

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

Volume 43

January 2011

Number 1

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. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Jocko's Depot 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 2011 - Our 43rd Year

PRESIDENT: Dick Brazda

SECRETARY: Doug Nipper

NATIONAL DIRECTOR: Rick Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Rick Schroeder, rickschro1@gmail.com

1819 Coventry Dr.

Champaign, IL 61822-5239

MEMBER: Association of Illinois Museums and Historical Societies

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

VICE PRESIDENT: Dave Sherrill

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: Al McCoy

HISTORIAN: Jesse Bennett

PUBLISHERS: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.



On December 23rd, one of the last coal trains to the Vermilion Transmodal loop east of Danville takes the diverging path at CP Daisy Lane to connect to the ex-P&E. Part of that line was re-built in 2006 with welded rail to handle the coal loads.

Coming Events

January 16, 2011

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

January 8-9, 2011

Indianapolis - Great Train Expo at the Indiana State Fairgrounds 10-4 EST, \$7

February 19-20, 2011

Hoopeston - ECI Model Railroading Inc's 5th Annual Model Train Show. Hoopeston Civic Center on Route 1/ Sat 10-4; Sun 10-3.

February 19-20, 2011

Mattoon - Cross County Mall Merchants Assn. And Coryville Station's 14th Annual Cross County Model Railroad Days. Cross County Mall. Sat 10-9; Sun 12-5.

C&EI HS meeting

**Saturday, April
16, 2011**

**Danville, IL
10AM to 9 PM**

**Tour of UP VG
line 1 PM**

**Modeling the
C&EI 7 PM**

Next Meeting

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

We have a new member, Kade Spann of Rossville. Kade is a friend of Skyler's and runs trains during our operating sessions at Rossville.

The operating sessions have been well attended and the new Grape Creek section has added interest and an extra train. As is noted in the minutes of the November meeting there will not be a train show in Urbana anymore. Thus we have discussed setting up a table at the Hoopeston show and you will note the date listed to the left. If we do setup a chapter table we will probably move the February meeting date as it is the same weekend.

We will have a short program at the January meeting presented by Dick Brazda and Rick Schroeder. Dick's will feature a recent rail trip and Rick will show some local happenings. After the meeting and short program we will be invited to the O Gauge openhouse at Al McCoy's home, 1411 N. Gilbert Street. Since Al has "retired" he has had more time to add to the layout plus get some scenery work done. It has been a few years since we visited the basement railroad. Al lives on the east side of Gilbert and parking is only allowed on the west side. Go around the north side of the house and enter through the back door.

Operating Sessions

This year Bob, Doug and Rick secured the doors to make them more windproof. Bob did a good job sealing the west door and we hope we can get it open for the summer - he says he can. We have two sessions so far and good attendance. Sessions will start around 1:00 PM so arrival time should be by 12:30 PM. For the December session we had some 6+ inches of snow and then blowing snow. If we have a major storm the night before or the day of and you are not sure if the session is still on check your email or call 359-2868. Also, the bathroom will not be working until March so stop on your way into town. The schedule for the season is as follows:

Saturday, January 8, 2011

Saturday, February 5, 2011

Saturday, March 5, 2011

Saturday, April 2, 2011

May????

2011 Dues Statements

The NRHS and Rossville Museum dues statements have been sent and appreciate the early response. Please get your renewal back to Allen Cookd as soon as possible. We also appreciate the donations. With income down at the museum the donations help keep it going. If you get the newsletter via Email be sure to let Doug N. know if you change your address. The last issue of the DANVILLE FLYER, if you have not paid your dues, will be February.



Meeting Minutes 11/ 21/10

The meeting was called to order at 1331 by President Doug Nipper.

The minutes from the previous meeting were approved as printed.

The treasurer's report listed \$1565.31 in the checking account and \$3447.07 in a CD. The report was approved.

