

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

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



BNSF 6288 and 9453 struggle up Crawford Hill with some 125 loaded coal hoppers, probably built in Danville. On the rear will be a DPU and two helpers that were added at Crawford, some 8 miles away in the distance. Photo is from the Ponderosa Ranch property at a place we called "Ponderosa Point", some 300 feet above the railroad. Rick Schroeder photo - 9-17-2010

Coming Events

Oct 17, 2010

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

Oct. 10, 2010

Wheaton, IL - Great Midwest Train, Toy & Hobby Show. DuPage County Fairgrounds, County Farm Road and Manchester. 9:30-3

Oct. 16 & 17, 2010

Monticello, IL - Steam again for special weekend runs. Special fares apply and normal trains times will be used. This is probably the last trips for the year.

Oct. 17, 2010

St. Charles, IL - The 19th Annual Chicago Railroadiana Show and Sale. Kane County Fairgrounds, 525 S. Randall Rd. 10-3.

October 22nd to 24, 29th & 30th

Monticello, IL Ghost Trains.

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, October 17 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

We enter our season of operating sessions at the museum in Rossville. The schedule is listed on this page for all interested in model railroad operation. As usual they will occur on the first Saturday of each month with the exception being in January. Thanks to Mark Z. we have a lot of motive power but bring your DCC equipped locomotive to run if you wish. One of the members will get it setup to run on the layout. Bob Gallippi has a new branch line segment along the east and north walls of the baggage room. This is the "Grape Creek Branch" and serves 5 new industries. This will add another local to operation so we need operators at each session. The November session will be the first time the branch is run and Bob will be first out with the Grape Creek local.

For our program this month Al McCoy will have a 18 minute slide show of the Monticello steam dedication. Note in the schedule of events that steam will again be running the weekend of the meeting. In November Rick will present photos of the recent trip to Nebraska and Wyoming. The story of the trip is in this issue.

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, November 6, 2010

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.

UP Steam pulls the Ringling Train

The UP Railroad's "Challenger" No. 3985, the world's largest operating steam locomotive, will be on a 6-state, 2,200-mile tour from Cheyenne, Wyo., to Gorham, Ill., to celebrate railroad heritage. To kick-off the tour, Challenger will pull the Ringling Bros. and Barnum & Bailey® Circus train be-

tween Speer, Wyo., and Denver, Colo.

"We are proud No. 3985 will pull the Ringling Bros. and Barnum & Bailey® Circus train on Sept. 28. History will be made that day when No. 3985 will pull a 65-car train that is more than 6,000 tons and nearly 6,100 feet long, the most for a steam locomotive in the 21st century," said Dick Hartman, UP's director of public affairs for Colorado and Wyoming.

"Ringling Bros. and Barnum & Bailey is excited to be part of this railroad heritage celebration; we've been riding the rails for the last 175 years, so Ringling Bros. is a part of rail history," said Keith Anderson, trainmaster of the Ringling Bros. Blue Unit train. "No. 3985 will pull a mile-long train,

stocked full of international performers, animals and all of the gear we need for The Greatest Show On Earth," he added.

No. 3985 is on the Missouri River Eagle tour to help Sedalia, Mo., celebrate the community's Sesquicentennial on Sunday, October 10. "Sedalia has such a rich railroad heritage that it is only fitting that the world's largest operating steam locomotive help in celebrating their sesquicentennial," said Ben Jones, UP's director of public affairs for Missouri and Kansas.



During this tour, the 67-year-old locomotive will be on display in: Kansas City, MO, Oct. 3 and Oct. 11;

Jefferson City, MO, Oct. 5; and St. Louis, Mo, Oct. 8.

The Challenger will make overnight stops in: Denver, Colo., Sept. 28; Cheyenne, WY., Sept. 29; North Platte, NE, Sept. 30 and Oct. 13; Marysville, KS, Oct. 1 and Oct. 12; St. Louis, MO, Oct. 6 and Oct. 7; and Sedalia, MO, Oct. 9.

UP's Challenger, No. 3985, an articulated locomotive with a "hinged" frame to allow it to negotiate curves, is 122 feet long. It weighs more than one million pounds, has 6-foot diameter drive wheels and can reach a top speed of 70 miles per hour. No. 3985 was built in 1943 for fast freight service and was retired in 1959. In 1981, it was restored to running condition by UP employee volunteers for special service. This is the first trip for the locomotive after undergoing maintenance work during the last 2 years. The Challenger is based in Cheyenne, WY.

