

Danville Flyer

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IDOT Kicks off High(er) Speed Rail Tier 2 Study

The Illinois Department of Transportation (IDOT) will host a series of public meetings today through Thursday to provide details on high-speed rail projects involved in Tier 2 Environmental Impact Statement (EIS) analyses.

The Tier 2 EIS projects represent the next stage in an environmental analysis process related to the Chicago-to-St. Louis High-Speed Rail Corridor program, IDOT officials said in a press release.

The Tier 2 program will study in greater detail the Chicago-to-Joliet route alternative that follows the existing 40-mile-long Metra Rock Island District Corridor between the cities. Current Amtrak passenger-rail service between Chicago and Joliet is provided along the Metra Heritage Corridor. Meetings on this segment are scheduled for Chicago, Joliet and Orland Park.

The Granite City-to-St. Louis segment under study will evaluate increasing the capacity of river crossings to handle more rail traffic and improve reliability. The study area includes about five square miles located between Granite City and the St. Louis Gateway Station in St. Louis.

Progressive Railroading 2-14

Notes from our Treasurer (and a request)

Boy, it's been an awful winter, hasn't it? Winter is a good metaphor for what the NRHS financial condition is, but more on that in a bit...

Rick has done the Flyer for more years than I can count, and we all owe him greatly for doing this. Thanks, Rick! But there is another side of the newsletter that most of you don't see. Allen and I have been the "publishers" for many years as well. It first started with Allen making copies at his office in 1988 after we finally got away from the old duplicating machine that took stencils. I went to work for Allen in 1996, and in early 1997 we started doing it all electronically. This was also the first time the Flyer went online. Hard to imagine that was eighteen years ago!

But even at that time, we still mailed a copy of the newsletter to every member. It

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March 16 – Monthly Meeting at Jocko's, 1 PM

April 12 – Chicago and Eastern Illinois Historical Society Annual Meeting, Watseka, Illinois – at the depot, 10 AM to 9:00 PM.

Apr 12-13 Decatur Train Fair 2012. Decatur Civic Center. Sat 10-5; Sun 11-4.

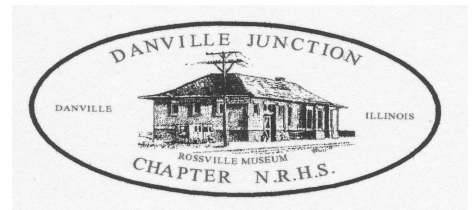
Apr 27 Glen Ellyn – 33rd Annual Chicago-land Railroad Collectible Show. College of DuPage Athletic Bldg., Park Blvd. and College Road. 9-3

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 2014—our 46th Year

- Allen Cooke – President**
- Doug Butzow – Vice President**
- Dick Brazda– Secretary**
- Doug Nipper– Treasurer**
- Al McCoy – Programs**
- Jess Bennett – Historian**
- Bob Gallippi – Museum Director**
- Rick Schroeder – Editor**
- Cooke Business Products - Publisher**



February 23 Dick Brazda shot this northbound Union Pacific train at Watseka powered by CSX 7554 and Ferromex 4039.

February 2014—Meeting Minutes

Due to the Hoopston train show we decided not to hold a normal meeting in Danville but have a brief meeting at the train show. A few members were there both days and on Sunday a brief discussion was held, but mainly reporting the treasurer information. The April Spring trip was discussed and will be covered in more detail at the March meeting.

For the March meeting the program will be a VHS tape that Bob McQuown had of the Orient Express. This will be presented by Al in memory of Bob. Please note the memorial that has been established by the C&EI Historical Society.

C&EI HS Annual Meeting—April 12, 2014

Who: All society members and friends of the C&EI Railroad are cordially invited to participate.

Where: Watseka Union Station, Watseka, Illinois, located in downtown Watseka at the crossing of the TP&W and the Union Pacific.

When: Saturday, April 12, 2014, 10 AM to 9:30 PM

Schedule of Events

10 AM - 12 Noon Meet and greet fellow members and friends of the society. Display C&EI memorabilia and model exhibits, swap and sale tables available a no charge. The society will have various items for sale including hats, decals and some of the documents that are at the museum. Contact Rick Schroeder, 1819 Coventry Dr, Champaign, IL 61822 if you need a table.

12 Noon - 1:00 PM Lunch on your own at local restaurants or on your way out of Watseka to Claytonville.

1:00 to 4:30 PM We will start with an auto tour along the former C&EI line south to Woodland Junction and then southeast to Goodwine. From there we will head west to Claytonville, on the former Cissna Park branch, where Terry Wellman, owner of St. Charles Model Works, will give us a tour of his facilities and his model manufacturing business. Terry and his wife produce HO and O Scale models for the railroad industry by injection molding or using existing kits of freight cars and locomotives to produce display for the American and overseas railroads.

