

DANVILLE FLYER

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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/>



The second eastbound of the New Mexico trip is shot by Bruce Bird climbing upgrade at Abo Arroyo. You don't find this scenery in Illinois.

Coming Events

October 15, 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.

October 14 & 15, 2006

Indianapolis, IN - Great Train Expo, Indiana State Fairgrounds, 1202 E. 38th Street, 10-4, \$7 admission.

October 28 & 29, 2006

Bloomington, IL Central Illinois Great Train Show, Interstate Center, West Market St (Rt. 9) Admission \$5, 9-3 each day.

December 3, 2006

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

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, October 15, 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 this meeting we need to set some dates for sorting and boxing the records. We hope to move them prior to December if possible. A good day to make the move would be the day after Thanksgiving if the Vermilion County Museum is open. Our first operating session will be in November and we would like to get some of the records boxed or moved prior to that time.

Note the operating sessions at the museum. This year Bob is setting up two types of sessions so please note the description in this issue. Next month will be election of officers for 2007 and the present officers would like to see some new blood in the group. If you would like to serve contact President Dave and let him know..

Operating Sessions

Rossville Sessions (see note) - beginning at 1:00 PM on Saturday's

November 4, 2006 Operators
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.

Continued on Page 2



Operating Sessions - continued from page 1

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 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

New Mexico Trip

In late September Bruce Bird, Steve Hankel, Walt Baselt and I left on Amtrak's *Southwest Chief* for Albuquerque, New Mexico for four days of following the BNSF's mainline from California to Chicago and Texas. We boarded the train at Galesburg, some 45 minutes late. Walt had a car rental setup and already we were concerned of arriving after the scheduled time of 4:05, as the Enterprise desk was open only until 6 PM.

However, we soon found out that the schedule was padded and we arrived Kansas City ahead of time and from that point on we were on time or early into stations, arriving at our destination slightly ahead of schedule.

Then the fun began as the rental person thought we were picking the car up and after Walt's persistence had someone come to pick us up. Two guys arrived in a small car to pick up 4 guys (he had told them there were 4 and luggage) with piles of gear. They were to have a 4-wheel drive and that became the second problem. These two left and about 30 minutes later a young guy arrived with a 4-wheel drive vehicle from one of the local hotels. From there it got better and they were very helpful and apologized telling us we did not have to fill the tank upon return.

Once loaded we headed south to Belen area. We got the motel room, unloaded and headed west to the valley west of

town. There we caught two westbound trains just before darkness set in. We headed back along old Route 66, loaded up at Wal-Mart, had our quick dinner and ice cream and got to the motel to get ready for the next day.

On Tuesday we headed east to Abo Canyon area and worked our way east to Vaughn. Along the way we spent time at various locations. Our first great shot was a westbound descending near Sholl Siding on #2 track with another westbound Z train catching up with him on #1 track. The first 30 miles is very scenic and we found several locations. At MP 815 we got shots of several trains along with the Mainline Rock and Ballast SW #1100 that brings ballast cars from a quarry to the BNSF mainline. In all we shot about 30 trains and watched another 10 or so. Abo Canyon is still single track as is the Vaughn area and thus trains get staged to work their way through, making it easy to setup for a fleet.

On Wednesday we left Belen and headed west to Gallup. This section is more scenic than the line east and Route 66 and I-40 follow the track most of the way. We photographed some 35 trains this day and saw probably 10 more. There are so many great places to setup it was difficult sometime deciding on a location. We tried to spend 30-45 minutes at each spot and if nothing showed we headed west. As usual in the railfan world as soon as you pick up and hit the road the train comes. The area west of Belen is Native American reservations and one of the locations forbids

photography. There were some great locations here but we decided best to skip the area and fortunately it was a small area.

We made it to Gallup that evening and photographed until dark. The following morning we headed west to two locations we had found the night before. At a great overpass location we shot 9 trains in a span of less than 2 hours. We headed back toward Belen finding locations that were different than on the trip out and also had the sun in a different angle. Again, about 30 trains were shot on the way back and we stayed out until the sun went down.

