

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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Volume 40

March 2008

Number 3

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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 \$33.00 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 2008 - Our 40th Year

PRESIDENT: Doug Nipper

VICE PRESIDENT: Mark Ziebart

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TREASURER: Allen Cooke

NATIONAL DIRECTOR: Rick Schroeder

PROGRAM CHAIRMAN: William Darner

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

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On March 1st, 2008 the Vermilion Valley Railroad exercised some new trackage rights on CSX that allow them to come as far as Tee Pak on the Olin Secondary. Here they are eastbound at Daisy Lane with a long cut of cars for storage. Our own member Jim Montgerard is the engineer/trainmaster for this shortline. Photo by Doug Nipper

## Coming Events

*March 9, 2008*

Danville, IL - **NOTE THIS MEETING IS MOVED UP ONE WEEK DUE TO THE URBANA SHOW** - Chapter monthly meeting at Jocko's Depot Restaurant, Williams and Gilbert Street, lunch at 1:00, meeting and program to follow.

*April 5, 2008*

Chapter Annual rail trip - South Shore to South Bend and back - see attached flyer for details.

*April 6, 2008*

Springfield, IL - Springfield Modle RR Club train fair, Orr Building, Illinois State Fairgrounds 10-4

*April 19-20, 2008*

Decatur, IL - Decatur Train Fair at the Decatur Civic Center, downtown 10-5 & 10-4.

## The DANVILLE FLYER, an Electronic Newsletter

If you want to read your newsletter early, that is before the post office delivers it, and save the chapter some postage (going to \$.42 in May), send Doug Nipper (sigmtrl[at]cbpnet.net) your Email address and you will get to read early and in color by getting on his mailing list.

*Editor*

### Dues are due now

For those of you that are members of the NRHS your final notice will be coming soon from the national. For local dues notice this is your last issue if you have not paid yet. For museum members the annual renewal is still only \$17 per year. We appreciate the donations that have been made this year. These donations help offset the cost of running the museum at Rossville.

## Next Meeting

The next meeting will be held Sunday, **March 9, 2008** at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM. Note this meeting is one week earlier due to the Urbana Train Show being held the following week.

We will make final arrangements for setting up at the **annual train show which will be held in Urbana March 15 & 16 this year**. Help will be needed in moving sale items to the mall and setting up on Saturday. This year we will again sell popcorn as a fund raiser. By the end of this show we should have our investment paid off. We will have magazines and other items for sale. We will be in the same area as last year and this year, with the larger part of the mall closed to exhibits, there will be smaller layouts but hopefully the same number of vendors. They will be in the north and southeast corridors this time.

The Spring Rail Trip is scheduled for April 5. We will depart from Cooke Business Products on N. Vermilion St. at 7:30 AM. We will take Route 1 north to pick up other members at Rossville and Hoopston and then stop in Mommence for a quick pit stop. We will arrive at Hegwisch around 10:00 AM and catch the 10:35 train on the South Shore to South Bend, arriving around 1:20 PM (ET). 20 minutes later we head back west and arrive at Hegwisch around 2:25 PM. From there we head to the Dolton area for some train watching from public property and then over to University Park to have dinner at Fuddrucker's. If you cannot make the meeting but can make the trip contact Allen Cooke at 446-0977 and get your name on the list.

The program at the meeting will be a video furnished by Mark Ziebart on Crawford Hill, Nebraska.



## Model Operating Sessions

*Rossville*

Once again we are setting up operating sessions on Saturdays at Rossville. For 2008 the sessions on the Chicago, Illinois and Eastern Railroad will be:

April 5, 2008 (Canceled)

All sessions start around 1:00 PM and last until 3:30 PM.

*Danville and Western Railroad, 1819 Coventry Dr, Champaign*

March 29, 2008

Note - April session has been canceled.

A new dispatchers board will be in place this year so an additional person is needed and radios will be used.

## 31st Annual Urbana Train Show

March 15 & 16, 2008

## Lincoln Square Village - Urbana, IL

This year we will again be selling popcorn. This was a great income maker last year and we need help both days. In addition we have a number of items that have been donated by Sharon Hubbard with the idea that the chapter can sell at shows to raise money for the museum. These items are in addition to the magazines that we usually sell. Plan now to attend and either help in the hauling, setup or selling.

