

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.

OFFICERS FOR 2004 - Our 36th Year

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We are looking west at Cory on the old P&E in February of 2004. Could the landscape here, and at Danville Junction, be changing forever? If the city and CSX can come to an agreement, these two places will cease to exist as crossings at grade. And yet another small section of the P&E will bite the dust. Image by Doug Nipper

Coming Events

October 17, 2004

Danville, IL - We start the regular Chapter monthly meetings at the Pizza Inn, corner of Gilbert and Williams Street, 1:00 PM.

October 16 & 17, 2004

Indianapolis, IN - Great American Train Show, Indiana State Fairgrounds, 11-5 each day.

October 24, 2004

Bloomington, IL - Central Illinois RR Club, train show, Interstate Center on Rte 9, 9-3, \$5.

November 6, 7 & 13, 2004

Monticello, IL - Throttle Time at the museum, reservations required

November 21, 2004

East Peoria, IL - Illinois Valley & River City RR Train Fair, Illinois Central College, Rt 115 & 24, 11-3

November 27 & 28, 2004

Collinsville, IL - Great American Train Show, Gateway Center 11-5 each day.

December 5, 2004

Danville, IL - Annual meeting at the Pizza Inn, program is Alaska Railroad.

April 2 & 3, 2005

Urbana, IL - Annual Train Show at Lincoln Square Mall.

Next Meeting

The next meeting will be held on Sunday, October 17 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. Rick Schroeder will present the program on a recent trip taken by chapter members to Missouri, Arkansas and Oklahoma to follow the Kansas City Southern.

In May we voted to tuckpoint part of the building. Over the summer President Dave Sherrill has been grinding out the mortar on the front of the building. Now that we are closed for the season we need to concentrate on grinding more joints in preparation of tuckpointing. The more we do the more money we will save, or the more we can get tuckpointed. We need to get this done, especially around the front door and bay window and on the back porch area. There are other locations but these are the critical.

The operating session scheduled for the first weekend in October was canceled due to the session not being setup by your editor and 4 of the normal operators not being available. An E-mail was sent out to those on the Internet and some were called to tell them about the cancellation. We plan to have the one in November.

The program at the November meeting will be presented by Doug Butzow. Doug and his wife attended the NRHS convention in Minneapolis this past summer. Note the annual dinner that will be held in December, the program will be Rick's trip to Alaska. Also please note the spring Train Show and Urbana's Lincoln Square Mall. Put it on your calendar if you plan to enter the contest.

What is that smell?

A New York Times article reviewed the first 6 months of operation of New Jersey Transit's new Secaucus Junction rail station, which connects 9 of NJT's 11 commuter rail lines. Reporting that the station cost \$609 million to construct, the article noted that only approximately 5,600 weekday riders use the station, compared with a forecast of 7,500. The article also noted rider complaints of uncomfortable waiting areas, poor station announcements, no parking spaces and a "funky marsh smell" out on the station's platforms.

UP & CSX Ship Fuel

Union Pacific and CSX Transportation recently sent two special relief trains to Florida to provide fuel for emergency operations in the aftermath of the severe hurricanes that have battered the state.

The two dedicated trains – consisting of 20 cars and 24 cars – arrived in Florida at distribution points in Sanford and Tampa on Wednesday, September 15. The first train began its journey on UP rails and connected with CSXT at New Orleans; the second connected at Memphis, Tenn., to avoid Hurricane Ivan's approach.

The trains consisted of 40 cars of diesel fuel, or about 1.1 million gallons, and four cars of gasoline, about 114,000 gallons. The fuel shipments were requested by the Federal Emergency Management Agency and the State of Florida to alleviate shortages created by Hurricane Frances and earlier, Hurricane Charley. The diesel fuel will be used for emergency generators at hospitals and in fire and rescue vehicles. The gasoline will be used in police cars.

"Throughout our history, Union Pacific has stepped up and assisted communities in times of need," said Dick Davidson, Union Pacific chairman and CEO. "We are pleased to be able to provide assistance to FEMA as they help so many in Florida."



Operating Sessions

Grafton, Davis & Mt. Storm Ry.

Saturday, October 23rd, 2004

Saturday, November 27th, 2004

Saturday, December 18th, 2004

Saturday, January 22nd, 2005

12:00 to 3:00+, 309 E. Dale Avenue, Rossville

Chicago, Illinois & Eastern Railroad

Saturday, November 6, 2004

Saturday, December 4, 2004

Saturday, January 8, 2005

1:00 to 3:00+ at the Depot Museum, Rossville

Danville and Western Railroad

2005 dates to be announced.

