

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 \$33.00 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.

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



Union Pacific #4141 powers the Hazmat Special at Villa Grove on May 2. This train, sponsored by the UP and Dow Chemical, was spotted south of the office building for emergency personnel to learn more about freight cars and how to handle emergency issues. Photo by R. Schroeder

Coming Events

May 18, 2008

Danville, IL - Chapter monthly meeting at Jocko's Depot Restaurant, Williams and Gilbert Street, lunch at 1:00, meeting and program to follow.

May 24, 2008

Rossville, IL - WORK SESSION STARTING AT 9 AM TO PREPARE MUSEUM FOR SUMMER VISITORS

May 24-26, 2008

Rossville, IL - Opening weekend for Depot Railroad Museum - Noon to 4 PM each day

June 1, 2008

Wheaton, IL - Great Midwest Train Show, DuPage County Fairgrounds 9:30-3, \$7

June 21, 2008

Rossville, IL - Drivin' - the - Dixie automobile event sponsored by Vermilion County Museum and others - 9 AM to 4 PM

June 28-29, 2008

Galesburg, IL - Annual Railroad Days with displays and train show at Carl Sandburg College, Sat 9-5, Sun 10-4.

June 28 & 29, 2008

Terre Haute, IN - Milwaukee Road Historical Society meeting at Holiday Inn of Terre Haute, US 41.

The DANVILLE FLYER, an Electronic Newsletter

If you want to read your newsletter early, that is before the post office delivers it, and save the chapter some postage (going to \$.42 in May), send Doug Nipper (sigmtrl[at]cbpnet.net) your Email address and you will get to read early and in color.

Editor

Next Meeting

The next meeting will be held Sunday, May 18, 2008 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

The opening of the museum will be May 24-26 and as noted in the Schedule of Events we will have a work session the morning of the 24th. At the last meeting it was decided it would work best to show up early and clean the building inside and out and get the model railroad ready for weekend operation. You can come anytime during the day to help. Some of the outside bushes will need trimming as will some of the tree limbs.

Remember, this is the last meeting until September.

The program will be announced at the meeting..

Iowa Interstate Railroad buys 12 GE locomotives

Regional carrier Iowa Interstate Railroad, Ltd. (IAIS) has announced a \$26.4 million purchase of 12 new General Electric Evolution Series locomotives; the cost includes tooling and warranties, IAIS Chairman Dennis H. Miller said.

"This transaction will position IAIS to efficiently handle new levels of business that will materialize in 2009," Miller said. "The new GE ES44AC locomotives are 18 % more fuel efficient than other alternatives, including rebuilt locomotives, that we considered. One of the new 4,400 Horsepower units will pull a train equivalent to what two or three of our current units can handle, further reducing our fuel consumption and maintenance costs.



"These new units are also environmentally friendly and comply with all of the latest EPA requirements." Miller continued. "The locomotives will be manufactured at GE's Erie, Pennsylvania plant and we expect them to be delivered by October 1 of this year.

Miller said the locomotives will help IAIS, a subsidiary of Railroad Development Corp., cope with traffic growth spurred by "five new ethanol plants starting up over the next year." The railroad expects traffic to grow 25%-to-30% as a result.

Norfolk Southern reports earnings

Norfolk Southern Corp. reported first-quarter net income of \$291 million, or \$0.76 per diluted share, compared with \$285 million, or \$0.71 per diluted share, for the first quarter of 2007. First-quarter operating revenue was \$2.5 billion, a record and an increase of 11% compared with the year-ago period. Railway operating expenses for the quarter were \$1.9 billion, or 12%, from a year ago, as fuel costs rose by \$156 million or 63%. The operating ratio was 76.9%, up slightly from 76.5% in the first quarter of 2007. First-quarter 2008 results were impacted by the settlement of a lawsuit relating to the 2005 accident at Graniteville, S.C., which, when combined with other favorable claims-related adjustments, reduced earnings by \$0.02 per diluted share.

