

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

Volume 39

November 2007

Number 9

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 Resturant, 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 2007 - Our 39th Year

PRESIDENT: Doug Nipper

VICE PRESIDENT: Mark Ziebart

SECRETARY: Dick Brazda

TREASURER: Allen Cooke

NATIONAL DIRECTOR: Rick Schroeder

PROGRAM CHAIRMAN: William Darner

MUSEUM DIRECTOR: Robert Gallippi

HISTORIAN: Jesse Bennett

EDITOR: Rick Schroeder, rickschro@insightbb.com

PUBLISHERS: Allen Cooke & Doug Nipper

1819 Coventry Dr.

Cooke Business Products, Inc.

Champaign, IL 61822-5239

John Cooke Sr., Honorary Member

MEMBER: Association of Illinois Museums and Historical Societies

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



The eastbound NS Office Car Special went through Danville on Oct. 8th. Here he is going over Williams St. with the Bunge Grain plant in the background. Photo by Doug Nipper

Coming Events

November 18, 2007

Danville, IL - Chapter monthly meeting at Jocko's Depot Restaurant, Williams and Gilbert Street, lunch at 1:00, meeting and program to follow.

November 24 & 25, 2007

Chicago, IL - Greatest Hobby on Tour - Schamuburg Convention Center, Schaumburg, IL 10-6 Saturday, 10-5 on Sunday - Admission \$10

December 2, 2007

Danville, IL - Annual Dinner at Jocko's at 1:00PM. Program Iowa Railroads

December 1 & 2, 2007

Monticello, IL - Lunch with Santa on the train, Monticello Railway Museum

December 8 & 9, 2007

NS Santa Trains using MRM equipment operate between Decatur and Niantic. Also the CN/IC Santa Trains will be running up in the Gilman, Gibson City and Kankakee areas.

January 26 & 27, 2008

Cisco, IL - Annual train show 10-4 each day

February 23 & 24, 2008

Hoopeston, IL Train Show, McFerren Park.

Next Meeting

The next meeting will be held **November 18 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.**

We welcome Lou Resha to the group. Lou is a railfan and N Gauge modeler.

In last month's Flyer and this month, Doug Nipper has been keeping us informed on the progress of the second track extension north of Danville. Slated to be put in service around December 15 this new section will not only allow for replacement of the Winter Avenue bridge but in years to come give CSXT the flexibility of meeting additional trains at this location while using No. 2 track south of Liberty Lane for storage of trains either waiting for crews or waiting to be yarded at Brewer.

This month will also be the election of officers for 2008. In September of next year our chapter will turn 40 years old. A lot has changed in the last 40 years, not only with us as members (getting older that is) but in the railroad world. Next year we plan to run some of the pages from the early newsletters to give you an idea of how far we have come in the railroad world and the printing world. Remember, back 40 years ago we were using a mimeograph machine to produce the newsletter (who had heard of word processing at that time?).

The program will be announced at the meeting. And if you want to be an officer, have someone lined up to nominate you!

Model Operating Sessions

Rossville

Once again we are setting up operating sessions on Saturdays at Rossville. For 2007 the sessions on the Chicago, Illinois and Eastern Railroad will be:

December 1, 2007

January 5, 2008 - Family

February 2, 2008

March 1, 2008 - Family

April 5, 2008

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

Danville and Western Railroad, 1819 Coventry Dr, Champaign

December 29, 2007

January 26, 2008

February 16, 2008

March 29, 2008

April 19, 2008

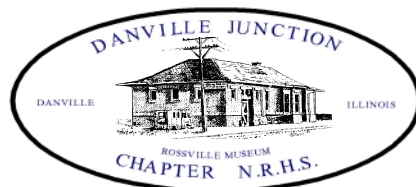
All D&W sessions begin at 1:00 PM and are for operators that are 14 years of age or older. A new dispatchers board will be in place this year so an additional person is needed and radios will be used.