CSX Corporation Chairman, CEO and President Michael Ward had offered free rail transportation to the State of Florida in the wake of Hurricane Charley, which struck Aug. 13 at Punta Gorda.

“Our company and our employees have certainly felt the full brunt of these storms, and we are proud to help our neighbors in need,” Ward said.

Editor: CSX has suffered greatly with the damage from four hurricanes. The cost of rebuilding is affecting the railroad to the point that some personnel are being laid off to save cash and use that money for restoration throughout the south and east.

Co-star of ‘Polar Express’ movie to steam to Grand Rapids

Pere Marquette 2-8-4 steam locomotive no. 1225, owned by the Steam Railroading Institute (SRI), is expected to operate from its home in Owosso on November 3 to Grand Rapids, Mich., for the November 5 preview of the Warner Brothers animated movie “Polar Express,” according to SRI executive director Dennis Braid. The city was chosen because Chris Van Allsburg, author of the book “Polar Express” which inspired the movie, lives in Grand Rapids. The basic specifications of the movie locomotive were drawn from the 1225. The day’s proceeds from the movie will go to the Michigan Pediatric Hospice in Grand Rapids.

The 1225 and a short train consisting of an auxiliary tender and 5 cars, will be routed on the Tuscola & Saginaw Bay Railway from Owosso south to the Ann Pere Junction near Howell, where it will interchange to CSX for the run west to Grand Rapids. The train will be on display in Grand Rapids until the evening of November 5, when it will back down to the Amtrak station and board movie and hospice dignitaries for the 1-mile trip back to the display area. The 2-8-4 will continue to be displayed until November 7 when it will depart Grand Rapids for the return trip to Owosso. SRI says the movement to and from Owosso is considered a freight train, and no passengers will be boarded. For more information, visit the SRI website at www.mstrp.com.

New York says it wants its Turboliners back

New York State Transportation Commissioner Joseph Boardman accused Amtrak on Wednesday of hijacking three of its high-speed Turboliner passenger trains that are at the center of a legal battle between the state and the passenger car-

rier, according to a story in the Albany Times-Union.

“Somebody stole my trains, and I want them back,” fumed Boardman. “These are our trains. We paid for them; we have title.” Boardman went a step further, suggesting it was time to start looking at other options for providing passenger rail service within New York. He even put in a call to Amtrak CEO David Gunn on Wednesday to vent. “We own these trains. We want them back,” he added. “David Gunn can’t steal them and put them in mothballs.”

Boardman’s railing failed to get a rise out of Amtrak officials on Wednesday. Instead, a spokesman pointed to a letter the railroad sent to the DOT on September 13 assuring that “since these trainsets are not in operation and pending the resolution of our disputes regarding operation of the Turboliner train sets, Amtrak will continue to maintain the safe keeping of the Turboliner trainsets in its possession.”

Amtrak towed the three trains out of the shop at Rensselaer, N.Y., across the Hudson River from Albany, late Tuesday for storage at its facility in Wilmington, Del., setting off the latest skirmish between the state DOT and Amtrak over an ambitious plan that was to shave 20 minutes or more off the trip between Albany-Rensselaer and New York City, putting it close to 2 hours.

The 1970s-era Turboliners, rebuilt as part of a \$185 million high-speed rail agreement, are among the few tangible remnants of the now-foundering program announced with much fanfare by Gov. George Pataki 6 years ago. Track improvements that were supposed to enable the trains to operate at their top cruising speeds of 125 mph have not been made, and only 3 of the 7 Turboliners originally tapped for the project have been completed and delivered to Amtrak.

Amtrak stopped using the Turboliners, even on limited runs, in June because of faulty air-conditioning. Last month, the state DOT filed a federal lawsuit seeking to force Amtrak to deliver on its part of the rail agreement or pay the state \$477 million in damages.

New York taxpayers have paid for much of the rebuilding of the trains, which was performed by Super Steel Schenectady, and the power cars bear the state seal. However, in an unusual twist, the contract called for the state to take ownership of the trains only when Amtrak fully accepted them as satisfactory for regular service. Boardman said he will ask the state attorney general to take legal action to force the Turboliners' return to the region. Meanwhile, Boardman said Amtrak's days of shuttling passengers around the state may be numbered.

"I don't think this is fair treatment," he said. "I think we need to have a whole different intercity passenger rail service in New York state. We're not being served by Amtrak." The commissioner said he is not ready to say precisely who should operate passenger trains within New York, but he said state leaders "from Maryland to Maine" are interested in an alternative to Amtrak. He did not rule out the possibility of New York using the Turboliners as the core of a new state-run fleet.