"Norfolk Southern delivered strong financial performance during the quarter, reporting the highest railway operating revenues in its history, in spite of a less than robust economy," said Norfolk Southern CEO Wick Moorman. "The results clearly indicate the strength of our balanced franchise, and we remain optimistic that we will produce continuing positive results in 2008."

The President's Corner

A couple of meetings ago we had the rare pleasure to see member Lou O'Brien in attendance. His experiences working for the C&NW are stuff of legend, and if you've ever been to his office the railroad theme literally jumps off the walls!

It was something that Lou said at that meeting, however, that struck me enough to make it the topic of my monthly column. As I recall his approximate words were: "I never thought that the railroads would ever cut all that fat." If you look at the two-man freight crews and single engineers on Amtrak, the tremendous cuts in the clerical departments and even the great mechanization of track crews, you do indeed have a much leaner labor force than 50, 40 or even 20 years ago.

I contend, though, that the employment base offered by the railroads in the late 19th and most of the 20th Century was necessary, not simply for operation of the railroads but for the good of the nation. We would not have such a robust hobby were it not for the thousands upon thousands of ordinary folks that worked for the railroads and made it sound romantic for their families. Nearly everyone can speak of some relative that worked for the railroad, and it is spoken of with reverence. The money was good and the job a lifetime gig if you wanted it.

In our time we have seen the abandonment of once major lines, the end of steam engines, the loss of the caboose and other traditions in the industry. But everything evolves, and to make profits for shareholders the railroads were not exempt from this evolution. As in many industries, employees became more expensive and technology advanced to a point where it could offer effective alternatives to throwing more people at task. The fat finally could be trimmed a little.

But I for one consider myself lucky to see the last of the featherbedding, as some call it. It was a window into railroading's "Golden Era" that many of us missed for the most part. The impact made by this industry on the nation will never be forgotten, and perhaps another "Golden Era" is in store for future generations. We can only hope...

On an unrelated personal note, I can now say that I did manage to live long enough to see the 1949 115-pound jointed rail on #2 main in Danville get replaced! Work on the project finished up on April 10th, and the work train took the equipment north that evening. For once, my logic matched that of the railroad engineering folks, or so it seems. Once one half of the bridge is replaced at Winter Avenue, #2 will be the ONLY main for six months from Liberty Lane to North Yard. In fact, #2 will have 136-pound rail for its entire distance, including the new segment up to West Newell. This is better than the 1980-era 132-pound rail on much of the #1 main. It will be with great satisfaction when I can watch a tote train go by Liberty Lane at 59MPH on this track.

Doug

Amtrak outlines Chicago-to-Iowa City service plans

Amtrak recently completed a study for the Iowa Department of Transportation on the feasibility of operating passenger-rail service from the Quad Cities to Iowa City on a route originating in Chicago.

If trains operated at a maximum speed of 79 mph and made two daily round trips, Amtrak estimates annual ridership would total 187,000 passengers. Trains could make the trip between Chicago and Iowa City in just under five hours. Annual operating expenses and revenue are estimated at \$10.8 million and \$4.8 million, respectively. The states of Iowa and Illinois would share capital costs and the price tag to upgrade rail infrastructure is estimated at \$54.9 million.

The report is an addendum to one issued in December for the Illinois Department of Transportation that analyzed the feasibility of operating passenger-rail service from Chicago to the Quad Cities. Amtrak had determined the best route between the two areas would use a portion of an Iowa Interstate Railroad Ltd. (IAIS) line from the Quad Cities to a proposed connection to BNSF Railway Co. near Wyanet, Ill. In order to serve Iowa City, Amtrak first must establish service to the Quad Cities. The addendum specifically examines the feasibility of extending service 59 miles from the Quad Cities to Iowa City via IAIS.

To advance the project, the parties must negotiate track agreements with the freight railroads, secure funding, procure rail cars and locomotives, develop stations and complete infrastructure improvements.

