

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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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 \$20.00 for Chapter membership in addition to \$36.00 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 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 2010 - Our 42nd Year

PRESIDENT: Doug Nipper

VICEPRESIDENT: Dave Sherrill

SECRETARY: Dick Brazda

TREASURER: Allen Cooke

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



CP 8889 and 9162 arrive at the north end of Villa Grove on the Union Pacific on October 8, 2010. The train is OCHSJ, or an oil train from North Dakota headed for St. Johns, Louisiana. The day I shot the photo the NB had left Villa Grove about 3 hours before. The 75 tank cars loaded with oil are headed to a refinery in Louisiana. The train operates several times a month. Photo by Rick Schroeder

Coming Events

Nov 21, 2010

Danville, IL - Monthly meeting at Jocko's Pizza Depot, Williams and Gilbert Street, starting at 1:00 PM.

Nov 21, 2010

East Peoria - Illinois Valley and River City Railroad Clubs' Peoria Train Fair. Illinois Central College, Rts 116 & 24. 10-3.

Nov 26-27, 2010

Monticello - The Polar Express. Monticello Railway Museum. Read along with the story as the train makes its round-trip journey to the North

Pole.

Nov 27, 2010

Indianapolis - Indy South Train Show. Southside of Knights of Columbus, 511 E. Thompson Road, Off of I-465, Exit 31 South. 10-3

Dec 4-5, 2010

Monticello - MRM's Lunch with Santa on the Train. Ride the train and have lunch while visiting with Santa.

December 5, 2010

Danville, IL - Annual Chapter dinner at Jocko's Pizza Depot- 1:00 PM



Next Meeting

Our next meeting will be held Sunday, November 21 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

Hopefully some of you were able to visit the Monticello Railway Museum during their operation of locomotive #401. It was great seeing the photos that Al took plus the various articles in TRAINS and other publications of the history making event. Our hats are off to the group that have put in so many hours of restoration of the locomotive. Look for the engine to be running again next spring. Steam lives again in Central Illinois.

We have had our first seasonal operating sessions at the museum in Rossville and had a good turnout. Of course, this was also the first really cold day but by noon time the temperature was about right. If you like to run trains check out our schedule and attend one of the sessions. As usual, some bugs were found in trackwork, but that happens each fall. Now the MofW crew has to get to work on the "off days".

This month is election of officers for 2011. Doug ask for a committee (even just one person) but no volunteers and thus we open the nominations from the floor at this meeting. Doug would like to have someone else step up to take his position.

The program will be presented by Rick. This will be digital photos (no longer taking slides) of his recent trip (along with Walt, Bruce and Steve) to Nebraska and Wyoming. You read the story in the last issue now see the evidence. Also he will have a number of the black and white Illinois Terminal and street car photos from the Wynn collection. All of these he had not seen before and are mainly Danville area to Champaign photos.

Operating Sessions

Once again the time is approaching for operating the museum layout. This year the first session will start on the first Saturday in November. Sessions will start around 1:00 PM so arrival time should be by 12:30 PM. The schedule for the season is as follows:

Saturday, December 4, 2010

Saturday, January 8, 2011

Saturday, February 5, 2011

Saturday, March 5, 2011

As last year, operating sessions on the D&W will not be scheduled in advance. Email notice will be sent out about two weeks before a planned session. With planned scenery work the first session may not occur until late this year.



Danville Flyer

The next issue of the DANVILLE FLYER will be in January. There will not be a December issue due to the early meeting and holiday.

Chapter October 17, 2010

The meeting was called to order at 1358 by President Doug Nipper.

The minutes from the previous meeting were approved as printed.

The treasurer's report listed \$636.34 in the checking account and \$3447.07 in a CD. The depot rent has been paid. The report was approved.

Old business:

Rail trips were discussed. One alternative is Metra from Manhattan to Union Station. The Saturday service is limited to 3 trains, so there is little flexibility.

