

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 \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn 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 2006 - Our 38th Year

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



Chicago and Eastern Illinois Railroad #898 in Salem, IL - year and photographer is unknown.

Coming Events

November 19, 2006

Danville, IL - We start our regular monthly meeting at Jocko's Depot Restaurant on West Williams at Gilbert Street at 1:00 PM with lunch followed by the meeting and program.

December 3, 2006

Danville, IL - Annual Chapter Dinner at Jocko's Depot Restaurants on West Williams Street - new officers for 2007.

January 27 & 28, 2007

Cisco, IL - Cisco Junction Model Railroad Group train show, Cisco Center, N. Eldon St, 10-4 each day

March 17 & 18, 2007

Urbana, IL - Annual Train Show and Swap Meet at Lincoln Square Village 10-6, 11-5, admission free.

April 28, 2007

Danville, IL - Chicago and Eastern Illinois Railroad Historical Society 25th Anniversary Meeting - Danville Community College. 9-9

Next Meeting

The next meeting will be held on Sunday, November 19, at Jocko's Depot Restaurant, corner of Gilbert and Williams Street beginning at 1:00 PM.

Last spring we sorted some of the museum records, boxed them up and delivered them to the Vermilion County Museum for preservation. This fall we need to do the same, that is spend some time going through additional records, getting them into boxes and delivering to the museum before cold weather sets in. At the last meeting we set some quick dates to get the work done and hoped to move some them prior to December if possible. Another good day to work at the museum will be the day after Thanksgiving. Good exercise to work off the "extra pounds". We can store the records in the middle room and if we do not make the move this fall we will get them

to the museum in the spring. Also remember that starting in December the water will be shut off so plan accordingly.

Note the operating sessions at the museum. This month will be election of officers for 2007 and the present officers would like to see some new blood in the group. Hopefully there are some nominations from the "floor" for next years positions. The program will be a video from Larry Prosser entitled "Roaring Runbys".

Also, remember the annual dinner in December. This will be the first Sunday of the month and not our usual 3rd Sunday. The program will be Rick's slides of the New Mexico trip. Last month you got to see the video, this time the slides.

BNSF and CSX to create coast-to-coast intermodal corridor

BNSF Railway Co. and CSX Corp. are teaming up to address two intermodal issues: rapid traffic growth and constrained capacity. The Class Is reached an agreement to jointly create a high-volume intermodal corridor on the lines connecting California and the Southeast, and expand capacity along the route.

In early 2007, the railroads plan to begin operating two intermodal trains daily in each direction between the West Coast and Southeast. In addition, BNSF will expand capacity on its lines between Avard, Okla., Memphis, Tenn., and Birmingham, Ala.; and CSX will add sidings on its line between Birmingham and Atlanta, and expand its Fairburn, Ga.,



Operating Sessions

Rossville Sessions - beginning at 1:00 PM on Saturday's

December 2, 2006 Visitor

January 6, 2007 Operators

February 3, 2007 Visitor

March 3, 2007 Operators

April 7, 2007 Visitor

Danville and Western Railroad - Champaign, IL - on Saturday's beginning at 1:00 PM

December 30, 2006 Operators

January 13, 2007 Visitor

February 24, 2007 Operators (date change)

March 31, 2007 Visitor

This year we're going to try something different with our operating sessions. Last year we added a new dispatcher panel and tried radio communications for the first time. This, along with a general increase in our own operating proficiency, has led to some fun sessions. We would like to take another step and reserve half of our session schedule for only those people directly involved in the operation of the railroad at any one time.

The "Operators Only" sessions would involve just the dispatchers, yardmasters, engineers, and backup engineers/conductors operating the railroad during those sessions. It's hoped that the absence of extra people would streamline the situation, reduce crowding in otherwise narrow isles in a small room, and otherwise enhance the session even more for those who are getting more serious about operations. Visitors, small kids, and other people not directly involved in operations would be encouraged to attend the other half of the schedule known as the "Visitor" sessions. During those sessions we'll

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Operating Sessions - continued from page 1

carry on just as we always have and everyone can join in and enjoy the experience just as they have in the past. This is an effort to accommodate the interests of a lot of people. This year we are also going to use Switch Lists instead of car cards and thus only one item to carry, not a pack of cards. We'll give both a try and see how it works. Bob Gallippi

intermodal terminal. The projects are scheduled to be completed at 2007's end.



growth,” said BNSF Executive Vice President and Chief Marketing Officer John Lanigan in a prepared statement. The pact — which expands the terms of a 2001 BNSF and CSX agreement that would have expired in 2007 — also calls for continuing interline service between Memphis and Florida, and improving connections to the Carolinas and other key Southeast markets.

