

# 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 \$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/>

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Wabash wreck in Tilton, Illinois around 1939, photo furnished by Herb Depke, formerly of Danville. See page 3 for more history on the photo.

## Coming Events

### *March 12, 2006*

**Danville, IL - Chapter Meeting at Jocko's Depot, Williams and Gilbert Street, 1:00 PM CDT, meeting at 2:00 PM,**

### *March 11 & 12, 2006*

Cisco, IL - Train & Circus Show, 10-4, Cisco Center at firehouse

### *March 18 & 19, 2006*

Urbana, IL - 29th Annual Train Show and Swap Meet, Lincoln Square Mall, 10-6 on Saturday and 11-5 on Sunday, no admission

### *March 25 & 26, 2006*

Bloomington, IL Central Illinois Railroad Club Train Show, Interstate Center, West Route 9, 9-3 each day.

### *April 8, 2006*

Chicago Rail Trip - Chapter trip to the Windy City. Ride Metra around Chicago, Depart Danville/Champaign area to Blue Island, see schedule this issue.

### *April 9, 2006*

Wheaton, IL - Great Midwest Train Show - DuPage County Fairgrounds, 9:30 - 3 PM, \$7.

### *Rossville*

See the schedule for operating sessions at the museum

## Next Meeting

The next meeting will be held on **Sunday, March 12, the second Sunday of the month**, at the Jocko's Depot Restaurant. **Note this is a week early due to the Urbana Train show being the 3rd weekend.** As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. The date and schedule is set for the Chapter's first Chicago rail trip in many years. Note the schedule in this issue (failed to get it in last time) and if going be sure to be at Cooke Business Projects at the noted

time, the group will be departing on time in order to make the train schedule at Blue Island. The April meeting has been canceled and for those attending we will have a meeting on board the train or at one of the stations. The weekend ticket cost is only \$5 for the day and you get to ride the former Rock Island, former CB&Q and former CNW. Not bad for 5 bucks. In addition he has planned to ride on the new extension on the former CNW route. Lunch and other meals are on your own and we plan to stop for an evening meal on the way back.

During this meeting we will be setting some dates for getting records catalogued and packed to go to the Vermilion County Museum. We plan to wait until warmer weather but we should start in late March and April to get records boxed and moved. Have you gotten your copy of the "History and Romance of Danville Junction", reprinted by the C&EI HS, yet. If not you really need to pick up one and Bob M. may have some at the meeting. There will still be two model sessions at Rossville so check out the schedule in this issue. **Also, your editor has moved the March session to Sunday due to a meeting he will be attending on Saturday (the new Hosta group we are involved in meets that day and I am part of the program).** The March program will be by Dave Sherrill and he will show slides of his trip to Copper Canyon in Mexico.

## Membership

The NRHS and local membership renewal forms have been sent out to you. Please send these back to Allen Cooke as soon as possible to keep you on the list. Normally dues are due by the end of March but we will give you a grace period until the end of April.



## Operating Sessions

*Rossville Museum,  
CI&E, 12:30 to 3:00  
PM*

Saturday, March 4, 2006

April 1, 2006 (no fooling) last one of the season.

*Danville and Western  
Railroad,  
1819 Coventry Dr,  
Champaign 12:30 to  
4:00 PM*

**Sunday, March 26, 2006, note this change day, needed to avoid conflict with another meeting**

Saturday, April 15, 2006 (pay your taxes before you come)

## Railroad Hall of Fame planned by Galesburg, Ill.

Imagine an 84,500-square-foot building, a \$60 million project with a central architectural feature rising six stories above an atrium, asks a story in the Galesburg Register-Mail. Now, picture all this in Kiwanis Park in Galesburg, visible from nearby Interstate 74. The National Railroad Hall of Fame, the newspaper said, is about to make the move from vision toward reality.

Jay Matson, chairman of the Hall of Fame board, and Steve Gerstenberger, board member, are confident the hall will become "a national icon."