Another alternative would be Champaign – Centralia. The BN roadmaster's office was mentioned as a good location for viewing. Riders could go to Carbondale if they wished.

Another alternative is Normal - Joliet. This could be done during the winter as the station is handy for getting out of the weather. Centralia was voted the most popular alternative.

New business:

Larry Prosser reported on an extra Model Railroader magazine.

Doug indicated a nominating committee was needed. An election may be held in November.

Fred Clark spoke supporting NARP membership.

Mark reported on the Indianapolis train show. He mentioned his experience with BNSF rule books.

A report was given by Allen and Dick on a ride over the former C&EI between St. Louis and Chicago during the period of detours due to track work. There was still more periods of detours available for anyone who wanted to make the ride.

The meeting was adjourned at 1423.

Al McCoy presented pictures from the Monticello museum's railroad days in September, featuring live steam.

The President's Corner

Sometimes I think back to all the places I visited in the late 1970's and 1980's, those "open offices" whether they were in a tower or not. Many were on busy mainlines, and the operator and clerk jobs were still justified in the "pre-automation" era. But then there were the sleepy places that at best saw one or two trains a shift, or even a day.

Consider a place like Humrick, IL, where the day operator was an N&W employee, but all the other shifts were Milwaukee Road jobs. By the time I made a few visits down there, the Milwaukee had ceased through train operations and was down to one local. The N&W also was down to local operations only. I think that the day operator, Luther Melton, was relieved to see me show up since he was probably bored to death!

Then there was Midland Tower in Paris, IL. Although there were still mainline trains that came down the line from Danville and turned east to Terre Haute, the ex-NYC main to the west was no longer a through route. I remember driving along this line toward Mattoon once and seeing the abandoned CTC control points and thinking this didn't happen very often, the abandonment of a fully-signaled railroad. But Conrail preferred the old Pennsy line from Terre Haute to St. Louis.

Yet Midland stayed open into the 1980's. In the pictures I have on my website, you can see the new Conrail-style "house 'o rust" bungalow sitting near the diamonds there. The days of the operators were numbered. And since many were near retirement, it maybe meant of a couple of years clerking somewhere before they could take a buyout or just retire outright.

I've sometimes said that in the steam era there were probably ten employees for every ten miles of railroad. With all the engine-related jobs, friction bearings on cars, manual track maintenance and a paperwork jungle to keep track of it all, it just seemed natural to have an army of workers. That didn't translate into the modern world, but these operator/clerk jobs often hung on well past their need. I won't go into the involvement of unions in this phenomenon, other to say that it was a factor. But how the employer-employee relationship changed in the intervening years was sometimes painful, yet completely necessary to let the railroads compete. Striking the right balance is always the trick...

Topic two: E-mail addresses. As the maintainer of the Chapter's database and mailing list for the Flyer notifications, I have to keep a keen eye on membership renewal forms that come in for any changes to a person's information. Recently, I discovered a new e-mail address and a typo in another that must have prevented the member from getting the broadcast messages. While I will do my best to ferret out these updates, please help me by letting me know of any changes, particularly in your e-mail address if you get the electronic version of the newsletter. My address is in every broadcast that goes out.

Speaking of membership renewals, we have been getting them back in a timely manner. Thank you! Since we sent out local renewals at the same time that NRHS mailed their statements, everyone got the forms about the same time. I think the NRHS might be onto something by sending them out so early: You miss the holidays, which can delay getting dues returns, and even the mail seems slower. And everyone probably feels a bit poorer around the holidays. By getting the dues renewals out sooner, people perhaps feel a little more generous, and the extra donations are greatly appreciated!

Doug

More Illinois Terminal photos from the George Wynn Collection



Looking east in Oakwood, IL in 1952. The P&E depot is to the left.



One of the Georgetown cars waits at Danville.