Old business:

Museum attendance during the summer was reviewed. Skyler had perfect attendance and was congratulated. Jim Hile missed one day, followed by Mark and Bob. Thanks to all who put in time.

New business:

Dave reported RR flashers for sale at \$1000 as refurbished.

It was reported that he stopped to see Bill Darnier and he is not doing well.

It was reported there will not be an Urbana train show in the spring as no suitable venue was found.

New officers were elected for 2011 as follows:

President – Dick Brazda

Vice President – Dave Sherrill

Secretary – Doug Nipper

Treasurer – Allen Cooke

National Director – Rick Schroeder

Program Chairman – Al McCoy

Museum Director- Bob Gallippi

Historian – Jesse Bennett

The meeting was adjourned at 1343.

Rick Schroeder presented pictures from his trip to Wyoming in September, 2010.

The Pundit's Corner

My old dictionary says the word "pundit" can mean "a learned person", and I guess this is why all the people on news shows define themselves that way. So I substituted the word President with that one for my first article in 2011, since I am Secretary now (see below). If enough people say I don't deserve to have that title, I will change it in a heartbeat...

At the November meeting, we held a very casual "election" if you can even call it that. Thanks to Allen Cooke's effort, we got Dick Brazda to take the President's position and I agreed to take his old job as Secretary. A simple swap, if you will. But if we get any less serious at the meetings, we might as well drop the business part altogether and just eat!

The problem we have with officer positions is that they must be National members and at least three of them must attend the meetings regularly to conduct business. So while more than enough members attend the monthly meetings, I'd say it's about 50/50 between National and Museum members. This limits the pool of candidates to be certain. The secretary really needs to have a computer so that minutes from the meeting can be sent electronically to Rick for printing in the Flyer. That further limits the number of candidates for that position.

When I transferred the Presidential "file box" to Dick, he found in it the gavel that I never used. The gavel and striking block were given to me when I was President last time, on March 17, 1988. Bob McQuown handcrafted both items, and no finer woodworking can be found. But the fact that over two decades have passed between my times as President is truly frightening...

Topic two: Abandoned railroads and right of ways. Over the Thanksgiving holiday, I made a trip down to southeast Vermilion County to see if I could still find where Humrick used to be. I forgot which road I used to take, but eventually crossed the old Milwaukee Road ROW and things looked more familiar. Finally, the Shook in the main road showed a gravel road taking off due south, and on that road there were three humps. One for the Milwaukee, one for the N&W (NKP) and one for the southwest interchange track which also crossed that road. To the west, the NKP is still quite visible and trees have grown up on both sides. But where Humrick was, to the east of the road, there is nothing but flat farm field.

Starting around 1980, it became a Thanksgiving tradition for me to go down there. In 1980, the operators were still there. But soon after, each trip would reveal a little more gone. I hadn't been down there in the last ten years or so, and it was quite different even from the previous trip. The 2000's decade was not a good one for me, and going back to see an old friend was bittersweet. Bob Barker often said that working for the railroad was somewhat like working at a funeral home, and I know what he meant. Since the 1960's, it's always been about abandoning lines and losing jobs. I do kind of grieve for the abandoned lines. They represented the growth period of America, when new areas of resources needed to have a way to get to markets. Now that the need has come and gone, these abandoned lines still can be found, like an old graveyard covered in weeds. Next time you pass over an old railroad right-of-way, take time to pay your respects to what once was part of the greatest transportation system known to man.

And if you do go looking for old right-of-ways, be sure and check out any of the fine online satellite maps that are available first. From space, the perspective lets you see tree lines, cuts, fills and subtle things in farm fields that would otherwise be impossible to see without trespassing or getting your pilot's license to do some flyovers.

Doug



NYC Coal Dock at Lyons Yard, Westville (Belgium) II. On August 10, 1955 a 15-year old Hank Sherwood and friend ventured into Lyons Yard. Hank photographed the 200-ton wooden coal dock used to fuel locomotives. This dock had a 20% grade and the back of the building is the winch house used to winch up the loaded hopper cars. It was built in 1907 at a cost of \$10,300. Photo by Hank Sherwood, Danville Junction Chapter collection.

