

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

Volume 41

May 2009

Number 5

The *DANVILLE FLYER* is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$20.00 for Chapter membership in addition to \$37.00 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 2009 - Our 41st Year

PRESIDENT: Doug Nipper

SECRETARY: Dick Brazda

NATIONAL DIRECTOR: Rick Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Rick Schroeder, rickschro1@gmail.com

1819 Coventry Dr.

Champaign, IL 61822-5239

MEMBER: Association of Illinois Museums and Historical Societies

VICE PRESIDENT: Dave Sherrill

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darner

HISTORIAN: Jesse Bennett

PUBLISHERS: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

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



Member Dick Brazda recently visited the Houston, Texas area on March 16 and shot the light rail commuter line at Fannin South Station in Houston.

Coming Events

May 17, 2009

**Danville, IL - Monthly Chapter Meeting
at Jocko's Depot Restaurant, 1:00 PM**

May 23, 2009

Work session at Rossville, start around 9:00 AM for cleanup both inside and outside. At noon the museum opens for the season.

May 23-25, 2009

Museum open for the summer.

Next Meeting

Our next meeting will be held Sunday, May 17 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

At the last meeting the decision was made to have a Depot Museum cleanup on Saturday morning, May 23, to get the building ready for the summer opening. Memorial Weekend is early this year. There is a lot of cleaning to do along with putting away many of the items on the benches in the middle room. The train room needs cleaning and we need to setup trains for the opening. Outside we need to cleanup the platform, both front and back, and cleanup the grounds. Bring rakes and trimmers to help with the outside work.

Danville Chapter, NRHS

Minutes 4/19/9

The meeting was called to order at 1403 by President Nipper.

The Treasurer's report shows the following balances:

| | |
|----------|----------------|
| Checking | \$1472.94 |
| Savings | <u>4735.56</u> |
| Total | \$6208.50 |

The club reimbursed President Nipper \$1000 for the DCC equipment. It was reported that the Urbana Railroad show netted \$341.66. The minutes were approved as printed.

Old Business

The rail trip on Metra is scheduled for May 2, 2009.

New Business

Fred Clark attended the spring NARP meeting in St. Louis. He reported the Amtrak train left Normal 25 minutes late, but arrived on time at the new Amtrak station. The group toured the station and Amtrak staff spoke to the group.

Al Hintz mentioned the upcoming NRHS convention in Duluth which will include Soo 2719 to Two Harbors as well as a trip to the Iron Range.

A cleanup day at the museum was tentatively planned for 5/23, the first day of the season. Doug indicated it would be good to update the memorial plaque at the museum as well as the sign used at shows.

Dave Sherrill related a April Fool joke played on him by Ryan Greenburg involving the circus train.

The meeting was adjourned at 1420.

A video about the DMIR was shown.

New siding to reduce delays of Amtrak Missouri River Runner

Representatives of the State of Missouri, the City of California, Union Pacific and Amtrak kicked off the construction of a new \$8.1-million, 9,000-foot railroad sidetrack to add capacity and reduce delays on the route used by Amtrak Missouri River Runner trains between Kansas City and St. Louis.

The new siding, located just west of California, Mo., will unclog a major "bottleneck" caused by a 25-mile stretch of single track and enable slower freight trains to move off the main line allowing faster Amtrak trains to pass and annually reduce delays by nearly 17 percent.

"As the State of Missouri, Union Pacific and Amtrak break ground together on this project, it further represents our commitment to making the St. Louis-to-Kansas City rail corridor a more viable option for Missourians," said Pete Rahn, director of the Missouri Department of Transportation. "Improvements like this will ease congestion on the railroad tracks across Missouri and enhance our state's quality of life by making passenger rail a more reliable option and increasing our global competitiveness as the flow of freight rail traffic improves."

"The Kansas City-to-St. Louis rail corridor has experienced such a steady growth in freight rail traffic over the years that the corridor experienced capacity constraints. Union Pacific has invested more than \$400 million since 1999 on this corridor in track capacity and maintenance projects," said Shane Keller, Union Pacific assistant vice president - operations - Northern Region. "All of us at Union Pacific look forward to not only the completion of this project, but also what we hope will be more public/private partnerships like this one which benefits



The President's Corner

Gosh, another month gone and here we are about to open the Rossville Depot Museum once again for the summer months. I don't have a copy of the original opening day circular that was put out so many years ago, but it seems to me we must be approaching the thirty year mark for having the place open to the public. A quick look in the Flyer archives says we had an open house in 1980, but I don't see more than work sessions before then. Maybe Rick will check in his downstairs bathroom for the advertisement we put out on the first open house and confirm the date for us.