Rail News

Norfolk Southern may paint a few of its diesel locomotives in the "heritage" color schemes similar to what the Union Pacific has done. Reports are that Wick Moorman has told employees that he is considering the heritage idea. Mr. Moorman is known to be a rail historian and rail fan and wants to preserve the heritage of Norfolk Southern. It would be great to see locomotives with Wabash, Nickel Plate, Southern, Norfolk and Western, Virginian or some of the other former railroads on the mainline again.

The Guinness Book of World Records announced that it was prepared to authenticate a new record for running the world's longest model train. A spokesman for model railroad supplier Empire Builder Railroad Designs said that the record would be broken on

April 26 in Scottsdale, AZ when a “G” scale (1:24) model train would be operated, a train to include 47 locomotives and 540 cars on 1,252 linear feet of track representing 6.91 scale miles. The current record is held by an “HO” scale train earlier assembled in Hamburg, Germany in “HO” scale (1:87.1) that totaled 362 linear feet representing 5.969 scale miles.

UP Power on CN

Recently on the Illiana Yahoo list the question was ask about UP power spotted on the CN. Those of us in the C-U area see the yellow beasts much of the time and Tuch, a CN engineer, responded to the question:

CN routinely gets UP power on some of their trains. 398 originates on the UP at North Little Rock and is handed off to the CN at Salem, IL. CN uses trackage rights on the UP between Salem and Kimmundy for the move. Also, train 399, which originates in Toronto is handed off to the UP at Salem. And then there are some other moves like 271, an auto train that runs through to the UP at Salem as well.

Sometimes you’ll see either CN or UP power on these trains, or a combination of both roads. And of course, there is the UP power that might be working off horsepower hours they owe to CN. Just last trip south on 336 (Monday the 14th) I had a UP SD70m and a former UP (CNW) SD60 for power. The SD60 was still in full UP paint with HLCX initials below the road number and a single red stripe through the Union Pacific name on both sides of the car body and a black stripe blanking out the name on the shield on the nose. And for what it’s worth, the blue card on this unit shows it being on lease to the NS.

281, an auto train, which originates at Flat Rock, MI is interchanged to the NS at Gibson City. Some of the cars on this train are interchanged by NS to the UP at Kansas City for points west.

BNSF Employee Special

BNSF will launch its annual BNSF Railway Special in Creston, Iowa, on Monday, June 2, and conclude in Aberdeen, S.D., Thursday, June 26. This year’s Special will make the 8,000-plus-mile journey, visiting 14 cities over portions of five divisions.

The Special operates each year on a different part of BNSF’s network and is designed to recognize BNSF employees, and give their families, the Boys & Girls Clubs of America and local communities an opportunity to enjoy a two- to three-hour train ride on 13 vintage cars. This year for the first time, BNSF specialty merchandise will be available for purchase on board the Special so riders can purchase souvenir reminders of their trip.

The Special will also offer train rides and fundraising opportunities for Boys & Girls Clubs in five cities along the route – Galesburg, Chicago, La Crosse, Superior and Aberdeen. The long-term fundraising partnership with the Boys & Girls Club began with the 2002 BNSF Special on BNSF’s Southeast Division. Customer, Division Operations and Government Affairs events also will be hosted on board the train.

2008 BNSF Special Schedule in June

Monday	June 2	Creston
Tuesday	June 3	Ft. Madison
Wednesday	June 4	Ft. Madison
Thursday	June 5	Beardstown
Friday	June 6	Centralia
Sunday	June 8	Galesburg
Monday	June 9	Galesburg
Tuesday	June 10	Chicago area
Wednesday	June 11	Chicago area
Thursday	June 12	La Crosse
Friday	June 13	La Crosse
Sunday	June 15	Twin Cities
Monday	June 16	Twin Cities
Tuesday	June 17	Superior
Wednesday	June 18	Superior
Thursday	June 19	Brainerd

Periodically this train has UP power as well that is going back to the UP.

If you’ve been watching the CN lately, you’ll notice lots of foreign power on CN trains. It seems like I’ve operated more NS, UP and BNSF power in the past few months than CN owned power (CN, IC, WC, GT, etc).