Peter S. LaPaglia, president of LaPaglia and Associates, Inc., has been hired as a consultant to help develop the master plan for the Hall of Fame. Work on the plan began in January 2005 and is expected to

*Continued on Page 2*



### *Wabash wreck in Tilton*

The above photo, and the cover shot, are two of four that Herb Depke sent to the Chapter. The photographs are of a train wreck in Tilton around 1939 – I have them marked as the Wabash, which can be seen on the crane car in one photo. They were taken by his father, Herb F Depke, and he remembers [but barely] being there. They were taken from the back of his great-grandmother’s home in Tilton [probably 106 Seventh St] with a German-made Kodak camera called an 828. (In later years it became his prized possession and fostered a life-long interest in photography)

Herb was born and raised in Danville, knows Allen and John Cooke and now lives in Cary, NC. In researching the photos he found the chapter web site and contacted your editor. We appreciate the photos and will keep them in the archives.

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be completed this August.

”We actually started fund-raising for the master plan in October,” Matson said. Pledges for \$250,000 are in hand for the local portion of the fundraising.

”The community campaign will have a goal of a half-a-million [dollars],” Matson said. That will be officially announced at a press conference at 10 a.m. Tuesday in Galesburg City Hall. Galesburg, a city of 35,000 about 165 miles southwest of Chicago, and midway between Rock Island/Davenport and Peoria on I-74, is a hub for BNSF Railway, which has seven routes radiating from a large yard south of the city. Union Pacific operates through Galesburg on BNSF trackage rights, and the Toledo, Peoria & Western also serves it. Amtrak has three trains a day stopping at Galesburg in each direction: the California Zephyr, Southwest Chief, and Illinois Zephyr.

The money raised locally would be used to pay for the master plan, hire an executive director to lead the national fund-raising campaign, and to pay expenses associated with the ambitious goal.

*Continued on Page 3*

## **METRA adds Service on Three Com-muter Lines**

In late January, Metra will increase commuter service on three of their rail lines. Two of the lines, the Union Pacific West Line and the South West Service over the Norfolk Southern’s ex-Wabash trackage, will also see additional service over new trackage and new stations. The North Central Service on the Canadian National’s ex-Wisconsin Central line will see increased train frequency. The North Central and South West Service will remain on their current Monday through Friday-only service. The service on the UP West Line will be daily on the expanded route out to the new western terminal at Elburn, IL. These are the first expansions to the Metra system since service began on the North Central route in 1996.

Beginning on Monday, January 23 the UP West Line will extend an additional 8 miles from Geneva The North Western Illinois Chapter of the NRHS normally meets (MP 36) to Elburn (MP 44). Metra paid for the third main track to be constructed along the UP’s busy Geneva Sub. from the west side of Geneva out to Elburn. Two new stations along the route at LaFox and Elburn will add 600 parking spaces, helping to alleviate Geneva’s tight parking problem.

The new Elburn coach yard, along with additional track and signals, will increase track capacity and provide a more efficient operation. With the coach yard at Elburn, versus at West Chicago as now, problems in having trains deadhead from the yard out to Geneva to begin their inbound trips will be eliminated. As part of Metra’s larger capital improvement plan, Bunker Road has been extended north of Keslinger Road to provide access to the new La Fox station.

Elburn and La Fox will enjoy seven-day service, with 10 trains in each direction on Saturdays and 9 on Sundays. On weekdays, 21 inbounds will leave from Elburn, plus a morning rush-hour train that will originate at La Fox. Outbound service will see 22 to Elburn, plus one that flips back

from La Fox in order for the train set to make a second trip.

Added runs on the North Central Service route will begin on Monday, January 30. The number of round trips each weekday will increase from the present 5 to 11. Four new stations will open along the route, with another to follow in the summer of 2006. Through 2005 the current 5 daily roundtrips provide 4,500 passenger trips daily. The trains use Chicago Union Station and operate over the Milwaukee District West Line to B-12 just east of the Franklin Park station before they turn north and head up the CN.