4:30 PM to 6 PM We will setup a group dinner at Monical's Pizza located on the east side of Watseka. We will need to know if you plan to attend no later than 2 PM to be sure we have enough spaces set aside.

7 PM - 8 PM Annual business meeting and election of officers

8 PM - 9:30 PM Terry Wellman will present a program on the model industry and producing various models for railroads. Last fall the St. Charles Model Works was preparing models of Trailer Train cars for display in their corporate offices.



Robert McQuown Memorial Fund

The C&EI HS has established the Robert W. McQuown Memorial Fund to be used to preserve and maintain the Watseka Union Station and the C&EI HS Museum in the depot. Bob worked in the depot when employed by the C&EI and was instrumental in the preservation of the depot and the interior of the building. Funds will be forwarded to the Watseka Union Depot association to be used to continue preservation of the building and the interior.

You may send your donations to Richard Schroeder, Treasurer, C&EI HS, 1819 Coventry Drive, Champaign, IL 61822. Please note on your check the name of the fund. The C&EI HS is a non-profit 501c (3) tax deductible organization.

Robert W. McQuown 1927—2014

In the world of railroad historical societies, as with any group, there are the “those that do” and “those that join”. Every group needs both of these types to survive. Today all railroad historical groups seem to lose more members than join and this is for many different reasons. One we know of is that each railroad historical society has members that worked for “their” railroad and as time goes by they will depart. We have many C&EI employees that have departed this society.

Thursday, February 20, one of our most important members left us. Bob McQuown was more than a member, he was the driving force behind the C&EI HS museum in the Watseka Depot, editor of the magazine for more years that he wanted to admit, originator of our calendar and treasurer as well as holding other offices in the C&EI HS.

Bob catalogued over 5,000 items of C&EI rail-

roadiana and photos donated by members and non-members in over a 300 page inventory. When the timetable collection was donated by Hugh Verling Bob encapsulated each one in Mylar and built a cabinet to house the collection. When other collections were donated he catalogued them and now our entire photo collection, over some 8000 prints and negatives are housed along with the timetable collection at the Vermilion County Museum in Danville. When the Danville Junction Chapter moved some 3-4 truckloads of C&EI historical documents to the museum Bob spent days and months in the basement cataloguing each item. When a monetary donation came our way Bob worked with deceased member Fred Hubbard to secure our tax exempt status.

Our first C&EI HS meeting was at Rossville in the DJC Depot Museum the spring of 1982 and Bob was elected as one of the Directors. Bob started with the C&EI Railroad in 1945 and worked various jobs in towers and depots around Danville. He later worked in Watseka, Villa Grove, Momence, St. Louis and Yard Center. His passion for the C&EI was always part of his life and he devoted his time to working in and opening the museum each summer. A few years ago he ask that others step forward to take over some of his duties. I took on the Treasurer and Archivist jobs, Doug Nipper has helped out at the museum and the calendar, we moved the publication to White River Productions and others have stepped forward to help.

Bob has been my friend for 32 years. We talked or emailed at least once a week and our last conversation was the Wednesday before he passed away at VCM when he stopped by to drop off money for hats he had sold. I, like others in the society, will miss him dearly.

Bob is survived by his partner of 70 years, Jeanene, and three daughters.

Rick Schroeder

This article will also appear in the C&EI HS THE FLYER publication. Bob was as much a part of the Danville Junction Chapter as he was of the C&EI HS.

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was more of a novelty to have the issues online. When our membership was up around 70, it was quite a challenge to get a Flyer out each month. They had to be printed, stuffed in an envelope, addressed with labels and then mailed. Thanks to Cooke Business Products, we had access to a fast printer and a postage machine, which beat the heck out of licking stamps. (But we did use stamps for quite a few years, before they were self-sticking. Yuk!)

Fast forward to today, and now most of our members get the newsletter electronically. I post it to a public website, and also to a Yahoo Group that I set up for the Chapter a few years ago. Each month, members get an e-mail advising them that the new issue is available, and they can go to either place to download their copy. Even so, we still mail about 15 copies of the Flyer. Postage keeps going up, but that is not the main problem. Printer maintenance is expensive, and there is only one printer left at the office that prints decent copies. When we can no longer use that, then I have no idea how we'll print even 15 copies. And CBP won't be around forever.

So here is my request: Please, please, if you have Internet access and an e-mail address, and you still get the Flyer in its black and white printed form, do consider letting us change you to electronic delivery. At some point, a printed copy may not even be an option. In fact, starting in September, we plan to stop mailing copies unless you tell us there are unusual circumstances. Just send your e-mail address to djcnrhs@cpbnet.net and we'll get it going.