"We run the Long Island Rail Road, we run Metro North Railroad," he said, pointing to the two big commuter-train operations of New York City's Metropolitan Transportation Authority. "We know how to run railroads. There are other options. ... I think we need something new. I don't know what that something new is, yet."

Via TRAINS On-Line 9/23

BNSF opens another high-speed grain terminal in Illinois

Galva's first unit grain train rolled under the spout and into the history books shortly after 6 a.m. last Wednesday with the opening of a new \$6.5 million high-speed grain terminal served by Burlington Northern Santa Fe, according to a story in the Kewanee Star Courier. Grain is loaded at the rate of 60,000 bushels per hour. The first unit train, with a 106 cars, was loaded in just under 11 hours and was destined for Texas.

The grain elevator, called Lincoln Land Rail, L.L.C., is a partnership among Gate-

way Co-op of Galva, which retains 60 percent ownership; GoldStar FS, which serves Henry and Whiteside counties; Rumbold & Kuhn, Inc., of Wyoming, Ill.; and Woodhull Co-op. The facility is expected to handle from 12 to 15 million bushels of grain per year.

Most trains are expected to be between 100 and 110 cars with corn destined for Texas and soybeans for Mobile, Ala. The unit trains are expected to arrive every three to four days through the end of September. Galva is 20 miles northeast of Galesburg, Ill., on BNSF's Mendota Sub-division, the former Burlington Route main line from Chicago and Aurora, Ill., westward, and the route of Amtrak's California Zephyr and Southwest Chief.

Similar neighboring high-speed grain loadouts have opened recently on BNSF east of Mendota, on the same route, and east of Toluca, Ill., on the former Santa Fe, BNSF's "Transcon" line.

Via TRAINS On-Line 9/22

UP orders new locomotives

Union Pacific announced on October 1 orders for 315 diesel locomotives meeting Tier 2 EPA emissions standards. The units will be EMD SD70ACe's and General Electric GEVO's. The exact split per builder has not been announced. Delivery is anticipated to be in first half 2005.

In addition, the railroad, which has already signed a lease with RailPower Technologies for at least one Green Goat hybrid switcher, is acquiring a prototype "Truck-Engine Switch" (TES) from National Railway Equipment Co. of Dixmoor, Ill., for yard work. The TES will use two diesel engines developed for large, over-the-road trucks. Both the Green Goat and the TES are expected to reduce nitrous oxides (NOx) and particulate matter by 70 to 90 percent.

Via TRAINS On-Line

PennDOT won't chip in for cross-state train

The cost of saving a cross-state Amtrak train set to be eliminated on Nov. 1

is too steep for PennDOT. PennDOT said Thursday it cannot afford the \$2.5 million annual subsidy Amtrak sought to keep the daily Three Rivers train running.

"We, too, are in a tough financial position, and we don't have money in the budget," said PennDOT spokesman Rich Kirkpatrick. "We can't justify spending what Amtrak wanted us to spend."

Amtrak will merge two of the three passenger trains serving Pittsburgh, cutting one cross-state run that has a growing ridership. PennDOT told Amtrak in early September that it wanted to keep the train and began discussing options. Amtrak will merge its Pittsburgh-to-Philadelphia-to-New York Pennsylvanian train with the Chicago-to-Pittsburgh-to-Philadelphia-to-New York Three Rivers train. Then, only one train will serve the

Chicago-Pittsburgh-Philadelphia-New York route. In March, the route will be shortened to a Pittsburgh-Philadelphia-New York run.

"Amtrak is going forward with the plan outlined earlier," said spokeswoman Marcie Golgoski. "If they come up with an alternate plan, we're willing to listen."

The failed talks disappointed passenger groups, including the Keystone Association of Railroad Passengers. "We'd hoped that somehow PennDOT could find the money," said Mark Spada, a Mt. Lebanon resident who is the group's president.

PennDOT intends to continue talking with Amtrak about possible changes to improve the remaining service, Kirkpatrick said. A third train that serves Pittsburgh, the Capital Limited, is not affected. It runs between Chicago and Washington, D.C., and stops in Pittsburgh.

Amtrak's cuts are driven by its decision to no longer ship for the U.S. Postal Service.

About 65 jobs in Pennsylvania will be lost. Ridership on the Pennsylvanian has grown about 10 percent, from 13,191 passengers in June 2003 to 14,528 in June 2004. Three Rivers ridership has increased 5.1 percent, from 13,375 passengers in June 2003 to 14,055 in June 2004.