Rail News

Norfolk Southern achieved a milestone in U.S. railroading on October 10, operating the first revenue-service freight train equipped exclusively with ECP (electronically controlled pneumatic) brakes. The train, consisting of three new General Electric locomotives and 115 new FreightCar America hybrid (aluminum/stainless steel) coal gondolas equipped with New York Air Brake's EP-60 ECP technology, is now used in regular service between coal mines in southwestern Pennsylvania and the

Keystone Generating Station in Shelocta, Pa. The ECP-equipped train is operating under a Federal Railroad Administration waiver. FRA said BNSF also received waiver approval and is expected to operate ECP trains before year-end 2007.

The Central Railroad Corridor, a two-



mile overpass that carries BNSF and UP trains above the streets of downtown Wichita, Kan., is open. BNSF will continue to test the overhead tracks during the next two weeks. Once testing is complete, up to 30 BNSF trains a day will use the overpass. The eight to 10 daily UP trains will use the ground-level tracks until a connection between the elevated tracks and existing UP tracks north of 17th Street can be constructed.

DALIAN, China - Chinese class QJ 2-10-2 No. 7040 will be loaded on a ship today

to begin its journey to the United States. The locomotive is being purchased by the R.J. Corman Railroad Group for special events use on its Kentucky lines (see Trains News Wire, May 23, 2007).

R.J. Corman Railroads signed a purchase agreement for the engine this spring with Railroad Development Corporation, which brought two other QJs to the United States. They are used for charter operations on RDC's Iowa Interstate Railroad.

The locomotive was rebuilt at the Jinzhou 701 workshop during July and August, under subcontract to RDC by Multipower International. RDC consultant Dennis Daugherty supervised the overhaul. The ship carrying the locomotive is scheduled to arrive in New Orleans on Dec. 12. From New Orleans, the locomotive is to be shipped to R. J. Corman at Lexington, Ky., via the New Orleans Public Belt Railway and Norfolk Southern. Via TRAINS On-Line 10-29

GALESBURG, Ill. - BNSF engineering department electricians Marvin Chasek and Terry Good of Galesburg were working by a BNSF bridge that crosses the Illinois River when Good caught sight of a swimmer struggling against the river's current on Aug. 8 (BNSF didn't release news of the incident until Oct. 25). "My first thought was that he wasn't going to make it," Good said. While Good called the police, Chasek called the bridge operator to stop train traffic and lower the bridge so rescue personnel could reach the swimmer. The police informed Good that they would be approaching from the opposite side of the bridge. With emergency responders coming from one direction and the BNSF workers on the other, the swimmer had a chance.

As moments passed, Good and Chasek noticed two other swimmers leave the nearby bridge pier to assist the struggling swimmer and pull him 20 to 30 feet to the pier. Now, three teenage boys were stranded on the pier. If they tried to swim back downstream, there was a strong chance the third boy would not make it. If they attempted to climb up the bridge, they would endanger their lives with the possibility of a train coming.

"We wanted to keep them where we had them," Chasek said. "We didn't want them to try and swim back because we honestly didn't think they would make it." So Good scaled down the pier and helped the swimmers get out of the river and onto dry land. When it was determined that all three of the boys were fine, the police escorted them off the bridge and contacted their parents.

Chasek and Good have worked together for a year. While Good has only been in the Galesburg area one year, Chasek has worked in the area 10 years, increasing his familiarity with the territory. Via TRAINS On-Line 10-29

Norfolk Southern is erecting a 50 kilowatt wind turbine at its Bellevue, Ohio, yard to power the yard's wastewater treatment plant. Construction of the turbine is expected to begin in November and be complete by year-end. The wind turbine, supplied by Entegri Wind Systems of Boulder, Colo., consists of three 24-foot rotor blades mounted on an 80-foot tower. Based on the wind profile at Bellevue, it is expected to generate more than 100,000 kilowatt hours annually to power the pumps and controls of Bellevue Yard's wastewater treatment plant. The plant collects and treats the water used at the yard's maintenance facilities as well as rainwater runoff

Missouri loses MKT bridge battle

Efforts to use the former Missouri-Kansas-Texas Railroad bridge across the Missouri River at Boonville, Mo., for use on the Katy Trail have suffered a setback. On Oct. 23 a three-judge panel of the Missouri Court of Appeals Western District affirmed that the state has no property interest in the span.