J. B. Hunt Reaches Milestone

J.B. Hunt Transport Services, Inc., a leader in the shift of freight from highway to rail, announced Wednesday that its year-to-date Intermodal segment volume had exceeded one million loads for the first time.

“This is truly one of the proudest moments in our company’s long and storied history,” said Kirk Thompson, J. B. Hunt president and CEO. “When you place a well-developed strategic vision in the hands of the brightest, most capable transportation people in the industry, this is the result. It is the exemplary teamwork and dedication of our employees, as well as our strong rail relationships, that enabled us to achieve this momentous accomplishment.”

The company notes that it began intermodal operations in 1989 with “a unique arrangement with what is now BNSF Railway, a milestone event in the industry and the first time that a major railroad and truckload transportation company had formalized an agreement to offer joint services.”



“Our JBI segment and arrangement with Burlington Northern was conceived at a perfect time to revolutionize the intermodal business,” said Paul Bergant, president of Intermodal for J.B. Hunt. “What started with a handshake has grown into a service that is unparalleled in the transportation industry, in both size and scope. That kind of

growth only happens when you focus on your customers.”

”To put this achievement into perspective,” said J.B. Hunt in a statement, “one million loads converted to intermodal saved 150 million gallons of diesel fuel from being consumed; is equivalent to taking 305,000 cars off the road for an entire year; and prevented 1,550,000 metric tons of carbon dioxide emissions from being generated.”

Via Railway Age - 12-9-10



ADM buys GenSet Locomotives for Decatur

On Nov. 9, 2010, Railserve, Inc. , announced the sale of its first Multi-GenSet Lower Emissions And Fuel Locomotive (LEAF™) to Archer Daniels Midland (ADM) in Decatur, Ill.

The company said its offering beat GenSet locomotives from three other manufacturers by performing all required tasks when ADM compared them.

Railserve said its LEAF locomotives feature reduced emissions and fuel usage and meet EPA Tier III 2015 emissions standards. Alternative Motive Power Systems (AMPS) of Alexandria, Ohio, developed the gen-set for Railserve’s LEAF locomotives.

Railserve is a member company of The Marmon Group, a Berkshire Hathaway Company

Amtrak ridership in Illinois up

Amtrak has set yet another annual ridership record in Illinois. In fiscal-year 2010, the railroad carried nearly 2 million people on routes operated in partnership with the Illinois Department of Transportation, up 7 percent compared with FY2009. Since 2005, Amtrak ridership in the Midwest has spiked 55 percent.

For the year ended Sept. 30, ridership between Chicago and St. Louis totaled 642,413, up 11 percent year over year. Ridership rose 5 percent between Chicago and Carbondale to 304,255, and 3 percent between Chicago and Quincy to 239,365.

Meanwhile, Amtrak's Hiawatha route between Chicago and Milwaukee registered 783,060 passengers, up 6 percent compared with FY2009



Iowa Governor to Review Quad City Service.

Quad-City supporters of passenger rail say they don't think the project is in trouble, even though Iowa Gov.-elect Terry Branstad has said he wants to review it. Branstad told The Gazette in Cedar Rapids he has "some concerns" about the project's impact and "whether it's cost effective."

"We're going to do a full analysis and review of this whole situation," Branstad said Monday. "What are the benefits, what are the costs, what are the obligations? It's my understanding there are state obligations and subsidies required down the road, and we need to review that."

It's not clear how long the review will take. The review is part of a broad examination of state spending.

"Essentially, this is going to cost a lot of money, and we're going to have to do a cost-benefit analysis to determine its feasibility," Tim Albrecht, a spokesman for the governor-elect, said Tuesday. Incoming House Speaker Craig Paulsen, of Hiawatha, also has said he will need to study the situation.