Now, on to the subject of the NRHS, which ties in a bit with my request. Someone in the management of the group finally figured out that it was unsustainable to contract with a third party to handle your membership services. Especially when that company took 40% of all NRHS revenue to perform those services! So despite record dues increases, and more on the way, they are planning to make big changes in how they deal with membership services.

Doug Nipper

The Pundit's Corner

by Doug Nipper

Some railroad radio history for our area (and in general too) (Prelude: I guess I've reached "that age" where events in my past are more interesting to me than ones in the present. But I still think it helps for younger readers of these essays to know what went on in the world of railroading when I was their age.)

I was listening to the scanner the other day and it occurred to me that I have been monitoring the same frequency to hear trains on the ex-C&EI for the better part of 35 years. 161.370 MHz was really an imported frequency from the L&N when they obtained the Woodland Jct. to Evansville segment in 1969. This was long before I had a serious interest in railroad operations and communications, and before consumer-targeted scanners became popular.

From what documents I have seen from the C&EI, they started out in the late 1940's with train-based radio. The poster we have in the Rossville Museum for the 1949 Chicago Railroad Fair shows photos of men operating this early Motorola equipment. And also from what I have seen, the first frequency they were licensed for was 160.410 MHz. I suspect this was a system-wide channel, and have not seen anything to suggest they had any others in this pioneering time.

When the MoPac was successful in getting the C&EI and ran the whole system for about a year starting in 1968, they took over this channel assignment and continued to use that frequency on the ex-C&EI territory. But when the L&N came in about a year later, they had to get a different road channel for their segment. And here we are 45 years later and that frequency is still in use on CSX, although it is narrowband now. The original C&EI frequency is still in use on the UP double track north of Woodland Jct., and on the Salem and Mt. Vernon Subs, which are also ex-C&EI lines.

During the L&N/MoPac years, you have to remember that radios in locomotives and cabooses where the

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old tray-type "slide in" models where the control head was a separate entity from the radio. In locomotives, the radio itself was often in the nose of the engine, but on cabooses it was often placed just below the control head. The control heads had anywhere from four to twelve positions on the channel selector knob, and how many were really available depended on the radio's configuration. These were all crystal-derived frequencies, much like early scanners used by some railfans.

One thing you have to keep in mind is that in these days before the clean cab, all-channel radios is that engines and cabooses were pretty much captive to one area. If a new caboose came up from the deep south portion of the L&N, it might not have a radio with the proper channels and the radio man at Brewer Yard (Bart Bailey) would have to exchange the radio for one

with the proper channels, and arrange to send the other one back south. Kept a man busy, but what a hassle!

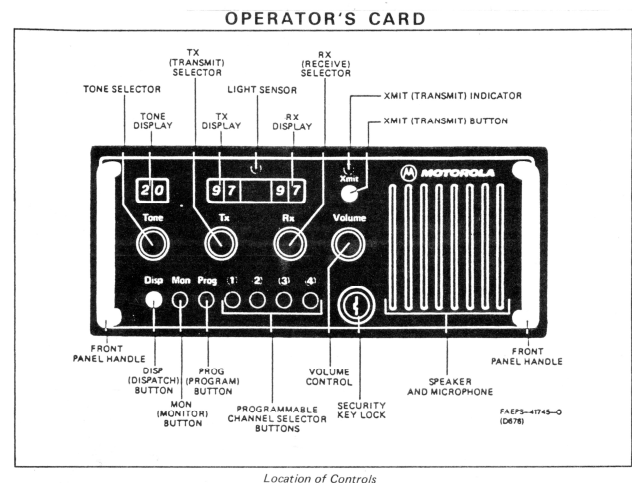


The first clean cab all-channel radio I ever

saw was on a Seaboard System switch engine, probably an MP15T in the 1200 number series. These were among the few new locomotives ordered by the short-lived SBD, although some did originate with the SCL during the last of the Family Lines years. The radio was a Motorola MCX100 Railroad Model, with 35 watts of transmit power. Like all clean-cab radios to follow, it could operate on 72 volts floating for locomotive use, or 12 volts negative ground for a caboose or other vehicle (one trainmaster we knew rigged one up to use in his personal vehicle since it had much more power than his handheld radio). These rigs had some of the best audio that I ever heard on a two-way radio, and thanks to a friendly yard crew with Don Wright as the engineer, I was able to sit in the cab of one of those switchers and dial up all the channels in search of something new or distant for hours at a time. For me, with my crappy ear-

ly scanner, it was radio nirvana!