Tuch



Depot Work Session
May 24 - 9AM to 4
PM

CREATE partners to break ground on signal system project

On Monday, April 28, federal, state and local officials will join Chicago Region Environmental and Transportation Efficiency Program (CREATE) at a groundbreaking ceremony for the B-8 Project to be held at the Indiana Harbor Belt Railroad Co.'s facility in Summit, Ill.

The project calls for installing a computerized signal system designed to relieve traffic congestion, enhance passenger-rail operations and improve freight-rail efficiency in Summit, Bridgeview and Bedford Park, Ill. The system will help increase the number of trains that can pass through the area.

Funded through a public/private partnership, CREATE calls for developing one passenger-rail and four freight-rail corridors to reduce train delays, relieve rail and highway congestion, shorten commuters' travel times, and improve the environment and public safety in Chicago. CREATE partners plan to build 25 roadway underpasses or overpasses to separate vehicle/pedestrian and rail traffic; six overpasses to separate freight- and passenger-rail tracks; and upgrade track, switches and signal systems.

CREATE project B6 is just north of this project in McCook. At that location work has started on the double track connection from the IHB/CSX line to BNSF. A major overhead utility pole line relocation was required prior to start of construction of the second track. New crossovers will be located south of the diamond that will allow parallel moves between the two railroads at 25-mph speed limit. Presently the single track connection is a 10-mph move in either direction.

CREATE partners include Amtrak, BNSF Railway Co., the Belt Railway Co. of Chicago, Canadian National Railway Co., Canadian Pacific Railway, Chicago Department of Transportation, CSX Transportation, Indiana Harbor Belt, Illinois DOT, Metra, Norfolk Southern Railway, Union Pacific Railroad and U.S. DOT.

Danville - work on Track No. 2

With No. 2 track north of Voorhees out of service for construction of the Winter Avenue bridge, CSX has brought in welded rail to replace the jointed rail and a tie gang will also be working the track. With new equipment used in "work train



service" time is saved on the railroad. Doug Nipper reports the following:

In years past, more than you'd like to think about since a tie gang came through Danville, such a gang would be preceded by a work train scattering ties at regular intervals to be used for the

project.

Now, they still use gondola cars and a modified back hoe to do the offloading, but the "train" is no longer pulled by a locomotive. Rather, it's a really big hi-rail truck with a coupler on the end. I mean this thing is a semi cab with rail wheels almost as big as those on a freight car. It can easily pull four loaded gons and one with the back hoe on it. Two of the three rear axles are low enough to make tire contact with the rail and provide the tractive effort.

This offers several advantages over the work train of old times. First, with no locomotive it doesn't fit the rulebook definition of a train and therefore no train crew is required. For the same reason it doesn't run on signal indications and moves entirely under track and time obtained by the foreman in charge. This may or may not speed things up, but it's easier to get in the clear than a 20-car work train.

The only disadvantage I can think of is that it would take more trips to move the same amount of ties as a traditional work train. But perhaps it still saves money by not utilizing both a MofW and a train crew.

On a similar project, the rail pick-up crew that finished last weekend was using a big truck and a low cart to recover the old rail off #2 main. It was a crew from a contractor, Progress Rail, so the CSX foreman overseeing them was the only railroad employee involved. This outsourcing of labor is getting more and more common. Their truck could also pull at least one gon and used its onboard crane to do the loading.

Doug

STB hears from thousands on EJ&E acquisition

Nearly six months after Canadian National asked the Surface Transportation Board for authority to acquire control of the Elgin, Joliet & Eastern, the board says it's ready to begin work on a Draft Environmental Impact Statement, which it hopes to release sometime late this summer.

Since CN and its subsidiary, Grand Trunk Corp., filed the application, the STB has been busy determining the scope of an Environmental Impact Study anxiously awaited by dozens of Chicago-area communities that fear a heavy increase in rail traffic.

