

Danville Flyer

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January 20 – Monthly Meeting at Jocko's, 1 PM

January 26-27- Belleville - The Great Train Expo. "Largest traveling model train show. Belle-Clair Fairgrounds Park. 10 -4.

February 2 – Rossville Operating Session – 12:30 PM arrival

February 10 - Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Frdgs. County Farm Road and Manchester. 9:30-3

February 16 & 17 Hoopston, IL Annual Train Show at McFerran Park on the west side of town..

March 2 – Rossville Operating Session – 12:30 arrival

Following Sandy—by Dick Brazda

I had a trip planned to Long Island to visit my brother Tom. It turned out to be only a week after hurricane Sandy went thru. After the storm he had power out at his house for several days and had one small tree come down. Around him there were still a few utility poles knocked down or leaning and a large number of trees fallen and moved out of the way. Lines for gasoline reached around the block at the few stations that had fuel.

All of the transportation operators were suffering problems. The commuter rail and transit operators used the internet extensively to let people know what the status of operations was. Each morning we checked to see what service was being operated by the Long Island RR that day as operations were expanded on a daily basis.

On Wednesday, 11/7, we rode the LIRR from Deer Park where he lives to Brooklyn (via Jamaica). It was the first time I have ridden to the Atlantic terminal in Brooklyn from Jamaica; the route is about 2/3 underground, ending in a

relatively new terminal near the brand new Brooklyn Nets basketball facility. We then took the subway to Manhattan; not all of the subway tunnels between Brooklyn and Manhattan were open for service, but several were. While we were in Manhattan eating and attending a performance of Evita, it was raining with a slushy snow later. However, on Long Island they got several inches of snow and parts of the LIRR were shut down temporarily again. However the 2314

train to Deer Park and beyond was one of the 2 lines running. Returning to Deer Park was about 30 minutes late due to slow operation to make sure crossing protection was working.

On Thursday, we were going to attempt to ride the LIRR to its eastern end.

However the Line to Green-

port was only operating to Riverhead. The Montauk line was operating all the way to Montauk, but the schedule was sparse and we rode only to Speonk from Babylon. We ate in the former Speonk station which has now been turned into a restaurant. The LIRR has a yard at Speonk as a number of trains go no further east.



Long Island train arriving at Speonk, NY

About Us

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 \$39.00 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 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 2013—our 45th Year

Dick Brazda – President

Dave Sherrill – Vice President

Doug Nipper – Secretary

Allen Cooke – Treasurer

Al McCoy – Programs

Jess Bennett – Historian

Bob Gallippi – Museum Director

Rick Schroeder – Editor

Cooke Business Products - Publisher



(Continued from page 1)



NB Norfolk Southern train at Shenandoah, VA

Since not all East River tunnels between Queens and Manhattan were in operation due to the storm, LIRR service to Penn Station was limited during the rush period. We took the 725 departure from Deer Park and had to stand the entire way to Penn Station at 828. We then took an Amtrak Acela to Baltimore where we met by brother Mike for lunch. Following that we rode the Amtrak train to Lynchburg, VA.

On Saturday we rented a car and drove around that part of Virginia, but not finding many trains. We spent time at the C&O Historical Soc. station/museum in Clifton Forge. A member there gave a

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September 2012—Meeting Minutes

MEETING MINUTES – NOVEMBER 18, 2012 -JOCKO'S PIZZA

Meeting opened at 1:48 P.M., President Dick Brazda presiding. Treasurer's report was not read, since the secretary left his file box at home, but he promised to include Allen's figures in the minutes and here they are: Checking balance is \$1692.86, CD is \$3498.78 for total assets of \$5191.64.... Secretary's report as printed in the Flyer was approved.

OLD BUSINESS

Al McCoy once again mentioned the fact that he had looked into silk-screened shirts for the Chapter some time ago, and the original vendor he spoke with has gone silent. He will get a quote from StumphCo....

NEW BUSINESS

Dave Sherrill asked how many tables the Chapter would want at the Hoopeston Show in February. It was agreed that two tables would be sufficient, and this would also be enough to let individual members offer small groups of things to sell... December operating session is on the first day of the month, and Annual Meeting the day after on December 2nd.... Elections, if they could be called that, were held and the current slate of officers was rail-roaded into another term.

GOOD OF THE ORDER

Dick gave a tabulation of members who staffed the depot museum over the summer. Top attendee was Skylar Brown with 33 days, followed by Kade Spann with 32 and Jim Hile with 29 sign-ins. Thanks to all members who helped keep the place open... C&E HS 2013 calendars were offered for sale.