A Global Positioning Satellite (GPS) transmitter was installed on one of the rail cars that will travel with No. 3985. The GPS system has been integrated with a map on UP's website. Enter the word "Steam" in the search box on the homepage for a shortcut to the map.

Website visitors will be able to access route maps with varying amounts of detail. The GPS system will update the map every 5 minutes showing #3985's location. GPS updates are also available at http://twitter.com/UP_Steam. (UP release appeared on the Web site [http://www.webwire.com/Sept. 16, 2010](http://www.webwire.com/Sept.16,2010).)

Via Brass Switchkey railnews, #44, Sep 23, 2010

Editor: Though this news is late I thought you would like to see what the UP does to promote steam and railroading in general. Hopefully some of you made the trip to St. Louis to catch #3985 in action.

The President's Corner

Railroad radio has always been a "sub hobby" of mine. When I was first getting an interest in trains in the late 1970's, I was poor like many kids. Scanners, all crystal models back then, were big-ticket items that I just couldn't afford.

But one day I was in the drugstore at the Village Mall. Can't even remember what it was called in those days. It was just to the north of where the current Garfield's restaurant is located. A drugstore then had a pretty good selection of electronics, and even had some short wave portable AM-FM radios. One day I spotted one that tuned the police band, and further investigation showed that it tuned from 144 to 174 MHz. This included the railroad band! I think it might have cost all of 20 bucks, which was a big deal to me then.

So I saved my pennies and finally had enough cash to buy one. It took a while to get proficient with the tuning knob, but eventually had knew exactly where position the indicator. Some of the first conversations I heard were between Gene Proctor on the Watseka Switcher and Bernice Schramm, the day operator at North Yard. It was truly amazing to me that I could eavesdrop on those conversations, but eventually it became old hat.

After I started hanging out at North Yard in 1978, I could see that the primitive tuner in that old radio was not picking up nearly as much as the Motorola desktop. By then I also knew Rick, and he had an early scanner, probably crystal at first but then the venerable Bearcat 210. The thing I didn't like about those is that if the backup battery went dead, you lost all your frequencies. For that reason, my first synthesized scanner was a Bearcat 101, a rectangular box with 16 LED's on the front and a lever below each one. These levers served as channel lockouts under normal operation. But using two other switches, these levers served as binary programming inputs. You would look up the desired frequency in a book, match the on-off state of each switch with the table for it, then press a button to program it into a channel slot. By using a non-volatile memory chip, this design did not require a battery to back up the data.

And oh, how things have progressed since then. Can you even buy a scanner these days with less than 100 channels? My interest in the last two decades has gravitated to commercial and amateur transceivers, since those are one-band radios and do a better job than a modern wide-band scanner that covers a big chunk of the electromagnetic spectrum between DC and light. But as I've written in this column before, some big changes to railroad radio are coming. Stay tuned!

Topic two: Heavy loads. Something recently reminded me of the heavy loads cars that N&W/NS and L&N/SBD/CSX used to interchange at North Yard. They were typically reactor vessels for ships and submarines, produced by Babcox and Wilcox in Ohio or some point further east. They would come in on an NS special, get set on the transfer track, and then CSX (or a predecessor) would take it south. But the interesting thing to me is that there was always a caboose with the car for the rider that accompanied the load. It was usually the same man, and after a time the operators at North Yard got to know him. They would always call a cab to take him to a motel for the night. He was an older gentleman, semi-retired, that came back as needed to ride with these loads and make sure that his company's interest was protected along the way. He carried a "grip" just like the railroad men and could live out of it for several days. I wonder if these loads still get shipped, and do they still move on the railroads?

Doug

Illinois allocates \$79 million for major rail projects in Galesburg

Last week (9/18), Illinois Gov. Pat Quinn announced the state will provide \$79 million for projects designed to reduce rail and roadway congestion in the Galesburg area.

To begin next year, a grade separation project calls for building one underpass and two bridges, and closing eight grade crossings in Galesburg. The \$34 million project will create 440 jobs and support Galesburg's quiet zone initiative, which aims to decrease an estimated 3,400 times daily that trains sound their horns in the area, said Quinn in a prepared statement.