Later on, after the CSX merger that brought together the Chessie System and Seaboard System railroads, other radios started appearing. Motorola had their Spectra Railroad model, also a good-sounding rig with a nice display, and 50 watts of TX power. Also in the mix were Harmon Track Stars and Aerotron models. None were quite as good as the Motorola's, though, and crews were very aware of this. I suspect more than a few Track Stars and Aerotrons were physically abused to get Motorola replacements!



Today, Motorola is out of the locomotive radio business. I never thought I would see that... All the usual Japanese players are in the mix now, like Kenwood and Icom. In fact, those two companies jointly came up with the NXDN digital protocol that could some day make your scanner completely obsolete. For now, though, narrowband rules and will for quite a few years I think and hope. AAR channel numbers are now known by as many railfans as the actual frequencies.

So enjoy the time now that you can listen to the communications of your favorite railroad. If they ever do move to digital, I'm sure some company will produce a scanner to monitor it. But as Dick Brazda recently discovered, scanners aren't what they used to be and are much harder to program and operate. Even I was stumped without the manual!

Extra Board

TP&W has had 117 DTTX 52-foot mill gondolas in storage for some time providing some nice revenue. However, they were pulled out and moved to a CSX connection in Indiana on January 30. The TP&W engine facility looks strange now that it is empty. As of the first of the year, TP&W engine and railcar shop functions were consolidated with the Tazewell & Peoria Railroad at its Creve Coeur diesel shop. East Peoria Yard is still full of storage cars with crews going on/off duty at the TZPR and running engine lite to and from the TP&W yard.

Paducah & Louisville In recent conversations with Tony Reck, CEO and Tom Garrett, President, of the P&L, Mr. Reck told me that two of the "new" SD70's were about to come out of VMV in paint schemes of Universities of Louisville and Kentucky. This follows a long tradition with P&L and is their gracious acknowledgement of the two largest universities of the state they serve. In conversation with Mr. Garrett, he said that business, including coal, was steady on the P&L but on the Evansville Western it was booming and they were 'hiring all they could.' He attributed this to the growth of Illinois Basin coal (which is the area served by EVWR), because it is cheaper and easier to extract than in the older coal fields in Kentucky and other producing areas, and is also of a high quality that enables steam generating plants to burn it with existing scrubbers, and meet EPA regulations.

EVWR is a former L&N/CSX line. He said that the EVWR's other business was also doing well, including the River-Port at Mt. Vernon, Ind. (by Bob Johnston via Paducah Chapter's, NRHS, Roundhouse Notes)

Via Midwest Rail Scene Report

Editor: The EVWR loads out at the mine in Princeton, Indiana so if in the area be sure to check the loadout loop track. In addition CSX and NS load out coal trains on the double loop.

Bomb found on NS tracks

A live explosive device was found on railroad tracks near Edwasrdsville, Illinois 140 Jan. 20th, but officials believe it would not have been strong enough to derail a train.

Norfolk Southern Railroad employees called the Madison County Sheriff's Department about 11:30 a.m. Monday to look at a device made from a small propane tank and left on the train tracks near Quercus Grove Road in rural Madison County. The sheriff's department then called in the Illinois Secretary of State Police's bomb disposal unit, which determined that the device was functional. The two-man bomb squad team used a counter charge to render the device safe. "That concluded the bomb squad's role in this process," said spokesman Henry Haupt. The device was then turned over to the Norfolk Southern Railroad Police for investigation, Haupt said. Norfolk Southern spokesman Robin Chapman said the device probably would not have done a lot of damage.

"It was a 1.2-pound propane tank, the kind you attach to a portable grill, and it had a couple of flares taped to it," Chapman said. "Apparently whoever had placed it there had attempted to light it by igniting the flares, but was unable to do so." Chapman said he did not believe the device was strong enough to damage the track or derail a train. "There is no evidence to suggest this was a serious attempt at sabotage," he said.

The railroad track is solely a freight line at that point; no passenger trains use that track, Chapman said, but he would not say whether hazardous materials are carried on the track. "For security purposes, we do not publicly disclose the routes we use to transport hazardous materials," he said. "We do share that information with emergency response agencies for their planning and preparation purposes."

Madison County Sheriff Robert Hertz said that the railroad police will continue their investigation, Hertz indicated that the federal Bureau of Alcohol, Tobacco, Firearms and Explosives had been notified of the incident and were in communication with Norfolk Southern.

Danville Junction Chapter, NRHS

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

Photo of the Month



The Wabash Railroad in Tilton, Illinois still saw steam until the late 1940's. Glenn Alcorn worked the coal dock for 12 years and when he moved to car inspector he was told by officials that no steam engine ever left Tilton short of coal. Glenn was Bob McQuown father-in-law and this was found on a CD in Bob's collection.