

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 \$20.00 for Chapter membership in addition to \$36.00 for NRHS membership. Rossville Depot Museum membership is \$20 per year. Meetings are held on the third (3rd) Sunday of each month (except June July, August and December) at the Jocko's Depot Resturant, 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 2011 - Our 43rd Year

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SECRETARY: Doug Nipper

TREASURER: Allen Cooke

NATIONAL DIRECTOR: Rick Schroeder

PROGRAM CHAIRMAN: Al McCoy

MUSEUM DIRECTOR: Robert Gallippi

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



NS Train I56 with 2669 in the lead approaching downtown Catlin, IL 10-5-2011 - Rick Schroeder photo

Coming Events

October 16, 2011

Danville, IL - Monthly meeting at Jocko's Pizza Depot, Williams and Gilbert Street, starting at 1:00 PM.

October 16., 2011

Cisco, IL - Cisco Junction Model Railroad Group Train and Circus Show. The Cisco Center, 325 N. Eldon Street. 9-4.

November 5, 2011

Rossville - Second Operating Session at the museum - 12:30 to 4:30 PM

November 26-27, 2011

Collinsville, IL - Great Train Expo at Gateway Center, 10-4 both days - \$7.

December 3, 2011

Rossville - Third Operating Session at the museum - 12:30 to 4:30 PM

December 17-18, 2011

Indianapolis, IN - Great Train Expo at Indiana State Fairgrounds, 10-4 both days - \$7

January 7-8, 2012

Indianapolis, IN - World's Greatest Hobby on Tour, sponsored by 9 manufacturers, 300 booths, demos, new products - Indiana State Fairgrounds 10-6 on Sat, 10-5 on Sun, \$10

Next Meeting

The October meeting will be held Sunday, October 16 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

At the last meeting we discussed tree removal on the north side of the depot at Rossville. We have obtained a couple of quotes and should get two of the trees removed soon. The walnut tree will remain. In addition we understand that the trees around the parking lot area were trimmed by the electric company. All of these trees were planted years ago by member Stan Chausse and have grown to be some 40 feet tall in the years since. In addition we got some quotes for repairs to the northwest corner of the building and that should be completed prior to cold weather.

Note that this year the listing for Operating Sessions is listed in the events column.

Check out the last scheduled steam trips on the Monticello Railway Museum schedule. If you have not seen the ex-Southern 401 running to date you must make the trip over to see her. Speaking of Monticello, we have discussed the movement of the motor cars to Monticello with Matt Weaver, who many of you know from operating sessions, and he is thrilled to become the custodian of the cars plus will join the museum. They, like the Wabash caboose, will find a good home at Monticello.

The program will be announced by Al at the meeting.

Meeting Minutes – September 18, 2011

PIZZA INN

Meeting opened at 1:45 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved. Treasurer's report read and approved: CD has a balance of \$3488.30, and checking is at \$1209.72 for total assets of \$4698.02

OLD BUSINESS

Fall trip possibility was again brought up. Date of October 15th for another Amtrak trip to Centralia was set. Dick will make up a circular, but because of newsletter timing it will only go to the "electronic subscribers". For a spring trip in 2012, Rick Schroeder mentioned that the Northwestern Illinois Chapter is doing trips to the Museum of Science and Industry in Chicago. Admission to that facility is \$12, so not a terrible cost for a layover.

NEW BUSINESS

Al McCoy brought up selling books at Stout's Auction in Williamsport. Rick is also selling things on Ebay for the Chapter, and although it takes more time, the results are better for the seller (us). Can't hardly give away magazines, especially now that many publishers are putting entire back issue collection on a searchable DVD... Depot: Because of dry weather, the foundation in the northwest corner of the building has settled. Doug Butzow discovered this. Motion by Rick, second by Jess Bennett to have Allen contact the masons who did the work on the back porch columns and have them tuckpoint. Motion approved... Also at the depot, two locust trees just north of the structure have gotten too high and are rubbing the train order signal and dropping stuff on the roof. Al M. moved to get estimates, which Jess will do, to have them removed. Work will have to be done under our "supervision" due to the proximity of the railroad... Chapter owned motorcars in Bob Gallippi's grain bin aren't doing anything for anyone, and Matt Weaver, who operates on the model railroad at

Monticello Railway Museum

2011 Steam Schedule

Southern 401 will make its last run noted below. The special rates for riding behind 401 are Adult \$12, Senior \$11 and Child \$9. Use of membership pass does not apply to this special move.

