

Danville Flyer

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Upcoming Evnets

- May 20 – Monthly Meeting at Jocko’s, 1 PM
- May 19-20 – Steam runs this weekend at Monticello
- May 26 – Morning clean-up session at Rossville
- May 26 – 28 – Rossville Depot Museum open for the season
- June 30-July 1 – Steam again at Monticello

Illinois Declares July 1 “Union Pacific Railroad Day”

The Illinois General Assembly and Gov. Pat Quinn this week approved a proclamation declaring July 1, 2012, as Union Pacific Railroad Day in Illinois.

The proclamation is intended to honor the railroad during its 150th anniversary celebration. President Abraham Lincoln, who practiced law in Illinois before becoming president, signed the Pacific Railway Act of July 1, 1862, establishing the original Union Pacific.

Union Pacific’s heritage in Illinois traces back to the Galena & Chicago Union Railroad, chartered in 1836, and the Chicago & North Western, founded

in 1848. The two merged in 1864 and covered much of the state. Union Pacific acquired C&NW in 1995. Chicago & Eastern Illinois, founded in 1877, operated a Chicago-St. Louis link. Missouri Pacific acquired C&EI in 1967, and Union Pacific merged with MP in 1982.

The final leg of UP’s Illinois network started as Alton & Sangamon Railroad in 1847. Through a series of acquisitions and reorganizations, it became a part of Southern Pacific, which Union Pacific acquired in 1996.

Via TRAINS On-Line 4-27

New Private Passenger Train Chicago to New Orleans

Bart Jennings via the Brass Switchkey Railnews, V.19, #13, April 12, 2012

The Iowa Pacific, which owns a number of shortlines with passenger service, as well as their High Iron charter passenger service, has finally publicly announced their new venture - luxury passenger trains on specific routes.

They have created the company "The PULLMAN Sleeping Car Company" and are planning luxury trips from Chicago to New York and New Orleans, this coming October. The

company has acquired almost 100 passenger cars and about a dozen Amtrak-legal locomotives, including a number of E-units. They have also leased the former Pullman shops in the Chicago area to rebuild passenger cars, in addition to their shop at Alamosa, Colorado. For limited information on the planned Chicago-NY and Chicago-New Orleans trips, go to: www.travelpullman.com.

What the operators can say now ... In the nineteenth century, when it took a week to travel from coast to coast, it

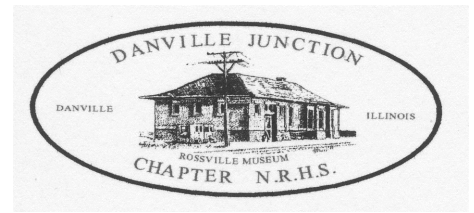
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About Us

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 oper-

ating 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 \$36.00 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 2012—our 44th 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 & National Director
Cooke Business Products - Publisher



(Continued from page 1)

was Pullman that made the trip enjoyable. During the 1920's, Pullman was the largest hotel company in the world with over 100,000 beds available every night. Taking soldiers to their embarkation point during World War II in warm, comfortable beds, Pullman worked closely with the War Dept. to give deploying military a comfort they might not feel again soon.

The post-war era saw some of the finest cars Pullman would ever produce. The Art Deco look prevailed and gave everything on which it was applied an eternally classic style - rail cars were no exception. Today, the Pullman Sleeping Car Company is bringing back a level of service, style, travel and elegance that has been lost, but not forgotten.

Planned for an October 2012 launch, the Pullman Sleeping Car Company will have regularly scheduled "sailings" from Chicago to New York and New Orleans. These are overnight journeys complete with meals and an on-board service that we guarantee you've never experienced. A team with tremendous knowledge and appreciation for all things

(Continued on page 4)

April 15 2012—Meeting Minutes

JOCKO'S PIZZA

Meeting opened at 1:54 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved. Treasurer's report read and approved. Bank balances are \$2793.54 checking, \$3493.57 CD for total assets of \$6287.11

OLD BUSINESS

Spring Trip is on. Date and times as printed in Flyer... Jess is going to see about tree removal since he is local and Doug lacks time and motivation... New look of the Flyer is good, two "attaboys" to Rick for his efforts on it... Al McCoy reported that stocks he took to Stouts sold for \$30, and he can sell more in the fall... C&EHS meet next Saturday, will have an "operation session" for the modelers at Rossville starting at 1:00 P.M.

