

DANVILLE FLYER

Inside this issue:

Lincoln Funeral Car	1
Union Station Upgrade	1
BNSF Illinois Spending	2
Meeting Minutes	3
Intermodal Growth	3
U of I Rail Grant	5
Peru Industrial RR	5
Metra Rebuilds Units	6
Pullman Historic Dist	6
765 New Home?	7
Photo of the Month	8

March 22nd – Monthly meeting at Jocko’s on Williams Street – 1:00 PM NOTE CHANGE IN DATE DUE TO TRAIN SHOW

March 13-15 Lombard – Chicago O Scale Meet (2-Rail). Westin-Lombard Yorktown Center, 70 Yorktown Center. Show open to public on Saturday. 9-5.

March 14-15 Urbana - Midwest Central; Railroad Club and Urbana Free Library's 2015 Model Train Show. Lincoln Square Mall. Sat 10-6; Sun 11-4. Bruce Stickers, 217-469-2793.

April 4th – Rossville – Operating Session 1-4 PM

Apr 12th— Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Frdgs. County Farm Road and Manchester. 9:30-3

Lincoln Funeral Car nears Completion

Dave Kloke, the Illinois construction contractor whose fascination with Abraham Lincoln spurred him to build a replica 4-4-0 in 2009, is nearing completion of his ultimate goal, a replica of the Lincoln Funeral Train car, the United States.

Trains New Wire visited Kloke’s shop in suburban Elgin, Illinois Thursday and recorded the work underway to replicate the car that carried the slain President’s body from Washington, D.C., to Springfield, Ill., over a two-week period in April 1865. The original car had just been completed when Lincoln was shot and killed, so he never used it during his presidency. The car was later sold and destroyed in a fire.

Kloke is building the car on a new steel frame with a wood superstructure and outfitted as closely to the original as possible using sketches made in the 1860s. No plans exist to assist in the construction of the new car, which Kloke says will weigh less than 40 tons.

Kloke also built Leviathan, an 1850s 4-4-0 replica, which he takes on tours to tourist railroads and museums, and York, another 4-4-0 replica, which is based in Pennsylvania at the Steam into History attraction near the community of York.

On Thursday, workers sprayed primer on the components that make up the four trucks of the 16-wheel car. In another building, other workers fitted up wood doors inside the car.

Kloke hopes to complete the car by the end of March and begin a tour with the car in May that will continue into the fall during events marking the 150th anniversary of the assassination of one of the nation’s greatest leaders. Watch News Wire for more information about the construction and the tour, and look for a feature story on the Lincoln Funeral Train in the pages of Trains Magazine this spring.

For more information about Kloke’s projects, go to www.the2015lincolnfunealtrain.com.

Amtrak to Upgrade Chicago’s Union Station

Amtrak has committed \$12 million toward a \$500 million, multiyear plan to overhaul Union Station in downtown Chicago, Mayor Rahm Emanuel announced yesterday.

Amtrak’s investment will pay for improvements that will address critical capacity and service issues at Union Station, where about 120,000 passengers pass through daily. The work will include planning and design for a larger passenger concourse, making safety improvements, enhancing temperature controls and conducting necessary repairs to the station’s exterior facade, according to a press release.



Emanuel said he would work with the federal government, state of Illinois, Metra and Amtrak

(Continued on page 2)

February, 2015—Meeting Minutes

The meeting was called to order at 1342 by Allen Cooke.

The secretary's report as reported for the January meeting was approved.

The treasurer's report was provided. It showed a checking account balance of \$5198.42. The report was approved. 15 of 23 persons have renewed locally, and 17 of 21 have renewed nationally.

The Hoopeston show is on February 21-22. The Urbana show is March 14-15. The March meeting will be March 22. A spring trip is under development.

Soffits and gutters were discussed along with some leaking. Further plans will be developed at the March meetings for a scheduled work day.

The Illinois Terminal society meeting is in Edwardsville on 4/25. The C&EI meeting is at DACC in Danville on 4/18.

Discussion was held on the fate of the Hoosier State.

The meeting adjourned.

Doug Nipper presented the program.

Thanks to Doug Butzow for recording the minutes..

(Continued from page 1)

to facilitate the station's overhaul.

"A modern transit system is essential to a thriving economy for Chicago," he said. "With this investment in the future of Union Station we will provide a more reliable link between downtown and our neighborhoods, connecting residents to work and keeping Chicago on the move."