Below is a photo in Champaign on the Illinois Terminal taken in April 25, 1952. I have had a hard time trying to identify the location. Several years back member Randy Rippey acquired a map collection, detailed drawn maps, of the Illinois Terminal and he let me copy the pages from Champaign to Danville. I remembered these maps and got them out to see if I could locate the point. I knew the photo was looking west as there is a curve in the distance. Checking the map track arrangement with the photo I determined the photographer was standing just west of Neil Street. The boxcar is sitting on the team track and the depot is on Randolph Street. This was the Illinois Terminal and Wabash Railroad depot. In the background is the Smith and Company Warehouse (noted on the map). Note the crossing watchman crossing tower on the right. If you were scared of heights this was the wrong place to be. The map shows automatic gates only on the P&E and I would suspect this was a IT/Wabash shared tower for Neil, Randolph and State Street crossings.

The photo collection has been turned over to the Vermilion County Museum in memory of George and Tom Wynn. I scanned several of the photos and will have them as part of the program at the next meeting. - Rick



Illinois provides \$12 million for new Nippon Sharyo rail-car plant

Yesterday (10-20-10), Illinois Gov. Pat Quinn announced a \$12 million state business investment package for Nippon Sharyo U.S.A. Inc. to help support the company's \$35 million investment to establish a rail-car manufacturing facility in Rochelle, Ill.

The rail-car builder plans to construct a 4,000-square-foot manufacturing plant and relocate its U.S. headquarters to Rochelle from Arlington Heights, Ill. The new facility will enable Nippon Sharyo to meet the Federal Railroad Administration's Buy America requirements and compete for contracts to assemble high-speed rail cars.

In addition to the business investment package, the Illinois Department of Transportation will provide \$5 million to help fund the construction of a rail spur from BNSF Railway Co.'s mainline to the new factory.

In August, Metra awarded Nippon Sharyo a \$585 million contract to build its next generation of passenger-rail cars. The commuter-rail agency plans to purchase 160 cars from Nippon Sharyo during the next five years.

UP High Speed rail work in Illinois

High-speed rail construction made its way into Sangamon County this week, as a Union Pacific Railroad track crew progressed through Thayer and Auburn. The track work is part of the first \$98 million phase of a \$1.2 billion project to increase train speeds between St. Louis and Chicago.

The crew will continue until Saturday and then resume work Nov. 1, finishing what's left in the Auburn area and moving north toward Chatham, said Jamie O'Shea of

RoadSafe Traffic Systems. The company provides traffic control for Union Pacific projects nationwide. "That crew works eight days on and seven days off," O'Shea said.

Work in communities farther north, such as Sherman and Williamsville, is scheduled to start later than expected. The first phase of construction is now scheduled to be complete in December as opposed to late November, O'Shea said. Auburn Mayor Joe Powell said crews arrived there Tuesday, starting at the Madison Street crossing. A "track renewal train" tears up old tracks and lays new concrete ties and upgraded tracks and ballasts with the ability to handle high-speed trains.

Alternating closures help

Auburn, population about 4,700, has three railroad crossings within city limits, and Powell said the railroad agreed to keep at least one crossing open at all times. "We're going to have traffic back up any way you look at it, but it's helped," he said of alternating closings. Auburn's busiest crossing is on Illinois 104 (Jackson Street). The crossing was closed Thursday with no major issues other than traffic delays, he said.

"There is a lot of traffic on Route 104 for commuter traffic. This morning it was kind of interesting," Powell said Thursday evening. "They were hoping to get that open by 5 (Thursday night)." The Washington Street crossing is scheduled to close after Illinois 104 reopens. Powell said he was told crews should be done the end of this week.

Rail work is then scheduled to resume Nov. 3 through 9 in Chatham. Springfield will be skipped, and Sherman is expected to have its one crossing closed Nov. 18 through 23. Chatham village manager Del McCord said the Union Pacific also agreed to alternate shutdowns for its two crossings. The main crossing is at Walnut Street in the center of the village. The other is off of Illinois 4 on Chatham's south side.