It's fun to look back at those old newsletters, done on the mimeograph machine we kept in my grandparent's basement. If you have any copies from that era, what can I say? We've had a hundred-fold increase in the quality of our publication since then, and many of you are getting it via electronic means now. Computers made this possible, once again proving my theory that they are tools just like the mimeo machine and stencils were in that time. We can convey the same type of information more clearly and back it up with graphics. All I can say is, thanks to Cooke Business Products for the resources they provide to make the Flyer possible...

Second half topic this month is division points. As noted last month, CSX split the territory once handled entirely by Jacksonville, and now the Calumet City office dispatches the Woodland Sub, starting at RB Jct. and running to Woodland. This more aligns with the real division point that also exists at RB, which is between the Chicago Division and the Nashville Division. There's no sign to mark this transition, but it's clearly denoted in the timetable.

Danville has always been a division point for the C&EI and successor lines, but what about other roads? One division point that mostly only railroad men saw was on Conrail. In my days of walking home from high school, I remember passing the sign that denoted the beginning of the Chicago Division that was under the Voorhees St. Bridge. This is the one by Springhill Cemetery that they are preparing to replace with a fill.

In the CR timetables of the late 1980's that I have in my collection, this was shown as the division "post" between the Western Region and the Central Region. Conrail was so big at the time that divisions alone couldn't describe the whole physical plant. They came up with the concept of regions, and had division within those. The line that came south into Danville was known as the Danville Secondary, and was part of the Chicago Division, Western Region. From Voorhees south, it was the Danville Secondary of the Indianapolis Division, Central Region. Things changed over the years, and some whole divisions were abandoned. The Chicago Division was once known as the Dearborn Division. Collecting Conrail timetables is probably a hobby in itself, and a maddening one at that!

The Wabash (N&W) and Milwaukee's division points were in other cities like Decatur and Terre Haute. But the fact that Danville was a division point for two railroads demonstrates the importance of the city as a railroad hub. Any place about 100-150 miles from Chicago in any direction could have been a division point for many railroads, and so it was with the C&EI and NYC.

Doug

everyone across Missouri."

When finished in December 2009, the siding will accommodate the mile-and-a-half long UP coal trains that haul low-sulfur coal from Wyoming to electric utilities in the St. Louis area and eastern power generation facilities. MoDOT secured the funding for this project from state funds, complemented with a federal grant from the Federal Railroad Administration.

This location was chosen after a University of Missouri study estimated a siding in this area would annually reduce delays to Amtrak trains by nearly 17 percent. It was ranked as the first choice among three "bottlenecks" on the rail line between Kansas City and Jefferson City. The other locations are in the Knob Noster and Strasburg areas. The study helped Union Pacific's engineering and network-planning groups make solid choices where capacity projects should be considered across the 275-mile rail corridor. MoDOT commissioned the study in 2006 in order to determine where rail line capacity enhancements should be made to improve train velocity.

[Via Railway Age - 4-28](#)

BNSF bags stimulus funds for major Iowa bridge reconstruction

BNSF Railway Co. will receive \$28.7 million in American Recovery and Reinvestment Act dollars to help fund upgrades to a Mississippi River-crossing bridge in Burlington, Iowa, according to Sen. Tom Harkin (D-Iowa).

Located along the Class I's Chicago-to-Denver mainline, the bridge was built in 1868 and has reached its serviceable life. The \$168 million project calls for replacing the bridge's 362-foot swing span with a 300-foot vertical lift. To be completed in two phases, the project also includes upgrades to the remainder of the 2,000-foot structure.

"Repairing and rebuilding the Burlington Northern Bridge is so much more than an infrastructure project, it means maintaining rail traffic and avoiding a possible block in barge traffic on the Mississippi while creating good construction jobs that are badly needed in southeast Iowa," said Harkin in a prepared statement.

The stimulus act includes a total of \$142 million for bridge repairs nationwide. Harkin also helped secure \$26 million for the BNSF bridge through the Truman Hobbs Coast Guard Program, which funds the replacement of portions of bridges that are considered a hazard to navigation.

Design work for the project has been completed. Construction is expected to start in 2010 and conclude in third-quarter 2011.

Via Progressive Railroading 4-09



CP Rail eyes link to access U.S. South

Canadian Pacific Railway Ltd. is discussing a new partnership with Kansas City Southern Railway Co. aimed at granting the railways access to each other's lines. For CP, this would create a more direct route to the Gulf of Mexico in exchange for greater access to Chicago along its own network. Management teams from both railways are set to discuss the possibility of a deal this week in Calgary, a source briefed on the talks said.