*October 15-16 - last
season run*



Rossville, has requested to take them to Monticello for possible restoration. Doug Nipper moved to transfer custody of the cars to Matt and MRM, with the stipulation that Matt becomes a Chapter member. Motion approved... Al Hintz inquired as to the need for steam locomotives on the layout at Rossville. He has some that are DCC compatible, and made an open-ended offer to let them be used.

Meeting adjourned at 2:20 P.M. Program was a presentation by Rick Schroeder that his company produced about restoring and protecting bridge piers on the ex-PRR (now CSX) mainline down towards St Louis.

RB&BB Circus Train Schedule - Red Train

St. Louis, Missouri - October 13, 2011 -
October 16, 2011

Cleveland, Ohio - October 19, 2011 - October
23, 2011

Toledo, Ohio - October 27, 2011 - October
30, 2011

Rosemont, Illinois - November 03, 2011 -
November 13, 2011

Chicago, Illinois - November 16, 2011 -
November 27, 2011

Indianapolis, Indiana - December 01, 2011
- December 04, 2011

BNSF Friends Web Site

BNSF Railway announced Tuesday that it has launched a website—"Friends of BNSF"—that will provide exclusive content to advocates interested in BNSF or freight rail transportation. The URL is <https://www.friendsofbnsf.com/>.

"Friends of BNSF will allow us to keep the community informed about issues that are important to freight rail transportation and its role in the U.S. economy," said John Ambler, BNSF vice president, Corporate Relations. "Railfans, freight rail advocates, members of communities in which BNSF operates, and of course our employees and retirees are all welcome at Friends of BNSF."

He said those who join the website be able to view "special news articles and videos, explore a one-of-a-kind resource library packed with company information, and download exclusive wallpaper, ringtones, and a screensaver."

Membership is free, but visitors are required to provide an e-mail address.

Earlier this week, BNSF noted Military Times EDGE magazine had named the railroad as the No. 1 "Best Employer for Veterans" in the United States.

[Via Railway Age 9-15](#)

UP to double track eastern Nebraska segment

Over the next several years, Union Pacific Railroad plans to spend about \$300 million to upgrade a central corridor between Fremont, Neb., and Missouri Valley, Iowa.

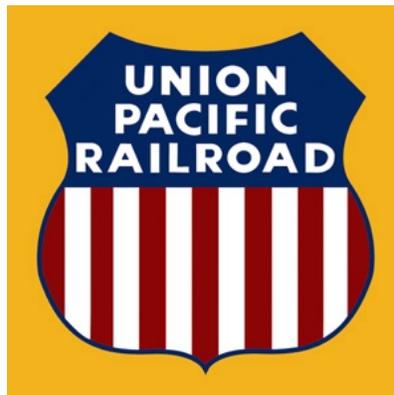
Earlier this year, the Class I began building three miles of a second mainline and a three-mile passing track west of Missouri Valley. The projects — which are scheduled to be completed by mid-2012 — are part of an effort to construct 29 miles of second mainline track between Fremont and Missouri Valley.

UP trains traveling from the West Coast to Chicago use the central corridor. When eastbound trains arrive in Fremont, they then use a route through Blair, Neb., to Missouri Valley to continue east to Chicago or a route through Omaha, Neb., to Missouri Valley to continue heading east.

The Blair route is 25 miles shorter than the Omaha route. However, the Blair route is a single-track line and train capacity is limited between Missouri Valley and Fremont, UP officials said in a prepared statement. When the double-track project is completed, each train that operates over the shorter Blair route will save two to four hours in transit time, UP officials estimate.

The project "will help us operate more efficiently, increase train velocity and support our ability to add capacity as our customers' freight transportation needs grow," said Randy Blackburn, UP's regional vice president-north, in a prepared statement.