We stayed in Belen again Thursday night and loaded up in the morning for our return train trip. At daybreak we headed West on Old 66 and setup to get some morning shots. Then went to Dalies, the passenger connection from Albuquerque and top of the hill from Belen. There we got 8 trains in a span of 2 hours to complete our trip.

We had checked Amtrak and it was running some 40 minutes late. We decided best to get the car back early and got to the station about 1-½ hours before train time. We did catch the new RailRunner train for the Albuquerque area, a fantastic paint job on the locomotives and cars, while we waited for Amtrak as it arrived some 20 minutes early.

The trip back was on time or early at every station. Going out the train was probably 70% full but coming back it was full most of the time. For the most part the track was good; some track in Iowa was very rough due to heavy coal traffic on the line. In Kansas there is little interference on the Raton Pass line and thus the train makes good time. We did pass 3 eastbound trains on our westbound trip and 1 westbound freight on our eastbound trip. We were most impressed with the way BNSF handled Amtrak.

We had a great time, beautiful weather with only 1 cloudy day, beautiful scenery and lots of trains. I recommend the trip.

Rick

Wheel Report

For the week ending Sept. 24, BNSF Railway Co.'s average daily train loadings in the Powder River Basin (PRB) climbed to 48.7 compared with 47.4 during the same 2005 period — the 28th consecutive week average daily coal loadings bested last year's totals. Year-to-date through Sept. 24, BNSF loaded an average of 49.3 trains daily in the PRB, a 10.3 percent increase compared with the same 2005 period. Systemwide through Sept. 24, the railroad loaded a total of 207.8 million tons of coal, up 10.7 percent compared with similar 2005 data. A week earlier, BNSF surpassed 200 million tons for the first time before October. During the past two years, the Class I reached the mark on Oct. 16, 2004, and Oct. 12, 2005.

A new survey of rail shippers judged Canadian National first on a basis of dependability, ease of doing business, and value for money, followed by Norfolk Southern, CSX, BNSF, Canadian Pacific Railway, and Union Pacific. The survey queried on a 1 to 5 scale and it was reported that none of these railroads were able to amass a cumulative score greater than 3.65. The survey also found that shippers expected to pay 9.7 percent more for rail transportation in 2006 than in 2005. The survey was conducted by the Wall Street investment firm UBS.

Officials of the federal government and Norfolk Southern announced that they had reached agreement on funding improved tunnel clearances as part of the Heartland Corridor project. The officials said that the federal government will pay \$95 million, earmarked from SAFETEA-LU appropriations, and Norfolk Southern will pay the remaining \$55 million. The project will raise clearances in 28 tunnels between Ohio and the Port of Hampton Roads, Virginia to allow routing of double-stack intermodal trains.

Union Pacific announced that it was withdrawing its application to acquire BNSF's line between Rockview, MO and Sikeston, MO. UP had wanted to acquire the line, for which it would have swapped to BNSF a stretch of UP track in Colorado, so that it could implement direction running. A UP spokesman said that it was withdrawing its application due to local opposition to the plan, adding that "the company needed to increase its freight capacity in the area now and the review process was taking too long."

Watco Companies announced that it would not now purchase the Minnesota, Dakota & Western Railroad from Boise Cascade. Boise Cascade issued a statement that the conditions for sale "...were not met within the timeframe specified..." but the Duluth News Tribune reported that a complicating factor may have been inclusion in the sale of the international bridge between International Falls, MN and Fort Frances, ON, Canada that is partially owned by MD&W. The MD&W serves paper mills in International Falls and connects with the Canadian National in Rainer, MN.

Beginning Oct. 30, the state of Illinois will more than double state-funded Amtrak service to the southern portion of the Land of Lincoln. Daily train service between Chicago and Carbondale will increase from two round trips to three — two of which are state sponsored — when the Illinois Department of Transportation (IDOT) launches a new "Saluki" train. The northbound will stop in Champaign at 10:14 AM and the southbound will depart at 11:25 AM.

