewhat distressed at the relatively low turnout for such an important anniversary of a moderate size group like this. They are also in process of doing some heavy-duty outsourcing, letting a private company produce the magazines in the future and also handling the membership administration. This all fits in with some earlier observations that I made in a past column or two, that none of us are getting younger and people find it hard to spend the time and effort to do the jobs that must be done in these groups. It's only the sacrifice and commitment of a core group of volunteers that have brought many groups this far, but with fewer and fewer new members to make up for a natural amount of attrition, these core groups may fade into history. Outsourcing may be the way of the future!

Short column this month, but I know Allen wrote up something about the Chapter's spring train trip.

*Doug*

◀ *Publisher's note on this item, no progress whatsoever on the #2 main extension since the initial tree cutting work.*