“This agreement enables CSX to provide more seamless and reliable service ... and complements CSX Transportation’s ongoing capacity expansions in our Southeastern markets,” said CSX EVP of Sales and Marketing Clarence Gooden.

Via Progressive Railroading – 9-13-06
Editor: CSX has been working on projects on this line this year. These are part of their 2006/2007 Capacity Improvement Project that involves over 90 projects on the system. Our Springfield, MO office has 9 projects under way for BNSF from Oklahoma to Birmingham, AL. Most are siding extensions, one is a 8-mile double track, one a 3-mile double and two new 10,000 foot sidings. Some are underconstruction with design on the others to be ready for bidding next spring.

The Future of Our History

by Doug Nipper

As the Chapter started moving records to the Vermilion County Museum last year, and as we prepare to move even more documents to their archives, I thought I would reflect on what we have saved and what it means to future generations.

No doubt, I had mixed feelings when the decision was made to do this. After all, our organization has been the keeper of these documents for something like 35 years. We should be proud of our stewardship, but as members age and thoughts of mortality get more frequent, it is only natural to want the best for what was saved when it’s beyond your own control. I do worry, however, that some older members may not see a bright future for the club and this was one of the motivations. I took the stance that we will never have enough funds or wherewithal to build a climate-controlled, secure storage facility. The records have survived remarkably well for the places they have been, but it can’t go on forever.

In the days before computers and modern data systems, the railroads ran on paper. Every office, from the local agency or interlocking tower to the top corporate offices, maintained elaborate record keeping that tracked cars on the system and off, payroll, employee seniority, train movements and many other parameters of the business. What we had was a lot of the old corporate records from the C&EI’s offices in Danville, many back to the very start of the company and including records from lines like the ETH&C and CD&V that went into the C&EI. The MoPac, being something like a conqueror, had no use for

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Durango and Silverton Mud Slide

DURANGO, Colo – 10-9-06. - Several inches of rain Thursday and Friday caused the Animas River to raise dramatically causing flooding and mudslides along the Durango & Silverton Narrow Gauge Railroad. On Friday, the first afternoon train was heading south from Silverton when it encountered water and rocks across the tracks near Milepost 486.

The engineer stopped the train, although engine 482 suffered some damage from running into the rockslide. Evenso, he was able to start backing the train toward Silverton. The engine was running low on water and had to stop and drop its fire at MP 494. To rescue the train, engine 481 from the second train at Silverton was dispatched south to pull the train back into town; passengers from the second train were bused back to Durango.

After arriving in Silverton, passengers from the first train ate dinner and were bussed back to Durango in the evening. Given that tracks were damaged and both trains stranded in Silverton, Saturday’s trains out of Durango were cancelled. On Saturday afternoon a work train and a local contractor were working to clear the tracks.

On Sunday and Monday, trains ran from Durango to Cascade Canyon, which is about halfway to Silverton. Bob Morris, D&SNG sales manager, told Trains News Wire that the tracks had been cleared and the railroad hoped to move one of stranded trains south from Silverton to Durango sometime today. Morris said no decision has been made on resuming full Durango-Silverton service, but they hoped service could resume Tuesday. However, more rain and even snow were in the weather forecast for this week.

Trains On-Line

Continued from page 2

the ancient history of the railroad they were taking over. Had Bob Block not gotten permission to remove them, they might have been lost to the dump.

The contents of each box on the balcony told one or more small stories about the railroad. Maybe it was about some land acquisition for a new siding. Or maybe records of employee disciplinary actions. One time we found a book of mug shots that was kept by the railroad detectives. It contained pictures of criminals, some of them deceased, that had committed crimes against the railroad or while on railroad property. Yes, times were tough in ages past, and this is graphic evidence of that.

Yet what we had was overwhelming. How many hours have been spent in the baggage room at Rossville with all those records hanging overhead like a ton of bricks that blended into the background? Small attempts to index some of the boxes were made, but that was only on the smaller balcony. It is not a good environment to work with paper items, and quite frankly no one except Brian Knight ever thought it was worth their time. That layout is like an addictive drug to some!

