

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 \$20.00 for Chapter membership in addition to \$36.00 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 2010 - Our 42nd Year

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



Union Pacific business car special SSLCH heads north with UP 7352 in the lead at Hartford, IL April 7, 2010

Coming Events

May 16, 2010

Danville, IL - Monthly meeting at Jocko's Pizza Depot, Williams and Gilbert Street, starting at 1:00 PM.

May 8 & 9, 2010

Monticello, IL - Throw Momma On the Train

May 15-16, 2010

Homewood, IL - 7th Annual Rail Heritage Weekend. Train Show with layouts, vendors and others at the Village Hall municipal complex from 9am to 3pm; CN will have prototype equipment on display.

May 29, 2010

Rossville - First day for museum to be open for the summer. Work Session - 9 AM to 4 PM with museum officially opening at Noon.. Museum will be open Sunday and Monday also.

June 4-5, 2010

Franklin Park, IL - Fifteenth Annual Railroad Daze. A whole host of festival-like activities, including displays by CN, IHB, BRC and Metra.

June 19, 2010

Rossville - "Drivin the Dixie" annual Illinois Route 1 auto tour event with some drivers stopping at the museum. We will be open from 10 AM to 4 PM this day.

June 19 & 20, 2010

Monticello, IL - Father's Day Weekend - special trains

June 26-27, 2010

Galesburg, IL - 33rd Annual Galesburg Railroad Days Train Show. Carl Sandburg College, 2400 Tom L. Wilson Blvd. Sat 9-5; Sun 10-4.



Next Meeting

Our next meeting will be held Sunday, May 16 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

This will be the last issue of the FLYER for the summer with the next one coming to you in September. Remember, we open the museum on May 29.

Speaking of May 29 - that morning will be a work session at Rossville to cleanup the building on both the inside and outside. Please arrive by 9:00 AM to help. We need to sweep, put stuff away, get the boxes of magazines on the benches put on the balcony, the layout needs to be setup for running trains and then there is outside cleanup to do.

Check out the schedule for other summer events. Monticello has several new (old) pieces of equipment so check them out.

For our program this month Al has lined up a good one. Dave Thomas will present a slide show about the joy and sorrow of live steam. Al said that after a bad winter he may have to make major repairs to his track due to freeze and thaw moving the roadbed. At least we don't have that problem on the layout. Al has a hand drawn map of the layout he got at the Hoopeston show where he met him.. He and his son made the display as a school project.

Danville Chapter, NRHS

April 18, 2010

The meeting was called to order at 1353.

The minutes of last month's meeting were approved as printed.

There was no treasurer's report.

Old Business

At the Urbana train show the chapter made approx. \$320 on popcorn and various rail equipment and a few magazines.

New Business

Mark indicated he was called back to work for the BNSF the following week in Keokuk, Iowa.

Cleaning the depot for the summer season was briefly discussed. It is likely the cleanup will occur the first (Memorial Day) weekend.

The Meeting was adjourned at 1401.

Indiana Southern to operate Hoosier Southern

The Indiana Southern Railroad (ISRR) recently was contracted by the Perry County Port Authority in Tell City, Ind., to provide rail management services for the Hoosier Southern Railroad (HOS).

A RailAmerica Inc. subsidiary, ISRR will be responsible for all rail operations, including safety and training programs, sales and marketing, industrial development, purchasing and management of a bulk storage facility. HOS owns 22.3 miles of track and interchanges with Norfolk Southern Railway in Lincoln City, Ind. The short line hauls bulk materials, such as pig iron, coke, coal and woodchips, that are offloaded at the port from river barges.

The port authority decided to outsource HOS' rail management because of the recent retirement of Vice President and Chief Executive Officer Richard Neumann, who led the authority the past 11 years and had about 40 years of rail industry experience, port authority officials said in a prepared statement.