The federal government announced last month it would award Iowa and Illinois \$230 million for an Amtrak passenger rail connection between Chicago, the Quad-Cities and Iowa City. Local officials have been lobbying for the funding for years. The link is expected to add \$25 million annually in economic activity, as well as create 600 construction jobs annually in the first four years, supporters say. The state legislature has appropriated \$11.5 million for the project and has committed to spend \$20 million overall over four years, according to the Iowa Department of Transportation. Along with Illinois, the state also would subsidize operations.

Iowa Gov. Chet Culver, who lost his bid for a second term to Branstad in the Nov. 2 election, has been a major backer of the rail link. Davenport Mayor Bill Gluba said Tuesday he thinks Branstad eventually will back the project. He said the project has been studied by many people and organizations over the years. "I think in the final analysis the governor will support" it, Gluba said.

Paul Rumler, executive director of the Quad-Cities Passenger Rail Coalition, said the group would contact the administration to make its case. "I don't believe this jeopardizes the Quad-Cities receiving passenger rail service," he said. Instead, it could just be another challenge.

The Federal Railroad Administration already has been in contact with state officials about how to proceed with the project, said Tammy Nicholson, the director of Iowa's rail office. Officials are working with Illinois to complete details on the project's management and are beginning to draft agreements among the states, Amtrak and the railroads that own the track on which the passenger trains will run. Service is expected to begin in 2013 between Chicago and the Quad-Cities and 2015 between the Quad-Cities and Iowa

City.

Editor: My firm, URS Corporation, is the Program Manager for this project under IDOT. Preliminary review of the route is underway along with planning of connections between BNSF and Iowa Interstate.

Indiana to fund Indiana Gateway

A coalition of labor and environmental groups called Monday for more investment in freight railroads, including projects such as the \$71.4 million Indiana Gateway, as the best means of ending U.S. dependence on foreign oil and creating jobs.

"This is very important for us to move forward in reducing the impact on the environment and reducing our reliance on foreign oil," said Bowden Quinn, of the Sierra Club Hoosier Chapter.

Quinn was joined by Robin Rich, of the United Steelworkers union, and Tom Conway, regional manager of the BlueGreen Alliance, in releasing a report titled Creating Green Jobs Through Freight Rail Expansion.

The report offered analysis showing 7,800 green jobs are created for every \$1 billion spent on improving freight rail infrastructure. Total job creation can reach 26,000 jobs when spinoff and support jobs are counted.

The report basically characterizes all freight rail jobs as green because freight rail has unrivaled fuel efficiency when it comes to moving bulk goods. A train can move 1 ton of freight 480 miles on just one gallon of fuel, according to the report. A truck uses about four times as much fuel to do the same work.

"Investing and expanding freight rail is an opportunity to jump-start the economy in Indiana by creating good, green jobs," Rich said.

The BlueGreen Alliance, made up of labor unions and environmental groups, is pushing for a federal tax credit for freight rail

projects to spur an increase in about \$15 billion per year spent on such projects in the United States.

The report released Monday also showed freight rail workers earn an average hourly wage of \$26.33, compared to \$15.12 an hour for all transportation jobs.

In addition to direct rail employment, manufacturers that fabricate products such as steel plate for rail cars and diesel engine blocks generally make better than average wages, Rich said. The USW has more than 1,000 members in Northwest Indiana working at shops and mills that manufacture freight rail products.



The report also touts public-private partnerships between freight and passenger railroads. One such project is the Indiana Gateway project that won \$71.4 million in federal high-speed rail stimulus funds earlier this year. That project will alleviate rail bottlenecks at Porter Junction in Porter all the way to the Illinois state line on tracks owned by Norfolk Southern Corp. That rail corridor is one of the most delay-prone in the country, with 87 freight trains and 14 Amtrak trains per day jockeying to get into and out of Chicago.