With the new schedule spreading service throughout the day, the route will better serve the O'Hare Airport at the stop adjacent to parking lot "F" and will build upon the growing suburb-to-suburb commuter market. Four new stations will be opening on January 30. Three are on the line's south end: Franklin Park at Belmont Avenue; Schiller Park; and Rosemont.

The fourth is at Grayslake Washington Street. The fifth additional station coming this summer will be Grand/Cicero (named for the two major streets in Chicago). Improvements to the line for the upgraded service include a second main track to CN's Waukesha Subdivision plus additional crossovers, signals and other track improvements.

An interesting operation will see the last eastbound departure from Antioch, train # 118, depart there at 7:02 p.m. After making the stop at Washington Street in Grayslake, the train will use the connection track between the CN and the Milwaukee District North Line's Fox Lake route. The train will use the MD-N route running non-stop to Chicago Union Station—arriving there at 8:15 p.m. The consist will then come back west as train # 119 (departing CUS at 8:30, making all stops on the traditional route along the North Central Service and getting back into Antioch at 10:04 p.m.

:Some minor schedule changes will occur to Milwaukee District West Line trains to help accommodate the new NCS trains.

The South West Service extends from the present stop at 179th Street in Orland Park down to Manhattan. That new weekday service will also start on Monday, January 30. Weekday roundtrips will increase from the present 8 to 15 beginning that date.

Two round trips each weekday will begin and end at Manhattan. Inbound morning runs are trains 806 and 810. They depart from Manhattan at 6:02 and 6:52 a.m. and arrive at Chicago Union Station at 7:25 and 8:15 a.m. Evening westbound trains 825 and 829 will run all the way down to Manhattan, departing CUS at 5:00 and 5:40 p.m. and arriving Manhattan at 6:27 and 7:07 p.m., respectively.

New paper timetables will be available before the service begins. On-board personnel were expected to pass them out about a week prior to the changes. All of the new schedules are up on Metra's website: [www.metrarail.com](http://www.metrarail.com)

*Info from a J. David Ingles article on the TRAINS Newswire, January 9, 2006 via North Western Limited*

*Editor: Part of our rail trip to Chicago in April will cover one of these new extensions.*

*Galesburg - continued from Page 2*

Matson said the idea is to show the community's commitment, to demonstrate to foundations and the railroad industry this is a project worthy of their support. While state and local grants will be pursued in what is planned as a two-year fund-raising effort, the railroads hold the key.

"It's definitely a boom time for all railroads," Matson said. "In that sense, our timing couldn't be better."

What if only \$40 million is raised? Will the project go forward? "Sure, we might have one theater instead of two," Matson said. However, Matson said organizers are optimistic.

"I think the likelihood is we'll raise more than [\$60 million] rather than less," he said.

Matson points to the need to dream when it comes to the museum itself, but the high hopes for fund-raising, he says, are grounded firmly on logic. Matson says the largest six railroads—BNSF, CSX, Norfolk Southern, Union Pacific, Canadian National, and Canadian Pacific Railway—have annual revenues in the area of \$50 billion.

He said for the Hall of Fame to reach its goal, it only needs ".01 of 1 percent of their revenue." In addition, there are many other railroads, including more than 400 short-line operations. "If everything went as fast as we could have it and if some major donors step forward, we could have a spring 2009 opening," Matson said.

*Via Trains On-Line*

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## ***Indiana DOT to provide more than \$1.7 million in grants to 11 small roads***

Last week, the Indiana Department of Transportation announced it will award more than \$1.7 million in Industrial Rail Service Fund (IRSF) grants to 11 short lines. The grants will help the railroads fund projects designed to upgrade track to accommodate 286,000-pound rail cars. In addition to the IRSF grants, the short lines plan to spend a total of \$2.1 million on the projects.

