

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



In addition to Haley Tower, the Wabash Valley Railroader's Museum in Terre Haute, IN has a growing collection of other historic railroad structures. In the foreground is a PRR-era steel building from East Yard in Terre Haute. Immediately behind that is the former depot from the TH&I at Turner, IN. And in the far background is Spring Hill Tower from the south side of Terre Haute. More info at www.haleytower.org. 6-15-03 image by Doug Nipper

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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.

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MEMBER: Association of Illinois Museums and Historical Societies

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

Volume 35

October 2003

October 19, 2003

Danville, IL Next regular monthly chapter meeting at Pizza Inn, 1:00 PM, Gilbert and Williams Street next to CSX.

October - various

Operating Sessions - see article this issue for dates and locations.

October 18 & 19, 2003

Great American Train Show, Indiana State Fair Grounds in Indianapolis, 11 AM, admission \$7 - see note this issue.

November 15, 2003

Annual train show at National Guard Armory, 3614 Maple Ave, Terre Haute, IN - 10AM to 3 PM, admission \$3. Layouts, clinics, contact. Contact Jim at 812 268 6667 for tables.

November 22, 2003

Bloomington, IL - Central Illinois Train Show, Interstate Center on west side of Bloomington, 9-2 PM

December 14, 2003

Annual Chapter Dinner at Pizza Inn, 1:00 PM, program to be announce.

March 27 & 28, 2004

Urbana, IL - Annual Train Show and Swap Session, 10-6 PM, 11-5 PM, Admission Free

Next Meeting

The next meeting will be October 19 at the Pizza Inn. As usual, we will order off the menu and then begin the meeting around 1:45. Program this month will be by Doug Butzow.

As most of you local members know, the September Midwest Farm Show was held only one day out of the three. Rain came along Tuesday night and flooded out the last two days. Several members did staff the museum on Tuesday and Wednesday and we had some visitors on Wednesday. We appreciate all you that took the time off during the week. It was too bad the show was canceled, with around 100,000 the first day it would have been a great boost to the area for the 3 day show.

Note the upcoming GATS train show. Several members will be attending and



check the notice for information

The first operating session was held on the first Saturday in October with the new car cards in place. Check the listing for Bill Sandusky's sessions and your editor is planning some for early next year.

We did not have enough operators for the October session so we cleaned part of the room. Thanks to Bill Sandusky's work on arranging the desk he got us going on cleaning under the layout. The south side was cleaned, stuff put in new plastic boxes picked up by A. Cooke and we thank Bill, Doug N, Allen and Rick for the cleanup day.

CTA approves contractor to rehabilitate Red Line branch

CHICAGO, Ill. - The Chicago Transit Authority Board yesterday approved a \$192.5 million contract to rehabilitate the Red Line's Dan Ryan branch. The project includes renovation and upgrades for more than nine miles of the Red Line, from Cermak-Chinatown to 95th Street. The work includes rehabilitation of online substations, track and signals.

In addition, seven stations along the line will receive upgrades including replacement of escalators, platform canopies, lighting, floor finishes, sidewalks and elevator installation.

"The Dan Ryan branch has not had any major rehabilitation work since it was built over 30 years ago," said CTA President Frank Kruesi. "Throughout the construction process, service will not be interrupted for our customers."

Kiewit/Reyes, AJV (A Joint Venture), was awarded the project as part of a competitive bid process. Kiewit/Reyes is made up of two companies, Kiewit Western Company and Reyes Group, Ltd.

[Trains On-Line 10-9](#)

Ed: URS is the Program Mangers for the CTA \$2 billion project to upgrade various lines in the Chicago area.

Crew's inattentiveness cited in 2002 Metrolink-BNSF accident

WASHINGTON, D.C. - The National Transportation Safety Board (NTSB) determined yesterday that the probable cause of a collision between a Burlington Northern Santa Fe freight train and a Los Angeles Metrolink commuter train in Placentia, Calif., on April 23, 2002, was the freight-train crew's inattentiveness to the signal system and their failure to observe, recognize, and act on the "approach" signal.

Contributing to the accident was the absence of a positive train control system that would have automatically stopped the freight train short of the stop signal. Additionally, if the BNSF conductor had been more actively involved in monitoring the signals, he might not have misidentified an "approach" signal as "clear," the NTSB found.

"This accident, which happened during rush-hour on a commuter route, illustrates how each employee is responsible for safety and how implementation of new technology can save lives," said Ellen G. Engleman, NTSB Chairman.

During an interview conducted following the accident, both the conductor and the engineer said they approached Atwood thinking they were operating on a clear signal and that they were not required to stop or even slow the train. Just before the freight train reached Atwood, both crewmembers realized that the signal at MP 40.71 was showing stop and noticed the Metrolink train on the same track headed toward them.

As a result of the accident, there were two fatalities, 22 serious injuries, and 162 persons taken to the hospital. "The Safety Board has issued recommendations on Positive Train Control since 1969. The technology these systems provide is the best approach to reducing human error collision," Engleman said. "The Board's strong interest in this issue was further

GATS - Indianapolis

October 18 - a group of DJC members will travel to the Great American Train Show in Indianapolis on Saturday morning. We will meet at Cooke's at 8 AM and car pool to Indianapolis. The show opens at 11 AM and we will stop for breakfast on the way. Remember, we will be leaving around 8 AM so be there early to ride. Contact Rick Schroeder ahead of time if you are planning to go.

demonstrated when we placed PTC on our Most Wanted list in 1990."