The development of the station for all users and for the neighborhood is a national Amtrak priority, said Ray Lang, president of the Amtrak-owned Chicago Union Station Co.

"Our 2015 spending plan ... is evidence of our commitment," he said.

The station overhaul will be supported by projects underway to expand its role as a central and growing transit hub.



Allen caught Amtrak 42 on the point of the NB Carbondale to Chicago train in Champaign on January 31. For several days Amtrak used highliners on this train to see if there would be an increase in speed and a reduction of delay time.

Those projects include building the Union Station Transportation Center, a consolidated Chicago Transit Authority (CTA) bus terminal on city-owned land across the street that will anchor the new Central Loop Bus Rapid Transit Corridor. This corridor will connect Amtrak, Metra, the CTA Blue Line and many downtown destinations, and serve as a key link between commuter and intercity rail, city officials said.

Progressive Railroading 1-30-15

Intermodal Growth

Gains last year in all four market segments — including a big push from strong domestic container traffic — propelled North American intermodal volume to its largest annual growth rate since 2011, according to the Intermodal Association of North America's (IANA) fourth-quarter and year-end Intermodal Market Trends & Statistics report.

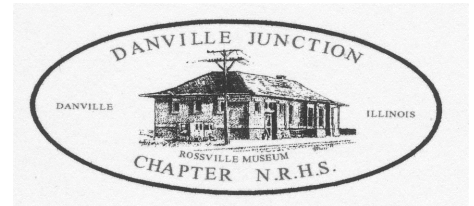
Despite the harsh winter weather that kicked off 2014, total intermodal volume increased 4.8 percent year over year to 16,276,892 units. Domestic container volume climbed 5.7 percent to 6,444,532 units, all domestic equipment volume grew 5.1 percent to 8,110,882 units, international container volume rose 4.4 percent to 8,166,010 units and trailer

(Continued on page 4)

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 any-

one having an interest in any aspect of railroading. Dues per year are \$30.00 for Chapter membership in addition to \$50.00 for NRHS membership. Rossville Depot Museum membership is \$30 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 (former Conrail), in Danville, Il with lunch beginning at 1:00 PM Central Time followed by meeting and program.



Officers for 2015—our 47th Year

Allen Cooke – President

Doug Butzow – Vice President

Dick Brazda– Secretary

Doug Nipper– Treasurer

Dave Sherrill – Programs

Jess Bennett – Historian

Bob Gallippi – Museum Director

Rick Schroeder – Editor

Cooke Business Products - Publisher



BNSF 2015 Capital Spending in Illinois

BNSF Railway Co. has released highlights of its 2015 capital spending projects pegged for three more states: Illinois, North Dakota and Texas. The Class I plans to spend \$339 million in Illinois on various track maintenance and capacity expansion projects. The work includes:

- starting the grading for the construction of two double-track segments totaling 12 miles from Burk to Savanna and Aurora to Sugar Grove that are slated for completion in 2016;
- installing Centralized Traffic Control (CTC) signaling systems in the Aurora and Beardstown subdivisions;
- extending sidings in Atwater, Concord, Jacksonville, Stewart and Vermont;
- replacing a bridge in Metropolis;

(Continued on page 4)

(Continued from page 2)

volume increased 2.9 percent to 1,666,350 units.

Domestic container traffic remained the intermodal work-horse it's been for four straight years and international container volume almost doubled its growth pace of the past three years, IANA officials said in the report.

"Intermodal performed well, despite industry-wide challenges. For the first time in four years, international, domestic container and trailer market segments all posted year-over-year growth," said IANA President and Chief Executive Officer Joni Casey. "And volume gains were widespread geographically, with eight out of nine regions recording increases during 2014."

In the fourth quarter, total intermodal volume rose 3 percent to 4,111,401 units compared with the same 2013 period. Domestic container volume climbed 5.1 percent to 1,672,332 units, all domestic equipment volume rose 4 percent to 2,099,647 units, international container volume ratcheted up 2.1 percent to 2,011,754 units and trailer volume inched up 0.1 percent to 427,315 units.