NuStar Energy be- gins to move North Dakota crude oil via rail

NuStar Energy L.P. recently unloaded its first rail shipment of Bakken crude oil from North Dakota at a terminal in St. James, La. The company recently spent \$2 million on the terminal to add rail-handling capabilities for crude oil.

NuStar currently can transport 5,000 barrels per day — via BNSF Railway Co., Canadian Pacific and Union Pacific Railroad — on a manifest basis. Rail traffic is projected to reach 10,000 barrels per day as Bakken crude-oil production increases throughout the summer and producers demand additional market outlets, NuStar officials said in a prepared statement.

The company also plans to develop a unit train facility by 2011 to ship domestic and Canadian crude oil inland.

“We think there’s a lot of potential to market this product through St. James,” said NuStar President and Chief Executive Officer Curt Anastasio.

Via Progressive Railroading - 4-19



Rossville Depot Opens

May 29-31 and then
each weekend from
Noon to 4 PM

The President’s Corner

Another show at Urbana has come and gone. We did very well this year, financially speaking. The popcorn perhaps was not as popular since the overall show attendance was down. Nice weather and no advertising by the mall contributed to that. What made it better this year was the sale of HO cars and locomotives given to us last year. A nice donation by a woman of her son’s collection will really end up helping our bottom line.

Was this the last year for the Urbana show? We always suspect that will be the case every year, yet they somehow always manage to pull it off. But shows come and go, and everyone gets tired of putting them on. I remember how much work it was when we did the shows with Terry Henderson at various locales, and it inspires great respect for those who do it now.

Our “moving crew” was different this year, and a big thanks to Skylar Brown for his part in the process. We tried to sell whole boxes of magazines for five bucks, and there was one taker of this deal on the first day. It seems we have no problem getting magazine collections donated to our organization, and moving them out with minor profit should always be a priority.

Speaking of finances, those who attend the meetings regularly know that we have been passing out printouts of spreadsheets the last two years that show the club’s income and expenses. Last year we ran a deficit due to some larger purchases. Although we may make up for that deficit this year, we need to keep in mind that there are projects to consider at Rossville. The caps on the “columns” at the ends of the banisters on the back porch are deteriorating badly. The north one will require some re-laying of brick below it. These banisters were re-built from nothing back in the 1980’s with a Gannett Foundation Grant, and we should not let them fall back into nothing again, at least on our watch.

Another project that needs attention is painting of the soffit around the depot. Putting this material up was another 80’s project, and it covered up some nasty wood and at the same time allowed for proper ventilation of the attic. With Vermilion Rentals now closed, we can only hope that Big R Rentals or some other outfit will still have a lift like we have used before for painting projects.

We’ll be opening the depot later this month, and our next meeting will be the last for the summer break. Attendance has been very good at the monthly meetings, and I hope we can continue the participation when it comes to staffing the depot. I know there are those we can count on for nearly every weekend, but even they need a break a couple of times a season.

The first two days of the Memorial Day weekend will also be a time to clean up the depot for the start of the season. Even without a winter project like Bob’s “switching area”, it’s amazing how much junk and dirt accumulates during the colder months. If you have a big tools that can be used, please con-
the museum ready for another sea-
grounds always need attention
to keep the yard mowed and weeds
hedge trimmers will find plenty to

shop vac or other cleaning
sider lending a hand to get
son of operation. The
despite Bob’s great effort
killed. Anyone who has
do...



Doug

CTA tests new car prototypes

Yesterday (4/15), the Chicago Transit Authority (CTA) introduced prototypes of its new 5000-series rail cars. The agency will begin testing the cars in passenger service starting next week.

The 10 prototypes will enter service on the Red Line and be tested on all eight of CTA's rail lines through the end of the year. The new cars' exteriors are similar in appearance to CTA's 3200-series cars, which operate on the Orange and Brown lines. The cars will replace CTA's oldest cars, which are between 32 and 41 years old.