Judge Lisa White Hardwick, writing for the court, said that the Boonville bridge was expressly excluded from a 1987 contractual agreement conveying the surrounding property to the Missouri Department of Natural Resources. The appeals court said that the circuit court correctly determined that the contract de-

scribes how the state could acquire rights to the bridge in the future, if certain precedents were met, but it does not grant the state any existing property rights. The state contended that the circuit court erred in determining that it did not acquire such rights under the terms of the contractual agreement between the Missouri Department of Natural Resources and the Missouri-Kansas-Texas Railroad. The Katy Trail State Park currently does not use the span, diverting pedestrians to a nearby highway bridge.

Missouri Attorney General Jay Nixon had sought to convert the Boonville lift bridge to a pedestrian walkway along the Katy Trail. Nixon said he would appeal the decision to the Missouri Supreme Court, a move opposed by Gov. Matt Blunt's administration. Blunt supports the demolition plans, saying it would trigger economic development. Nixon is running against Blunt in the 2008 gubernatorial election.

Union Pacific hopes to demolish the bridge and use the recycled steel to build a new bridge near Jefferson City.

Via TRAINS On-Line 10-26

BNSF intermodal expansion feeds Memphis' distribution base

When BNSF finishes its \$200-million expansion at Shelby Drive and Lamar in Memphis, Tenn., in 2009, five of the largest wide-span cranes in the country will be in Memphis, moving imports from rail to truck, local newspapers report. The cranes will be about eight stories tall and have enough reach to extend over six lines of railroad track and three lines of truck traffic. BNSF's investment in Memphis more than doubles local intermodal capacity, good news for BNSF but even better for the city, which builds much of its case for company expansions on the city's might as a distribution base.

Dues are due now

For those of you that are members of the NRHS your renewal statement has been sent by the national to your home. If renewing the NRHS, considering the increase, please send your check to Allen Cooke, Treasurer, PO Box 1013, Danville, IL 61834. Allen will process the renewal and forward to the NRHS. For museum members the annual renewal is still only \$17 per year. We hope that those of you than plan not to renew with the NRHS will continue to be museum members. If that is your desire please forward the renewal of \$17 to Allen and let him know you intend to remain museum members and continue to receive the publication.

Iowa Journey

On October 23 Walt Baselt and I headed out for a three-day trip to Iowa to check out the Iowa, Chicago and Eastern Railroad along with other Iowa carriers. The prior days had rain in the area and we had hoped to encounter blue skies, which we did as we passed Peoria.

Our first encounter with a railroad was getting off I-74 prior to Galesburg and going north to the former ATSF line. No sooner had we arrived than we caught a westbound with BNSF 5223 at Milepost 171. Not bad for a start. We headed on north on I-74 and spotted three trains west of the Interstate waiting on the Minnesota like waiting to get into the yard. We got off the Interstate and headed to US 150 to follow the tracks into the Quad Cities area and of course, no more trains.

Our first stop was Nahant Yard, located south of Davenport and almost under I-280 Bypass. As we got off the highway we spotted a train heading south out of the yard and headed south to Walnut Grove. We stopped at an elevator crossing to wait for the southbound (Walt snapped a photo of the unit at the elevator) and as the train approached a northbound approached from the south. Timing could

not have been better - the southbound with 3 ICE units was first and as the power passed the northbound, with 7 mixed DM&E and IC&E units came by. Now this was a better start to the railfan days.

After the trains passed we went north to Nahant Yard and followed the public roads that are adjacent to the yard. There were a number of units in the engine facility, including KCS SD-45 #3143, and we got photos of IC&E units working the north end of the yard. We crossed the river back to the Iowa Interstate and followed that line up to Silvis and the NRE shops. Here we were able to shot some photos of the rainbow of colors of some 30-40 units waiting for some type of disposition. On the scanner we heard the IC&E dispatcher talking to a local north of Bettendorf that was heading south. We went back to the I-74 bridge and headed north along the river, catching IC&E 101 (ex-Soo) coming south. At the same location were two BNSF GP38-2's, #2029 and 2006, parked with short train.