Progressive Railroading 2-11

Iowa Interstate New Units

A specially painted Iowa Interstate ES44AC, No. 516, has been spotted outside Mid-America Car Inc. in Kansas City this week. The unit, one of three the railroad is acquiring this winter, features a red-and-yellow paint scheme inspired by the Rock Island.

The three new locomotives will bring the railroad's roster of ES44AC units to 17. The railroad's goal is to use the new units to replace older power, such as the railroad's remaining SD38-2s, which are not as fuel efficient. (IAIS Photo by Dalton McAdams)



Via TRAINS On-Line 2-12-15

(Continued from page 3)

- extending tracks in Zearing to facilitate increasing interchange volumes;
- performing additional work related to the Chicago Region Environmental and Transportation Efficiency program, such as connecting the Chicago Subdivision at Western Avenue with the Chillicothe Subdivision at Ash Street; and
- expanding rail-car loading/unloading tracks, support tracks and parking at the Logistics Park Chicago intermodal and automotive facilities in Elwood, and the Willow Springs Intermodal Facility.

Track maintenance work in Illinois involves surfacing and/or undercutting 1,099 miles of track, replacing 52 miles of rail and 93,000 ties, and completing signal upgrades for positive train control (PTC) implementation.

For projects in North Dakota, BNSF has budgeted \$326 million. Significant projects include the continuation of double-track construction in the Glasgow subdivision between Minot and Williston totaling 37 miles; the installation of CTC in the Devils Lake, Dickinson, Hillsboro and Jamestown subdivisions; upgrades to a connection track between the Hillsboro and Devils Lake subdivisions; a siding extension in the Dickinson Subdivision between Mandan N.D., and Glendive Mont.; and the expansion of capacity and classification capability at Dickinson Yard to accommodate expected growth in single-car volumes.

Track maintenance work in the state calls for surfacing and/or undercutting 1,164 miles of track, replacing 97 miles of rail and 393,500 ties, and completing signal upgrades for PTC.

"This year's planned expansion and maintenance projects will help give BNSF the capacity flexibility it needs to support our customers' growing demands and connect North Dakota products to key markets, as well as benefit Amtrak's Empire Builder, which operates on our network in the state," said Tom Albanese, BNSF's general manager of operations-Twin Cities Division, in a press release.

The \$326 million budget follows \$400 million BNSF spent last year in North Dakota on capex projects that helped expand rail capacity for shippers, and replace and maintain network infrastructure, said U.S. Sen. John Hoeven (R-N.D.) in a statement.

U of I Rail Grant

The U.S. Department of Transportation has awarded Argonne National Laboratory a \$2.9 million grant to help transit systems prepare for and respond to emergencies, and a \$2.4 million grant to the University of Illinois at Urbana-Champaign's (UIUC) Rail Transportation and Engineering Center (RailTEC) to improve rail safety and infrastructure, U.S. Sens. Dick Durbin (D-Ill.) and Mark Kirk (R-Ill.) announced earlier this week.

Argonne's proposal was developed in partnership with Metra, Pace, the Illinois Department of Transportation, the University of Illinois at Chicago and the Illinois Institute of Technology, according to a press release issued by Durbin's office.

The grant was made available through the Federal Transit Administration's Innovative Safety, Resiliency, and All-Hazards Emergency Response and Recovery Demonstration program. Argonne's project calls for developing new computational tools that transit agencies can use to plan for and react to severe events, service disruptions and catastrophic failures.

"A lack of evacuation procedures or a failure of coordination among transit systems can have catastrophic consequences during emergency," Durbin said. "Using the Chicago area's multimodal transportation network as a research site, scientists at Argonne National Laboratory will use this federal funding to develop tools that can be used by transit agencies across the country for planning and reacting to emergencies."

The RailTEC's \$2.4 million award will be used to help improve the safety of components used in transit-rail infrastructure, said Riley Edwards, RailTEC's research scientist and senior lecturer.

RailTEC is a research and education center in the university's Department of Civil and Environmental Engineering. The center plans to work with U.S. transit agencies to develop designs for concrete ties and fastening systems used in light-, heavy- and commuter-rail infrastructure that will take into account a railroad's unique loading conditions.

Progressive Railroading 2-11

2015 Chapter Membership Dues

2015 Membership

By now if you were a NRHS member you have received a renewal notice. National dues are now \$50 and the preferred method of renewal is on line, but if not please fill out the renewal notice and send to the address noted. Please note if you do renew on line to add a note in the comments section that you are a member of the Danville Junction Chapter if you have paid our chapter dues.