In the application filed last Oct. 30, CN said it plans to build six new rail connections and approximately 19 miles of siding extensions and second main line track if it wins control of EJ&E, a Class II railroad that operates approximately 200 miles of track in northeastern Illinois and northwestern Indiana.

In its April 25 decision announcing availability of the Final Scope of Study for the EIS, the board said that during the scoping period it received a total of 1,347 comments from the approximately 2,600 individuals who attended 14 public scoping meetings in the Chicago area, plus 1,268 letters of comment, 219 oral comments on the Section of Environmental Analysis (SEA) information line, and 858 individual comments filed electronically on the STB's website.

Intense interest has been aroused by CN's plan to shift its trains to the E&E line from existing CN routes when approximately \$100 million worth of capital improvements are completed, including new rail connections at the Illinois towns of Munger, Joliet, and Matteson, and the Indiana towns of Griffith, Ivanhoe, and Gary.

"In reviewing the proposed acquisition, the board will consider both the transportation merits of the proposed acquisition and the potential environmental impacts," said the STB. "Based on the information provided in the application, concerns

raised regarding possible impacts of the proposed acquisition on communities, and consultations with SEA, the board decided to prepare a full EIS. The EIS will include all of the environmental information necessary for the board to take the hard look at environmental consequences required by NEPA (the National Environmental Policy Act)."

STB said the EIS will examine "reasonable and feasible alternatives to the proposed acquisition" and "alternative locations or configuration for the new connections," as well as impacts on safety. Among numerous other considerations, the effect on Amtrak operations will be examined.

Deal permits track relocation at Gary, Ind., airport

The Gary/Chicago International Airport took a crucial step in expanding its runways to attract more carriers, local newspapers report. U.S. Rep. Peter J. Visclosky, D-Merrillville, said that CSX Transportation and Norfolk Southern reached a deal to share a rail line near Gary/Chicago International Airport. The agreement makes it possible to remove CSXT's Fort Wayne Line and extend the airport's crosswind runway.

The dormant CSXT Fort Wayne Line lies within the perimeter required for runway extension, while Norfolk Southern's Gary Branch, which runs parallel farther to the north, is outside of the perimeter. In the agreement, CSXT will take ownership of the Gary Branch while guaranteeing Norfolk Southern maintains its capacity on the line.

Airport director Chris Curry said the agreement couldn't have come to fruition without the involvement of Visclosky and U.S. Sens. Richard Lugar and Evan Bayh. Curry said the airport has been in talks with the railroads for about six years.

The accord was reached after Visclosky's office met with CSXT on March 13, and Norfolk Southern on March 27, to push

the railroads toward reaching a deal. His office has been in contact with both railroads since. He said this deal will help attract new passenger traffic, which will in turn help pay for additional expansion plans. The airport is still working on plans to expand the main runway.

A third rail line, owned and operated by the Elgin, Joliet & Eastern Railway, is west of the main runway and blocks its planned extension. The airport is negotiating with EJ&E to relocate its tracks.

"I hope EJ&E will follow CSXT and NS's lead and help make the airport expansion, and the jobs and economic activity that will come with it, a reality," Visclosky said.

Amtrak to move locomotive maintenance.

Beginning in early April, Amtrak began phasing out complete locomotive overhauls and wheel shop operations at its Beech Grove Heavy Maintenance Facility. The move comes as an extension of its consolidation at Chicago of all scheduled P42 diesel locomotive preventive maintenance.

Component replacement that would normally take place during heavy overhauls will now be done on a component-specific cycle when the locomotive is in for routine inspection. According to Amtrak, "The change in maintenance philosophy also allows for the consolidation of existing shop capacity, improves locomotive availability, and extends the use of some components."

The Beech Grove shops will continue to perform locomotive damage repair and paint work, as well as passenger car renewal. Wheel work will be consolidated at Wilmington, Del. Approximately 80 Beech Grove employees are being offered the opportunity to relocate to Delaware or Chicago over the next 120 days, with Beech Grove's authorized employment level reduced to 475.

