

# Danville Flyer

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## Upcoming Events

- November 18 - Monthly Meeting at Jocko's, 1 PM
- December 1 - Rossville Operating Session 1-4 PM
- December 2 - Annual Meeting at Jocko's at 1:00 PM
- December 9 - Great Midwest Train Show, Wheaton, IL
- January 20 - Next regular monthly meeting
- January 27 - Central Indiana Div. Train Show, Noblesville, IN

## Canada Rail Trip—by Dick Brazda

My brothers, Jim and Tom, went with me to Canada in late September. We rode the Ontario Northland Railroad from North Bay to Cochrane on the 26th. On the 27th we rode to Polar Bear Express to Moosonee and return.

Moosonee has no road access, so all supplies arrive by train or air. The train is a mixed train, including auto carriers and stops at various places in the sparsely populated areas. Moosonee is on St. James Bay in northern Ontario. Across the river from Moosonee is Moose Factory, which is accessible only by water taxi. Unfortunately we did not have enough time to go there to see how moose are made.

On the 28th (after spending the night in the Station Inn above the ONR station), we boarded the last SB Northlander toward Toronto. The province decided to end the funding for the train, much to the dismay of most of the residents of the northern region. Many politicians were at the stations and aboard the train to express support for the train continuing. There also is much discussion about the status of the ONR itself and whether it should be sold to private firms. The train was quite busy this day and

contained the usual dining car with reasonable meals.

On the 29th Jim and I rode the VIA train between Sudbury and White River, returning on the 30th. The train was 3 Budd RDC cars, traveling along the Canadian Pacific main line. No food is offered for the approx. 9 hour trip (we brought food with us). Time-keeping was not good, frequently entering sidings for freight trains.

But it is a great ride thru sparsely populated territory. In the 300 mile journey there are not more than 10 grade crossing except in the Sudbury area. There are lots of woods and lakes and some animals such as moose, bear and turtles were seen. Stops were made any where someone wanted to get off or on, sometimes with 10 parcels representing supplies from Sudbury or White River for their isolated home.

A tour group was also on the train that weekend, occupying most of one coach. CP provided a good contingent of freight trains in both directions.

## 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 fea-

tures many railroad displays plus a large operating HO model railroad. Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$20.00 for Chapter membership in addition to \$39.00 for NRHS membership. Rossville Depot Museum membership is \$20 per year. Meetings are held on the third (3rd) Sunday of each month (except June July, August

and December) at the Jocko's Depot Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL with lunch beginning at 1:00 PM Central Time followed by



## 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
- Cooke Business Products - Publisher



Last Ontario Northland's #122 Northlander at North Bay, ON September 28, 2012.



BNSF 7582, 7208 EB Stack Train at Coal City, IL 10-5-2012

## September 2012—Meeting Minutes

### MEETING MINUTES – OCTOBER 21, 2012 -JOCKO'S PIZZA

Meeting opened at 1:52 P.M., President Dick Brazda presiding. Treasurer's report showing \$666.78 in checking and a CD valued at \$3498.78 for total assets of \$4165.56 was approved. It was noted that no dues had been processed as of that report. Secretary's report as printed in the Flyer was approved.

#### OLD BUSINESS

Al McCoy mentioned the fact that he had looked into silk-screened shirts for the Chapter some time ago, and the original vendor he spoke with has gone silent. He will get a quote from the fellow that did our memorial plaque at the depot.... Spring Trip, which had been considered as a possible Fall Trip at last meeting, will have to wait until next year for plans after Whitewater Valley publishes its 2013 schedule.

#### NEW BUSINESS

Allen Cooke mentioned the need for a nominating committee since elections are next month. Since no volunteer(s) stepped forward, it was left that anyone interested should contact the President... First operating session at Rossville of the 2012-2013 season is two weeks away.

#### GOOD OF THE ORDER

Bob McQuown took a trip to Florida, but didn't see one train the whole trip. Better luck next time!

Meeting adjourned at 2:00 P.M. Program on proposals to renovate and expand Union Station in Chicago was given by guest David Phillips.

Doug Nipper—Secretary

## November Meeting—

The first operating session went very well considering it has been some time since we operated as a railroad. The next session will be Saturday, December 1. The Annual Dinner will be held at Jocko's on Sunday, December 2<sup>nd</sup>. There will not be another newsletter prior to that date so be sure to put it on your calendar. We had a last minute change in the program last month so the November program will feature " New York Central Indiana Division 1956 Vol. 1", a DVD from the Dave Sherrill collection.

A reminder for the Christmas season, pick up a train toy for donation to the "Toys for Tots" toy drive. You might get a kid interested in trains like we are and become a future member.