Meeting adjourned at 1:56 P.M. Program was a DVD from Dave Sherrill's collection of NYC steam in the mid-1950's, much of which was in the Lafayette area.

January 20, 2013 Meeting—

The January meeting will involve discussion for a spring trip to the Whiteriver Railroad in southeast Indiana. In addition, we will discuss the upcoming train show at Hoopeston and our plans to sell a few items. The February meeting will be moved up one week as the Hoopeston show is the 3rd weekend of the month.

Two major trains show are in early January. On January 5 & 6 in Indianapolis will be the The Great Train Expo. Indiana State Fairgrounds. Sat: & Sun: 10-4. The following week, January 12 & 13 another show will be held in St. Louis – World's Greatest Train Tour. This show will be held at the America's Center. On Saturday from 10-6 and on Sunday from 10-5.

(Continued from page 2)

guided tour of the buildings and equipment. Following that we drove to White Sulphur Springs and had a terrific lunch at the famous Greenbrier resort.

On Sunday we rode the Norfolk Southern excursion from Roanoke to Shenandoah, VA. There were 3 Amtrak units, several private first class cars, and several Amtrak coaches on the train. Much of the ride was at 35-40 mph due to the curves thru the hills before opening up some near Shenandoah. In our car we had several farmers from the area getting a chance to see their farms and their neighbors' from the railroad side and they gave a running commentary.

The Pundit's Corner—Doug Nipper

20 Years of Changes

(This article was started back in May of 2012, but not published until now...)

A year ago, I wrote about "The Second End of North Yard" in my last column here. Doesn't seem like it was that long ago, but writing up the minutes each month must have taken the place of my monthly musings. I guess they are now "annual musings" if the trend continues...

It has now been 20 full years since North Yard closed and local railfans lost a place to hang out, watch trains and drink up the atmosphere. Nothing will ever approach a place like that again, and I'm sure this can be said of many towers and other offices around the country.

So what else has happened in that span of time, two decades in fact? NS got busy extending sidings and sections of double track. How many reading this remember the NT Jct. control point just east of Catlin? That end of the double track went bye-bye when the second main was extended out to Ryan, a place close to where the C&EI's Jamaica line once crossed. A new control point called Ross Lane was put in just west of Tilton Yard that gave the dispatchers a pair of crossovers to make the best use of the extended double

track.

Also on NS, Marshfield siding was extended. I admit that I never got east of Danville in my early railfanning days, but once ATCS Monitor was one of my tools this territory became an old friend to me. And let's not forget that also in Indiana, the Lafayette Railroad Relocation project finally took shape in the late 90's/early 2000's. I know it was not sooner than this since it was the rise of the Internet and the two "meets" we had over there of the Illiana Railroad List members to see the progress first-hand. The Internet sure has changed things in the last 20 years, and mostly for the better. Sharing photos, videos and conversations online has become second nature to most railfans.

More recently, NS extended the siding at Sidney and put in connections to the UP there and to the IC at Tolono. The former is still used daily by a pair of train sets, but the latter went away once NS got their half of Conrail, another watershed event of the late 20th Century. CSX extended double track north of Danville to be able to work around the bridge replacement at Winter Ave, and now they use this and the universal crossovers at Liberty Lane to meet and store trains like they never could before.

Update, January 2013: The major change since I first started this is, of course, the Fairchild St. subway replacement. It really got going in earnest in 2012, and even though the local papers say it's behind schedule, I still think you'll see a 2014 completion date. But for changing the railroad landscape around the area of Danville Jct., this is a big one. That view we had from North Yard looking all the way down to the Vermilion River Bridge is going to be much different. Maybe even like tunnel vision! Signals put up just a few years ago are being re-located. No longer can Allen Cooke take his "railroad run" drive up Collett St. from the Cooke Warehouse, then onto Martin and ultimately to Voorhees to see signals on all side of the Junction.

But as we know, the only constant in this world is change. Embrace it, and maybe you'll find a new perspective on something that is even better than what you saw before.

Tuscola Grain Loop Track

Cargill Grain will construct a new loop track that will give the elevator access to CSX west of the elevator. Presently the UP and CN serve the elevator but by next spring a \$6.4 million track and load out project will give them access to a third railroad. At the present time the lines sees one train each way per day plus the ethanol trains that come from the ADM facility in Decatur. The new loop will give Cargill access to the southeast markets and provide more competition for grain rates plus open up the new sales area for the product that comes in from some five counties around Tuscola.