IDOT and Amtrak also will increase daily service between Chicago and St. Louis from three round trips to five, three of which are state sponsored, and increase service between Chicago and Quincy from one round trip to two, both of which will be state funded. In fiscal-year 2006, all state-funded Amtrak routes posted record ridership. In spring, Illinois increased Amtrak funding from \$12.1 million to \$24 million

Amtrak and On-Time performance

During our recent trip to Albuquerque I noted in the trip article that we were almost always on time or early for station stops. This occurred both ways from and to Galesburg. Also, during our trip west to Gallup and back to Belen we caught the #3 and #4 almost on time on the route. BNSF was doing Amtrak right and they get rewarded for that fact.

As we neared Galesburg we took the Cameron connection from the former ATSF line to the former BN line to reach the connection to the station. Walt and I had remained in our seats while Bruce and Steve had gone below to detrain with the collection we had for the trip. As we rounded the curve I could see a west-bound freight sitting on the BN line and assumed it was waiting for us to clear so they could take the connection. As we passed the train we noted several trucks around the motive power and personnel on the front of the engine. We had crossed over to the south track and the connection was blocked, apparently by a dead freight.

We continued east on the BN line and entered the south end of the yard at 10 mph. The crew came on the PA system and announced we were taking a tour through the yard due to a freight train and they were following a yard move. We stopped several times and then proceeded north on the east side of the engine terminal and the west side of the hump yard. If you were a "rare mileage freak" you were in heaven. We went by the motive power slow and this gave Walt time to finish off a roll of film on some rare units we do not see often. We finally arrived at the station only a few minutes late. Upon our arrival we were told that there would be a lot of passengers getting on as the "California Zephyr" was very late (UP train west of Denver) and Chicago passengers would get on #4.

While we were going through the yard Bruce and Steve were talking to car attendant waiting at the door. The discussion led to the "on time performance" of the

train and she said BNSF did a great job of always keeping them on time. She worked out of LA and said the “other railroad was terrible, you know, the one with yellow engines.” They said UP and she said yes and when we passed a UP unit in the yard she said “that is the one!”

In July 97% of the long distance trains arrived late, 84% were 2 hours late and 74% were over 3 hours late with 66% over 4 hours late. In that month 90% of the late trains were on the UP due to slow orders and dispatching issues. CSX is the next worse record for handling Amtrak and both railroads are far below the standards set by BNSF, NS and CN. We were impressed with the BNSF interest in moving Amtrak on their route and I am sure the dollars coming from Amtrak are welcomed by BNSF.

Rick

Tourist railroad, citizens work for smoke compromise

DURANGO - Efforts to find a compromise between the Durango & Silverton Narrow Gauge Railroad and the Durango, Colo., community over coal smoke are continuing.

On Oct. 19, a Train Smoke Mitigation Task Force will hold a public meeting in the Fort Lewis College Student Memorial Lounge to present the results of the recent feasibility study.

John Rimmasch, chief executive officer of Wasatch Railroad Contractors, will present the findings and recommendations of the study to the public at 6:30 p.m. Colorado’s Air Quality Control Commission will attend the presentation and participate in discussion. A public question and comment session will also take place.

The feasibility study examined options for expanding the railroad’s existing smoke stack scrubber system, the feasibility to build a new separate, external smoke stack scrubber system, and alternative technologies which may be used by the new external system. The study also included

the feasibility of using alternative fuels such as wood pellets and natural gas overnight, during startup, and heating water prior to use in locomotive boilers.

Via Trains On-Line

F Unit Era Over

HOYT LAKES, Minn. - Since 1957, F9s have been powering taconite trains over a 72-mile private railroad from the Hoyt Lakes taconite plant of the Erie Mining Company and successor LTV Steel Mining Company to Taconite Harbor, on Lake Superior’s North Shore. Even after the plant was shuttered in 2001, the F9s would occasionally be brought out of storage to haul stockpiled or reclaimed ore over the railroad.