Via Springfield J-R 10-22-10

UP track laying machine on display

The Union Pacific's TRT machine will be available for viewing from a safe location, (Old Route 66 which parallels our project) as it installs 110 mph track from Springfield to Lincoln between December 1st-8th so arrange your calendars accordingly. This production gang is 2 miles long and takes old track out and installs new track in one operation. Please stay off Railroad Property unless prior approval has been secured and safety equipment/training is in place.

This is an additional timeframe that was not planned. The project is ahead of schedule and under budget, something only private enterprise can do. If you have the time to venture over to the area it would be worth your visit. Also, Amtrak will again detour the Texas Eagle over the UP from St. Louis to Chicago via Villa Grove. As Allen and Dick noted, this is one more chance to ride the train over new territory.

New Indiana Locomotive Facility

MUNCIE - Caterpillar Inc. plans to start building diesel-electric locomotives in a vacant former transformer factory in eastern Indiana, potentially hiring 650 workers in the next two years.

Company executives announced the Muncie factory today, which they said would allow Caterpillar subsidiary Progress Rail to seek business from transit rail projects.

The Peoria, Ill.-based company plans to spend \$50 million to reopen the 740,000 square-foot plant on Muncie's south side that ABB Power T&D Co. closed in 1998. Caterpillar also plans to build a locomotive test track on the facility's 75-acre campus.

Caterpillar also has its Large Engine Cen-

ter in Lafayette. More “Cats on flats” for the NS Lafayette to Muncie line?

Caterpillar recently acquired Progress Rail, builder of the PR43C locomotives for Norfolk Southern that are in use in the Decatur area. These are EPA Tier-2 compliant locomotives rebuilt from other units. These units achieve maximum horsepower of 4,300 with use of a CAT 3,600 hp engine and a 700 hp engine that work in tandem. Existing units #4000 and 4001 are off SD50 frames as is #4300. The units are fuel efficient, low emission locomotives that handle heavy long haul freight demands. NS has been very satisfied with the units and have placed an order for 4 more. These four will be built on SD60 frames in the Patterson, GA plant of Progress Rail. Look for this locomotive building to be moved to or expanded to Muncie. The facility they have purchased is almost ready for use with rail inside the large building. With the headquarters of CAT in Illinois it is to bad the jobs did not land here, however, the business climate here is not one that business want to come to.

SCL Hopper - still running

When there is a train parked behind my house, and the weather is decent, I will ride my ATV to the back of my property and then trespass a bit and walk alongside the train to see things close up you can't see when the train is moving.

Today, I came across an SCL hopper car, still lettered and stenciled for that road. The build date was 8-1980, so I had to get a picture. The lessee lettering was still in place, referring to the Seaboard Coast Line Railway. Yes, Family Lines era, but still SCL.

So I got to thinking about this. I remember when these cars were new in their off-white paint. This is pre-CSX and pre-SBD. In August 1980, I had just graduated

high school. Mount St Helens had erupted earlier that year, and I skipped the last month of school to fly down to Florida and drive my grandparents back since my Grandfather was ailing.

Also in 1980, Milwaukee trains started running on the ex-Conrail between Gibson Yard and Terre Haute. That would last ten years almost to the day before they started running on CSX. The Milwaukee became the Soo Line and finally Canadian Pacific.

So this car has carried how many *millions* of tons of grain in its thirty years? It was loaded when I saw it! A blast from the past and a survivor for sure.

Doug

Amtrak \$486 million order for new locomotives noted ~ David Yetter

Business on the consumer railroad front domestically looks suddenly to be on the upswing. Following the announcement that \$2.4 billion is being invested by the federal government into high speed rail, Amtrak announced that they have awarded a \$486 million contract to Siemens to build 70 electric locomotives for the Northeast and Keystone Corridor lines as part of their rejuvenation initiative.

