

Danville Flyer

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Wither the CI&S

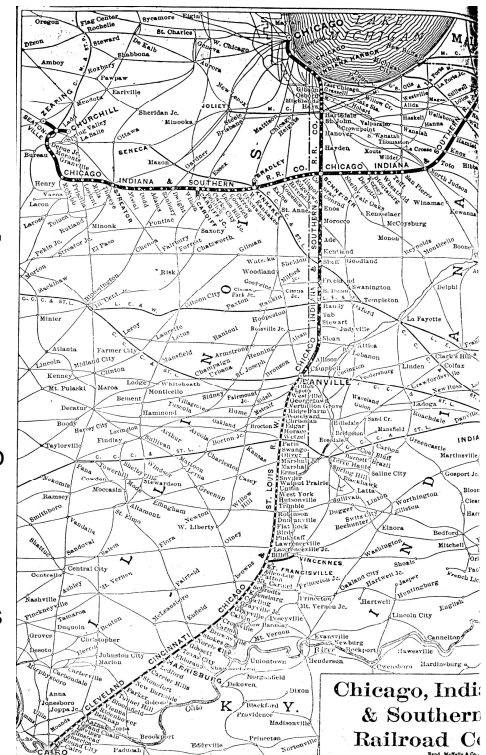
by Doug Nipper

A considerable amount of attention has been paid to the slow death of the P&E. As I once termed it, “a death of a thousand cuts” with only small segments surviving here and there. The January 2006 severing of the line on either side of the diamonds at Danville Junction and Cory was simply the last indignity, logical as it was, to befall the former NYC subsidiary.

But what of the other NYC line that passed through this area? Jim Sinclair gave me some copies of an old Official Guide that detailed the **Chicago, Indiana and Southern** in a way that I had not seen it before. Intersecting itself at Schneider, Indiana, it has a graphical appearance of a cross on a map. The east-west segment began at South Bend, Indiana and ended up at a point in northern Illinois called Zearing near LaSalle. The north-south segment started in Chicago, and from Gibson Yard south to Danville it almost perfectly paralleled the state line until just north of Danville where it took a gradual turn to the southwest and crossed back into Illinois.

The map also shows the Big Four line south of Danville as being an integral part of this railroad, if not by name then at least by connection. It's always struck me how NYC hung onto subsidiary names like P&E and CI&S after their absorption into the larger system. In later years, of course, it all ended up as PC and then Conrail, but the older names still are still used as suitable descriptors.

So what remains of the CI&S? I think it's safe to say the east-west segment has fared better than the north-south line. The “Streator Connection” is still valuable to NS, and Schneider remains a fairly important junction. From there north to Gibson is still



- March 17 – Monthly Meeting at Jocko's, 1 PM
- Mar 17 Springfield - Springfield - Springfield Model Railroad Club's [Springfield Train Fair 2011](#). Illinois State Fairgrounds. Orr Building. 10-4.
- April 6 – Rossville Operating Session 12:30—4 PM
- Apr 13-14 Decatur - Mt. Zion & Southern Model Railroad Club's [Decatur Train Fair 2013](#). Decatur Civic Center. Sat 10-5; Sun 11
- May 2 to 5th Midwest Region NMRA Convention at Indianapolis, Marriott Indianapolis East

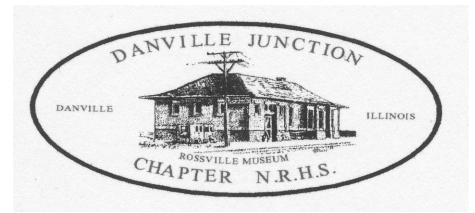
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About Us

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



NS 2013 CapEx

Norfolk Southern plans to spend \$2 billion in 2013 for capital improvements to its network. “Our capital plan will maintain the safety and quality of our existing franchise, improve service quality and performance, achieve operational efficiencies and productivity improvements, and support business growth,” said Norfolk Southern CEO Wick Moorman.

The largest expenditure will be \$831 million for roadway improvements, including the maintenance and replacement of rail, ties, ballast, and bridges. Equipment spending includes \$420 million to acquire new locomotives and rebuild and upgrade existing units; re-body coal hoppers; buy multilevel cars to handle increased automotive traffic; and purchase intermodal containers and chassis.

NS has budgeted about 11 percent of the 2013 budget for the continued implementation of positive train control. In

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February 2013—Meeting Minutes

MEETING MINUTES – February 10, 2013 JOCKO'S PIZZA

Meeting opened at 2:00 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved. Treasurer not only had his monthly report (\$2191.02 checking, \$3500.55 CD, total \$5691.57) but also had copies of the year-end report for members that were interested. The Chapter had a deficit of about \$700 in 2012, mainly due to the tree removal expense.