I can only imagine how nice it will be at the VCM when the material is properly indexed and archived. Having people who love doing this kind of thing will make all the difference. We have already heard some feedback that the archivists have been quite impressed with what was saved. Again, we need to give ourselves a collective pat on the back for this achievement.

Although I was not part of the effort that originally saved the older records, I did collect a few items over the years when I was visiting interlocking stations before they closed. In the base of every tower you could usually find bundles of old train orders and block sheets. At North Yard in Danville, there were two large closets that contained hundreds of pounds of old switchlists, yard reports and agency records. It all tells a story if you know how to interpret it...

In the end, our museum will be a place to exhibit and store more durable items, like all the hardware we have. We can always display copies of the more interesting documents, and every member will have access to the original material for many years. It's an equitable deal for everyone, and it was the right thing to do.

New Chicago – Carbondale trains

Last minutes pressure from the politicians got the CN to agree to allow additional trains on their lines out of Chicago. Amtrak and CH had signed an agreement this spring and at the last minute CN decided they would not allow the trains to run. Our governor, senator, Midwest rail group and numerous representatives notified CN it was not a satisfactory decision on their part and CN backed down 2 days before service was to start.

The service started on Monday, October 30 along with additional service to Quincy and St. Louis. The Quincy train will be the Carl Sandburg and the St. Louis service is known as the Lincoln Service. The additional Carbondale train will be the Saluki and it is sold out the Sunday's before and after Thanksgiving.

The Saluki will leave Chicago at 9:15 AM, arrive in Champaign at 11:25 AM and in Carbondale at 2:45 PM. Northbound train will depart Carbondale at 7:30 AM, arrive in Champaign at 10:14 AM and Chicago at 1:00 PM. The other northbound trains at Champaign are the City of New Orleans at 6:10 AM and the Illini at 6:49 PM. Southbound trains at Champaign are the Illini at 6:15 PM and the City of New Orleans at 10:34 PM. The schedule of the new train allows the equipment to turn around instead of lying over for a long time at each end.

The Big Six Numbers

Below are the 3rd Qtr percentage increases in earnings/share and operating revenue over the 2005 figures. The all-important operating ratio is also given along with the ratio for the same quarter in 2005. Some of the increases were dramatic. NS and CSX did particularly well, and NS's increases over the 2005 data greatly exceeded Wall St. expectations—so much so that NS's share price increased 10% yesterday after their announcement. A 10% increase in one day's trading is truly spectacular.

All of the figures reflect the filtering out of one-time increases or decreases in earnings, except for the Canadians. Because of currency fluctuations, CN and CP earnings would have been even better.

The left hand figure shows the percentage increase in earnings per share, the middle figure revenue increases and the right hand figure is the 3rd Q 2006 operating ratio with the 2005 ratio for the same quarter in parentheses:

CN:	+21%	+9%	57.4(63.3)
NS:	+38%	+11%	70.1(75.5)
CP:	+26%	+4%	74.2(74.5)
BNSF:	+22%	+19%	75.9(75.8)
CSX:	+50%	+14%	79.7(83.4)
UP:	+14%	+15%	81.1(86.1)

CN continues to post an amazing operating ratio. BNSF showed a large increase in operating revenues. However, don't think that an increase in revenues automatically means a comparable increase in traffic volume. A lot of it is due to fuel surcharges and increased shipping rates. CSX, for example, shows a 14% increase in revenues but volume increased only 2%. The other RRs showed somewhat better volume increases. NS, CSX and UP showed nice improvement in operating ratio. CSX broke 80 for the first time. Even Tuch may have to revise his opinion of the once pitiful, helpless giant.

Bill Gustason via the Internet

Indiana Governor denies report that South Shore Line may be privatized

Indiana Governor Mitch Daniels released a statement last week denying reports that his administration is seeking to privatize the South Shore commuter rail service (see Trains News Wire, October 10, 2006).

On October 4, the Northwest Indiana Times reported that Northern Indiana Commuter Transportation District General Manager Gerald Hanas said he was asked last month by Indiana Department of Transportation Commissioner Tom Sharp to explore cash-generating privatization options. An INDOT spokesperson denied that such a conversation took place, it was reported in the Indiana Business Report.

Governor Daniels released a statement that read in part: "No 'adviser' of any sort has ever raised the idea of selling or leasing the South Shore Rail Line with Governor Daniels. The governor has zero interest in selling or leasing out the South Shore, and has no ability to do so if he did. State government does not even own the South Shore."