The department will award:

\$200,000 to the 124-mile Indiana Northeastern Railroad Co. to rehabilitate a five-span ballast-deck concrete bridge in Hamilton;

\$200,000 to the 107-mile Louisville & Indiana Railroad Co. to replace ties between Indianapolis and Columbus;

\$200,000 to the 22-mile Hoosier Southern Railroad to improve track;

- \$200,000 to the 16-mile Dubois County Railroad to rehabilitate track between Huntingburg and Jasper;

- \$200,000 to the nine-mile Elkhart & Western Railroad to replace ties and ballast;

- \$180,000 to the 33-mile Chesapeake & Indiana Railroad to build a track connection;

- \$175,000 to the 28-mile C & NC Railroad Corp. to repair and upgrade five bridges;

- \$175,000 to the 26-mile Wabash Central Railroad to replace ties and ballast between Craigville and Van Buren;

- \$100,000 to the 26-mile Madison railroad to rehabilitate one bridge;

- \$91,500 to the 51-mile Maumee & Western Railroad to upgrade bridges, and replace ties and ballast; and

- \$50,000 to the 75-mile Kankakee, Beaverville & Southern Railroad to rehabilitate track.

Thirty-five short lines operate a total of 1,346 track miles in Indiana.

## **Add trains, and the riders will come, Metra finds**

Thousands more commuters are taking Metra's SouthWest and North Central Service lines since the commuter-rail agency added 52 trains, 20 route-miles, and seven stations to three of its 11 routes beginning in late January, according to a story in the Chicago Tribune.

Since Metra increased the number of trains on the SouthWest Service line from 16 to 30 and extended the line 12 miles to Manhattan in Will County, daily use has increased by about 7,900 rides, or 16 percent, compared with last year, Metra says. The line runs between Chicago's La Salle Street Station and 179th Street in Orland



Park, with two new trains continuing on to Manhattan. SouthWest Service operates Monday through Friday.

On the North Central Service line, where four stations were added and the number of trains was doubled to 20, Metra has seen 4,000 more rides, an 8 percent increase over last year, agency staff told the Metra board last week. North Central trains also run Monday-Friday, between Chicago Union Station and Antioch, Ill. Both lines increased service effective Jan. 30.

Metra did not have official figures for its Union Pacific West line, which was extended beyond Geneva to La Fox and Elburn on Jan. 23, but Metra officials said on average there are about 130 cars each weekday in the parking lot at Elburn and 155 at La Fox.

Metra also released its 2005 ridership figures, which were up 3.1 percent over 2004, making it the agency's third-best year.

While additional service is attracting more riders, officials said they are evaluating the schedule on the UP West line because some morning inbound trains have been running 3 to 7 minutes late. They are focusing on trains that are scheduled to arrive at the Ogilvie Transportation Center downtown at 7:35, 7:49, and 7:55.

*Via Trains On-Line 2-20-06*

## **New excursion-train service to start in southern Colorado**

A new excursion-train service in Colorado's San Luis Valley is expected to begin in late May on the San Luis & Rio Grande Railroad out of Alamosa, the railroad and the Denver & Rio Grande Historical Foundation, its partner in the project, announced last week. Alamosa is 120 miles southwest of Pueblo, Colo.

The diesel-powered excursion trains, consisting of coaches and a food service car, are scheduled to run daily out of Alamosa, in two directions. The San Luis Express will go east, crossing the 9,242-foot-high La Veta Pass, to the town of La Veta, about

60 miles to the east. The Toltec Gorge Limited will run from Alamosa 30 miles south to Antonito, and make a connection with the narrow-gauge Cumbres & Toltec Scenic Railroad's steam-powered train to Osier, Colo. Each excursion will return to Alamosa the same day. The trains will run through mid-October.

According to a story in the Denver Post, Alamosa's connection to the railroad, and its status as the center of commerce in the San Luis Valley, dates from 1878, when settlers from Fort Garland, Colo., arrived via train and founded the town in an area shaded by cottonwood ("Alamosa" in Spanish) trees.