This awarded contract will see these new electric locomotives being built at Siemens' existing light rail manufacturing facility in Sacramento, CA. This plant, powered mostly by solar energy, employs 750 people. Siemens clarified that all main components of the trains will be pro-



duced at its plants in the US, including the motors in Alpharetta and propulsion containers in Norcross, Georgia. The first locomotives are expected to arrive in 2013.

Iowa Interstate ready to resume passenger-rail service, regional says

The Federal Railroad Administration recently announced the states of Iowa and Illinois can start up a new passenger-rail service between Chicago and Iowa City, Iowa. To be provided by Amtrak and Iowa Interstate Railroad, the service will feature two trains daily operating at speeds up to 79 mph.

Based on preliminary estimates, the service could start in early 2013 after the completion of engineering, trackwork and signalization, and acquisition of new equipment, IAIS officials said in a prepared statement.

“Iowa Interstate Railroad personnel have spent many hours working with local community leaders, the states of Iowa and Illinois, and Amtrak to make sure that if this service was approved, we could handle it in conjunction with our existing and growing freight business,” said IAIS President and Chief Executive Officer Dennis Miller. “We feel confident that our company can accommodate these extra trains in a safe manner and allow for them to operate on time and without delay.”

The return of passenger-rail service to a formerly abandoned IAIS line “vindicates the judgment, tenacity and vision of our stakeholders” during the few years, said IAIS Chairman Henry Posner III.

“It was not so long ago that we were considered excess capacity in the downward spiral of the age of regulation: The lesson here is that a healthy freight network is the single most important building block for passenger service,” he said.

Via Progressive Railroading 10-28

FRA Awards \$230 million for Iowa HrSR Service

The Federal Railroad Administration awarded \$230 million in federal funding to expand high-speed passenger rail service between Chicago, the Quad Cities and Iowa City.

The Iowa Legislature has already appropriated \$3.5 million for the project and must approve an additional \$16.5 million for the Iowa portion to proceed, said the Iowa Department of Transportation's rail office. In addition, Iowa lawmakers would need to provide an estimated \$3 million annually in government operating subsidies.

The 219-mile route between Chicago and Iowa City, using BNSF Railway and Iowa Interstate Railroad tracks, would be completed by 2015, providing twice daily round trip Amtrak service. Initially, trips would take less than five hours at an initial top speed of 79 mph. Supporters hope speeds could eventually hit 100 mph.



The rail line is part of the Midwest High-Speed Rail Network that will connect cities around the region and tie together the regional economy. The Iowa line will test green concepts such as biofuels, biolubricants and other eco-friendly initiatives. The grant is one of several that the Federal Railroad Administration will announce this week as it

rolls out the second round of competitive funding to develop high-speed rail corridors across the nation.

Via Railway Track & Structures 10-28



Jackson & Lansing acquires Michigan line from NS

The Jackson & Lansing Railroad Co. (J&LRR) recently acquired 47 miles of track between Jackson and Lansing, Mich., from Norfolk Southern. The trackage transfer was approved by the Surface Transportation Board.

J&LRR is owned by the Adrian & Blissfield Rail Road Co. The company also owns the Adrian and Blissfield that provides freight service and operates The Old Road Dinner Train in Blissfield, Mich.; Charlotte Southern Railroad Co. that provides freight service and operates The Old Road Dinner Train in Charlotte, Mich.; Detroit Connecting Railroad Co.; and Lapeer Industrial Railroad Co.

"Our revenues for 2010 are on pace to exceed last year. The new addition of track capacity is expected to help the company grow even more," said Mark Dobronski, president of both the Adrian & Blissfield Rail Road and J&LRR, in a prepared statement.

Via Progressive Railroading

The Emma Maersk — supper Pacific carrier

What a ship - no wonder 'Made in China goods' are displacing North American made goods big time. This monster transports goods across the Pacific in just 5 days!! This is 1 of 3 ships presently in service with another 2 to be commissioned in 2012. It is strictly transpacific. Cruise speed: 31 knots meaning goods arrive 4 days before the typical container ship (18-20 knots) on a China-to-California run. 91% of Walmart products are made in China.