Wheel Report

The new Argentine Connection opened in Kansas City, KS. The new connection includes a flyover-type junction with 3 levels of rail traffic: the new bridge at top for Burlington Northern Santa Fe east-west traffic, Union Pacific's High Line bridge in the middle and BNSF's Santa Fe Junction at grade where its east-west and north-south lines cross. The connection, which extends approximately 2 miles between the Kansas City Terminal Railway in Kansas City, MO. and BNSF's Argentine Yard in Kansas City, KS., cost approximately \$60 million to construct. It was funded through bonds issued in Missouri and in Wyandotte County, KS., which will be repaid by KCT over a 20-year period.

CSX initiated a "quiet zone" on a 4-mile stretch of its line in Chicago, Illinois and surrounding suburbs. In the zone and as a result of the installation of improved grade crossing protection devices, locomotive horns will not be sounded unless hazardous or emergency conditions occur. The zone, which is ultimately intended to lessen the number of horn blasts heard by residents on or near the line, was sponsored and funded by the State of Illinois and the Illinois Commerce Commission. The crossings are in Blue Island, Evergreen Park and Chicago from 125th Street to 91st Street.

Our firm provides inspection services for CSX during installation. There are approach loops and loops between the tracks that will detect if a car is between the gates and then raise the gate. As usual, the entry gate will go down first followed by the departure gate (direction of travel for cars). There is one complaint, a woman at 104th Street is complaining about the signal bungalow, it is too close to her house and she wanted it moved 15 feet. Plus the

"silver box is detracting to the neighborhood and she doesn't like a tree nearby." We are working with CSX to get the tree removed and a fence around the bungalow. Only in Chicago!

Officials of the New Jersey Museum of Transportation announced the discovery of 2 pre-Civil War steam locomotives submerged off the New Jersey coast. A spokesman for the museum, which has salvage rights, said that the locomotives were both upright in approximately 90 feet of water a few miles east of Asbury Park, NJ. The spokesman added that there were no immediate plans to try to raise the locomotives, which might have slipped off a ship during a storm in the early 1850's.

Union Pacific announced that it would install digital cameras and microphones on its locomotives to record events in sight, such as grade crossing crashes. A UP spokesman said that the devices would be mounted outside the locomotive cab and would be linked to locomotive event recorders. "This will put a visual and sound with the recording," the spokesman said.

CSX underbid the CP for the Ameren coal contract. CSX will now take the 115 car coal trains from Chicago to Sullivan and give them to the INRD. For the past 4 years, the CP has handled these trains. This is about 330 loaded trains a year. It shouldn't affect the number of coal trains passing Haley Tower and hopefully they will still have the variety of UP power in predecessor paint.

KBS's C-420 #315 is still on the property. It's sitting on one of the shop tracks with "VLIX" lettered beneath the cab window. I forgot to add that although it's still in KBS paint, the C-420 has been renumbered. The new number is 1310 which was this unit's L&N number, and VLI is wont to give engines their original numbers. VLIX 312 didn't need to be renumbered since it has carried that number for all of its life. VLIX 1310 sports AEI tags with its new reporting marks, 312 currently does not. Both appear to be ready or at least nearly-ready for shipment.

From *Doug Butzow* - I suspect that the

KB&S C420 was delivered to Lafayette for interchange on 10/1/04. It went south on the Big 4 through Sheldon in the morning and when the train returned in the afternoon there was only light power. Earlier that week I had seen the C420 and 2 RS11s at Iroquois Junction.

Amtrak St. Louis Line update - As of the beginning of September, the PTC infrastructure, signalling and radio codeline were in service from Mazonia (62.7) to just north of Normal (about mile 116). This includes the plants at Mazonia, and both siding ends at Dwight, Odell, Pontiac, and Ballard. For ATCSmon users, these nine control points do transmit normal ATCS-compliant signal indication and track occupancy (and have been mostly decoded), however the actual PTC protocol is somewhat proprietary, which incorporates transmitters at every grade crossing, intermediate signal, electric lock switch, and hot-box detector. What I do not know is how much the PTC is actually being used or tested. Both Amtrak and UP have equipped several locomotives for use on the system. *Via Erik Coleman, Champaign*

Amtrak - Wednesday, 10/6, I was traveling down I-57 on my way back from a meeting in Grand Rapids, MI (new underpass for 48th Street under CSX's former C&O line). As I left Kankakee I was about 3 miles behind the southbound Amtrak. Of course I was not able to catch them, in spite of the fact I was a few miles over the speed limit, but was able to hear each detector go off as the train passed. The first one reported the train at 421 feet and 20 axle's. The next one the train was 432 feet long and still the same number of axle's - guess the speed stretched out the train. Finally at MP 106, south of Paxton, the detector reported the train at 4-9 feet long and 19 axles. Somewhere north of Paxton there is a wheel set and 20 feet of car along the right of way.