The statement also discussed the Government Efficiency Commission, a public-sector agency established last year, which the Times identified as the possible "adviser" supporting a sale or lease of the South Shore.

"The Government Efficiency Commission was created by, its members appointed by, and its mandate given by the Indiana General Assembly. The Subcommittee on Boards and Commissions was charged with reviewing the state's many boards and commissions and providing a report and recommendations to the governor by October 1. This panel was appointed and established by the Legislature and is not 'a group of public-sector advisors that Daniels empanelled last year,' as reported in The Times. The report included this reference to the Northern Indiana Commuter Transportation District, an 11-member board to which the governor has

three appointments (there have been no appointments to date): 'Even though we recommend that they continue we question if the Northern Indiana Commuter Transportation District is a candidate for sale or lease?' The governor's office has not reviewed the report from the subcommittee in detail, nor has an interpretation of the above sentence in the report been made."

UP forms auto racing-like pit crew

Gentlemen, start your engines — as in locomotives. Taking a tip from the National Association for Stock Car Auto Racing, more commonly known as NASCAR, Union Pacific Railroad workers are employing pit crew principles to speed up train run-through processes at the Class I's North Platte, Neb., yard.

Comprising electricians, machinists, firemen, oilers and car inspectors, UP's "pit crews" use teamwork and lean management techniques to handle east and west run-through trains, which pass through the yard without stopping to add or remove rail cars. North Platte crews typically handle 55 to 60 run-through trains daily, and dwell time usually averages four hours on the east side and eight hours on the west.

Using teamwork principles learned from NASCAR pit crews, the workers recently handled a record 72 trains in a 24-hour period. Dwell time fell to nearly three hours on the east side and 6.5 hours on the west. The crews' long-term goal is to handle 80 trains per day and shave about another hour off existing dwell times.

"We can't easily build new track, so we're leveraging lean methodologies to find effective ways to increase our velocity and train throughput," said Cameron Scott, UP general superintendent of train services-North Platte operations, in a prepared statement.

*Via Progressive
Railroading*



Another Ethanol Plant

Boulder, Colo. and Clinton, Ind. — Renewable Agricultural Energy, Inc. (RAE) and the Vermillion County Economic Development Council (VCEDC) announced today RAE's plans to build a 100 million gallon per year fuel ethanol plant near Cayuga, Ind., pending final agreement on state and local economic incentives and subject to appropriate regulatory permitting.

The Indiana Economic Development Corporation (IEDC), the VCEDC and RAE worked closely together over the course of several months to identify and qualify Cayuga as a promising site for a renewable biofuels project.

"The addition of another ethanol plant in Indiana is a big win for Hoosiers and for Vermillion County," said Michael S. Maurer, Indiana secretary of commerce and IEDC president. "This project will add jobs, bring new opportunities for Hoosier farmers and create a renewable fuel that reduces our dependence on foreign fossil fuels."

"The IEDC was extremely helpful to us in identifying target communities and facilitating discussions with local leaders interested in a project of this scope," said Dr. Don Panter, vice president for technology at RAE. "The IEDC's insight into local corn resources, infrastructure and community support led us to Vermillion County."

"Once we had decided upon Vermillion County, the VCEDC was instrumental in identifying Cayuga as an ideal location for RAE," added Panter. "Cayuga meets all our infrastructure and corn sourcing needs. The Cayuga site offers excellent rail and highway access and has on-site natural gas and electricity." The RAE plant will employ approximately 45 people and will purchase and process over 36 million bushels of corn per year, most of which will come from growers in Vermillion County and surrounding Indiana and Illinois counties. In recent years, the area has

produced annual corn crops of up to 125 million bushels.

A formal commitment to construction and the timing of that construction will be made at the conclusion of current site environmental and geotechnical evaluations and final agreement on state and local economic incentives. Construction and commissioning of the approximately \$150 million facility will take 16 to 20 months. "Our goal is to be producing fuel ethanol at nameplate capacity by the end of 2008," said Dr. Martha Schlicher, vice president for engineering and operations in RAE's St. Louis, Mo., office.

"Longer term, we would like to explore opportunities for expanding the Cayuga plant to produce 200 million gallons per year or more."

In April 2006, RAE announced plans to build its first 100 million gallon per year fuel ethanol plant in Gothenburg, Neb. "Our two plants in Cayuga and Gothenburg advance our strategy for serving ethanol markets in the Midwest and on both coasts," noted Mark Wong, president and chief executive officer of RAE. "We are currently evaluating locations for our third plant which we intend to announce upon final site selection."