The new models feature seven networked security cameras per rail car and other additional safety features, such as glow-in-the-dark safety signs and floor strips outlining aisles and doorways, an event recorder system and door sensors. The new cars also will feature regenerative braking technology and alternating current propulsion systems designed to reduce power consumption, authority officials said in a prepared statement.

CTA is using capital funds from the Federal Transit Administration and Illinois Department of Transportation in addition to revenue bonds to purchase the cars. The total cost of the 406-car order is \$603.6 million.

Via Progressive Railroading 4-16

CSX Northern Division may move to Ohio

CSX Transportation plans to relocate its Northern Division headquarters from Chicago to North Baltimore, Ohio, where it's building a \$175 million intermodal terminal. The new headquarters will oversee 16 CSX Intermodal terminals that currently handle 1.3 million containers in Ohio, Illinois, Indiana, Michigan, Massachusetts, New York and New

Jersey.

The Ohio Rail Development Commission (ORDC) has worked closely with CSX on the North Baltimore terminal, commission officials said in a prepared statement. ORDC also worked with the railroad and neighboring states on necessary rail corridor improvements to create double-stack container clearance from North Baltimore to the Port of Wilmington, N.C., said ORDC Executive Director Matt Dietrich.

The commission recently was awarded \$98 million from the federal government as the designated sponsoring agency for CSX's National Gateway intermodal initiative. Proceeds will be used to complete track work and raise overhead clearances from North Baltimore to an intermodal terminal in Chambersburg, Pa.

Meanwhile, CSX has named 29 customers as winners of its second-annual Environmental Awards, which recognize companies that display a commitment to a "green" supply chain and reducing air emissions. In total, the winners reduced emissions by 900,000 tons of carbon dioxide by shipping their freight on CSX, according to the railroad.

Via Railway Age 4-22-10

Southern & Western Illinois, April, 2010

Rick Schroeder and I took a quick two day swing on April 6-7. The first day was spent following former C&EI lines, now UP. After finding a CN SB train at Neoga and an EB CSX freight switching Effingham, we headed to Altamont and worked south along the UP Chicago sub. Rick was looking for former C&EI structures, finding depots in Salem and Marion. An NS SB run-thru was switching Salem yard. A NB merchandise train was encountered at Mt. Vernon Jct. After that there were a number of coal (some loaded, some empty), all of which seem to be operating with distributed power. One was at Benton Jct., another at Marion, along the Joppa branch. A NB stack train

also was captured at Benton Jct.

In Marion, we were lucky enough to find the Crab Orchard & Egyptian out switching. After a couple quick and not very satisfactory photos, the SW1200 unit went into an industry and remained inaccessible. We then headed back to the UP Chicago sub, finding no activity on the BNSF southern Illinois line. At Bush, Illinois (not George Bush) a coal train was sitting waiting for a crew.

After finding another coal train, moving from the Chester sub to the Chicago sub at Gorham, we proceeded north looking for a place to stay. At Cora, there is a rail to water transfer operation operated Kinder - Morgan. A coal train was unloading on a loop track, while other trains and locos were waiting. There is a yard at Chester where a GP40-2 in SP paint was parked.

After an overnight in Cahokia and having dinner at the Cahokia airport, on the 7th we headed for the KCS East St. Louis yard. For the number of KCS trains that are estimated to operate into the St. Louis area, there was a lot of power in evidence. However, none was of the new large road unit variety. After that we worked our way north, taking photos near Merchants Bridge, TRRA's Madison yard, WR tower and at Hartford, between Lenox tower and Wann on the UP/KCS.

At Hartford the scanner announced UP 7352 north coming. We prepared for it and were totally surprised when it turned out to be a business train with sleepers, domes, business cars and a final "auditorium" car. Thus far it has not been determined where it was going or why it was in service.