NEW BUSINESS

Al McCoy and Jess Bennett will host a reporter from the C-N next Wednesday for article about "stay-cations". As in the past, we will hold a clean-up day on the first day we are open for the season, May 26th.

GOOD OF THE ORDER

It was noted that some British RR Museums issue permits for photographers, but doubt we can charge for people who want to shoot pictures from the platform at Rossville. ☺

Meeting adjourned at 2:12 P.M. Computer program of random YouTube videos given my Al McCoy and Doug Nipper.

May Meeting—Last one before summer

The May Meeting will be the last one for this spring. As usual we take June through August off. Please note the scheduled work and cleanup session for Saturday, May 26th. We need to clean up the museum in the morning as we officially open for "business" at noon. The shrubs in back and the north side of the back porch need trimming and cutting. The rooms need to be swept, glass in the cases cleaned and boxes in the middle room moved to the balcony in the train room. The trains on the layout need to be setup for weekend running. All material for the operating sessions has been put away and some engines probably need to be put back in their boxes.

This month's program will feature photos from the spring trip and other another round of YouTube videos. If you have been checking some of these out like Al has make a note and let the guys find them.



(Continued from page 2)

"passenger trains" has been assembled and they have studied and analyzed the Pullman service for many years. For those involved, this is the culmination of a life-long passion.

Work is being done right now to restore 10 Pullman cars to reflect their original beauty and function, and to develop authentic Pullman on-board service. Whether or not you have ever experienced rail travel in its glory days, we've selected several videos that we consider exemplary and hope you will gain a feel for travel by Pullman.

The Pullman Sleeping Car Company also operated special "Dinner with Pullman" trips out of Chicago. Dinner trips operated on Friday and Saturday, Feb. 17-18; a brunch trip is to operate on Sunday, February 19. The train consist: 2 full-length dome cars, a dining car and 2 lounge cars, pulled by an E-8 locomotive.

A Successful Spring Trip to Chicago—by Allen Cooke

We met at Cooke Business Products at 8am and 8 (ALLEN COOKE, DAVE SHERRIL, BILL WRIGHT,SKYLER BROWN,KADE SPANN, DAVE SHERILL, RYAN GREENBURG, JACOB OSGOOD & DICK BRAZDA) of us left in 2 vehicles. We stopped for breakfast in Watseka and then proceeded directly to Manhattan. DOUG, ZOE & LINCOLN BUTZOW met us there. Upon arriving we noticed several tank cars at a plant on the old Milwaukee line to Joliet. There was also an NS local parked for the weekend on the side track near the depot. Our Metra train arrived on time and we were off to Union Station. The ride was one hour and right on time. The train really gets up to speed (79) for some long distances. We crossed the Belt Railway and the junction with the Western Indiana and then into Union Station.

We ate lunch at the station and then returned on time back to Manhattan. Once there we proceeded west to see the BNSF intermodal facility. This is a really big intermodal yard.

We then proceeded along the Kankakee River to the NS's Kankakee West yard. At the yard were 7 engines and we then heard a westbound call for the signal and he soon arrived. Shortly thereafter an eastbound arrived. All were lead by BNSF units.

We then had dinner in Kankakee.....some of the young ones played pool at the restaurant (EDDIE'S).....we recommend that they stay in school!

Arrival back in Danville was around 8pm.



Norfolk Southern 2012 Steam Program

Norfolk Southern employees soon will enjoy opportunities to ride behind steam-powered excursion trains. NS' "Employee Appreciation Excursions" will be operated on weekends this summer and fall in recognition of the corporation's 30th anniversary. Each of the railroad's 11 divisions will host several excursions.