We headed north to follow the UP west of Clinton and found an eastbound coal train waiting to get into the yard at Clinton. West of this one was another eastbound coal train parked and farther west was a parked merchandise train. This one, west of Grand Mound with UP 4576 +5, was photographed when they all were able to move up one notch on the line. At Dewitt we caught UP 5959 with 6440. We headed on over to Cedar Rapids and caught some of the CRIC power, but most was difficult to catch. On the west side of town and south of the UP there is a yard where the UP interchanges coal trains with the Crandic. As the sun was going down we caught one unit with slug pulling

some 70 loaded hoppers from the UP and taking them to a power plant on the south-east part of town.

The following morning we headed north to follow the Iowa Northern. From Cedar Rapids to Vinton we noted that the rail had been changed out with welded rail and by the time we got to Vinton we noted it was very recent. When we arrived at Mt. Auburn the contractor track crews were just getting ready to head out with the equipment to continue the rail change out process, thus no trains on the line today. We shot photos of a former Rock Island depot at LaPorte City, still in fairly good condition. In Waterloo we stopped at the Iowa Northern yard on the south side of town where we spotted #3800, 3805 and 3803, however, they were in a poor location for photos. We headed over to the CN and found we just missed a WB train. We then went west to Cedar Falls and followed the former Rock Island line, now IN, back to a power plant where we found a IN unit unloading some 100 coal hoppers. We waited for some time, hoping we could get a photo, but decided the unloading process was taking too much of our time.

We decided to head north along the Cedar River Railroad and found out the CN still has this line and was doing track work in several locations. We followed the line up to Charles City where the line crossed the IC&E. Here we found several Amtrak cars, including one dome car, back in a storage



IC&E 6457 arrived at Nora Springs on the Iowa Northern. After sitting out 16 cars for the IA the train will continue around the wye and head east on the IC&E toward the Mississippi River crossing.

area with most in poor condition. We then headed west to Mason City. As we arrived a north bound UP train was passing the new construction of additional tracks headed by UP 5023 and 4873. Next was a visit to the Iowa Terminal. At the UP/IC&E interchange area we found #50 with #54 at the elevator. We headed west to the engine house and found #61 sitting and #60 working the scrap yard. We decided to head north to Manly to check out the Iowa Northern ethanol yard construction and caught UP 8199 and 2220 on a southbound empty coal train. At Manly we found IN 2000 and Rock Island caboose on display along the highway. The Manly yard and storage tanks are under construction north of the former Rock Island roundhouse, but no power was around.

We decided to head back toward the IC&E line and took back roads east out of Manly to avoid traffic in Mason City. As we headed south toward Plymouth we spotted a DM&E train sitting on the IC&E branch north of town. ICE 6457, 6217, 6443 and DME 6075 were on the train. They contacted the Iowa Northern dispatcher and got the track warrant to enter the IN at Plymouth and we caught them several times on their way to Nora Springs. The DM&E has trackage rights to connect to the IC&E over the IN and this train was a detour due to the track damage in eastern Minnesota from floods last month.

We originally planned to head toward the Mississippi River area but due to the time of day and decision to get back to the Quad Cities area we decided to head south and stay at Waterloo. Here we missed a northbound Iowa Northern train as we entered the Waterloo area from the north, but we did catch two units working the south end of the yard before they left for Cedar Rapids.

The last day out we headed south to Cedar Rapids area and then east to follow the UP. We caught two trains near Bertram and followed one eastbound autorack train,

he followed us most of

t h e



way, toward Clinton. An eastbound Herzog ballast train was caught at MP 21.7 and an eastbound coal train, with #6693, that we saw at Cedar Rapids area was shot at Low Moor as they started for the yard after a westbound with #4909 went by. In Clinton we found a UP eastbound ballast train with #9770 and then located the ADM switcher 1431 (ex-IC) south of the UP. We followed the IC&E down to Bettendorf and found the same BNSF power leaving the storage track. On an adjacent track was BNSF 2642 and 3015 with BNSF 2164 and 2410 on the other end of a 15 cut of cars.

The last stop was back to Nahant Yard on the IC&E and this time luck was better. Several IC&E along with DM&E units were shot and we caught a northbound train along the river, back in Davenport, with DM&E 6092, 6094, IC&E 6370, 6363 and dead in tow GP30 & 711 plus 9010 and Wisconsin Southern #477.

All three days were beautiful sunny days, though cool and as we arrived at Galesburg area the clouds filled the sky and by the time we got to Peoria we were in rain. What luck we had this time.