Monon Monument

A monument to memorialize the “Lafayette Shops” and the men and women who worked there.

Lafayette, Ind. - From 1895, to 1971, the workers at the “Lafayette Shops” kept the Louisville-to-Chicago Monon Line running efficiently by constructing boxcars, cabooses and passenger cars, and repairing and rebuilding freight cars and locomotives. Many of the Shops’ workers settled in what is today known as the Monon and St. Lawrence-McAllister neighborhoods, located on Lafayette’s north side.

The City of Lafayette and the Monon Neighborhood Association invite the community to attend the Saturday, Oct. 9 dedication of the long-awaited Monon Monument, erected as a memorial to the Shops and the workers.

The monument was paid for by the U.S. Department of Housing and Urban Development (through the use of Community Development Block Grant funds), the City of Lafayette and Purdue University. Speakers at the event include Lafayette Mayor Tony Roswarski, City Councilman Perry Brown and Monon Neighborhood Association president Thomas Pierce, Sr. and vice president Paul Hensley.

The public is invited to a reception at the McAllister Recreation Center, 2351 North 20th Street, immediately following the ribbon cutting ceremony.

NS freight train derails in Illinois

A Norfolk Southern freight train bound from Granite City to Decatur, Ill., derailed 20 of its 68 freight cars near Stonington, Illinois at around 4 p.m. Sunday, including four tank cars containing the hazardous material hydrochloric acid, according to an Associated Press story published in the Quad City Times of Davenport, Iowa. There were no reported injuries and the

tank cars did not rupture. Hydrochloric acid has a variety of industrial uses but is corrosive to the skin, eyes, and mucous membranes, according to the Environmental Protection Agency. NS’s ex-Wabash Decatur-St. Louis line was reopened by 3:30 a.m. Monday 10/4

241 claims for Eunice settlement rejected

Attorneys overseeing the \$65 million settlement of a class-action lawsuit over the May 2000 Union Pacific derailment in Eunice, La., have tossed out 241 requests for a share of the pot and are eyeing more questionable claims, according to a story in the *Lafayette Daily Advertiser*. The 241 claims were rejected after hearings in which 451 people — mostly out-of-towners — were grilled on whether they were actually in Eunice at the time of the derailment.

“If they said they were at Wal-Mart at 7 at night, well, they couldn’t have been,” said Eunice attorney Terry Hoychick, adding that Wal-Mart locked its doors at 2 p.m. after an evacuation of the city was ordered when rail cars carrying hazardous chemicals derailed. Roughly 12,200 people have submitted claims for money in the settlement, which Union Pacific agreed to earlier this year.

Of the 451 people summoned to answer questions last month about their claim for a part of the settlement, 79 were rejected because of inconsistencies and 162 were rejected because they failed to show up to court, Hoychick said Friday. He said 197 claims were allowed to stand and 13 have been rescheduled for a later hearing. Kenneth Dejean, a Lafayette attorney who was appointed to help manage the payout, said the number of rejections — more than half of the questionable claims picked out for scrutiny — has prompted considerations for a second round of hearings. “It’s the general feeling that additional claims need to be removed,” Dejean said. “We had no expectations, because I think this is the first time this has been done here, but I think it was a fairly high number.” He said a decision on whether additional hearings should be held will be

made this month.

Assuming the maximum allowable attorneys fees of 40 percent, each plaintiff could receive roughly \$3,000. The amount paid to each person will be determined through a review process. Rejected claims can be appealed.

Via TRAINS On-Line

Construction Projects

CSX

Rushville, Indiana siding is in service as of September 15. This is a 10,000-foot siding located between Indianapolis and the north side of Cincinnati. CSX plans to run about 3 trains each way per day and the siding, located near the middle of the run, will allow flexibility they have not had in the past due to short sidings.

We have started survey for design of two CSX track projects. At this point the railroad is working toward right of way purchase and thus I can’t release information on location. Once the public and local officials are aware of plans I can tell you more about the project. Both locations are due to increase in business this year and in 2005 and are capacity improvement projects.

At the same time in the Danville area we have designed the replacement for the Winter Avenue bridge. In order to build the bridge we want to remove one of the tracks from service for some 20 days. Of course CSX has said no but has suggested a track program they want to do with the P&E track east of Bowman Avenue. We are setting up a meeting with the city, railroad and us to discuss this possible project that would benefit the railroad as well as the city and would include some crossing removal on the former P&E.

Editor: This issue of the Flyer is shorter than usual - I just ran out of time to get more articles. I could really use some to print (hint-hint)