## The President's Corner

First this month, I would like to acknowledge Rick's not-so-veiled rebuttal to my column last month about the economy. I guess we will have to see what happens in the long run, but my gut tells me there is a lot more pain to be experienced. Railroad carloadings are an indicator of what's happening now, but there is always a lag in these matters...

Now, onto this month's topic: On the way back from one of Rick's operating sessions in Champaign, Bob Gallippi and I detoured off the interstate and came through Catlin, Illinois where NS had a train in emergency with a parted air hose. The local residents were less than amused by this event, but it didn't prevent me from showing Bob where the Chapter's museum used to be in that community. He said he had been there when it was open, but couldn't recall exactly where it was.

From my memory of the late 1970's, it appears not much has changed. There is still a tavern in the lower level of the two-story building, perhaps the only original structure left on that side of "downtown" Sandusky Street. Across the street from the tavern there is still a small eatery. In those days it was called Toby's Café that drew my parents there after church about once a month.

It didn't look like the upper level of the tavern had any occupant in this century, and I think it's quite likely the Chapter was the last renter of that space. I often wonder if we had not been able to lease the depot in Rossville, where would we be now?

Like all small towns, Catlin has changed in the last 32 years, and some would think not for the better. When looking back at the past through our rose-colored optics, it's natural to wax nostalgic. In the late 70's there were no personal computers, no Internet, no 24-hour cable news and no cell phones. Yet somehow, people amused themselves and enjoyed a less-complicated lifestyle. But speaking of the economy, this was also an era of double-digit inflation, high interest rates and gas lines. I doubt anyone would want to return to those conditions, but just remember that history repeats itself from time-to-time.

What do *you* remember about Catlin? Rick could use more material, so write up your memories of the Chapter's years there. Did you help build the HO scale layout, or arrange the displays? When I joined in 1976, there was a lot of energy in the group and I was impressed that so many others shared my interest in railroads. Rick's O-scale layout was really impressive and showed me what was possible with model railroading. Finding the Chapter gave me a home in my hobby life, and in my second stint as president I must say that it has been an enduring institution.

If you go to Catlin today, the museum's former location is on S. Sandusky St. on the west side. Just turn west on the Catlin-Homer Road, and then turn left after one block at the stop sign. The two-story gray building is about 2/3 of the way to the railroad tracks as you proceed south, and you'll see the tavern's neon lights on the lower level.

*Doug*

## Schneider National names CSX, BNSF "Primary Rail Providers"

Green Bay, Wis.-based Schneider National, Inc. Wednesday named CSX Intermodal and BNSF Railway as its primary rail providers, in an effort to simplify the trucking company's container/trailer pool operations and bolster intermodal service.

BNSF will serve as the primary rail provider in the West, while CSXI will handle Schneider's rail intermodal business in the eastern U.S. Schneider will maintain secondary relationships with the other Class I's to reach markets not served by BNSF and CSXI, the trucking company said. But the new agreements provide Schneider customers with preferential loading, capacity, and operational interfaces that will increase accessibility and efficiency of rail moves.

"Our goal remains consistent: to provide a door-to-door 'truck like' experience for our customers," said Bill Matheson, president of Schneider National Intermodal. "Establishing these rail relationships means we're making it easier and more beneficial to our customers. We have made it a priority to take intermodal and make it simple for our customers. In the end, this is going to save our customers significant time and money while increasing reliability."

Along with J.B. Hunt Transport Services, Inc., Schneider National was among the vanguard of trucking companies willing to explore truck/rail intermodal opportunities two decades ago, as international trailer- and container-load traffic increased rapidly.

## Chapter Spring Trip - April 5, 2008

### *Ride the NICTD - the South Shore*

See Meeting Notes and insert last issue for more information

## **Canadian National willing to share rail crossing costs if deal approved**

Canadian National Railway officials acknowledged there are “three or four” points on the Elgin, Joliet & Eastern rail line that runs through Chicago’s outlying suburbs where constructing overpasses or underpasses would be warranted, and that the railroad would pay its “fair share” to build them if its plan to buy the EJ&E is approved, according to the *Chicago Tribune*.