Now it appears the F-unit era is finally over. The remaining F9s are officially up for sale. Cliffs Erie, LLC, which bought the plant and related properties from bankrupt LTV Steel in 2001, has told its locomotive broker that the company would like the units off the property by Dec. 1, 2006 if possible.

Erie’s F9 fleet originally included 11 units, five As and six Bs built by EMD for Erie Mining in 1956. The fleet remained intact until 1997, when a runaway derailment at Taconite Harbor destroyed two As and two Bs. The units for sale are two F9A units, 4210 and 4214 and three F9B units, 4223, 4224, and 4225. All are operable to some degree or another. Also on the property are two units that are now owned by the Lake Superior Railroad Museum in Duluth, F9A 4211 and F9B 4222. The 4222 was donated to the museum in exchange for allowing the use of museum-owned 4211 in autumn 2004 when reclaimed ore was hauled to Taconite Harbor. Other than the F9s all other locomotives from Erie’s 42-unit diesel fleet,



which included such rarities as Baldwin switchers and Alco RS11s, have already been sold.

The last F-unit run was made on June 5-6, 2006, when an A-B set and a leased ex-Erie RS11 made a round trip from Hoyt Lakes to Taconite Harbor to pick up eight mill shells being sold to a company in India. - Thanks to Doug Buell.

Via TRAINS On-Line

Janklow backs out of DM&E fight

SIOUX FALLS, S.D. - Former South Dakota Gov. and Congressman Bill Janklow has severed ties to the Mayo Clinic, which is leading the opposition to the Dakota, Minnesota & Eastern’s plans to expand into Wyoming. Janklow began working as a consultant to the Mayo Clinic in April but quietly ended the relationship in July, the Sioux Falls Argus-Leader reported. Janklow and former U.S. Sen. Tom Daschle, who also joined Mayo as a consultant, were criticized when the Mayo Clinic hired them since the project is widely viewed as economically good for South Dakota.

When he took the job in April, Janklow told officials in Rochester, Minn., that he wasn’t going to work to kill the project, though he was angry with funding issues. “America needs a diverse source of coal, more efficient access to energy resources. I love what this will do for South Dakota, Minnesota, and Wyoming. It is a win-win all the way,” Janklow told the Argus-Leader when he took the Mayo job. “But I’ve got 20 years in elective office, and I have never seen anything like this. I accepted this (job) because I feel the project is immoral. You don’t have to run over little people to do it.” As a consultant, Janklow researched, studied, and advised in an effort to make a case for the Clinic’s concerns.

Janklow’s role with Mayo Clinic reopened old political wounds, putting him at odds again with Kevin Schieffer, DM&E’s president and chief executive officer, the Argus-Leader said. In the 1980s and 1990s, then-Gov. Janklow clashed occasionally with Schieffer when he worked for then-Sen.

Larry Pressler.

Janklow was forced to resign his seat in Congress following a car accident in 2003 that killed a Minnesota man. He was convicted of second-degree manslaughter and was sentenced to 100 days in jail.

In other DM&E news, on Oct. 3, several leaders of South Dakota and Minnesota's farm and business communities urged a federal transportation official to approve a \$2.3 billion loan for the planned \$6 billion upgrade project. They were participating in a public forum in Huron, S.D., hosted by South Dakota's congressional delegation and U.S. Department of Transportation Undersecretary Jeff Shane. Shane attended the forum at the invitation of the delegation to learn more about the DM&E project's effect on the local and regional economy.

Via Trains On-Line

Right and below: Two images of NX Tower on the NYC line north of Danville (ex-Chicago, Indiana & Southern). This location was also known as Sloan, where a passing siding was located in later years. But in better times, this territory was double-track and NX handled a "universal" crossover. It was also a water stop, evidenced by the large wooden tank and water crane.