OLD BUSINESS

Model Railroad Show in Hoopeston is next weekend, and the Chapter has two tables reserved. Show starts at 10AM, but we should be able to get in for set-up by 8. The Boy Scouts are selling popcorn again, but Doug Nipper pointed out that we no longer have custody of the popcorn machine anyway. There is not much to sell at Rossville, but we can pick up whatever there is the morning of the show. Everyone should pay the admission fee, as last year there were many members behind the table that didn't. Nipper and Cooke will get brochures ready at the Cooke office.... Bob Gallippi took exception to the phrase "ferreting out" things to sell from Rossville, but he was re-assured that this would only apply to things on or under the sale table in the middle room, not in the baggage room.... Spring Trip: Topic was tabled again until next month since the Noblesville schedule is not online yet.

NEW BUSINESS

Dave Sherrill reported that there will be no more shows in Cisco, Illinois. The Decatur Show will be the same weekend as the C&EIHS meet in Watseka, April 20th... Rick showed samples of C&EI apparel that is now available for sale on the C&EIHS website... Dave mentioned that a book on the CA&S will soon be available on CD or DVD.

GOOD OF THE ORDER

Bill Wright will be 73 next month. His dad is over 100 years of age.

Meeting adjourned at 2:20 P.M. Program was DVD provided by Al Hintz, who unfortunately was not able to attend the meeting. It was from the "Dream-Plan-Build" model railroad series, and covered a fictitious Maine "2-foot line" using N-scale track to simulate narrow gauge.

Next Meeting—March 17, 2013

The March meeting returns to our normal 3rd Sunday of the month schedule. This meeting will set the date and location for the spring trip. Destinations have been Connersville, IN or Noblesville, IN for a train ride and visit to a museum. Distance and time are factors in the trip. Last month Allen and Doug furnished a report on the financial status of the chapter. We had a net loss of around \$700 last year, all of it due to the tree removal on the north side of the depot. In February the model operations group donated to the "heating cause" and this will help expenses this year..

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active. South of Schneider, however, is the sad part of the story. Aside from small segments operated by KB&S, most of the line to Danville sits in a state of flux. NS halted the scrapping of the line soon after they split Conrail with CSX, so the disjointed rails still lie on top of rotting ties. Trees have had the time to grow considerably, and in many places you can't even walk the line unless ATV riders have kept a path open.

My own memories of this line go back to the late 1970's. I remember the "rail to water" coal trains that



Rail to water on P&E at Cory (Danville) with CR SD45 and U25 B, March 25, 1979—Doug Nipper

interchanged with the L&N at "16 Hill" east of Griffin St. and turned on the wye at Wyton to head back north. There was the INIH and IHIN pair that also made the turn at Wyton for a cum-

bersome Chicago to Indy route (IH in the symbol stood for *Indiana Harbor [Belt]*). In my junior and senior high school years, I can recall sitting in the DHS yearbook office on the east side of the building and watching the Conrail local go by on the curve behind the school. In 1980, Milwaukee Road trains began using the line to get to Terre Haute. Ten years later almost to the day, they moved over the CSX line and soon after became Soo Line trains, and finally those of CP Rail before that chapter in local railroad history was ended with the Indiana Railroad purchase of the ex-Milwaukee Road territory south of Terre Haute.

1980 was also my senior year, and with much free time during the spring I had yearbook study hall and was able to leave early. On days that I didn't walk to North Yard to visit with Bernice Schramm or Bob Barker, I would walk the NYC up to Winter Ave. and then



It is 8:43 in the evening of September 15, 1966 and a northbound 140 car New York Central train with F7, B unit #3457 and GP9 5694 has crossed Winter Avenue and about to go under the C&EI bridge. Photo by Rick Schroeder.

get up on the L&N for the walk home to my parents' house. Only one or two times did I ever see a train on those walks. It was a neat walk, as the cut under Voorhees St. made it like a hidden nature sanctuary. It crossed Stoney Creek no less than twice between Voorhees and Winter, and if I wanted the extra mileage I could walk on up to Liberty Lane and cross it one more time. Thereafter on up to Liberty, the railroad was in a pretty deep cut and you felt isolated from the world.

Even before my "hard core" railfan days, I can remember summer evenings around the parents' neighborhood and hearing CR trains working northbound up the line and blowing their horns for Liberty Lane. It was always hit or miss with those trains, and I never got any pictures like I did with the L&N which was much closer. To see the line as it exists today is heartbreaking. Not fully abandoned, it's like watching an animal carcass slowly decompose.