DM&E 6092 leads three other units and three in-tow units north along the Mississippi River at Davenport, IA. The speed on this route is 25 mph and easy to follow, however, trains are few and far between.

Polar Express runs again

The Dennison Railroad Depot Museum and the Ohio Central Railroad will operate Polar Express excursion trains on two weekends in December, the Ohio Rail Development Commission announced. Bill Strawn, president of the Ohio Central, made the announcement Tuesday with Wendy Zucal from the museum and Matt Dietrich, executive director of the Commission. "We had some challenges, but it took a partnership to make this happen," Strawn told the Coshocton Tribune.

The event wouldn't have come off this year without the groups working together to iron out schedules and liability insurance issues. "Liability issues were foremost in our minds, when we're handling the public," Strawn said. "Liability is a national issue, not just here for the Ohio Central Railroad. It's unfortunate it all came to a head when we were trying to figure out a way to run this service," Dietrich said. Zucal said the museum took

on an additional \$15 million in liability insurance as part of the deal, and was pleased that support from Ohio Central officials will allow for additional train rides this year.

"I think we had 12 last year, and we'll be having 20 this year," Zucal said. "This is the best fundraiser we do, and it definitely helps the museum get through the winter months, as far as operational costs like utilities," she told the Tribune.

Strawn said freight traffic still takes precedence, and that the excursion trains could be delayed at times. "Some trains may not depart on time," he said, although every effort will be made to accommodate the service. The groups planned on getting together today to begin discussions of a long-term solution for the Polar Express service. But Zucal said it is likely the service won't be expanded past the 20 rides that will be offered this year.

Trips will run Nov. 30-Dec. 2 and Dec. 7-9. Tickets are \$35 for adults and \$35 for children. First class tickets are \$50 each. To make reservations call the Museum at 740-922-6776.

House passes safety bill by wide margin

Yesterday, the House of Representatives passed the Federal Railroad Safety Improvement Act (H.R. 2095) by a vote of 377-38 — a "veto-proof" majority, as the United Transportation Union (UTU) notes today on its Web site.

Introduced in May by Rep. James Oberstar (D-Minn.), H.R. 2095 proposes to re-designate the Federal Railroad Administration (FRA) as the Federal Railroad Safety Administration (FRSA), which would be charged with reducing rail accidents, injuries and fatalities as its highest priority, and be required to double the number of safety inspectors from 400 to 800 by Dec. 31, 2011. The FRSA Administrator would be required to have professional experience in railroad, hazardous materials or other transportation safety.

Additionally, the bill would reduce operating crews' "limbo" time to a maximum of 10 hours monthly, require a near-doubling of the number of FRA safety inspectors by 2011, strengthen whistleblower protections, foster the implementation of positive train control (PTC) by 2014, require mainline switching in dark territory, establish minimum and uniform training standards for all rail workers, require conductor certification, prompt a locomotive cab ergonomics study, mandate emergency breathing apparatus in all locomotive cabs and require that rail safety inspections performed in Mexico meet the same standards as those performed in the United States.

The passage of H.R. 2095 represents "the first of many legislative and bargaining victories we anticipate by combining resources and energies to benefit each of our 230,000 active members," said Mike Sullivan, who on Jan. 1, 2008, becomes general president of the International Association of Sheet Metal, Air, Rail and Transportation (SMART) Workers, a combination of the UTU with the Sheet Metal Workers International Association.

Added Brotherhood of Locomotive Engineers and Trainmen President Don Hahs: "The passage of H.R. 2095 means that engineers and trainmen may eventually be paid for all of the time they spend on the job. They will also have the chance to obtain adequate rest between assignments, reducing fatigue."

Meanwhile, the Railroad Safety Enhancement Act (S. 1889) awaits Senate floor action. Introduced in July by Sen. Frank Lautenberg (D-N.J.), chairman of the Surface Transportation Subcommittee, S. 1889 would authorize the U.S. Department of Transportation to update hours-of-service rules to provide rail workers more rest time and reduce limbo time, mandate certain usage of PTC to reduce train accidents, and require states to report grade crossing protection measures to the federal government to help identify problem areas and reduce accidents risks.