The Ship was built in 5 sections. The sections floated together and were then welded. The command bridge is higher than a 10-story building and has 11 cargo crane rigs that can operate simultaneously unloading the entire ship in less than 2 hours.

Country of origin - Denmark

- Length - 1,302 ft Width - 207 ft
- Net cargo - 123,200 tons
- Engine - 14 cylinders in-line diesel engine (110,000 BHP)
- Cruise Speed - 31 knots
- Cargo capacity - 15,000 TEU (1 TEU = 20 cubic feet)
- Crew - 13 people !
- First Trip - Sept. 08, 2006
- Construction cost - US \$145,000,000+

[Silicone painting applied to the ship bottom reduces water resistance and saves 317,000 gallons of diesel per year.]

Signals on the Union Pacific - Villa Grove line

The UP has been working on signal replacement for the past few years starting at Woodland Junction and working their way south. The changes had been made as far as Goodwine and now they are farther south. Most recently new signals are up at the north end of Ellis siding. These are tall mast signal with one replacing the short, not dwarf signal, out of the siding. The signal bungalow at the south end had been placed last year but no signals, however, equipment is there now and new signals should be in place by the end of the month. South of the Illinois Route 49 overhead bridge is a new approach signal for northbound trains as they approach the south end of Ellis. A new bungalow for the north end of Glover is stored at Royal along with 2 cabinets for road crossings. These will be the new LED signals which some crews indicate are almost to bright.

2011 Dues Statements

As Doug has noted, the NRHS and Rossville Museum dues statements have been sent and we appreciate the early response. Please get your renewal back to Allen Cooke as soon as possible. We do appreciate any donation you may wish to make. If you get your newsletter via Email be sure to let Doug know if you have any changes. If you have not been getting the newsletter we need to know right away.

Rail Traffic still outpacing 2009 levels

U.S. carload freight traffic stayed above 2009 levels for the week ending Oct. 30, 2010, up 6.3% compared with a year ago, the Association of American Railroads reported Thursday. U.S. intermodal traffic for the week was up 14.2% compared with the same week a year ago, with container volume up 15.7% and trailer volume up 6.5%.

AAR said 13 of the 19 carload commodity groups increased from the comparable week in 2009, with gains paced by metallic ores, up 128.2%, and crushed stone, sand and gravel, up 27.5%. Commodity groups posting declines included primary forest products, down 13.4%, non-metallic minerals, down 9.3%, and grain mill products, down 7%.

Canadian carload freight volume for the week was up 7.5% from last year, while intermodal gained 16.3%. Mexican carload freight volume rose 14.4% from the same week last year, while intermodal advanced 9.8%.

Combined North American carload freight volume for the first 43 weeks of 2010 on 13 reporting U.S., Canadian, and Mexican railroads rose 9.75 from 2009, while intermodal gained 15.1% over year-ago levels. *Railway Age - 11-5-10*

CN & Gary Airport Ink Deal

Canadian National Railway Co. has signed a deal authorizing the moving of its tracks to make way for the expansion of Gary/Chicago International Airport's main runway, the *Northwest Indiana Times* reports. Airport officials say the railroad inked the deal Nov. 2, just three business days after the airport authority board approved the deal.

The purchase-and-sale agreement now approved by both parties means final design work and construction can begin on moving tracks that sit on an embankment just 130 feet from the northwest end of its main runway. Once the tracks are moved, the runway can be extended to 8,900 feet in length from its current 7,000 feet.

The expansion project is being funded with grants from the Federal Aviation Administration, as well as contributions from the Northwest Indiana Regional Development Authority and the Chicago/Gary Airport Authority.

Railway Age 11-5-10

Walt and I caught NS 17K westbound at Unity (Sidney siding) on 10-23. The 50+ empty ethanol cars are headed back to Decatur and once the new ADM facility is up and running this will be more of a common sight on NS.