## IHB CREATE Project Completed

The Blue Island-Riverdale-Dolton Signal Modernization Project (CREATE Project B15) allows for increased train speed in the project area from 15 mph to 30 mph. With the improvements, trains are expected to pass through in as little as six minutes. Trains used to experience 15 to 30 minutes of delay for every hand-operated switch they navigated, as well as when waiting for other trains to navigate the project limits with manual switches. Most trains spent up to one hour to traverse the limits of this project. Increased freight speeds and improved fluidity on the IHB will allow trains to clear Dolton Interlocking more quickly, reducing the potential for freight conflict with Amtrak trains to and from Indianapolis and improving passenger and freight travel time, speed and reliability.

The project included a new bi-directional computerized Traffic Control System (TCS), which was installed on a three-mile segment of Indiana Harbor Belt mainline track along the north side of Blue Island Yard. This project provides two new control points, which included installation of a series of crossovers at CP School Street and a turnout at CP Ashland. Additional crossovers were added to CP Harvey. The project also includes the installation of electric lock switches and the replacement of approximately five hand-thrown switches with power operated switches.

The \$14.4 million project was funded with federal funds from the Transportation Investment Generating Economy Recovery (TIGER) program, state funds, along with railroad contributions for project design. This is the second TIGER I CREATE project to be completed.

*Via Railway Age 10-9-2012*

*Editor: URS, from which I retired as Project Manager for WA11, was involved in part of this project. Early on the design of turnouts west of Indiana Avenue, a crossover west of Dolton Tower and one east of the UP crossing were involved. The section*

*at Indiana Avenue was moved to B15 as part of the signal project. The changes at Dolton were planned for WA11 with most being CSX track and signal project. The tower is an IHB job and at some point will be moved to the dispatcher offices. About the time I retired in March the discussion was that due to funding issues the IHB may move forward with their part of the project and close the tower. That could occur in the next couple of years.*

*As some of the CREATE projects get finished money will become available for others and maybe this project will move forward. WA11 was to build a 3rd main east out of Barr Yard with the south track being the line to the UP and would be built on new alignment behind the tower. At this time CSX will acquire the former GTW (CN will retain property ownership) and when the new connection is built at Thornton intermodal trains can take the former CN line to the various intermodal yards (there are crossovers between GTW/CSX on the north side of the river at Blue Island under construction and may be finished by the time you read this). This also would allow trains to enter in the west end of Barr Yard (which the Monon trains do now) to bypass the UP's Yard Center. As a result the changes at Dolton may not have the priority it once did.*



Looking West from Indiana Avenue on the IHB

## CEO Harrison Proposes Changes at CP

At a meeting with labor leaders in Chicago last week, Canadian Pacific Railway President and CEO E. Hunter Harrison offered a preview of plans to improve management and operations at CP. Harrison's management team will present its proposals at a shareholder meeting in early December.

Several of the proposals recently outlined by Harrison aligned with suggestions made earlier this year by *Trains* columnist Fred Frailey during the proxy fight for control of CP. Among the proposals by Harrison:

Hump yards at Montreal, Toronto, Winnipeg, Alyth (Calgary), and Bensenville (Chicago) would be shut down, with some being converted to flat yards. Harrison says 70% of CP's trains are unit trains, and manifest traffic could be classified at flat switching facilities.

The former Milwaukee Road hump yard in St. Paul, Minn., will be retained and improved. It will take on a greater role classifying traffic moving between the U.S. and Canada.

The former Dakota, Minnesota & Eastern Railroad lines west of Pierre, S.D., will likely be sold. The company has no plans to build into Wyoming's Powder River Basin to access coal business, as DM&E had planned before CP acquired it in 2008. Harrison says the deteriorated physical plant and the amount of business west of Pierre did not justify retaining the line.

The future of the former Delaware & Hudson is undecided. Harrison claims that since CP purchased the D&H in 1990, it has never made money on it. He says he will be meeting with connecting railroads to discuss shorter routes for CP traffic in exchange for other railroads operating trains over the D&H. If the lines' performance can't be improved, there is the possibility it



could be sold.

Harrison says his tenure at CP would be brief. He signed a 4-year contract specifically to turn CP around and bring the operating ratio down to the mid-60 range. He says to do so will require will require a reduction in CP's labor force, for both management and union employees. Harrison says the railroad was very "top heavy" in management, especially in Calgary. Many employees will be given the

## CANADIAN PACIFIC

opportunity to relocate and train in other locations they may be needed, but if they were unwilling to do so, they would not be retained.

Harrison believes that there are great business opportunities for the company, including the expanding oil business from North Dakota to destinations along the East Coast. He says for this business to be profitable, it makes more sense to move the oil east of Chicago via NS and/or CSX rather than over the current CP route via Detroit, Toronto, and Buffalo to Binghamton, NY, and then over D&H and trackage rights to East Coast destinations.

A CP spokesman in Minneapolis tells *Trains News Wire* the railroad will not comment on its plans at this time, and intends to provide details in December.

*Via TRAINS On-Line*



## BNSF to Expand Oil Shipments

BNSF Railway CEO Matt Rose says BNSF will continue moving millions of barrels of crude oil from the Bakken oil field even if the proposed Keystone XL pipeline is built, the Billings Gazette reports. Rose made the comments at the annual meeting in Billings of Yellowstone County's economic development agency, Big Sky Economic Development.

