

# DANVILLE FLYER

## Inside this issue:

April Meeting Notice	1
Pullman Junction	1
BNSWF and Buffett	3
March Minutes	3
Amtrak Schedules	3
Second Section	4
Tennessee Pass Updaae	5
Metra Projects	6
Amtrak On Time Standard	6
Vegas High Speed Rail	7
ICC Grade Crossings	7
Photo of the Month	8

## May Chapter Meeting —Canceled

**As most of you know Illinois is slowly getting some of the business and recreation areas opened up in certain parts of the state. Here in the central part we have a few areas open but res-turants are still off limits, for that reason we will not have a May meeting. In reference to the museum at Rossville we will proba-bly have weekends open to a point, that is members may be there when available and any guests that arrive should comply with requirement of the State of Illinois. We are looking to hold an operating session on the morning of the first Saturday in June and will probably close the museum to any visitors during that time, in addition those attending will comply with any require-ments of the state. An email will be sent the week prior to con-firm if a session will be held. There will be no newsletter pub-lished for June through August.**

## Stories from the Past

*From Brass Switchkey Railnews #19, v27, May 5, 2020. Dick Wilson, Editor, Omaha, NE  
Three turn-of-the-century rail stories from the pen of Jim Rueber*

<> Year 1890: UP conductor robbed the Company ~ [THE FREEMAN, Webster City, IA, December 3, 1890]

Salt Lake City, Utah, Nov 26.--The arrest of John Chugg, a Union Pacific conductor, last night, reveals the fact the company has been swindled out of thousands of dollars the past year. Local passenger conductors between Salt Lake City and local points have been in the habit of taking up tickets, and without cancelling them, put them in their pockets, after which they were sold to scalpers. Some of the tickets were sold as many as five times. The case was brought to light by detectives, who discovered Chugg's wife in the act of disposing of a bundle of 200 tickets. When arrested, she confessed. Chugg had in his pockets twenty-four tick-ets uncanceled, and when his house was searched seventy more were found. All the scalp-

*(Continued on page 2)*

**MAY 17TH MONTH-  
LY MEETING AT  
JOCKO'S PIZZA BEGIN-  
NING AT 1:00 PM.  
AGAIN, THIS IS A  
PLANNED MEETING  
AND WILL HAVE MORE  
INFORMATION AFTER  
APRIL 30TH.**

**MEMORIAL WEEK-  
END—OPEN MUSEUM  
AT ROSSVILLE.**

## About Us

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 \$30.00 for Chapter membership in addition to \$50.00 for NRHS membership. Rossville Depot Museum membership is \$30 per year. 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 (former Conrail), in Danville, Il with lunch beginning at 1:00 PM Central Time followed by meeting and program.



## Officers for 2020—our 52nd Year

Henry Schmitt – President  
 Doug Butzow – Vice President  
 Dick Brazda– Secretary  
 Doug Nipper– Treasurer  
 Dave Sherrill – Programs  
 Jess Bennett – Historian  
 Bob Gallippi – Museum Director  
 Rick Schroeder – Editor & NRHS rep  
 Cooke Wireless, LLC - Publisher & Distributor



(Continued from page 1)

ers in the city are implicated and will be arrested, and officers are now waiting for incoming trains to get the remainder of the crowd.

<>Year 1906: The Pug and the Pipe ~ [OELWEIN REGISTER, Oelwein, Iowa, Dec 12, 1906]

A laughable incident happened on the Illinois Central south-bound passenger train last Sunday. A couple of windows were broken in the chair car and the steam wasn't working right and the car got so cold that the passengers all went into the smoking car. In the car was an Irishman with a clay pipe that was a stinker for fair. A lady requested him to quit smoking. He refused to do so. After asking the conductor to have the pipe removed--or the pipe and the man both--and as her requests were not heeded the lady grabbed the offending pipe and threw it out the window. It dawned upon the Irishman that he could get even, so he reached over and grabbed the pug dog the lady was holding and threw it out the window. When the train reached the passing track on Babcock's Hill, just south of town, they went into the side track to wait for a train from the North. Some of the passengers got out to stretch themselves and were greatly amused to see the pug dog, which had been thrown from the window, coming up

## 2020 — Meeting Minutes

As you are aware, we did not hold an April meeting and that was changed to a planned ride on the Vermilion Valley Railroad, however, that was canceled. We will look forward to a fall trip, hopefully in October, and our next meeting will be in September.

*(Continued from page 2)*

the track on the run. When closed enough to the crowd it was discovered that the dog had the Irishman's pipe in his mouth. Both dog and pipe were taken aboard, and the journey was resumed. The above is one of Tom Cary's tales and you can take it for what it's worth. It smells dog-on smoky to us.--Waverly Independent.