The Indiana Department of Transportation hopes to have detailed agreements on the project worked out between Amtrak, Norfolk Southern and the Federal Railroad Administration by the end of the year, according to Jim Pinkerton, INDOT LaPorte District spokesman. Design work then would take place in the first quarter of 2011 and construction could begin soon after, Pinkerton said.

Sources - 11-30-10



BNSF - Illinois to spend \$45 million on Galesburg track

BNSF and the State of Illinois have reached a preliminary agreement on how to spend \$45 million in state funds to upgrade the rail network at Galesburg, Ill., to help passenger and freight trains operate efficiently on the shared track system, *The Journal of Commerce* reports.

George Weber, acting deputy director for public and intermodal transportation within the Illinois Department of Transportation, said the agreement should be finalized within 30 days, setting the stage for construction to get under way next spring.

Already, BNSF tracks carry two daily passenger trains through Galesburg from Chicago to the Mississippi River town of Quincy. They also carry two more long-distance Amtrak trains from Chicago bound for Los Angeles and Denver.

But the Chicago-Quincy traffic is on a single-track main line, and BNSF has a major rail yard in Galesburg for freight operations that passenger trains move through as well. In return for running passenger service on the freight carrier's system, Illinois committed to paying for some infrastructure improvements that will make it easier to keep both types of train service running on time without getting in each other's way.

Weber said the money will pay for three track additions at Galesburg, including two "staging tracks" that are each roughly a mile long, where BNSF could line up freight cars loaded with coal or other cargo while it keeps the mainline open for both passenger and freight trains to pass through.

The Chicago-Quincy passenger service averages about 60 mph, Weber said, and has a top speed of 79 mph. That makes it the fastest passenger rail corridor in the state until Illinois can begin a 110-mph Amtrak service on Union Pacific tracks between Chicago and St. Louis. That project is already under construction.

Weber said that in 2006 Illinois doubled its passenger train frequency from one to two a day between Chicago and Quincy in return for pledging to invest in a future upgrade project with BNSF. This new agreement fulfills that pledge, he said, by paying for work that makes the BNSF network at Galesburg more fluid and able to accommodate future growth without slowing passenger or freight trains.



On November 13 Bruce Bird caught the new Norfolk Southern road slugs 3036 with mate 720 at Decatur Yard

Norfolk Southern trains through Danville.

The following is a list of train numbers assigned to trains running through Danville on the former Wabash. Not all of them run on a daily basis and some do not run due to business cycle. The note "RR" stands for RoadRailers. Connecting railroads are shown (UP) to give you an idea where you might see pool power.

10E - Sidney (UP) - Bellevue
120 - Kansas City - Detroit
122 - Decatur - Detroit
13K - Elkhart - Decatur
145 - Buffalo - Kansas City
146 - Decatur - Bellevue
14E - Decatur - Bellevue
15E - Bellevue - Sidney (UP)
171 - Detroit - Salem (UP)
17 K - Bellevue - Decatur
181 - Detroit - St. Louis
18K - Mitchell (A&S) - Elkhart
19 K - Elkhart - Decatur
20T - Kansas City - Rutherford (Stack)
21T - Harrisburg - Kansas City (Stack)
240 Kansas City (BNSF) - Detroit RR
255 - Detroit-Kansas City (BNSF) RR
256 - St. Louis - Sandusky RR
250 - Kansas City - Detroit RR
257 Ft. Wayne - St. Louis RR
34N - St. Louis (TRRA) - Conway
34Z - Decatur - Lafayette
35N - Conway - St. Louis (TRRA)
35Z - Lafayette - Decatur.



State sets route for Chicago-Rockford- Dubuque Amtrak line

Looking to get to Rockford fast ... in four years?

The Illinois Department of Transportation announced today (12/10) the selection of the proposed route for Amtrak's new Chicago-Rockford-Dubuque service, slated to begin service in 2014.