[Progressive Railroading 9-21-11](#)



Amtrak caps off this season's Chicago-to- St. Louis trackwork

Recent efforts to upgrade Union Pacific Railroad's track used by Amtrak for its Chicago-to-St. Louis "Lincoln Service" have reached the completion stage for this work season, Amtrak officials said in a prepared statement.

Now, all five round trips on the corridor will be conducted by train; Amtrak previously relied on scheduled detours or chartered buses to handle traffic during the project.

New EMD Power on Display at Minneapolis

Among an array of locomotives and other equipment shown at the outdoor exhibition at Railway Interchange 2011 in Minneapolis last week was EMD's new Tier 3 compliant SD70ACe.

The 4,300-horsepower unit, numbered 2012, is equipped with the company's 16-710 engine and has a top speed of 70 mph. EMD says it provides advanced diagnostics and predictive health capabilities and boasts a 184-day maintenance interval. An optional high-adhesion package is also available. A CAT-repowered locomotive was also exhibited by the Progress Rail company.

Likewise notable among the displays was the entry of National Railway Equipment Co.

into the high-horsepower market. The Mt. Vernon, Ill.-based company showed a prototype of its twin-engine, 3,600-horsepower N-ViroMotive, built on the frame of an SD40-2, which was the best-selling model in EMD history. NREC said its rebuilt model provides substantial fuel savings over the SD40-2's original 16-645E3 engine. The company had a low-emissions switcher on exhibit as well.



NS Exhibit Car ready to roll

Norfolk Southern announced Wednesday (9-21) that its upgraded Exhibit Car was ready to roll out of the Juniata Shops this week, "newly equipped with enhanced displays showcasing the railroad's transportation network."

A restored 1926 Pullman passenger car that was converted to a mobile museum in 1971, the car has 40 years of service as a rolling exhibit. It has been visited by an estimated 1.5 million people.

The car interrupted its tour schedule this summer for installation of high-definition monitors, digital players, a new audio system, and other upgrades. New backlit panels illustrate the variety of freight commodities Norfolk Southern moves across its 22-state network. A diorama brings added realism to a continuously running model train showing the types of railcars in the Norfolk Southern fleet for serving the diverse needs of the American economy.

Via Railway Age

The trackwork is part of the corridor improvement plan for which the Federal Railroad Administration (FRA) selected Illinois to receive \$1.1 billion in high-speed rail funding to establish 110 mph service by 2014.

The state has provided more than \$42 million in capital funding for the project. In addition, Illinois was selected earlier this year to receive \$186.3 million in additional FRA funds to further upgrade the route and provide high-speed service between Dwight and Joliet.

Editor: Our company continues to work on the revisions to some 200+ grade crossings on this line and construction will begin late this year and into 2012. Crossings may receive some or all of the following: new alignment, profile, barrier medians and quadgates. Once all of the improvements, along with the signal changes, are complete the speed will be increased from 79-mph to 110-mph.



CSX, Tampa port and Kinder Morgan team up on ethanol unit train project

Yesterday, CSX Corp, the Tampa Port Authority (TPA) and Kinder Morgan Energy Partners L.P. announced they are pursuing a public-private partnership project designed to transport ethanol into the Tampa, Fla., market more efficiently and safely via a unit train-to-pipeline distribution system.

Under the partnership, the TPA will build track and rail support infrastructure to handle 100-car unit trains and a multi-product unit train offloading yard at Hooker's Point in the Port of Tampa. The new rail facilities will enable CSX to transport ethanol from Midwest producers to central Florida in unit trains, which then would be offloaded within 24 hours at Kinder Morgan's Tampa terminal for distribution to numerous blend terminals and new markets via pipeline, the parties said in a joint statement.

The rail project also will enable the TPA to move containers and other general cargoes directly from dock to rail at a new on-dock

unit train facility.

“This first-of-its-kind intermodal project represents an all around win-win for the Port of Tampa, terminal operators, the consuming public and the environment,” said Richard Wainio, the port’s director and chief executive officer.

The rail facilities are expected to be operational by September 2012. CSX and the TPA will provide more than \$10.9 million for the project.