Rose says BNSF has already invested billions of dollars in new locomotives, cars and track im-



provements to ship oil from the Bakken field that spans western North Dakota and Eastern Montana.

BNSF's oil shipments out of the Bakken field have grown exponentially, from 1.3 million barrels in 2008 to 90 million barrels in 2012. Thirty-five additional facilities for unloading crude oil from trains are under development in several states, and that will lead to even more shipments, Rose said.

The railroad is also moving more freight into the Bakken area. Sand used in hydraulic fracturing is in high demand, as are other products such as lumber used to build new houses, Rose said.

BNSF's investment in oil hauling resulted from a shortage of pipeline capacity that has constrained oil shipments out of the Bakken. The Keystone XL pipeline is designed to ship oil from Canada through the Midwest to refineries along the Gulf Coast. The pipeline would extend through eastern Montana. Rose says hauling crude by train has advantages because the rail network allows for more flexibility in what routes on which the oil can be shipped. "Hauling crude by rail will be around for a while," even if the pipeline is built, Rose says.

Oil shipments out of the Bakken have helped BNSF make up for a decline in coal shipments. A sluggish national economy and competition from low

-cost natural gas have reduced demand for coal-fired electricity in the United States. Through the end of September, coal shipments were down 17 percent compared to the same period last year, according to Reuters.

*Trains ON-LINE 10-18-2012*

## NS Lays off Employees

Norfolk Southern is eliminating 200 train and engine service employees in Bluefield, according to the West Virginia Metro News. The railroad blames the job losses on softened demand for coal.

The mayor of Bluefield, Marcus Wilkes, told the newspaper he's taking a wait and see approach on the long-term effects of it. "There are two very different energy policies expounded upon at the national level," Wilkes said. "It all depends on what energy policies come out of the national election." Norfolk Southern has offered other positions within the company to the affected employees, but most of them are in other regions.

*Via TRAINS On Line*

*Editor: As a friend in the power industry told me a few months back, with the direction the EPA is taking there will be no coal fired power plants in the U. S. after 2040. Both NS and CSX have been affected by power plants changing to gas, closing some and mines closing. In addition BNSF and the UP have seen a downturn in coal business.*



## Moving Train Ruled a Danger

*From Don Gerdts*

While my comment is off topic for this group it is relevant to the railfan community, a few years ago a teenager, Dominic Choate and his friends broke into a fenced area owned by the IHB in Illinois. The boy wanted to show his friends what a moron he really was so he jumped on a moving CSX train, the kid sued the IHB, CSX, and the B&OCT and was originally awarded \$3.9 million. However, the Supreme Court ruled in favor of the railroads, overturning the \$3.9 million jury award against the trio of railroad companies, saying a moving train is indeed a danger.

In a unanimous decision delivered by Justice Charles Freeman, the U.S. Supreme Court found that the circuit and appellate courts committed reversible error when they let the jury determine the defendants' duty to the plaintiff, who injured himself attempting to jump onto a moving train. Freeman added, "It has never been part of our law that a landowner may be liable to a trespasser who proceeds to wantonly expose himself to unmistakable danger in total disregard of a fully understood risk, simply for the thrill of the venture."

When the plaintiff Dominic Choate was 12, he tried to impress his friends by jumping onto a moving train in Chicago Ridge and ended up having his foot run over by a train wheel. As a result of the 2003 incident, Choate had to have his leg amputated below the knee.

In order to reach the railroad tracks, Choate and his friends had to walk through a torn portion of a chain link fence and allegedly passed a no-trespassing sign that warned of danger. Choate sued the railroads claiming that they failed to adequately fence the area and prevent minor children from gaining access to their trains or railroad tracks.

After some legal maneuvering, a jury was convened. The jury awarded Choate \$6.5 million, which it reduced to \$3.9 million after determining he was

40% at fault. The First District Appellate Court affirmed, spurring the defendants' appeal to the Supreme Court. In sum, the U.S. Supreme Court Justice Freeman wrote, "That because the plaintiff was a trespasser, defendants owed him no duty of reasonable care, except to refrain from willfully and wantonly injuring him, which plaintiff does not allege."

*Brass Switchkey railnews, V.19, #39, Oct 17, 2012*

**ANNUAL DINNER AT JOCKO'S  
SUNDAY, DECEMBER 2, 2012**

**The Annual Chicago and  
Eastern Illinois Historical  
Society 2013 calendar is now  
available for \$9.**



2013 Calendar Cover Photo

## **Danville Junction Chapter, NRHS**

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**We're on the Web!**  
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## **Photo of the Month**



Walt Baselt and I caught Amtrak #500, P32BWH, on the point of #391 southbound at Tolono, Illinois on October 27, a welcome surprise from the usual power. Rick Schroeder