Progressive Railroading 10-18-07

Volunteer dies on private railroad

NORTHFIELD, Minn. (10-07)- William Paget, a volunteer for a private 2-foot-gauge tourist railroad here, was killed Saturday when a caboose tipped over on top of him. Paget, 68, was a retired Minneapolis firefighter.

Witness reports indicate Paget was riding the caboose's rear platform when it began to tip on a sharp curve with eight passengers inside, including Paget's grandson. Paget jumped off the caboose and tried to hold it up, but was crushed in the process. Immediately visitors ran to the caboose and managed to lift it up, unloading the passengers inside and propping it up with wooden boards to keep the car upright. Rescuers performed CPR in an attempt to revive Paget, but he died at the scene.

Dick Boulet, a former co-worker at the fire department, told Trains News Wire, "In over 25 years [as a firefighter], he saved a lot of guys. He was a good friend and had the utmost respect of the firefighters. He was as solid as the day is long and was an absolute hero in his own right."

U.S. railroads remain on pace to set all-time-low train accident rate, AAR says

During 2007's first seven months, U.S. railroads reported 1,472 train accidents - the fewest within a January-to-July period in more than a decade, according to the Association of American Railroads (AAR). Thirty-four states reported fewer derailments and collisions compared with 2006's first seven months.

Preliminary Federal Railroad Administration safety data also shows the roads' train accident rate — determined as the number of accidents per million train miles — remained 10 percent below the current annual record of 3.54 set in 1997, keeping

the railroads on pace to establish an all-time low rate at 3.19, the AAR said.

Railroads made other safety strides in the first seven months, as well. The number of derailments declined 14.3 percent, train-to-train collisions fell 12.1 percent, grade crossing accidents decreased 7.3 percent and crossing fatalities dropped 11.2 percent year over year.

Plus, the two leading causes of train accidents — human error and track issues — declined 12.5 percent and 11.1 percent, respectively. Incidents caused by equipment failure decreased 11.3 percent and accidents caused by signal problems dropped 36 percent.

”These record-setting numbers clearly indicate that our extensive employee training programs, investment in safety technology, and dedication to infrastructure maintenance and improvement are paying safety dividends,” said AAR President and Chief Executive Officer Ed Hamberger in a prepared statement.

Progressive Railroading 10-18-07

and environmental effects, and lays out a safety integration plan.

Mayo Clinic officials maintain that an additional environmental review by the STB is “appropriate.” Last year, the board completed an environmental review of the PRB project, which calls for building a 262.3-mile line through western South Dakota and eastern Wyoming, and upgrading 600 miles of track in South Dakota and Minnesota.

The Rochester, Minn., clinic estimates that CPR’s acquisition of the DM&E would result in as many as 43 trains passing through the city’s downtown each day — a “substantial increase” from the DM&E’s previous estimates, the clinic claims.

”The Mayo Clinic does not object to the DM&E being sold. We are simply asking for a complete and thoughtful review of a transaction,” said clinic spokesman Chris Gade. “Our primary concern continues to be the safety of our patients, staff and community, as well as the safety of other communities along the line.”

Danville Notes from Nipper

10-24

Some signals are starting to go up. Yesterday we went over Voorhees on the way to and from Indiana. There was a new bungalow/mast unit set next to #2 just off the points of the electrically-locked switch into North Yard. I mean it is just one or two yards north of the points, so I’m doubtful they plan to make it a power switch. But it does appear it will be in the interlocking limits. The signal is one of those small cabinets with the mast sticking out of it on one side. There are two head positions, so it has to be the new southbound home signal.

At Liberty Lane today, I went across after work and counted three of the four signals up with heads on but turned. All but the southbound signal for #1 main is up. The new switch heaters were sitting in the old bank parking lot, but no new bungalows

Mayo Clinic wants review of DM&E/CP acquisition

A major opponent to the Dakota, Minnesota & Eastern Railroad’s (DM&E) Powder River Basin project is calling on the Surface Transportation Board (STB) to carefully review Canadian Pacific Railway’s recent acquisition of the regional.

On Oct. 25, the Mayo Clinic submitted a filing to the board asking the STB to reconsider its procedural schedule for the transaction, which “fails to provide sufficient time for meaningful dialogue between the affected parties and new ownership,” according to a prepared statement.