“CSX and its subsidiary TRANSFLO are pleased to participate in this efficient solution to delivering ethanol to the central Florida market,” said Jon Haselwood, president of TRANSFLO terminal services, adding that the joint venture will enhance future growth opportunities for CSX and the port.

Plans Proposed For Interlocker Tower And Motorcar Shed

During the last board of directors meeting, two new building projects were presented to the board and approved; a motorcar building and Stair interlocking tower. A huge thank you to Mr. Stan Rankin and Mr. Doug Nipper for their absolutely wonderful generosity towards the museum! Through their donations, these two building projects on the museum master plan will be completed. Stan has donated funds to allow construction of a large, reproduction motorcar building that will be built by local contractor. This building will be built on the west side of the exhibit lead with doors facing the east. Doors will be custom built of wood. When complete, this building will feature 4-bays with two cars per bay and house up to eight motor cars and feature a track display, work bench, and section, signal, and B&B gang supplies com-



plete with several restored motor cars and various track tools. This will not only be an exhibit building, but also a functional building to house our wonderful collection of motor cars, the pump car and velocipede. Construction is scheduled to begin the first of September and building completed by Ghost Train.

Doug Nipper’s donation will go towards the newly constructed Stair tower, named in memory of longtime member Richard Stair and built to represent an Illinois Central wood interlocking tower. The first floor will house a signal maintainers’ office and electric interlocking machine. The second floor will have operators’ desk and mechanical interlocking levers from the former Gibson City tower complete with period furnishings. The tower site will be in the vicinity of the motorcar building and enhance the exhibit track area north of the train shed. A 90degree crossing diamond with a diorama railroad will allow numerous interactive signal displays to be installed. Concurrent with all these developments, the existing material storage area will be moved to the new material storage located east of the machine shop. The tower site and foundation work should start in 2012. The new complex will be very similar to a railroad junction and tied together by new concrete sidewalks that will also be completed in 2012.

Via MRM The Second Section Vol 14, No. 4

Editor: I first met Dick Stair back in the late 60's when visiting Champaign area. Every railfan and every IC railroader knew Dick by his voice and his dry humor. Dick held first trick at Champaign Tower as long as I knew him. Doug's gift to the Monticello Railway Museum is an outstanding move on his part. I have known Doug since he was a young high school kid who started visting Bob Barker at Danville Junction. His love has always been towers and signaling and he got his wish on my model railroad installing a signal system that works. Dick Stair would be proud to see a tower erected at MRM and honored with his name. Thanks Doug, from all the tower lovers of the world. Rick S.

Scanning Documents

In 1967 the Missouri Pacific planned to haul records of the Chicago and Eastern Illinois Railroad to the dump. Thanks to deceased member Bob Block we were able to save nearly a ton of material that was moved first to his and my garage, then to Catlin, next to Rossville and finally most of the documents are now in the Vermilion County Museum archives. Part of the records that were removed and saved were Valuation Maps from 1915.

When the government took over the railroads during the World War I the railroads did an inventory of everything on the railroad and maps of their property were made. Each railroad was a little different. Some had minimal information, some showed adjacent property and some details of structures but the C&EI was the railroad that produced very detailed maps down to every detail on the railroad (storm sewers, buildings, etc) and even showed portions of the towns the went through. The top part of each map shows which railroad bought the property, who from and when. Every town and mine had a detailed map either on the large map or a separate map. In the 1915 the C&EI was the biggest the system every was. After the bankruptcy in 1923 the Indiana portion was sold off.



These maps have been stored at Rossville since 1976. A few years back the C&EIHS received a monetary gift from a deceased member and the Board of the society has decided to use some of those funds to preserve equipment drawings that are on file at their museum in Watseka. During the last few months these drawings have been scanned and are now PDF files that will be available to C&EIHS members. In addition the C&EIHS made the decision to pay for the scanning of the Valuation Maps held by the Chapter. This work is now going on and the original maps, printed sometime around 1915, will be moved to the VCM for archival storage. These maps cover the railroad from Chi-

cago to Evansville, to Pana with property at Mitchell, to Southern Illinois all of the coal mine branches, the Sidell cutoff, the Villa Grove cutoff, the Starr cutoff and the Indiana portion that later became the Chicago, Attica and Southern (most of which is gone).