Trains are expected to run at least one round-trip daily between Chicago and Dubuque with stops in Elgin, Genoa, Rockford, and Galena. Also proposed had been a so-called northern route that would have run through Belvidere, Huntley and Marengo in McHenry County, but a study found using the Elgin-Genoa route would be less expensive and draw more passengers. Service will depart from Chicago's Union Station and cross 143 roads and highways on its way west.

The selection of the route—was based on an independent study by the Decatur office of URS Corp., which showed that the southern route would have fewer delays and be cheaper to construct than the proposed northern route.

The study also determined an estimated annual ridership of 76,357 on the southern route through Genoa compared to 54,988 on the northern route through Belvidere.

"The southern route offers the best deal for travelers and taxpayers," Illinois Transportation Secretary Gary Hannig said in a statement. "After much deliberation, we are excited to start service in an underserved part of the state."

Editor: Amtrak did a preliminary study for service to Iowa in 2007. URS was to update the study with field review and I was involved in the on-site review of the Metra/UP/CN and the total CN corridor to reach the Rockford area from Chicago. Once beyond the Metra's Elgin station the passenger railroad owns the track for some 1500 feet, then it becomes the

IC&E (CP). A 79-mph crossover was planned to get to the UP line west of the station and then take the UP to Rockford. The UP line is welded rail to Belvidere but 112lb and less jointed rail to Rockford. The first part of the line is 40 mph with the rest at lower speed. At Rockford another long crossover would be needed to get to the CN for the rest of the route to Iowa. In addition, the line is track warrant and would need to be upgraded to CTC. A 10,000-foot siding would be needed to have meets with the UP freight trains that go to Belvidere and we found the only place was east of the museum at Union. Agreements would be needed with Metra, UP, IC&E and CN for the route (the distance signals for the IC&E/Metra end of track would have to be moved west) and thus there would be administrative issues. The CN route would be via Amtrak out of Union Station (about 1.5 miles) onto the CN and then the same track to Iowa. The track is welded, ABS and CTC territory and already at a higher speed. There are less road crossings on this route and only 2 railroads involved where the northern route involved four. The cost to start service on the southern route is about \$60 million for 76,000 expected riders, or about \$800 per rider. Once in operation the difference between income from ridership and expenses for maintenance/operation will cost about \$75 per rider. Amtrak will be the provider of service on the route with one train in each direction, leaving Dubuque early in the morning and arriving Chicago late morning. Departure from Chicago will be late afternoon with arrival in Dubuque in late evening. Of course, there will be positive train control (PTC) installed and since this line does not have passenger trains now who will pay for the installation. Our company experience with CN is that getting agreements is difficult and more than likely they will require the states to pay for the installation, especially since they really don't want passenger trains on their lines. Rick

Rail news

Decatur - Today (12/11/10) an update on the new CSX trackage rights on CN into ADM's Runaround yard. When they first started out CSX would venture over to the yard only a couple of times a week. It has now become a daily occurrence (right after lunch) with CSX hauling back 25-40 cars, a large percentage of them ethanol tankers. It wasn't until this week that I noticed CSX hauling cars TO Runaround- up until now they had always gone over engine light. And with the backup move required to get into and out of the west end of their yard there always had been at least 2 locos up front and a trainman hanging on to the last tank car. I don't know if the recent cold weather caused this change or not, but this past week they have been splitting their loco consist in half before they head on over and they put a loco with a crewman on each end of the cut. It's not quite DPU but it gets the job done.

For the most part the trackwork east of town is done, although there will probably be a few spots that will need further refinement. And while the upgraded track looks nice it still looks like it wouldn't take much to get it back where it was at. *From Bruce Bird*

Vermilion Station Power Plant to close - A few weeks back the news was out that the power company was looking at closing the Vermilion Power plant north of Oakwood. It looks like sooner than later. Allen Cooke reports that JD had dinner one night (12/10) with the manager of the plant (Rick Story). He advised that BN wanted to raise the rate to haul the coal by something like \$10 per ton. So the last train should be on the way soon and that will be it! They have a 90-day supply of coal and will use that up and then close the plant. Most of the maintenance people have already left. Seems like the expense for Vermilion Transmodal would not have had time to pay off.