Editor: These plants are springing up like mushrooms across the Midwest. Along with Bio-Diesel plants the push is to have most of the new plants on line by 2008. In addition the freight car builders estimate over 50,000 new tank cars will be needed by 2008 as ethanol is not a pipeline product and can only be transported by tank truck or railroad tank car. While in New Mexico we spotted westbound ADM tank trains heading to California. This will become a common site around the Midwest and the rest of the country.

2007 Dues statements for NRHS and local membership will be with this issue or coming soon. Once again there has been a delay in processing and sending the 2007 statements, however, it appears they will be out sometime this November.

FreightCar America obtains order for more coal cars

FreightCar America Inc. recently landed a deal to be TXU Generation Development Co. L.L.C.'s exclusive supplier of up to 7,650 aluminum AutoFlood III™ coal cars. The car builder will deliver the aluminum automatic-discharge hoppers between second-half 2008 and 2009's end.

TXU — which currently owns 520 AutoFlood IIIs — will use the cars to meet increased coal-burning needs. The company is expanding electrical-generation capacity by adding production units at seven Texas power plants.

However, FreightCar America didn't tally many car orders in the third quarter. The car builder announced it obtained orders for 357 cars in the quarter compared with 3,763 units in the second quarter and 6,884 units in third-quarter 2005. As of Sept. 30, the company's backlog stood at 12,176 units compared with 16,846 units on June 30.

But FreightCar America's quarterly sales and income skyrocketed. Third-quarter sales totaled \$395.8 million, up 50 percent, and net income totaled \$36.8 million, up more than 110 percent compared with similar 2005 data. During 2006's first nine months, sales increased nearly 60 percent to \$1 billion and net income more than tripled to \$94.8 million.

FreightCar America builds coal, flat, intermodal and coil steel cars; steel hoppers; mill gondolas; and motor vehicle carriers.

Via Progressive Railroading 10/26/06

Ed: Look for the Danville and Roanoke facilities to keep turning out hopper cars for western coal.

Amtrak tweaks timetables on several routes

On October 30 Amtrak will begin operating several trains under a new timetable to provide faster, more frequent service and earlier departures.

The national intercity passenger railroad will add one Acela Express round trip between Washington and New York. In addition, Amtrak shaved five minutes off Acela's D.C.-to-New York City segment, reducing the trip to two hours, 45 minutes.

On the Harrisburg-to-Philadelphia Keystone Corridor, trains will operate up to 110 mph — on track recently upgraded by Amtrak and the Pennsylvania Department of Transportation — cutting travel times up to 30 minutes. In addition, Amtrak will increase weekday round trips on the route from 11 to 14. Also in the Northeast, Amtrak will provide earlier service on the Portland, Maine-to-Boston Downeaster.

In the Central U.S., Amtrak and the Illinois Department of Transportation added service between Chicago and downstate Illinois. Late last week, Amtrak and Canadian National Railway Co.-Illinois Central Railroad reached an agreement, ending a dispute over whether Amtrak could operate additional passenger trains between Chicago and St. Louis, and Chicago and Carbondale over tracks owned in part by CN-IC.

In addition, Amtrak will operate earlier trains on the Hoosier State/Cardinal routes between Chicago and Indianapolis; Cincinnati; Huntington, W.V.; Washington, D.C.;

and New York. The railroad also will operate eastbound Capitol Limited trains 90 minutes later from Chicago to Cleveland and Toledo, Ohio; Pittsburgh; and Washington, D.C., and advance Texas Eagle departures from San Antonio to Chicago by one hour.

BNSF breaks system-wide coal loading record in September

Last month, BNSF Railway Co. loaded a daily average of 808,900 tons of coal system-wide, breaking the previous record of 805,800 tons set in July. The railroad loaded a total of 24.3 million tons of coal in September — the third-straight month and the fourth month this year loadings exceeded 24 million tons.

Through Oct. 1, BNSF's system-wide coal loadings totaled 213.4 million tons, up 10.5 percent compared with similar 2005 data. In the Powder River Basin (PRB), the Class I averaged 49.3 train loadings daily compared with 44.7 train loadings during 2005's first nine months. For the week ending Oct. 2, BNSF averaged 50 train loadings daily in the PRB compared with 47 trains during the same 2005 period.