<>Year 1910: Women ride in cab after accident ~ [OELWEIN REGISTER, Oelwein, Iowa, February 18, 1910]

Waverly, IA, Feb 18--Most of the passengers on the west bound train on the branch of the Chicago Great Western Railroad arrived in Waverly Wednesday morning occupying seats on top of a box car, and the tender, half frozen to death by their chilly ride, but very grateful for being alive at all, for all carried the consciousness that they had been nearer to death than it is pleasant to contemplate for men and women in the prime of life, as most of them were. Their predicament was due to a narrowly averted calamity, which lacked but little of plunging their train a distance of twenty feet from a bridge west of Bremer, Iowa. The train was made up of two freight cars ahead of the passenger coach, and just before reaching the bridge one of the wheels on the rear freight car was broken, the forward trucks leaving the track and bumping over the ties in a manner almost alarming. When the engineer brought the train to a standstill the frightened passengers found that their coach was upon the bridge, with a distance of twenty feet to the ground below. As the broken wheel made it necessary for the train to proceed with one freight car, and that securely locked, the fifteen or twenty passengers were compelled to ride to Waverly on its top, or on the tender. The two women aboard, Mrs. John Fink and Mrs. Louis Henning, were given places in the engineer's cab, and in this way the journey was continued to Waverly. With the thermometer close to the zero mark most of the passengers were chilled to the bone and H. C. Muller arrived with a frozen finger. John Fink, who couldn't be coaxed to climb upon the box car or tender, rode with half of his generous proportions exposed to the wind and the other half to the intense heat of the boiler. In making out his claim to the railroad for damages he has not yet decided whether it shall be or frostbitten or burned. Altogether it was quite an experience, and one that all were glad to be safely through.

## Second Section—

Due to the advent of precision scheduled railroading (PSR), Norfolk Southern has decided to sell a significant number of locomotives, according to a report in FreightWaves. The railroad has sold around 300 locomotives, and plans to sell an additional 400. The sale of these locomotives was reported to the Securities and Exchange Commission (SEC) in a filing yesterday. According to Norfolk Southern, PSR “continues to provide significant benefits to network operations and has resulted in excess capacity.” According to Norfolk Southern’s corporate profile, the company currently owns and leases 4,197 locomotives.

The fundraising campaign to restore Nashville, Chattanooga & St. Louis steam locomotive No. 576 has passed the \$1 million mark with the announcement of a \$100,000 grant from the Walter J. Ferguson Foundation. The nonprofit Nashville Steam Preservation Society is leading the effort to restore the 4-8-4, on display in Nashville’s Centennial Park since the 1950s, to full operation condition, with the estimated \$2 million project well under way at the Tennessee Central Railway Museum. “My father loved steam locomotives and appreciated their significance to America’s history, and we are proud to support Nashville Steam’s campaign to bring No. 576 back to operation,” said Linda Krater, daughter of the late Mr. Ferguson who now oversees the Foundation. “Beyond the history, we teach our children now about the elements of STEAM education – science, technology, education, arts and math – and this project offers all of those opportunities, both today and for generations to come.” The fundraising effort includes an ongoing matching grant by former rail executives Richard Tower and Wick Moorman, who will match up to \$300,000 in contributions of \$1,000 or more made by Dec. 31. For more information or to contribute, visit the society’s website.

The home of the Cudahy, Wis., Historical Society — a former Chicago & North Western depot in the community south of Milwaukee that dates to 1893 — sustained an estimated \$15,000 damage in an attack by vandals. Five stained-glass windows were among the damaged artifacts, accounting for \$7,000 of the damage. The Milwaukee Journal Sentinel reports that because the depot is a registered historic building, rules govern the repairs, including the need to restore rather than replace items whenever possible. While much of the damage in the late February attack will be covered by insurance, fundraising continues to cover the difference. So far, the society has raised about \$3,000 at its website. (Remember, we had similar issues a couple of years ago, thus changes had to be

made to windows and doors.)

It may take one to three years for Metra ridership to return to 2019 levels after the coronavirus pandemic — if it gets there at all. The Chicago Tribune reports that is the assessment of the commuter railroad’s chief financial officer Thomas Farmer, as delivered in a online board meeting Wednesday. Current estimates are that Metra’s April ridership will be only 3% of the figure for April 2019, and that the agency will lose more than \$500 million in ticket and sales tax revenues by the end of 2021.

Utah’s legislature has again passed a law which would remove the exemption for locomotive fuel from the state’s fuel tax — a bill similar to one vetoed by Gov. Gary Hebert earlier this year. The Provo Daily Herald reports the funds from 4.85% tax is expected to generate about \$2.6 million annual, according to the bill’s sponsor, Rep. Joel Ferry (R-Brigham City). The money generated would see 80% go into an account overseen by the legislature for grade-crossing improvements, with 10% for grants from the Utah Department of Transportation for grade-crossing work and the remaining 10% to fund related environmental impact studies. Hebert vetoed the earlier version of the bill saying it was “contrary to sound tax policy.” *Editor: our former governor Rod tried that a few years back and the railroads said they would fuel locomotives someplace else.*

Metropolitan Transportation Authority CEO Patrick J. Foye suggested in a Wednesday news conference that the “failings” of the Centers for Disease Control and Prevention contributed to the spread of the COVID-19 virus, which has killed at least 83 MTA workers. Specifically, the New York Daily News reports, when asked if he regretted the MTA’s response to the pandemic, he referred instead to the CDC’s initial guidance that workers need not wear protective face masks. “I regret that the CDC and the World Health Organization gave the advice that they did,” Foye said. “I do regret that they gave that advice to the entire country. I think that everybody in the country regrets the failings of the CDC.”

*Editor: Interesting, others in New York want to blame someone else.*