Following that came the WB CSX - KCS run-thru stack train. This train was pursued going north. We caught it again at Godfrey, where the UP and KCS lines split after coming up the hill from Alton. We caught it again when it entered Sherman siding. There it met the EB run-thru stack with TFM 1654 leading. As the WB slowed to set up a meet with the Roodhouse local, we caught it again in White Hall. The Roodhouse local, with a GP40-3, was pictured at Roodhouse, where the main bends west and a branch goes to Jacksonville and Springfield. The Jacksonville line is



EB Kansas City Southern stack train meets the westbound train at Sherman, IL. This train has TFM 1654 in the lead with CSX 7609 trailing. Though the trains are in an eastward direction they are noted as westbound trains by the dispatcher.

The following is a quote from 4/27 DOW JONES NEWSWIRES:

“A railroad study, set to be filed Tuesday (4/28) with the Transportation Department’s Federal Railroad Administration, analyzes the economic benefits gained by installing ‘positive train control’ systems, technology designed to prevent trains from barreling through stop signals. The FRA has ordered railroads to install the technology by late 2015.

The study, conducted by the consulting firm Oliver Wyman and funded by the Association of American Railroads, an industry trade group, pegs the economic benefits, including faster trains and more efficient operations, at \$413.2 million over 20 years. That doesn’t take into account the costs of installing the technology, which the FRA has said could cost between \$7 billion and \$24 billion over 20 years.

Last month, the Chlorine Institute Inc., which represents chlorine users and suppliers, filed a petition with the FRA contending that the railroad agency hadn’t properly accounted for the economic benefits of safety upgrades. An analysis funded by the institute said the economic benefits, not including savings associated with fewer crashes, could total \$5 billion over 20 years.”

Editor: PTC may cost the Iowa Interstate \$10-15 million, that is one year's worth of capital program. The North Carolina Railroad Co, which has 60 NS and Amtrak daily trains on the line, will cost the railroad nearly \$20 million, a budget crisis for the railroad. Shortlines that have over 15 million gross tons per year qualify for PTC if they have any passenger trains on the line. The costs will not only see the Class I's cut back on expansion but the shortlines will see only maintenance work to keep the systems running.

lightly used, while the Springfield line appeared only a little better.

A lunch was obtained in Jacksonville, but again there was no activity on the BNSF line headed south from Beardstown. An NS EB merchandise train came along at Arnold, the first siding east of Jacksonville. The it was back to Champaign after a couple satisfying days. It was considerable new territory for me, while Rick found several places where he had worked on engineering projects. *By Dick Brazda*

FedEx May Move to Rail Transportation

Trucking company FedEx Freight, which has pointedly rejected rail transport in the past, could switch and turn to intermodal in coming years if the price is right and customers want the option. The transportation industry is changing rapidly, and carriers must also be ready to change, Bill Logue, president of FedEx Freight, told shippers at the NASSTRAC annual meeting this week in Orlando, Fla. “Customers want options,” said Logue, president of FedEx Freight.

The less-than-truckload sister company of FedEx Express has characterized rail transport as inefficient and unwieldy for what it terms “fast-cycle logistics,” delivering freight next-day or second day up to 800 miles. The stance has put FedEx Freight on the opposite side of UPS, which has long been one of the largest customers in the rail industry for the longer linehaul portions of its domestic parcel network.

Logue says he isn’t ready to drive freight toward intermodal yards. “We find in most cases the railroads still have a transit time issue,” he said. “But five years down the road, intermodal may be much more significant. As international globalization continues, the dynamics will change, and there will be an opportunity for more rail,” Logue said.

Other carriers see intermodal’s length of haul shortening considerably, especially in the East, as Norfolk Southern and CSX build the infrastructure needed to haul intermodal freight economically in the 500- to 800-mile range. “In the East we’re seeing more intermodal opportunities for what would typically be considered shorthaul,” said Chad Thomas, director of intermodal at J.B. Hunt Transport Services.

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SORRY!

HOPE YOU HAVE A NICE SUMMER, AND WE'LL BE BACK IN SEPTEMBER.