U.S. Railroads Register Ninth Highest Weekly Intermodal Volume

During the week ending Oct. 14, U.S. railroads moved 250,693 trailers and containers — the ninth-highest weekly volume on record, according to Association of American Railroads data. The roads also originated 340,114 carloads, up 4.5 percent compared with the same 2005 week. Through 2006's first 41 weeks, U.S. railroads originated 13.8 million carloads, up 1.5 percent, and 9.7 million trailers and containers, up 6 percent compared with similar 2005 data. Total estimated volume

of 1.37 trillion ton-miles rose 2.8 percent. Canadian railroads also increased intermodal traffic during the week ending Oct. 14. The roads moved 45,659 trailers and containers, up 3.4 percent compared with the same 2005 week. However, originated carloads totaling 74,244 units decreased 2.2 percent.

Through 41 weeks, Canadian railroads originated 3.1 million carloads, down 1.2 percent, and 1.9 million trailers and containers, up 5.7 percent compared with similar 2005 data.

On a combined cumulative-volume basis through 41 weeks, 13 reporting U.S. and Canadian railroads boosted carloads 1 percent to 16.9 million units and increased intermodal traffic 6 percent to 11.6 million units compared with 2005's first 41 weeks. In Mexico, Kansas City Southern de México S.A. de C.V. reported total weekly carload volume of 12,947 cars, up 10.1 percent, and total intermodal volume of 4,229 trailers and containers, up 3.8 percent compared with the same 2005 week.

Through 41 weeks, the railroad's total cumulative carload volume of 466,580 units decreased 3.5 percent and total cumulative intermodal volume of 163,959 units dropped 3.2 percent compared with similar 2005 data

Via Progressive Railroading

Iowa Northern Railway to receive \$25.5 million RRIF loan

Soon, Iowa Northern Railway Co. will close on the second Railroad Rehabilitation and Improvement Financing (RRIF) program loan to be approved by the Federal Railroad Administration this year. The short line recently announced the administration gave the thumbs up to a \$25.5 million loan. The railroad will close on the loan in 15 to 30 days, says Iowa Northern Director of Administration Joshua Sabin.

Iowa Northern will use loan proceeds to help fund upgrades to the majority of its 163-mile line. During the next six years, the

short line plans to spend about \$60 million to upgrade track and improve facilities. The railroad also will take delivery of additional locomotives and rail cars within the next six months. Iowa Northern needs to improve infrastructure and expand capacity to accommodate growing ethanol business, said President Dan Sabin in a prepared statement.

"With grain yields at an all-time high and the booming biofuels market, we're in need of strong infrastructure to handle the increased traffic," he said.

The short line expects to move more ethanol-related carloads in April 2007, when Manly Terminal L.L.C. completes an ethanol trading and distribution center on Iowa Northern's line in Manly, Iowa. Last week, Manly Terminal broke ground for the truck-to-rail facility, which will have the capacity to store 20 million gallons of ethanol for several producers. The only other RRIF loan approved by the FRA this year went to another Iowa small road. In February, Iowa Interstate Railroad Ltd. obtained a \$9.35 million loan to purchase 22 GP-38-2 locomotives from GATX Rail.

Via Progressive Railroading 10-31

Wheel Report

In September, St. Louis' Metro carried more than 2 million passengers on its light-rail and bus system, up half a million compared with September 2005. The agency attributes the 31.3 percent ridership increase to the Cross County MetroLink extension, which opened in late August. The eight-mile, nine-station line connects St. Louis, University City, Clayton, Richmond Heights, Brentwood, Maplewood and Shrewsbury, Mo. The line serves the St. Louis County Government Center and several business districts and retail centers, which employ about 30,000 people.

UP & CSX - Union Pacific and CSX are moving fresh produce from Washington to New York State aboard a new dedicated produce unit train. It originates in Wallula, Wash., and terminates in Albany, N.Y. The service, made available through agreements with Railex LLC, began Oct. 19, 2006 and arrived in Albany on Oct. 22. The first

train consisted of 55 new refrigerated boxcars that can carry as much as four truckloads of produce each. The train is scheduled to make the trip in 124 hours with interchange between the two railroads in Chicago. However, the first trip on October 22 the train made the trip in 68 hours. The second trip took only 78 hours.