The company claims that “these philosophies are based on performing the right maintenance at the right time, reducing cost and improving reliability and availability,” and the number of traction motor failures has been reduced significantly over the past three months after General Electric identified a manufacturing problem with motors built by one of its suppliers. However, failures for other reasons continue to occur; during the past week there were over a dozen instances when diesel or electric propulsion failures resulted in delayed trains.

[Via TRAINS On-Line](#)

Genesee & Wyoming to acquire CAGY Industries

Genesee & Wyoming Inc. is about to add three more short lines to its growing portfolio. Today, the holding company announced it signed an agreement to acquire CAGY Industries Inc. for \$78.4 million in cash.

Founded in 1975, CAGY owns the Columbus & Greenville Railway, Chattooga & Chickamauga Railway and Luxapalila Valley Railroad, which operate more than 280 miles of track and move more than 26,000 carloads annually.

GWJ expects to close the acquisition and commence operations on June 1 pending customary closing conditions, including the expiration of a 30-day notice period required by the Surface Transportation Board for GWJ to obtain authority to control CAGY. The final purchase price will be adjusted for working capital at closing. In addition, GWJ agreed to pay contingent consideration up to \$18.6 million after satisfying certain conditions over the next two years.

CAGY President and Chief Executive Officer Roger Bell will continue to head rail operations for the three short lines as part of GWJ.

“The addition of CAGY will expand our already significant presence in the south-

eastern United States and further diversify our commodity base,” said GWJ CEO John Hellmann in a prepared statement.

Earlier this month, GWJ acquired Rotterdam Rail Feeding, which provides short-haul rail and switching services at the Port of Rotterdam. GWJ also owns and operates 48 regionals and short lines in the United States, Canada and Australia, and owns a minority interest in a Bolivian railroad.

Meanwhile, GWJ also announced today its first quarter revenue increased 12.5 percent to \$15.6 million compared with first-quarter 2007’s total. Freight revenue rose 4.7 percent to \$4 million primarily because average revenue per carload shot up 15.3 percent to partially offset a 9.1 percent decrease in carloads.

However, operating income declined 8.9 percent to \$21.3 million and GWJ’s operating ratio went up 3.6 points to 84.9 because of adverse weather conditions, acquisition-related costs and a legal settlement.

Survey forecasts spending shift to transit

The Urban Land Institute (ULI) reported Tuesday that a survey of 23 large metropolitan regions indicates that their combined transit spending over the next 25 to 30 years “will actually exceed that spent on highways, a shift of historic proportions.”

“The growth in annual per capita transportation spending between today’s levels, as reported in the near-term Transportation Improvement Programs, and the long-range plans is relatively modest: 24% per capita,” said ULI in its analysis of the survey. “However, there is an enormous difference between highway plans—expected to grow at a modest 9%, and transit plans, which enjoy 52% expansion.”

ULI said the seven regions with the most extensive transit systems and highest tran-

sit use “plan to increase transit spending by \$6 billion annually to \$16.5 billion, compared to a very modest increase in highway spending, from just under \$9 billion to slightly over \$9 billion.”

(This does not include Chicago, which does not publish the split between highways and transit.) The survey was conducted for ULI last month by Hartgen Associates

[Via Railway Age](#)

Nation needs infra- structure planning 'overhaul,' report states

The United States needs an overhauled regional infrastructure planning process and a viable federal framework or the nation won’t be able to compete in the global marketplace, according to a report co-published by nonprofit education and research organization the Urban Land Institute and professional services firm Ernst & Young.

Released yesterday, “Infrastructure 2008: A Competitive Advantage” analyzes current and planned infrastructure investments and touches on infrastructure needs in 23 of the country’s largest metropolitan regions.

Among the report’s findings: The nation is “witnessing a historic shift away from highway spending toward transit spending,” as most regions are planning significant transit expansions with minimal changes in highway programs. But, transit-oriented development needs to play a larger role in cities’ transportation plans.