Steel Facility for Reynolds, IN

Magnetation LLC (Magnetation) announced today that it has selected Reynolds, Indiana as the site to build its new iron ore pellet plant. The new facility will produce high-quality iron ore pellets, a critical raw material in the steelmaking process. Magnetation currently anticipates breaking ground during the first quarter of 2013. The plant is expected to become operational in late 2014 or early 2015 and employ approximately 100-120 people.

"With convenient access to major railways and highways, Reynolds is an outstanding location for the company's new pellet plant", said Larry Lehtinen, CEO of Magnetation. "We thank our local and state officials in Indiana for their ongoing support of our company, and we look forward to joining the Reynolds community in the very near future."

"Magnetation will transport iron ore concentrate from its mineral recovery operations in Northern Minnesota to its new plant in Reynolds. The concentrate will be converted into high-quality iron ore pellets for use by AK Steel Corporation. Magnetation expects that the pellet plant itself will require a capital investment of ap-

proximately \$300-\$350 million, with additional iron ore concentrate capacity to be constructed in Northern Minnesota requiring another estimated \$120 million investment."

Posted on the "Scraphauler" group:

"They process this waste (in Minnesota) into a Hematite Concentrate which is 65% Fe and basically looks like black sand. The new Indiana plant (to be built at the aborted VeraSun property) will take this concentrate (likely shipped inbound in covered hoppers) and pelletize the concentrate into iron ore pellets, which will feed the AK System of mills (AK is 49.9% owner of Magnetation).

Hematite load out is on BNSF in Grand Rapids MN. G&W seems to have several big deals cooking for future business on some of the area lines they will be getting from RA - wonder if this could be one of them. Looks to be just as easy for BNSF to give to TPW in Peoria vs CSX in Chicago. New plant won't be up and running until Nov 2014, so plenty of time to rebuild the TPW should G&W be so inclined."

Editor: At least Illinois will get to see the cars move through the state. Shows what a good business climate can do.

Iowa Interstate opens shop

The Iowa Interstate Railroad has opened a new locomotive maintenance shop and crew center near South Amana. The facility has been formally designated as the Dennis H. Miller Locomotive Maintenance Works, honoring the company's former president, who served in that capacity from July 15, 2004 until April 30, 2012. He is currently the vice chairman of the railroad's board of directors.

The new facility encompasses 30,000 square feet and is equipped with overhead cranes, fall protection, and underground walkways. Up to four locomotives can be worked on indoors at one time. The facility also has

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fueling and sanding stations, and a locomotive wash bay. The facility will employ roughly 40 people. It replaces a smaller shop building in Iowa City.

Founded in 1984, Iowa Interstate operates over 600 miles of former Rock Island track between Chicago and Council Bluffs, Iowa, with a branch between Bureau Junction and Peoria, Ill. The railroad is based in Cedar Rapids, Iowa, and is a subsidiary of Pittsburgh-based Railroad Development Corp.

Via *TRAINS On-Line* 11-15-12

NS “Veterans Locomotive”

On November 8th Norfolk Southern placed a one-of-a-kind “Veterans Locomotive” into freight service on its system to honor people who have served in the military and reserves, especially those employed by the railroad.

No. 6920 is an SD60E model that will operate primarily in general freight service. Its red, white, and blue paint scheme, and yellow ribbon with the message “Honoring our Veterans,” was selected by a group of 18 NS employees representing all branches of the armed forces.

“At Norfolk Southern, we are very grateful for the service of our railroaders, their families, and all veterans,” said NS CEO Wick Moorman. “The Veterans Locomotive is a rolling reminder of their contributions and sacrifice in the name of freedom.”

Some 450 NS employees, active military representatives, civic leaders, news media, and other guests of the railroad will attend two invitation-only unveilings of the Veterans Locomotive.

The first unveiling, at Norfolk Southern’s shops in Altoona, Pa., where the unit was built and painted, is Thursday, Nov. 8. NS General Foreman Tim Strickenberger, a former U.S. Air Force staff sergeant who served as an F-16 aircraft mechanic during U.S. operations in the Middle East, and Trainmaster Calvin Law, a

26-year U.S. Navy veteran who served as a lieutenant commander during Operations Iraqi Freedom and Enduring Freedom, will speak about their military and railroad experiences. Keynote speaker will be Col. Grey Berrier II, deputy commander, 2nd Infantry Brigade Combat Team, 28th Infantry Division, Pennsylvania Army National Guard.