But officials would not specify crossings or indicate exactly how much the CN would be willing to pay to construct grade separations, which they said could cost as much as \$100 million each. The railroad itself would have no authority to build them, and the bulk of the cost would have to come from the federal and state governments, CN President E. Hunter Harrison said at a meeting with the *Tribune* editorial board. Planning and jurisdictional hurdles among state and local governments must also be resolved before any commitment to building grade separations could be made, he added.

The city and many close-in suburbs support the deal, saying it would relieve freight congestion. But many suburbs along the EJ&E, particularly Barrington, object to a projected quadrupling of freight trains coming through their communities. The EJ&E has 140 highway and pedestrian grade crossings, and few grade separations in its 198-mile arc from Waukegan to Joliet to Gary. “Grade crossings are the issue,” Harrison said. “You can talk about sound walls and noise and other stuff [but] that’s the issue.”

Harrison said the railroad’s \$300 million bid to purchase the “underutilized” EJ&E rail line would benefit the Chicago region economically as well as move railroad freight more efficiently. But the CN would abandon the deal if federal regulators impose onerous conditions due to objections from opponents, he said. Harrison said the railroad is willing to address safety, noise and other concerns. The railroad is also committed to ensuring the continuation of Amtrak service and the expansion of Metra, he said.

*Via Railway Age*

## **Stop shipping dangerous chemicals?**

It’s time to stop producing and transporting dangerous chemicals around the nation, AAR’s Hamberger says. Chemical companies should stop manufacturing dangerous compounds that have to be transported by rail and truck when safer substitutes are available. And if they refuse, Congress might force them to through the Chemical Facility Anti-Terrorism Act of 2008.

That’s the message Association of American Railroads President and Chief Executive Officer Edward Hamberger delivered to chemical producers via a statement he released yesterday following a House

Homeland Security Committee hearing on the anti-terrorism bill.

“We can no longer continue to risk the lives of millions of Americans by using, transporting and storing highly toxic chemicals when there are safer alternatives commercially available,” he said. “If chemical companies would take that step, the threat of a terrorist attack would be greatly reduced, America would be a safer place [and] railroads would no longer be required by the federal government to transport some of the most highly toxic chemicals around the country.”

In addition, trucks filled with toxic chemicals would no longer navigate highways, and many manufacturing facilities and water treatment plants no longer would store large quantities of chemicals that are attractive to terrorists, said Hamberger.

The Center for American Progress reports that as many as 25 water utilities that previously received chlorine gas by rail have switched to safer treatment options, such as liquid bleach or ultraviolet light. As a result, more than 26 million Americans who live near those facilities are safer, said Hamberger, quoting from the report.

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## **CN & the EJ&E**

Recently the Canadian National sent a letter to U.S. Senator Dick Durbin (D-IL) assuring that, should CN’s proposed merger with the Elgin, Joliet & Eastern Railway be approved, Amtrak trains to and from downstate Illinois could continue to use the more direct St. Charles Air Line routing in and out of Chicago.

Amtrak and other parties had voiced concern that CN post-merger traffic routings would bypass the St. Charles routing, make it a candidate for abandonment, and force Amtrak onto more lengthy alternate routings for these trains. In its letter, CN President Hunter Harrison said that, “With our commitment to Amtrak that it may remain on the Air Line, any concern on Amtrak’s part that it will somehow be compelled by CN to reroute its trains in a way unacceptable to it should be dispelled entirely.”

*Editor: It is interesting to see the response concerning the Amtrak route into Union Station and how much fear has been raised that if the CN gains control of the EJ&E the St. Charles Air Line will be abandon right away. First, the CREATE project was really started because Mayor Dailey wanted to get trains off the St. Charles route so the new warehouse condos would not have trains running past the windows. Part of CREATE is to take Amtrak off the CN on the former NKP line, go under the former PRR and up onto NS and route west and north into Chicago’s Union Station. These routes are under environmental study and design phase*

*is expected in the next 1-2 years. Second, the STB will not let CN abandon an important route for Amtrak until a better route is in place. Even Kankakee, Champaign and Mattoon city councils have jumped up and passed resolutions to fight the CN/EJ&E merger because of Amtrak. I sent an email to the New-Gazette editor that wrote up the article and got a reply "Thanks for the good information, I will check into it." Of course, nothing has ever shown up in the paper explaining the real story - that does not make news.*

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## **EJ&E tests NREC ultra-low emissions locomotive**

The Elgin, Joliet and Eastern Railway has completed a successful one-week operational test of a three-engine 2100HP (3GS-21B) N-ViroMotive® GenSet locomotive at its switch yard in Gary, Inc., according to National Railway Equipment Co. The unit is EPA certified and CARB recognized as an ultra-low emitting GenSet locomotive, NREC says.