Clinic officials also called on the STB to ensure CPR’s application to control the regional includes information that “verifies” the DM&E’s revenue, “fully addresses” the future movement of PRB coal

Minutes of Last Meeting 10-21-07

President Nipper opened the meeting at 1346.

The secretary’s report was approved as printed. The Treasurer’s report was not available.

Old Business: Bob McQuown reported on his work at the Vermilion County Museum, cataloging the C&EI papers moved from the Rossville. All of the material has been initially indexed, but the material still needs to be organized before it is ready for use. There is still some additional material at Rossville that could go to the museum.

New Business: Doug Nipper talked with Jim Montgerard at a recent P&E event. There may be some opportunity for working with the V V RRR short line for motorcar operation and storage at Olin.

It was reported that CSX North yard had been cleared of excess vegetation. Ballasting has begun on the second main north of RA.

Mark Ziebart told a number of stories about his experience as a maintenance of way worker on the Alliance Division of BNSF.

Doug Butzow reported that the Monticello museum has obtained an ex-C&EI diner from a museum in Baton Rouge. C&EI sold it to IC and it will be in IC livery.

Dave Sherrill indicated a neighbor has said he will donate a framed picture, which he has, to the chapter. Dave will make arrangements to obtain it.

The Meeting was adjourned at 1417

anywhere yet.

From what I can tell by radio traffic, they had curfews the past two Mondays and used them to cut in the turnouts on #1 main at Liberty, one each day. It takes a full ten hours to do one switch.

The new track is ballasted south to a point about even with the strawberry farmer's pond. They will need another train to finish and by that time more will be needed to complete the lifting process on what is already ballasted. The tamper and regulator were working behind my house today from the sound of it.

What I'm still not clear on is how they will re-tie the existing RA Jct. without having the new control points working. In order to straight rail the switch and continue south with the new rail on #2, the new Liberty Lane CP would have to allow them to meet trains south of there. So I guess they might finish this up after the official cut-over. (Editor:

RA is north of the new control point and once RA is up and running they will have a panel prepared to replace the switch in the west track. During a curfew they will pull the switch out and insert the panel. Then they will have a panel built to connect No. 2 track to the new track. This will take one or two days to complete.)

There are still no new radio poles up yet, so I'm not seeing new MCP addresses on the ATCS program.

10-27

In Danville, there have been more work trains that come up to the West Newell

switch, often engine light, and move the ballast cars around to get rock where they need it for the next raise.

But the real mystery is the new signals and Danville. Just north of Voorhees there is a northbound signal for each main. There

signals north of Voorhees may be temporary "head block" signals for northbounds while the interlocking at Danville is being replaced. This conversion to a dual-control system may be a lengthy process, and for all intents the interlocking will be dead



Here is the new "RA Junction" (as spelled out on the cabinet) just north of Liberty Lane on 11/4/07. The switches are all in place and signals are set but turned away from the track. This "universal" arrangement of two crossovers will allow the ultimate in dispatching flexibility in the end after all construction work is complete. The new north end of the double track north of West Newell Road will simply be known as "N.E. RA Junction", the first two letters standing for "North End". How creative on the railroad's part (NOT!). Photo by Doug Nipper

is also one new signal down around where the existing southbound signals are for North Yard, but we can't tell for sure which direction it's facing. (Editor: Doug has found out that these will be temporary signals used during the cutover of the new control points and changes at North Yard.)

Unless they're putting the functions of the distant signals outside of the interlocking for northbounds, this doesn't make any sense to me. And they did re-do the switch that splits #1 and #2 and left it in place, so it doesn't appear that it will move north.

Late update: I have been informed that the

with only switchtenders to route the trains. Once northbounds get out of this dead zone they will have a signal right away to get them back into traffic control territory rather than having to run restricted speed all the way to Winter Ave.

(Editor: The last I knew from one of the CSX Project Engineers the tape load for the dispatcher was set for December 15. There were other tapeloads prior to that and the schedule could not be moved up. I do not know if that is still the case. The track is supposed to be in service by January 1 (ICC order) so the contractor may begin work on the Winter Avenue bridge replacement.)