Such an arrangement was made possible by CP's recent acquisition of Dakota, Minnesota & Eastern Railroad Corp., which links the two railways in Kansas City, Mo. "The CP acquisition of DM&E presents new opportunities for KCS and CP to work together over Kansas City and we are exploring those opportunities," said Doniele Kane, KCS spokeswoman.

In fact, the DM&E lines have the ability to connect to all seven of the top-tier North American railways, and growing its long-haul business through this new "Kansas City Gateway" has become a priority for CP's management, they said on a conference call last week. Carrying freight over longer distances is typically more profitable, and CP's long-haul business has been hurt by declining potash and coal shipments. "We looked at ... what point in time can we start the process of extending our hauls to reflect the new franchise that we have, and those discussions are underway with the various connecting carriers," said Brock Winters, CP's vice-president of operations, on the call. "We've already migrated some and we'll migrate more," he said.

The talks between CP and KCS are centered on reaching some sort of operational routing agreement, and industry observers say a so-called "coproduction agreement" would be a logical outcome. Such agreements are essentially alliances between the railways allowing each to run freight up each others lines, while preserving the shippers' competitive options. They have become a popular alternative to mergers and acquisitions in the heavily regulated rail sector. Both partners typically benefit through economies of scale, more efficient routing, quicker turnaround and lower fuel burn.

CP's larger domestic rival, Canadian National Railway Co., recently reached a similar deal with Norfolk Southern Corp. to create its so-called "MidAmerica Corridor," in which each railway shares each other's lines between Chicago, St. Louis, Kentucky, and Mississippi. CN, which has one of the most fluid networks on the continent, currently has more than 100 such agreements across North America. CN's management says it approaches these agreements with the mindset of routing its trains the most efficient way possible across North America. If that requires running its trains across another railway's lines, it moves to strike deals such these, Mr. Spracklin said

Museum Open - Newsletter

Starting this month the Rossville Depot Museum will be open again for summer visitor. Hopefully people will travel more in Illinois this year due to the economy. Also, this will be the last issue of the "Danville Flyer" until the September issue. Each year your editor plans to send out an issue in the summer, but this year, due to a number of activities, there will not be the time to get one together.

National Train Day - some comments

Promoted from the diaries by Neil...

Ok, it's another "Hallmark Holiday," in this case invented by Amtrak, but I invite your consideration. The train is one of the fundamentals of American culture. The steam locomotive is the first thing that made man able to move on land faster than he could walk. Until the steam locomotive, all of human life was constrained by the twelve-mile rule; the distance a man could comfortably go and come in a day on horseback. Go travel the back roads or even the old federal highways of the eastern US and check out the twelve-mile towns. To the extent they haven't been torn down or re-muddled, they're a temple of the pre-Interstate world. But, enough of that, I want to talk about trains.

I love trains! I like five 5000 horsepower diesel-electric locomotives dragging a hundred coal hoppers up a 2% grade; lots of smoke, noise, sparks off the wheels, and the occasional broken train. I LOVE a steam locomotive on any grade. The steam locomotive is a human machine, its drive rods work just like your arms. When the steam explodes into the cylinder, it drives that rod against the crank on the wheel just like your biceps drive your forearm and fist. It's like us and you can see how it works.

My first train memory was some day in maybe '52 or '53, the last day of the Wadley Southern Railroad. I watched the Wadley Southern's last departure from Swainsboro, Georgia from my grandfather's shoulders. The WSRR was the last of the roads that were built to serve



the early 20th Century timber boom in my region of Georgia. The little town of Stilmore, near my hometown, in the early

20th Century had five railroads serving it. There's a caution light in the middle of Stilmore these days and what's left of the train station is a welcome center where nice old ladies hope somebody gets off the interstate a few miles away. The Wadley Southern used to go from Stilmore through Swainsboro, my hometown, to Wadley where it connected with the Central of Georgia Railroad.