The tentative schedule is:

June 2-3, Georgia Division

June 9-10, Piedmont Division

June 30-July 1, Virginia Division

July 14-15, Central Division

July 21-22, Lake Division

July 28-29, Dearborn Division

Aug. 4-5, Pocahontas Division

Aug. 11-12, Pittsburgh Division

Aug. 18-19, Harrisburg Division

Sept. 8-9, Illinois Division

Sept. 15-16, Alabama Division



The Tennessee Valley Railroad Museum and the Fort Wayne Historical Society are providing the steam locomotives, equipment, and services to make these excursions memorable, fun, and of course, safe. Southern Railway 630 will be used for the trips on the southern part of the system. No. 630 was built in 1904 by the American Locomotive Company at Richmond, Va., and is one of the three locomotives that will be used in NS' 21st Century Steam program over the next four years.

Nickel Plate Road 765 will be used for the trips on the northern part of the system. No. 765 was built in 1944 by the Lima Locomotive Works in Lima, Ohio, and is familiar to many railroaders, having been in excursion service on and off since 1979.

Check out the web site <http://fortwaynerailroad.org/summer-steam-trips-for-norfolk-southern/> for more information.

BNSF Launches Interactive Map

BNSF Railway has launched an interactive map that showcases various events and activities along its transcontinental rail system. The map uses various markers to highlight events such as community projects, news updates, photos, and videos along with historical information. Users have the ability to filter the data and zoom into a bird's-eye view of the railroad. The base map uses the popular Google Maps engine, making it easy for users to navigate.

The railroad has also included two "train's eye" videos that were captured from high definition cameras mounted on the front of trains as they traversed two scenic portions of BNSF's network. The first video is from western Washington, on the west side of Stevens Pass between Everett and Baring, while the other clip features eastern Wyoming's Wendover Canyon, between Cassa and Elkhorn.

Via *TRAINS On-Line* 4-27

Illinois, Indiana and Michigan move forward on HSR Study

U.S. Transportation Secretary Ray LaHood today (5-4-12) announced that Illinois, Indiana and Michigan have agreed to move forward with a comprehensive study that will help determine ways to reduce rail congestion and let trains achieve higher speeds along the Chicago-to-Detroit high-speed rail corridor. The goal of the study, which will be funded through a \$3.2 million grant from the Federal Railroad Administration and \$200,000 each from Illinois, Indiana, Michigan and Norfolk Southern, is to reduce passenger travel times between Chicago and Detroit and efficiently move freight through one of the nation's busiest freight rail networks, the congested Chicago to Porter, Ind., segment.

"This is an important step toward achieving higher speeds along the entire Chicago to Detroit rail corridor and improving the flow of freight to the east coast," said Secretary LaHood. "Eliminating bottlenecks will boost the economy by reducing delays and allow for the freer flow of both people and goods throughout the region." An important focus of the study will be reducing congestion by linking a double track passenger main to the 110 mph service at Porter. The study will build on progress Michigan has already made by achieving 110 mph service from Porter to Kalamazoo. "The comprehensive study will help us establish faster passenger rail service for business and leisure travelers moving between Chicago and Detroit, as well as make freight movements more efficient," Illinois Governor Pat Quinn said. "In Illinois, we have made high-speed rail and freight infrastructure improvement top priorities, and I am pleased to work with our neighboring states and Secretary LaHood, who understands the importance of providing significantly reduced travel times and promoting economic development through rail improvements."



"This is an important partnership in our efforts to reinvent Michigan, specifically creating an accelerated rail connection between Detroit and Chicago for both citizens and businesses," said Michigan Gov. Rick Snyder. "Relieving congestion will also help the Midwest's freight industry by better enabling the rapid and efficient movement of manufactured and agricultural products." The Chicago to Detroit line is part of the Midwest Regional Rail Network, which is located in one of five densely populated mega-regions, areas already overwhelmed by congestion and in need of better transportation options. Bringing safe, fast, convenient, affordable high-speed rail to these areas will create jobs, increase economic opportunities and relieve congestion. More than 100 million people call the Midwest region home, with the vast majority of residents living within 500 miles of the Chicago rail hub. Using the Gross Domestic Product as a measure, the Great Lakes-Midwest economic region would be the fifth largest economy if it were its own country.