BNSF's flood-related costs? About \$375 million, Rose says

Massive spring and summer floods along the Missouri and Souris rivers hit BNSF hard in the pocketbook. The Class I expects flood-related activities and weather-related impacts to cost about \$375 million, BNSF Chairman and Chief Executive Officer Matt Rose wrote in a Sept. 27 letter to Surface Transportation Board Chairman (STB) Dan Elliott III. Each year, the STB chairman asks the Class I CEOs to submit a letter to the board explaining how their respective railroad plans to manage service demands through the peak season and end of year.

BNSF's two busiest corridors were taken out of service because of floodwaters, Rose wrote. Both main tracks in Minot, N.D., on a mainline between the Twin Cities and Seattle, were flooded out from late June to early July, and service on a key St. Joseph Subdivision line between Lincoln, Neb., and Kansas City, Mo., was completely severed for several weeks, he said.

"At the peak of our flooding, we rerouted as many as 40 percent of our trains, or about 460 train starts per day, and temporarily relocated up to nearly 500 train crew employees to handle rerouted traffic," Rose wrote. "We undertook extensive rebuilding and hardening efforts, including raising miles of track by up to eight feet, building levees and berms to protect the rail, and repairing and replacing many miles of damaged track, bridges and structures."

Since the floods, BNSF has made steady improvements with train speeds, terminal dwell times and on-time performance, he said. "Clearly, we have not fully regained our steady state of velocity, but we are well on the way to achieving that objective," Rose wrote.

Also in the letter, Rose reviews BNSF's recent decision to increase 2011 capital spending to \$3.8 billion, including \$2.3 billion on the core network and related assets. For example, the Class I will install 3.3 million ties, representing an all-time-high for the number of ties installed in a single year, he said. BNSF also plans to spend \$450 million on locomotive acquisitions, \$400 million on freight cars and equipment, \$300 million on positive train control, and \$300 million on line, terminal and intermodal expansion and efficiency projects. "We [have] continued to make investments in our railroad despite decreased volumes over the past four years," Rose wrote

Via Progressive Railroading 10-7

Rail Traffic Up

For several months rail traffic was basically flat. Today (10-6) the Association of American Railroads Thursday reported gains for September rail traffic compared with the same month last year, with U.S. railroads originating 1,195,671 carloads, up 1.1%, and 949,606 trailers and containers, up 2.3%. But more significant, weekly carloadings hit a three-year high, and intermodal volume reached a four-year high—this week's U.S. carload volume is highest since Week 45 of 2008, and intermodal volume is the highest since Week 39 of 2007. As well, through the third quarter of 2011, U.S. carloads are at 87% of the levels they were at this point in 2006, the highest year on record for U.S. rail traffic. Intermodal volume in the first nine months of 2011 is 96% of what it was in the peak year of 2006.

In September 2011, 13 of the 20 carload commodity categories saw increases on U.S. railroads compared with September 2010. The largest gains were: coal, up

6,356 carloads or 1.2%; primary metal products, up 5,272 carloads or 14.4%, and motor vehicles and parts, up 4,445 carloads or 8.2%. In percentage terms, the biggest increase in U.S. carloads in September was in petroleum and petroleum products, up 16.1%. Compared with September 2010, grain carloads in September 2011 were down 16,849 carloads or 18.2%, continuing a three month-long slide.

"Carloads have been closely tracking last year's levels for six months, and intermodal continues to grow, though more moderately than earlier this year," said AAR Senior Vice President John T. Gray. "Rail traffic is consistent with an economy that is probably still growing, but far more slowly than any of us would want."

For the first 39 weeks of 2011, U.S. railroads reported cumulative volume of 11,329,150 carloads, up 1.8% from the same point last year, and 8,881,226 trailers and containers, up 5.4% from last year.

Rail employment continues to make gains, with 1,191 jobs added in August 2011, the latest month for employment data, bringing total Class I freight railroad employment to 160,107. During September, railcar owners brought 11,087 cars out of storage, leaving roughly 17.1% of the North American rail car fleet remaining in storage.