The refrigerated boxcars are part of a new generation of 64-foot railcars with better insulation, energy-efficient cooling systems, and GPS monitoring to ensure proper temperature control. They can carry products such as apples, pears, onions, and potatoes. The first train moved 15 cars of potatoes, 15 cars of onions and 25 cars of apples. In addition, the new service can handle a variety of other highly perishable commodities currently transported by truck. Railex, LLC, a division of AMPCO Distribution Services, will own and operate both new loading and unloading centers and will manage handling and distribution of product on each end of the new trains run.

The trains depart from Wallua, WA after loading the 55 cars at a special warehouse. Two warehouses of 200,000 sq. ft of refrigerated space, load 19 cars at one time. Local company Frontier Rail handles the cars on a loop track for loading and departure. Similar warehouse has been built at Rotterdam, NY on CSX. From there the produce is trucked to destinations. The Union Pacific chipped in \$30 million for the 55 new cars and 4 locomotives for the trains, two operating at one time. Each car holds 4 truck loads of produce and its temperature and humidity controlled as well as GPS tracked and monitored by satellite. The haul time of 124 hours is about the same as truck time, but this eliminates drivers and is more economical for the long-haul. The trains depart every Thursday from Washington, so watch for them in the Illinois/Indiana area around Saturday.

IOWA INTERSTATE - The Iowa Interstate Railroad has filed a petition with the Surface Transportation Board to acquire 26.2 miles of line it now operates as part of its Bureau Jct. to Peoria, Ill. branch line. The line is owned by the Lincoln & Southern Railroad Co., which owns the portion of the line from Henry, Ill., to Peoria and is

owned by B. F. Goodrich - IAIS began leased operation of the line in June 1987. L&S is solely a stock company - it has no employees, equipment, or rolling stock. IAIS has petitioned to acquire all the stock of the L&S. The Iowa Interstate presently moves grain, aggregates, coal, and other commodities over the line. In recent years, IAIS has been rehabilitating its main line to handle 286,000-pound loads, and also wants to upgrade the Peoria line. The present owners of the Lincoln & Southern do not desire to upgrade the line, which is why it is being sold to IAIS. IAIS provides service over the line with a local based out of Bureau Jct., which operates at least five days a week and is nicknamed the "Peoria Rocket." The line was once owned by the Rock Island and was the route of the Chicago-Peoria "Peoria Rocket" streamliner. A remnant of the Rocket remained in service until Dec. 31, 1978.

NORFOLK SOUTHERN - NS plans to number its newly acquired A-B-B-A set of F-units in the 4200 series, the same number series as the Southern Railway's F7s, Trains News Wire has learned. The units will be numbered just above the numbers of Southern's F7s, the last of which were retired in 1973 (a few Southern FP7s remained in service into the 1980s for special service and five have been preserved). The NS units will be numbered as follows:

RPCX1010-NSF9A4270;RPCX1020-NSF9A 4271; RPCX 2010 - NS F7B 4275; RPCX2020-NSF7B4276

The Southern F7A units were numbered 4207-4269, 6114-6120 and 6714-6719. F7B units were numbered 4385-4428, and 6160-6183. The Southern merged with the Norfolk & Western Railway to form Norfolk Southern on June 1, 1982.

Santa Trains so far

CN - December 9

Depart Gibson City at 8:30 AM and arrive at Gilman at 6 PM. Four stops on the way at 1 hour each.

CN - December 10

Arrive Danforth at 8 AM and stop at Kankakee at 4 PM with 3 stops on the way of 1 hour each.

KCS - The Santa train will be on the "wye" at Roodhouse at 4:00 PM.

The NS/Monticello Museum train schedule, if there is one, is not known yet.

Container hauling

An interesting graph I saw recently was plotting of BNSF vs UP, NS vs CSX and CN vs CP in the containers hauled. The graph was by the week for the last 52 weeks. In the case of BNSF vs UP, BNSF was about 10,000 containers ahead of UP a year ago and today is about 16,000 ahead hauling some 75,000 per week. Our recent trip to New Mexico would prove that to be true. The surprise to me was NS vs CSX where NS is always about 2-3000 ahead of CSX. The former Conrail traffic probably accounts for much of that lead but over the long haul NS continues ahead of CSX. In the CN vs CP area CN was slightly ahead of CP a year ago but is now some 3-4000 a week ahead of CP. In the case of each railroad the business continues to grow and will continue to do so. The port of Los Angeles gained 19% from last year, the Port of Long Beach was up .8% and the Port of Vancouver was up 32%. If you go by WalMart you see why this container business is booming.