Doug Nipper reports "Today at around 3:45 P.M. (12/13) one of the last trains for the transfer loop arrived at Danville. He is looking at a red signal at NE RA. There are two trains ahead of him, and RA has been in code line fail most of the day. Just got it fixed a bit ago, and a new crew is on 647 at Voorhees. They let him pass one southbound and into the loop he went, but the crew went dead before all the way in. Thankfully, they cleared the main before the hog law got them." (Ed - we found out more trains were scheduled as they are dated from the mine departure and the one arrived in Danville on December 23 at 1:30 and took the Daisy Lane connection to the former P&E. The train was lead by BNSF 9661 and 9547 in beautiful green and cream.. [see cover!])

Thus the end is near for a plant that was built by Illinois Power Company during the late 1950's to replace the power plant that was in downtown Danville. The C&EI Brothers branch served the new power plant. Coal came from mines in the Grape Creek area and some 25 loads would be moved north to Rossville and then down the branch to the power plant. The rail line has been gone for many years with coal trucked in from various mines in Vermilion County. In order to meet EPA requirements a new coal loop and unloading facility was built east of Danville, south of the former P&E and east of the former Milwaukee. Here coal via BNSF was unloaded with bottom dump cars and then trucked to the power plant. A new control point and crossover connection to the P&E was constructed at Daisy Lane. The only service it will see now will be for the Vermilion Valley Railroad and to get to one remaining industry (Viskoteepak) on the line.

CN caps off first EJ&E-related rail connection - CN recently completed the first major rail connection associated with the Elgin, Joliet and Eastern Railway Co. (EJ&E) integration in the Chicago area. Three trains per day operate over the new connection, which links CN's South Bend Subdivision with the Matteson Subdivision leading to Kirk Yard in Gary, Ind. The \$5 million connection in Griffith, Ind., offers an "efficient, direct route" for trains moving between Kirk Yard and points farther east on the Class I's network, CN officials said in a prepared statement. "This connection is a significant step toward our goal of fully utilizing the EJ&E and providing improved rail fluidity in Chicago," said Jim Vena, CN senior vice president-Southern Region. The railroad plans to spend more than \$100 million on infrastructure improvements to integrate the EJ&E into its other Chicago-area lines. The integration also calls for building new rail connections in Mundelein, Bartlett, Joliet and Matteson, Ill. Engineering or construction work is under way on the balance of the connection projects, according to CN - Progressive Railroading 12-21-10

Iowa Interstate Railroad Ltd. has announced plans to build a new locomotive servicing facility on a 62-acre site just west of Homestead, Ia. The railroad plans to begin construction this spring and hopes to complete work before the end of the year. Acquisitions of larger locomotives in recent years is prompting the project, according to Dennis H. Miller, IAIS president and CEO. He added that the facility is expected to incorporate "green" design features. Overhead cranes and underground walkways, a wash bay, and a wheel-changing station are planned. The railroad anticipates employing about 40 people at the site, which will be able to accommodate five large locomotives.

The Burlington BNSF bridge is a swing span no more, the Burlington Hawk Eye reports. Ending 119 years as a less-than-150-foot navigation channel, the new lift span that was floated in December 20 will more than double the navigation channel when it reopens to barge traffic in the spring. Crews with Ames Construction, based in Minnesota, worked over 30 hours, which started at about 6 a.m., December 20, to float out the temporary spans put in last month and float in the new lift span. The temporary spans will be relocated to make room for the new lift span. During the 30-hour window of switching out of the spans, the bridge will be closed to train traffic. The navigation channel was closed last week to allow construction to continue on the bridge. The bridge is expected to be operational by March, when river navigation reopens in the spring.