The Federal Railroad Administration and its 32 state partners are making great progress on High-Speed and Intercity Passenger Rail projects across the country. With \$10.1 billion in federal funding, they're moving forward with 153 projects, laying the foundation for a 21st century passenger rail network. (*USDOT - posted 5/04 in RailPace*)

DOT Announced Changes to Positive Train Control

The U.S. Department of Transportation today announced changes to the regulations governing the installation of positive train control (PTC) equipment on railroads. Earlier this year, President Obama called for a government-wide review of federal regulations. As part of the review, the Federal Railroad Administration revised the regulations governing the installation of PTC.

Under the revisions, railroads will no longer have to conduct risk analyses to obtain approval to not install PTC, or take other risk mitigation measures, on an estimated 10,000 miles of track that will not carry passenger trains or poison inhalation hazard commodities after December 2015. Railroads are expected to save approximately \$335 million over the first five years, and up to \$775 million over 20 years, by utilizing safety measures other than PTC where appropriate.

The Rail Safety Improvement Act of 2008 mandated the installation of positive train control by December 2015 on lines which carry at least 5 million gross tons of freight annually, on Class I rail lines that handle commodities that could be a poison inhalation hazard, and on lines where passenger and commuter service is regularly operated.

Via *TRAINS OnLine* 5-10-12

Iowa Pacific “Illinois Central” E Unit Released

The first Iowa Pacific E8A repainted in Illinois Central colors was released from National Railway Equipment's Silvis, Ill., plant yesterday (4-26). The locomotive, No. 518, is wearing the classic paint scheme used on Illinois Central passenger diesels to pull its passenger trains in the Midwest.

Canadian Pacific forwarded the locomotive to Chicago this morning and it will be parked on Iowa Pacific trackage in Bensenville. Sister E8A No. 6070, in Southern Pacific “Black Widow”-inspired colors, was sent to Wisconsin & Southern's Horicon, Wis., paint shop to be repainted into the same paint scheme. As of today, No. 6070 was waiting to enter the paint booth in Horicon.

No. 518 was built in 1953 for the Chicago & North Western as No. 5030A before being transferred to Metra for commuter duties in the Chicago area. E8A No. 6070 is the former Chicago & North Western 5029B, also built in 1953. It also hauled Chicago commuters for Metra in Chicago before being stored and eventually sold to Iowa Pacific.

However, neither unit will be providing service for the High Iron Travel “Southwest Explorers” special departing tomorrow from St. Louis. A preliminary plan had called for one or both locomotives to pull the train, but an Amtrak locomotive is now being substituted to pull the seven-day special.

Via *TRAINS On-Line* 4-27



HIGH IRON TRAVEL
Rail Excursions



N S Steam Schedule— Should pass through Danville

Southern No. 630

- June 2-3: Inman Yard (Atlanta) to Austell, Ga.
- June 9-10: Salisbury to Barber, N.C.
- June 30-July 1: Roanoke to Walton, Va.
- July 14-15: Knoxville to Coster (North Knoxville)
- Sept. 15-16: Irondale Yard (Birmingham) to 14th Street in downtown Birmingham.

Nickel Plate Road No. 765

- July 21-22: Bellevue to Colsan (Bucyrus), Ohio
- July 28-29: Homestead Yard to Airline Yard in Toledo, Ohio
- Aug. 4-5: Williamson to Naugatuck, W. Va.
- Aug. 11-12: Conway Yard, Conway, Pa. to CP Wood (Homewood, Pa.)
- Aug. 18-19: Enola Yard (Harrisburg, Pa.) to CP Capital, a junction in Harrisburg
- Sept. 15-16: Luther Yard (St. Louis) to Robertson, Mo.



Danville Junction Chapter, NRHS

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We're on the Web!
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Photo of the Month



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