The second unveiling, at NS’ Lamberts Point coal transload facility in the railroad’s headquarters city of Norfolk, Va., is Monday, Nov. 12, which is the morning after Veterans Day. Chris Carter, NS conductor and chief warrant officer 2, Virginia Army National Guard, will address the guests about his military and railroad experience, and CEO Moorman will highlight NS’ desire to attract even more veterans into railroad careers. Keynote speaker will be Col. William J. Davis, U.S. Marine Corps (retired), director of the MacArthur Memorial and executive director of the General Douglas MacArthur Foundation.

Painting the Veterans Locomotive involved 26 NS employees, two of whom are veterans, using 66 gallons of primer and paint over a 112-hour period. To the extent possible, No. 6920 has been kept under wraps while the work has progressed.

With its non-traditional paint scheme, the locomotive joins NS’ Heritage Fleet of 20 locomotives that were painted in the schemes of key predecessor railroad companies earlier this year in observance of NS’ 30th anniversary.



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Photos of No. 6920 will be posted on NS' web site and the Facebook, Twitter, Flickr, and YouTube social media sites after the Nov. 8 unveiling.

Over the past six years, Norfolk Southern has hired some 1,300 veterans, and today 14 percent of the total NS workforce -- more than 4,200 employees -- are veterans and members of the National Guard and Reserves. More information about working at Norfolk Southern can be found at NorfolkSouthern-veterans.jobs.

Editor : News from various sources and photo used with permission from Norfolk Southern.



BNSF Hoppers in Heritage Logos



For those that do not know yet, BNSF is painting a few covered grain hopper cars into a light gray paint scheme with heritage logos from BNSF predecessor roads. There are to be 3 each lettered for, Santa Fe; Frisco; Burlington Northern, Great Northern; Northern Pacific; Spokane, Portland & Seattle; Chicago, Burlington & Quincy; Fort Worth & Denver; & Colorado & Southern. The cars are being painted at the Havelock Car shops in Lincoln, NE.

On Oct 28th, 5 of these cars were seen in Hutchinson, KS. They were the 3 SLSF cars numbered 480539, 483110, & 486742 along with GN cars 477433 & 489368. On Nov 2nd, BNSF 477432 was seen in Guthrie, OK and it is also painted in the GN scheme. It appears there is no specific number series for these cars. They appear to be cars selected at random and maybe those that need to be painted when they arrive at the

shops. As of early November, these are the only cars that I know of and all are in surplus storage in these respective yards. Supposedly, BNSF is doing this to protect the trademarks of the logos on these predecessor roads.

Via Brass Switchkey railnews, V.19, #43, Nov 27, 2012



ADM new Decatur Stack Yard

ADM is currently building a new stack yard alongside the new north-south connector yard tracks between the ex-IC Runaround yard and the old IT tracks along Faries Parkway in Decatur. There will be a pair of loading tracks with a paved surface and the tracks will be along the west side of the existing tracks. Trucks will access the facility off of 27th street.

Right now ADM hauls empty containers in and sends loads out. They are looking for other companies that would be interested in loads in to help balance the traffic. This yard will replace the one on the north side of the Norfolk Southern car shop, where it has been for many years. And with the new location they can ship the containers in or out via NS, CSX or CN.

They are also building a loading facility on the north side of Faries Parkway that will directly load containers with product manufactured in the facility south of roadway. That way the containers never leave the facility and never have to run over public roads. There will be conveyors over Faries Parkway to deliver the product.

They already load the containers to the max, which makes the container truck combo a 97,000 lb. vehicle on 80,000 lb roadways. Since they are sealed international containers they are allowed by IDOT. ADM feels it is competitive because of the delays incurred getting into and out of Chicago, and not just the container yard. If the container must go to a warehouse to be broken down into smaller loads and varying destinations, there is a large delay. They want to eliminate this.

Via Bruce Bird

Illinois HrSR EIS Approved

The Illinois Department of Transportation (IDOT) and Federal Railroad Administration (FRA) have signed and issued the Tier 1 Environmental Impact Statement (EIS) for the full build-out of the Chicago-St. Louis high-speed rail corridor.

The EIS advances the identification of preferred alternatives, including the Rock Island Corridor (RIC) as the recommended route between Joliet and Chicago and a Tier 2 project-level evaluation for the Springfield Rail Improvement Project, which recommended a consolidated train route along 10th Street through Springfield. A potential Record of Decision could be issued at the end of December.

"This historic achievement advances the crucial Chicago-St. Louis high-speed rail project, while signifying that all environmental impacts and route alternatives have been analyzed to determine the best option," Illinois Gov. Pat Quinn said. "Today's issuance of the EIS demonstrates Illinois' steadfast diligence and partnership with the federal government, Senator Dick Durbin (D-IL), communities along the route, private rail partners and other key supporters to move this project forward as quickly as possible."