The Alamosa-based railroad, originally part of the Denver & Rio Grande Western, through mergers became property of Southern Pacific and then Union Pacific, which sold it a few years ago to RailAmerica, the shortline portfolio holding firm based in Boca Raton, Fla. Chicago-based Permian Basin Railways purchased the property last year from RailAmerica and christened it the San Luis & Rio Grande.

The Cumbres & Toltec Scenic operates a portion of the former D&RGW 3-foot-gauge line from Antonito through Osier and over Cumbres Pass to Chama, N.M.

29th Annual  
Urbana, Illinois  
Model Railroad  
Show and Swap  
Session Saturday  
March 18, 10-6 and  
Sunday, March 19  
11-5  
No admission  
Displays, Operating  
Layouts, Model Contest  
on Sunday.

## Danville Junction Chapter

### *Riding the Rails Road Trip*

*April 8, 2006*

Depart Cooke Business Products (or Champaign Schnuck's parking lot) 5:30 AM, arrive Bourbonnais McDonalds 7:00 AM

Depart McDonalds 7:15 AM, arrive Blue Island Rock Island District station 8:30 AM.

Depart Blue Island on Metra 9:01 AM, arrive Chicago at LaSalle Street Station 9:45 AM

Walk to Union Station, depart on BNSF Metra train at 10:30 AM, arrive in Aurora at 11:47 AM

Transportation via taxi or bus to Geneva arriving at 12:30 PM.

Depart Geneva at 2:25 PM on CNW Metra west line, arrive at Chicago Union Station 3:46 PM.

Walk to LaSalle Station, depart on the Rock Island District train at 4:30 PM, arrive in Blue Island at 5:10 PM

We will depart Blue Island as a group and head to the intersection of US Route 30 and I-57 to eat at Fuddrucker's restaurant and should be back in Danville or Champaign around 9 :00 PM.

Ticket cost is \$5.00 for the entire day. Be sure to have correct change to purchase ticket from the conductor if not available at the ticket vending machine.

## CSX Construction Projects

CSX has let the bids for our three siding projects in Indiana. As this is written the final contractor has not been selected but should be by the first week in March. Work is to start by the middle of March on all three jobs.

Our projects are located in Carlisle, Smith (north of Vincennes) and Hazleton, Indiana. Each one is a 10,000 foot plus siding. Carlisle started on the west side of the main south of town, then moved to the east side for a proposed coal mine, then moved back to the west side when the mine project was put on hold. Utility relocation and property issues

played a part in addition to the mine issues.

Smith is a location north of Vincennes. This was so named by the Evansville and Crawfordsville Railroad. The location exists only as a stub end siding (original 6,000 foot siding) and is used as a setoff track. We are using part of the grade, building a new bridge across a creek and going 1500 feet north with the south end at a park on the north side of Vincennes. One property owner would not sell and decision was made to move part of the alignment toward the Wabash River to still get the project where needed. This design change is under way and plans should be completed by the first week in March.

Hazleton will have a new siding on the west side starting at the coal mine connection. This is a 12000 foot siding and will have most of the siding in a remote location. This project has 3 bridge structures for which work will start soonest. All of this work is part of the capacity improvement upgrade that CSX is doing over the next 3 years. A total of 21 projects were designed in 2005 and are under construction by March 2006. They are in Kentucky, Tennessee, Georgia and New York.

There are several other projects that will be coming up in Indiana and Illinois that are part of the Phase 2 and Phase 3 work, however, these cannot be made public at this time. It is expected that these will start design in late March or early April to be ready for construction in 2007.

Our firm has been requested by CSX to furnish engineering estimate to do three of the CREATE projects not under IDOT funding. These will be two in the Blue Island area that will expedite connection between CSX and CN (GTW) and a third in Dolton/Riverdale which will involve track changes that will affect CSX, UP and IHB. In addition Dolton Tower will be affected and eliminated. This work is scheduled for around 2009.