The NYC south of Danville, while not part of the CI&S system early on, made a north-south route the length of the two states possible. At Mt. Carmel, the line split with one leg going southeast to Evansville, and the other continuing southwesterly all the way to Cairo. A 1951 Illinois Division NYC timetable shows all of this as well as the mainline from Indy to St. Louis and the

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branch that ran down the Indiana side from Terre Haute to Evansville. Thus it seems the "Water Level Route" had tendrils all over Illinois and Indiana in its heyday.

Someday I'll write about the Big Four line from Terre Haute to St. Louis. My mother's side of the family was from the Hillsboro area, and my great-grandfather and his brother both worked for the CCC&StL. The "Old Line" as they called it in the 1951 timetable took a more northerly route to St. Louis from Hillsboro, and passed though Butler where my grandparents once lived, and are buried.

More NYC Memories

Doug's notes about the NYC line bring back a lot of memories to me as I am sure it does to others in our chapter. When I was in grade school, early 1950's, my parents used to go to most of the Danville High School football games. For those of you not from Danville, the NYC was on the east side of the football field and elevated. Southbound trains would usually wait until Wytton would give them a signal to head south to Lyons Yard. North bounds would come charging by the Industrial Arts building. When we went it was still steam on the NYC. I remember seeing the north bounds with the firebox lit and smoke everywhere. If a southbound would be stopped the crew would get to the right side of the cab and watch the game.

One game I remember was a damp night and a slight fog lay over the playing field. A northbound came by charging toward Chicago and the smoke drifted down across the field almost blocking all the lights. I seem to remember they stopped play for a few minutes until the smoke cleared.

Later, when in high school in 1956 I had study halls on the east side and also was involved in the school newspaper, which homeroom was on the east side. By then diesels had taken over but I used to strain to

watch trains. I remember one time in Algebra class that Miss Cowen called me out for "train watching" and not paying attention to class. Of course trains were more important.

The photo of the northbound in Doug's article was a lucky shot. I used to go to Winter Avenue to catch some shots of the southbound C&E1 passenger trains. As noted, luck that day was a rare northbound with an F unit on the point. I should have spent more time on the NYC as we all say now. In the early 1970's I was involved in a sewer project for the sanitary district and as Doug noted Stoney Creek crossed the line several times. So did the sewer as we followed the creek to the Elks Club. I was the inspector and we tunneled the railroad at each location. Access was the service road along the track and on the remaining ties from the second track that had been left on the bridge.

Thanks Doug for bringing back memories of the Cairo line.

Rick

NS 2013 Steam Schedule begins

Once again, Norfolk Southern will run steam this summer. The following is the early part of their schedule. Check out future dates on their web site as the become available.

- March 2: Chattanooga, Tenn., to Attalla, Ala. Powered by Southern 2-8-0 630.
- March 9: Bristol, Va., to Radford, Va. SOLD OUT
- March 10: Bristol, Va., to Bulls Gap, Tenn. SOLD OUT
- March 16: Roanoke, Va., to Radford, Va. (morning), and Roanoke to Lynchburg, Va. (afternoon). Steam locomotive 630. Combination public and NS employee appreciation trips.
- March 23: Norfolk to Petersburg, Va. with 630.
- April 13: Spencer, N.C., to Barber, N.C., with 630. Combination public and NS employee apprecia-

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tion trip.

- April 20 and 21: Asheville, N.C., to Old Fort, N.C. with 630. Combination public and NS employee appreciation trips.
- May 12: Rocky River, Ohio, to Bellevue, Ohio with Nickel Plate Road 2-8-4 No. 765.
- May 25, 26 and 27: Lewistown, Pa., to Horsehoe Curve, Pa. with 765.

Schedules, prices, and ticketing information are available at www.tvrail.com for trips with No. 630, and at fortwaynerailroad.org for excursions with No. 765.

Status of HSR and HrSR

In an interview give as he prepares to leave office, Transportation Secretary Ray LaHood criticized members of Congress for opposing President Obama's high speed rail initiatives. In an interview with the Huffington Post website after the announcement, LaHood said the U.S. has not invested enough in high-speed rail development because the Obama administration's efforts have been stymied by congressional Republicans.

"Look, we are behind on high speed rail," LaHood said, though he added that he was confident his eventual successor would continue pushing for rail funding. LaHood said high speed rail has come a long way, and that, "as long as President Obama is in the White House, whoever sits in this chair will have high speed rail as one of their top priorities."

The Obama administration appropriated \$8 billion in the 2009 economic stimulus package to award to states to develop high speed rail. In 2011 governors in Florida, Ohio and Wisconsin, who argued high-speed rail was a waste of taxpayer money, rejected the funds.