The Tier 1 EIS includes the RIC as IDOT's preferred Chicago-Joliet route, instead of the existing route, the Heritage Corridor. The \$1 billion estimated cost for upgrading the RIC is \$500 million less than for the Heritage, mainly because fewer grade separations would be needed. The EIS also represents significant progress on the next stage of high-speed rail after upgrades to the Dwight-Alton portion of the corridor (expected as early as 2015) and the Dwight-Joliet section (anticipated to be complete in 2017) are finished.

The Tier 1 EIS focuses on double-tracking the entire line, while the Tier 2 EIS pinpoints two alternatives along the existing 10th Street rail corridor as finalists to carry the high-speed trains through Springfield.

Via Railway Age 11-19-12

Midwest High Speed Rail Association
Transforming the Midwest by Transforming Travel



Rerstoration of C&NW 1385

The Mid-Continent Railway Museum has retained Steve Sandberg, chief operating officer of North Star Rail, Inc. and the Friends of the 261, to serve as a project consultant on the restoration of the museum's Chicago & North Western 4-6-0 No. 1385. Sandberg is best known as the driving force behind the rebuilding and operation of Milwaukee Road 4-8-4 No. 261, based in Minneapolis. Sandberg and his shop crew have just completed a major overhaul on No. 261 and expect to resume steam excursions with the engine in 2013.

Sandberg's career with steam locomotives began in 1975 when the Minnesota Transportation Museum began restoration of ex-Northern Pacific 4-6-0 No. 328. In 1982 he went to work for Gary Bensman's Diversified Rail Services in Fort Wayne, Ind., on the rebuild of former Chicago, Burlington & Quincy 2-8-2 No. 4960. The following year he was employed by the Strasburg Rail Road, working in the back shop, performing daily inspections, and filling in as a locomotive fireman, engineer, and hostler. In 1985 he returned to Diversified Rail Services and worked on steam projects across the U.S. He began his association with No. 261 in 1992.

No. 1385 is the museum's best-known steam locomotive. American Locomotive Co. built the 4-6-0 in 1907, and it was the first locomotive used when Mid-Continent began offering steam-powered rides in North Freedom in 1963. It headed up excursions across the Chicago & North Western system in the 1980s. It has since been listed on both the National and State Registers of Historic Places.

The locomotive has been out of service since the summer of 1998. The museum's early attempts to restore it to operating condition stalled due to the high cost of the rebuild. Work resumed in June 2011 when Mid-Continent received a \$250,000 challenge grant from the Wagner Foundation of Lyons, Wis., but at a pace far slower than desired. The museum hopes the addition of Sandberg to the project will "insure its success and timely completion." The estimated total cost of No. 1385's restoration is expected to exceed \$1.5 mil-

lion. Contributions to help the museum meet the Wagner Foundation's challenge can be sent to: Mid-Continent Railway Museum, P.O. Box 358, North Freedom, WI 53951.

Via TRAINS On-Line 11-15-12

BNSF Shifts Traffic

With oil shipments increasing, BNSF Railway is shifting some trains to make room for current and future crude oil trains. Senior management recently communicated that most double stack trains operating between Chicago and the Pacific Northwest would be rerouted away from the Northern Corridor, via Minot, N.D., and shifted to the Central Corridor via Lincoln and Alliance, Neb. From Nebraska, the trains would operate through Wyoming and across Montana Rail Link. High priority "Z" trains would be unaffected by this change. Double stack trains that originate and terminate in St. Paul, Minn., bound for Tacoma, Wash., will also continue to operate via the Northern Corridor at this time.

BNSF's coal shipments are soft and the excess crews available on the Central Corridor allow the extra trains to be easily absorbed. This will also take the strain off other terminals on the Northern Corridor where crew shortages in and near the oil-producing region have continued to hamper fluid operations at times.

BNSF's Northern Corridor consists of former Great Northern Railway, Northern Pacific Railway, and Chicago, Burlington & Quincy Railroad routes between Chicago and Spokane, Wash. Amtrak's Empire Builder also uses portions of the route west of St. Paul, Minn. The Central Corridor is the former Burlington route through Galesburg, Ill.; Lincoln and Alliance, Neb.; Gillette, Wyo.; and Billings, Montana.

TRAINS On-Line 11-7-12

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We're on the Web!
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Photo of the Month



NS Eastbound 260 lead by 8363 at Philo, Illinois, November 29, 2012—Rick Schroeder photo