“Land use and transportation planning must be coordinated at state and regional levels ... and transit authorities need to operate with common purpose,” the report says.

Meanwhile, freight railroads since 2000

have spent \$10 billion to upgrade tracks, equipment and facilities and have budgeted another \$12 billion for additional expansions and improvements. However, \$175 billion is needed to help railroads handle anticipated demand during the next 20 years and a coordinated federal funding formula is needed, the report states.

“Government needs to set a policy course that enables greater mobility and productivity as the nation’s population grows and concentrates in major gateways and mega regions,” the report’s authors said.

BNSF upgrades Seattle intermodal facility; CSXT eyes coal terminal expansion

BNSF Railway Co. and CSX Transportation are improving facilities associated with their two highest revenue generators: intermodal and coal.

BNSF recently installed four electric, rail-mounted gantry cranes at the Seattle International Gateway (SIG) intermodal facility. The cranes help increase throughput about 30 percent and — absent pollutant-emitting diesel engines and the need for diesel trucks to move containers within the facility — widen SIG’s “green” footprint, BNSF said. The cranes are wider than the traditional gantry cranes and can regenerate power each time they lower a load.

“The installation of these wide-span cranes has nearly doubled the capacity at our SIG facility, and reduces our impact on the environment while supporting the growth of international commerce at the Port of Seattle,” said Mike Burke, assistant vice president-BNSF Intermodal Hub Operations, in a prepared statement.

Meanwhile, CSXT plans to expand and upgrade an Erwin, Tenn., terminal that serves as a key gateway for coal trains operating between Appalachian mines

Danville Junction Chapter, NRHS

Meeting Minutes

April 20, 2008

Meeting called to order by President Doug Nipper at 1:35 PM

Minutes published in last newsletter. Question if approved as published. Motion and second to approve and all voted in favor.

Treasurer’s report of \$1,797.61 in checking and \$4,530.25 in CD accounts for total of \$6,138.88. Treasurer report approved as read.

Old Business

The C&EI HS meeting will be next Saturday, April 26, at Watseka. In reference to motorcars and possible purchase by Doug Butzow, no further discussion as Doug B. was not able to attend the meeting.

New Business

Work session at the museum was discussed to get the museum ready for the summer opening. It was recommended that the Saturday of Memorial Day weekend be the time to cleanup the building both inside and outside. Therefore, Saturday, May 24 starting at 9:00 AM will be the cleanup session.

Doug said that the popcorn machine would be loaned out to a group this summer for an event. We will charge \$.25 per bag, which includes supplies and small profit, and the group will sell for \$1.00 per bag. We will loan the machine out only to people we know we can trust.

Drivin’ the Dixie will be held on June 21. There will be no setup events in downtown Rossville this year and activities at the park may be limited. We expect there will not be a shuttle this year and as a result there will probably be less attendance at the museum. We will be open from 9:00 AM to 4:00 PM. Bob McQuown reported only 2 people stopped at Watseka last year and thus the C&EI museum will not be open.

Doug presented a spreadsheet of our expenses and income for 2007 and 2008. In 2007 we lost about \$180 but this year we are about \$440 ahead. Late last year we started sending the newsletter to many members via e-mail and this has cut our postage in half, which should save us over \$200 this year.

No other business

Meeting adjourned at 1:50 PM and Rick Schroeder presented some vintage slides of the former layouts at Catlin, train shows and photos of Stan Chausse’s trains at Rossville.

and receivers.

As part of an expanded project aimed at improving bulk service, the Class I will spend \$6 million to lengthen track and complete structure work at the terminal to accommodate longer distributed-power coal and grain trains. CSXT also will spend about \$3 million on communications and technology upgrades in the region to support distributed power, and hire eight additional employees for the Erwin facility.

Later this month, the railroad will begin demolishing a car inspection facility to make way for extended yard tracks and a new inspection facility. In addition, CSXT will install several power switches in the terminal, upgrade a locomotive servicing facility and certify more locomotive engineers to operate distributed-power trains.