The Central of Georgia was a Big Deal! For those of you who think the South is all about free market conservatism, the Central Railroad was built by the State of Georgia in the 1840s and '50s. Sherman followed its route in 1864. The Central runs from Savannah to Atlanta, via Macon and with a branch to Columbus. It was the Heart of Dixie in its day. When Roosevelt's coffin came out of Warm Springs, it came on C of G rails to Atlanta. In my youth, the C of G's name train was the Nancy Hanks. You can argue about whether it was named after the racehorse or President Lincoln's grandmother, but it had the racehorse painted on the sides of its blue and gray cars. One of the great social events of the year in the little farm towns between Savannah and Atlanta was the Christmas Specials. In December, the C of G ran "specials" to Atlanta so that people could go do their Christmas shopping at Rich's in Atlanta, spend the night in one of Atlanta's fancy hotels and return to their real world the next day. As I write this, I struggle to remember the names of the real, live locally owned hotels, each grand and beautiful and based on somebody's idea of what a hotel should be like. Places like the DeSoto and the Ponce de Leon and the Dinkler Plaza. Remember when cities in America really were different? People don't even remember the history of the new hotels; I took my wife to the Regency in downtown ATL a few years ago just because it was the Regency. Back in the day, that revolving lounge on top was a way cool thing. Nowadays, pretty much all you can see is surrounding taller buildings. But the story is that I had to tell the kid serving us in the bar is that THIS is where Jimmy Buffet got the inspiration for "Why Don't We Get

Drunk and Screw." Now that's culture!

So, back to trains. The most sandspurs I've ever had in my body was when I jumped off the Nancy in Dover, Georgia to get the conductor some water from the artesian spring there. I was maybe ten or twelve and had been down to see my city cousins in Savannah. The conductor, seeing I was the only kid on the train, told me the train would be going real slow, so all I had to do was hop off and fill up his gallon jug with water. That train must have been going 30 mph and I went a over teakettle through the weeds for fifty feet or more, but I got his water - and a few hundred sandspurs.

Anyway, when America went west, it went on the train. The covered wagon showed the way and we like the romance of it, though if you've ever ridden in a wagon, all you can do is admire the stamina and the toughness of our forefathers' behinds.



The West was settled by the train. The railroads recruited settlers in the East and in Europe and plunked them down in the middle of nowhere and said, "have a nice life." And, well, many of them did; they made it. They made territories and then states and they formed the modern nation; all because of the train.

And finally, lest you think I'm for Amtrak subsidies or something; that day is gone. I got to see the last days of "the train." The Southern Railway was among the last railroads to surrender its passenger service to Amtrak. When I lived in Atlanta, I had to go to New York frequently. That involved getting up at about four in the morning, driving to Hartsfield, flying PanAm or Eastern to NYC and getting to your hotel about noon. I don't know just what got me to look at it, but I discovered the Southern Crescent, Pullman service from Atlanta to New York. You could catch the Crescent at Brookwood Station in suburban Atlanta at about five in the evening. A Pullman bedroom was about the same price as First Class airfare. You got dinner in the diner with real linen and

real silver and real flowers on the table. You got “Yessir,” “Nosir,” and “may I help you sir.” You got up in the morning and had breakfast, organized your things and got to New York about noon. You could take the tunnel from Penn Station to the Statler Hilton (If you remember PA - 6 - 5000, you’re dating yourself) and be out and about in New York just after lunch, just like taking the plane but you’d had a good night’s sleep and a pleasant trip.

If you get the chance, take an excursion behind a steam locomotive; there’s still quite a few of them running. If you can, take one of the Amtrak trains on the long runs out west; the Empire Builder, the Sunset Limited, the Coast Daylight. Those are hallowed names of classic trains and the Amtrak versions are hardly a shadow of them, but the trip is still wonderful.

Enjoy Train Day; it is a big part of what made us what we are.

Sadly the Denver ski train has been sold and the cars and engines are about to be moved! Inside info was that they should arrive at the UP Council Bluffs yards sometime Friday evening, May 8. They will be interchanged with the Canadian National

Consist:

3 SKITRAIN LOCOMOTIVES: SKTX 242; SKTX 283; SKTX 289

CARS: 800420 “NORTH PARK” (SKTX 5)

800421 “WINTER PARK” (SKTX 9)

800425 “COLORADO SPRINGS” (SKTX 13)

800426 “GLENWOOD SPRINGS” (SKTX 14)

800427 “IDAHO SPRINGS” (SKTX 15)

800430 “LA PLATA PEAK” (SKTX 2)

800431 “PIKES PEAK” (SKTX 3)

800432 “PYRAMID PEAK” (SKTX 7)

800433 “SHAVANOPEAK” (SKTX 11)

800440 “MT. BIERSTADT” (SKTX 12)

800441 “MT. ELBERT” (SKTX 4)

800442 “MT. EVANS” (SKTX 6)

800443 “MT. MASSIVE” (SKTX 8)

800444 “MT. PRINCETON” (SKTX 10)



Photos above and to the right are from Doug Butzow, who with the others pictured went on the Chapter's spring trip back on May 2nd. Quoting Doug: "Newer Metra engine was power for our outbound trip from Lasalle St station."

Thanks to Allen Cooke for scheduling the trip!