Also note that Chapter dues are no longer part of the national renewal process. Last fall we sent out a renewal notice for the local dues, the new method going forward. Please complete the form and forward with your check to Doug Nipper at the Post Office Box, or bring it to the next meeting. If you did not get the notice, or have trouble filling it out on line, let Doug know. Starting in 2015 the local dues will be \$30 per year to cover expenses of the newsletter and the museum in Rossville. If you have not renewed by March 31 you will be dropped from the membership roll and will no longer receive the newsletter by either mail or electronic notice.

Peru Industrial Railroad

On Feb. 23, 2015, OmniTRAX announced the formation of the Peru Ind. RR to take over operation of 3 miles of city-owned industrial trackage in Peru, IL. The new shortline will connect with Illinois Ry, LLC, which is also managed by OmniTRAX. Purchase price is reported at about \$1.25M. Traffic handled includes frac sand, industrial products and other commodities. The east-west Peru Rail, north of I-80 and west of Rte 251, serves several industries. The City had collected a fee of \$50 per railcar from shipping companies. That fee was repealed and the sale of the line was approved. - Gord Strathdee, ON

The City bought the line in 1988 from Carus Corp (Chicago Rail Link). Current appraisals valued the line at \$175K to \$230K, but the City cannot secure liability insurance for the line. The line connects to Illinois Ry, owned by OmniTrax, which in turn connects to BNSF 8 miles to the northwest at

(Continued on page 6)

(Continued from page 5)

Zearing. BNSF plans to spend about \$5M on a rail yard at Zearing. Illinois Ry plans to spend \$10M to buy and improve Peru Rail and its line to Zearing. These upgrades will allow sand to be shipped out. The City has no control, now or in the future, of fees charged by BNSF for Peru Industries to use the track. BNSF, not Illinois Ry, sets those fees. Illinois Ry is a handling carrier, getting a part of the fees collected by BNSF.

Via *Short Line Journal* #107

Progress Rail to upgrade Metra Units

The Metra board of directors has approved one of the first components of the agency's plan to modernize its rolling stock, authorizing a \$91.1 million contract to rehabilitate 41 locomotives. The contract to renovate to engines to "like new" condition is awarded to Progress Rail Services and covers 41 EMD F40PH-2 and F40PHM-2 locomotives built between 1989 and 1992.

The rebuilt locomotives will feature a new high-voltage cabinet with a microprocessor control system; remanufactured prime movers upgraded to U.S. EPA Tier 0+ emissions standards; new and reconditioned accessories; car body corrosion repair and new paint; rebuilt electrical rotating equipment; rebuilt trucks with new wheels; and positive train control implementation.

"This contract is the first of many we expect to approve over the next decade to replace or renovate nearly every car and locomotive in our fleet," says Metra Chairman Martin Oberman. "We want our riders to know that we are committed to providing the safe, reliable and modern fleet that they deserve."

The \$2.4 billion, 10-year modernization plan, announced last fall, is the first long-term rolling stock plan in Metra history. It calls for renovating 455 cars and 85 locomotives, including the 41 in this contract, and purchasing 367 new cars and 52 new locomotives. That will renew a fleet where more than 40 percent of the cars date from the Eisenhower administration to the Reagan administration.



TRAINS On-Line 2-17

Pullman Historic District

The Federal Government has designated the Pullman Historic District as a national monument. Pullman would join Steamtown and Golden Spike national historic sites as rail history locations managed by the National Park Service. The district, 13 miles south of downtown Chicago, is the location of George M. Pullman's railroad car factory and planned community, established in 1881. Its association with labor and civil rights history and a bitter 1894 strike enhance the site's significance..

"Pullman's role in advancing the American labor movement and in giving rise to the first African American labor union is an important chapter in our country's history that deserves to be told, says U.S. Rep. Robin Kelly, whose district includes Pullman. "That a monument will be established at Pullman is a testament not only to the American laborer but to the many residents of Pullman who have worked tirelessly for years to keep its history alive. Their passion to preserve Pullman's legacy is what made this monument possible." Rep. Kelly and Illinois Senators Dick Durbin and Mark Kirk have been pushing for the park for some time.