Gerry Carr, EJ&E's senior road foreman of engines, said, "We have the objectives of fuel conservation, protecting the environment and operational efficiency on our railroad. We performed an operational test of an NREC N-ViroMotive unit to see if it would meet our objectives. We were pleased with the result, as well as its significant power and outstanding tractive effort. Also during the test, we discovered that its operation is very user-friendly, and to our pleasant surprise, it is significantly quieter than any of our existing units."

NREC says the locomotives offer an 80%-plus reduction in nitrous oxide (NOx) and particulate matter emissions, 50%-to-65% improved tractive effort adhesion efficiency, and fuel savings of more than 50% in switching and road switching service, among other benefits.

NREC Vice President Marketing and Sale

Jim Wurtz said, "These fuel-efficient road switcher locomotives have industrial engine NOx emission levels that are best in class worldwide. Already proven in service, N-ViroMotive locomotives are over five years ahead of anticipated EPA emissions regulations for new switching locomotives."

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## **Trespassing On Railroad Property**

### ***A Crime In New Jersey?***

The New Jersey Star Ledger Newspaper reports that a bill (A-929) passed by the New Jersey State Assembly that makes a person convicted of trespassing on railroad property guilty of burglary. Sponsored by Assemblyman Fred Scalera and assemblywoman Joan Quigley (A929) would subject anyone trespassing on railroad property to up to five years in prison and \$15,000 in fines. The maximum penalty would rise to 10 years in jail and \$150,000 in fines if the offender, knowingly, or recklessly inflicts, attempts to inflict, or threatens to inflict bodily harm.

"Railroads and rail yards, by their very design, are hard to secure and are more vulnerable to criminals and the threat of terrorist attacks than other modes of transportation", said Scalera (D-Essex) the chairman of the Assembly Homeland Security and State Preparedness committee. The assembly passed the measure 76-0 and it now heads to the New Jersey State Senate."

Although Railpace has a negative view toward blatant trespassing on railroad property, it is concerned that those photographers who are ignorant of property boundaries might be prosecuted of a potentially serious offence. Railpace readers can voice their opinion concerning this bill to New Jersey's elected officials prior to the bill possibly becoming law.

*Via Railpace magazine*

## **Danville Chapter, NRHS**

### ***Minutes - 2/17/8***

President Nipper opened the meeting at 1337.

The secretary's report was approved as printed.

The Treasurer's report shows the following balances:

Checking	\$1608.63
Savings	\$ 4530.25
Total	\$6138.88

#### ***Old Business***

A show of hands was requested for the April trip, with around 11 indicating they would likely go. It was suggested to route the cars up Hwy. 1 and pick up along the way.

The Urbana show is March 15-16. Popcorn supplies have been purchased. A few things from the Hubbard estate, which did not sell on e-bay, will be offered.

#### ***New Business***

Rick, Bob McQuown and Doug are going to Covington to look at the remains of the C, D & V line on private property.

Dave sold quite a bit of material at the show in Cisco. He also is taking a table in Hoopeston.

Milford: Mark reported the depot roof would be retiled.

The CEI Society is going to move material, including photos and timetables to the Vermilion County Museum. Rick commended Bob on doing a fine job of organizing the material at the museum from Rossville.

Larry passed around pictures from his brother of the scene in Roseville, CA in 1973 when munitions exploded in the yard.

The Meeting was adjourned at 1401.

## Photo Section

At left is the rear of the VVRR train shown on the cover. With more than 30 gons and covered hoppers for storage, this is first sizeable train to run on the shortline. Jim Montgerard reported that: "Those cars had set so long in warm-cold-warm-cold we fought the air all day." But they were running pretty good by me at Daisy. Jim also said the delay in getting these cars delivered was the fault of CSX in setting some cars with frozen coal loads off of the loop and onto the Secondary. As they thawed, coal spilled out and made the line impassable. Only through the efforts of the V V RR crew and the Vermilion Transmodal employees was the line cleared again.



Below are photos that Doug also took on March 1st at the Chapter's last operatin session for the season at Rossville