LaHood said Florida Gov. Rick Scott's rejection of the money was particularly galling. The Obama administration had offered more money to Florida than any other state aside from California for a high-speed line

between Tampa and Orlando it hoped would be a centerpiece of a nationwide network of trains. The amount of money rejected by Scott was \$2.4 billion, or 90 percent of the estimated construction costs. Scott argued shortly after taking office that the railroad would not generate enough revenue to cover its operations once it was built. However, Scott did approve the SunRail commuter rail line in the Orlando area.

LaHood, the only Republican in Obama's cabinet, said he still disagreed with Scott's diagnosis of the situation. "My thought was there is only one person in Florida who doesn't want this money," LaHood said of the Florida rejection. "He is a governor without a vision when it comes to transportation."

"For the first time since people have been looking at infrastructure, America is behind," LaHood said. "We are behind other countries because other countries are making the investments that we used to make. We got a two-year [highway] bill because they could only find \$109 billion. We need to do better and we need to make sure that America does not fall further behind when it comes to infrastructure."

LaHood has said he will remain at the DOT until President Obama appoints a successor and that person is confirmed by the Senate.

Via *TRAINS On-Line* 1-31-2013

Editor: What those that want HrSR don't understand or tell the public is that other countries tax their people more for fuel and us that money for public transportation. We have the same gas tax since the middle 1990's and no increase for inflation. In addition, here in Illinois once the HrSR line is in place from Chicago to St. Louis the state will have to pickup more of the cost of operation, and we are already broke

UP Cut at Sidney, Illinois

Last year the Union Pacific spent a ton of money working on the cut under Norfolk Southern on the east side of Sidney, Illinois. This former C&EI cut was built in the early 1900's and all drainage was north to the nearby river. In reviewing the C&EI Valuation Maps I noted that there was drain tiles to south of the Wabash overhead bridge as well as along the top of the bank to catch runoff/seepage from the adjacent fields. The right of way through this area is narrow, some 100 feet wide.

A few years back the UP undercut the area under the NS bridge and as a result created a "bathtub" each time it rained. During heavy rains trains were even stopped until it was determined they could "wade" through the water. The UP hired a contractor and began cutting new ditches from just south of the bridge north to the river. The back slopes to the fields were made steeper plus the trees and vegetation that had grown there for some 100 years was removed.

Last summer was very dry but we did have a few rains and within months, after the work was completed, some areas began to slip. The contractor returned and removed the material and then placed riprap on the slip areas. Seed was placed on the rest of the slopes but slips continued.

Recently, while on my way to Rossville to setup the op session I overheard a NB train talk to the Roadmaster who was inspecting them as they passed. They ask about the cut area and when something was going to be done. He did not know but said they continue to watch it on a daily basis and once the spring rains come they are going to have a major problem. He made the comment about the water from the fields above working its way to the cut (path of least resistance) and thus causing the slips (remember, they removed the drainage the C&EI had installed to receive it).

So here we are in March, most ground is frozen (we did have rain last week) but once the spring rains start look for the UP to have major issues at Sidney. Maybe this time they need a soils engineer to design the work and also purchase additional right of way.

Rick

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2012, NS installed 600 miles of positive train control, this year its plans to spend \$229 million to install PTC across 1,500 miles of track.

Spending on facilities and terminals are anticipated to be \$203 million and include the continuation of a multi-year project to expand the yard in Bellevue, Ohio; construction of a new intermodal terminal in Charlotte, N.C., as part of Norfolk Southern's Crescent Corridor; completion of a new locomotive service facility in Conway, Pa.; and new and expanded bulk transfer facilities.

Norfolk Southern also expects to spend \$84 million in infrastructure improvements to increase main line capacity, accommodate traffic growth, and provide NS' match for public-private partnership investments such as CREATE in Chicago and the Crescent Corridor.

In North Carolina, the state was awarded \$545 million in stimulus funding to improve facilities and infrastructure for passenger service. As part of this effort, NS will be working on five major track projects involving the construction of 26 miles of second main track and two sidings. Construction is expected to begin this year and must be completed by 2016.

NS will also spend \$57 million in 2013 for new and upgraded systems and computers to improve operating efficiency, safety, and equipment utilization.

Via TRAINS On-Line 1-28-2013

Danville Junction Chapter, NRHS

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We're on the Web!
www.danvillejct.org

Photo of the Month



As Doug Nipper has noted, times have changed and with it went the New York Central. Here a northbound NYC train with Alco FA1084 (and looks like an Alco B unit behind it) leads a freight across Jackson Street in Danville. On the siding is another FA #1057 with a caboose and Jordan Spreader. Photo by Rick Schroeder summer 1965.