Michael A. Shymanski, president of the Historic Pullman Foundation, adds, "The designation of Pullman as a National Monument culminates a five-decade grassroots effort of the Pullman Civic Organization and the Historic Pullman Foundation to preserve and restore the Pullman Historic District's place in American history and to attract the national and international attention that this important landmark deserves."

The Pullman State Historic Site was established in 1991 when the state of Illinois purchased the 12.66-acre Clock Tower and Administration Building. After nearly being destroyed by a fire in 1998, the state stabilized the North Factory and reconstructed the shell of the tower but progress has been slow. The national park status would provide needed resources for full restoration and interpretation. The site has been a national historic landmark since 1970.

Many groups have endorsed the site's historic importance. The National Trust for Historical Preservation designated the site as a National Treasure. A National Park Service study concluded that the Pullman community should be seriously considered as a national park. "In addition to a broader understanding of Pullman in labor history, the dis-

(Continued on page 7)

(Continued from page 6)

district is potentially also significant for its role in the history of industry, commerce, and transportation,” the feasibility study says.

The study says that while the Brotherhood of Sleeping Car Porters had its offices elsewhere, the Pullman district is an appropriate place to tell about the brotherhood. The African American union, organized in 1925 and recognized by Pullman in 1937, had an important role in the civil rights movement. “Both the 1894 Pullman strike and the quest for recognition by the [Brotherhood] can be seen as part of a larger trajectory of the struggle between companies and a workforce often wracked by social, gender, and racial divisions,” according to the study. Another African American group, the Joint Council of Dining Car Employees, also had offices nearby.

New Ft. Wayne Home for 765

The city of Fort Wayne and its consultant SWA Group have revealed the master plan for the 700 acres of downtown riverfront. As part of the first phase of enhancements, SWA has recommended the inclusion of Headwaters Junction, a railroad tourist attraction featuring the collection and operations of the Fort Wayne Railroad Historical Society, including former Nickel Plate Road 2-8-4 No. 765.

Initial plans call for Headwaters Junction to include a recreated roundhouse, which would include a turntable, small yard, and interpretive facility for display and exhibition, as well as a mixed use venue for private and public events. Visitors would be able to board excursions, tour the facilities, and participate in hands-on activities. Additionally, educational outreach programs targeting young adults would be offered, allowing high school students the opportunity to learn welding and preservation skills, as well as experience working on a railroad.

“The 765 and the railroad tourism industry provides a very unique kind of emotional experience for visitors and passengers. Trains are a romantic, sensory attraction,” says Kelly Lynch, communications director for the Fort Wayne Railroad Historical Society. “We are thrilled that SWA and the city of Fort Wayne have recognized the potential in these incredible community assets breathing life to the riverfront.”

The historical society would use Headwaters Junction to expand its operations and events. An adjoining railroad right-of-way would be reactivated for tourist train service with annual operations that would include events like dinner trains, the Polar Express, and others throughout the year.

Rail excursions behind No. 765 would depart from the location at Harrison Street. The attraction would also house other historic railroad locomotives and equipment, including another steam locomotive, which are conceived to also operate on the railroad line.

Early estimates see at minimum 100,000 additional visitors downtown and an estimated economic impact of \$9 million dollars from operations and out-of-town visitors each year. Comparable attractions see anywhere from 100,000 - 400,000 visitors each year.

Total cost for the entire riverfront plan is estimated at \$200 million, with projections for the construction of Headwaters Junction ranging between \$10-20 million depending on its final scope.

Headwaters Junction and the riverfront project as a whole will require significant public-private partnerships. As of this writing, the Society is exploring opportunities with potential corporate sponsors. In the past, the organization has raised hundreds of thousands of dollars for the restoration and maintenance of railroad equipment like No. 765 through donations, grants, and strategic partnerships.

TRAINS On-Line 2-5-15



URBANA TRAIN SHOW
MARCH 14-15
LINCOLN SQUARE VILLAGE
SAT: 10-6, SUN: 11-4

Danville Junction Chapter, NRHS
PO Box 1013
Danville, IL 61834-1013

Phone: 217-552-6514
Email: rickschro1@gmail.com

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

Photo of the Month



The Indiana guys tipped us off to M9K heading west out of Logansport with UP 9809, CSX 7556 and FerroMex 4657. I caught the train at Sidney, nice consist on February 28 – Rick Schroeder