Among the recommendations the NTSB issued as a result of this accident was for BNSF to revise their signal awareness form procedure to require recording of time, speed, and aspect name for all signals at the time they are encountered, and another to the Association of American Railroads to report to the NTSB the milestones and activities needed for completion of the interoperability standards for positive train control systems and their priorities for completion of this effort. Interoperability is the capacity of a railroad's PTC system to operate safely on other railroads.

The NTSB also reiterated a recommendation to the Federal Railroad Administration to facilitate actions necessary for development and implementation of positive train control systems that include collision avoidance, require implementation of positive train control systems on main line tracks, and establish priority requirements for high-risk corridors such as those where commuter and intercity passenger railroads operate.

[TRAINS On-Line 10-7-03](#)

Operating Sessions

Grafton Davis & Mt. Storm Ry

309 Dale, Rossville, 12:00 PM

Saturday, October 25, 2003

Saturday, November 22, 2003

Saturday, December 27, 2003

Saturday, January 24, 2004

Saturday, February 2, 2004

Chicago, Illinois and Eastern

Depot Railroad Museum, 1:00 PM

Saturday, November 1, 2003

Saturday, December 6, 2003

Saturday, January 3, 2004

Saturday, February 7, 2004

Danville and Western Railroad

Operating schedule starting in January 2004 to be announced.

Milwaukee Route May Get First New Amtrak Trains

Chicago - Amtrak's Milwaukee-to-Chicago route could be one of the first in the nation to run new trains without locomotives, the national passenger railroad's president said Wednesday.

The new vehicles could improve the Hiawatha line's comfort and reliability and possibly lead to more frequent service - while cutting operating costs, said Amtrak President David Gunn and Wisconsin state rail chief Ron Adams.

Gunn said he would like to see hourly service on the Hiawatha, a big jump from today's seven daily round trips. However, Adams said that might not be practical. And obtaining those vehicles depends largely on whether Congress approves Amtrak's \$1.8 billion budget request - something that is far from certain,

Gunn conceded.

Amtrak carried a record 24 million passengers in the fiscal year that ended Sept. 30, railroad spokesman Marc Magliari said. But passenger fares have never covered the railroad's operating costs, leading elected officials to debate Amtrak's future.

Although a majority of senators and representatives have said they support spending the \$1.8 billion that Gunn says Amtrak needs to survive, the House has backed the White House recommendation to slash that figure to \$900 million and a Senate committee has recommended \$1.4 million. Amtrak unions have threatened a one-day strike Oct. 20 over the funding dispute, despite Gunn's objections.

Of the budget request, \$800 million would go toward a \$4 billion, five-year capital plan to upgrade Amtrak's aging trains, tracks and other facilities. The only new vehicles would be 14 self-propelled cars, costing about \$2 million each, Gunn told reporters at Chicago's Union Station.

"This is a logical piece of equipment" for the Hiawatha and similar short-haul lines, Gunn said.

Some European railroads use self-propelled cars, called diesel multiple units, and the Dallas-Fort Worth commuter rail system uses an older version, called rail diesel cars, Gunn said later in an interview aboard Amtrak's Empire Builder on his way to the West Coast. But nobody currently builds such vehicles to U.S. standards, he said.

The diesel multiple units would be part of a strategy of gradually improving Amtrak service, Gunn said.

Adams sees the vehicles as an interim step toward upgrading the Milwaukee-to-Chicago service to high-speed rail, he said. Gunn said his strategy of gradual improvement would fit with the Midwest Regional Rail Initiative, a \$4.1 billion plan for 110-mph service in nine states, including Wisconsin, rather than pushing for the 150-mph service now offered in the Northeast, he said.

Some plans now under debate call for dismantling Amtrak, privatizing it or hand-

ing it over to the states. Those ideas made no sense without a comprehensive vision for how passenger rail fits with road and air travel, Gunn said. For example, European nations invest in trains, rather than airlines or highways, for shorter trips, he said.

"Amtrak's not broken," Gunn said. "What's broken is the inconsistent policy."

One supporter is Wisconsin Transportation Secretary Frank Busalacchi, formerly a skeptic. In a brief interview at Milwaukee's Amtrak station, Busalacchi said he was encouraged by the financial success of Amtrak's Cascades line in the Pacific Northwest and by the Hiawatha's consistent on-time performance.

On the southbound Hiawatha from Milwaukee to Chicago, passengers also voiced strong support for Amtrak. "This is the only way to go to Chicago," said Tina Sanfilippo of Glendale. "It's the easiest. And it would cause a really big inconvenience if it did stop. The freeways to Chicago would be obnoxious."

As for the funding, "I think they should shut down NASA and use that money to build a high-speed railway" across the nation, said Anton Acker, on his way home to Berkeley, Calif., after visiting relatives in Greenfield.

From the Oct. 9, 2003 editions of the Milwaukee Journal Sentinel

From the Editor

Due to work load and other issues this newsletter is shorter than usual. October came too fast for your editor this year and I just ran out of time to get articles and produce my own. For the model railroaders please note the train shows and operating sessions for the museum and members. Hopefully by next month I will be able to get back on schedule. Thanks to Doug Nipper for putting this issue together (Allen is on vacation and hopefully not spending our money). By the way, the new track at Blue Island is in service. Whew!