In addition, a \$45 million rail congestion mitigation project slated for 2011 involves the construction and extension of a BNSF Railway Co. mainline and two new staging tracks to separate freight and Amtrak train traffic.

Galesburg is a major regional rail hub where seven major rail lines converge, providing direct rail links to southern Illinois and Chicago, as well as the Pacific Northwest, California and Texas.

Via Progressive Railroading 9-22

New CSXT terminal in Ohio to bypass Chicago

A key component of CSX Transportation's northern tier strategy will come into play in early 2011 with the opening of the Northwest Ohio Intermodal Terminal, The Journal of Commerce reports. The \$175-million intermodal hub near North Baltimore, Ohio, will reduce transit times by at least a day as it routes containerized cargo from West Coast ports around Chicago to the many distribution facilities located in the Ohio Valley.

"This is really a game changer for us," Bill Clement, vice president of intermodal at CSXT, told the Los Angeles Transportation Club.

Chicago is the largest rail complex in the nation where much of the interlining between eastern and western railroads takes place. However, the rail yards are scattered throughout the metropolitan area, and transferring containers from one rail carrier to another often involves trucking the boxes through the congested city. As a result, what should be a 12-hour transit through the Chicago area can easily turn into a 24 to 48-hour trip, Clement said.

With the opening of the Northwest Ohio hub, CSXT will by-pass the city with all of its "beyond Chicago" freight, improving both reliability and transit times.

Once at the hub, large electric cranes that are four times as wide and twice as high as the typical cranes found at seaports will lift the containers, further streamlining the transcontinental move. Also, the new cranes will reduce nitrogen oxide emissions by 80 percent compared to diesel cranes, Clement said.

The Ohio terminal is part of a larger CSXT intermodal network known as the National Gateway Project that will offer unobstructed passage for double-stack trains from the Virginia ports to the Ohio Valley and on to Chicago. The National Gateway is being planned to coincide with the widening of the Panama Canal. When the canal is widened in 2014, large container vessels of up to 12,000-TEU capacity will be able to transit the facility with Asian cargo destined to East Coast ports on all-water services.

CSXT supports seaports on both coasts, Clement said, and the Northwest Ohio facility will expedite the flow of containerized cargo to and from Atlantic as well as Pacific Coast gateways.

About 60 to 65 percent of CSXT's intermodal freight moves on its northern tier. CSXT's southern tier strategy calls for constructing an intermodal hub in the Southeast although the site has not yet been chosen.

So far, 2010 has been a good year for

intermodal, but CSXT is looking to the longer term as intermodal is expected to capture a larger share of both domestic and intermodal freight. Over-the-road trucking is challenged due to shortages of truck capacity and drivers, rising fuel costs and environmental concerns, and these developments should increase the attractiveness of intermodal, Clement said

IDOT Commissions Environmental Study for HSR Chicago to St. Louis

The Illinois Department of Transportation has selected Hanson Professional Services of Springfield to evaluate environmental consequences of building a new rail line between St. Louis and Chicago for high-speed passenger trains, the *State Journal-Register* reports. Hanson will work with the Parsons Transportation Group, a branch of the construction and engineering firm of Parsons Corp., headquartered in Pasadena, Calif.

The firms will prepare an environmental impact statement on the new track proposal, which carries an estimated cost of more than \$1 billion. Josh Kauffman, IDOT spokesman, said the study is expected to be complete in the fall of 2012. There will be public hearings on the study and opportunities for both citizens and public officials to provide written comments, he said.

The state last year unsuccessfully sought federal stimulus money to build the track, which would have gone alongside existing Union Pacific tracks. The Federal Railroad Administration, however, agreed to pay for half of the \$2.5 million study to evaluate the parallel track proposal. The balance is coming from the state.

The federal government has approved more than \$1.1 billion in improvements to the existing track to accommodate high-speed rail, but the bulk of the money

hasn't been released.

In Illinois and elsewhere, freight rail companies that own rail corridors have objected to proposals that could require the companies to pay financial penalties if passenger trains don't run on time. Without approval from the railroads, high-speed passenger rail projects on freight lines cannot go forward.

According to grant applications IDOT submitted to the Federal Railroad Administration last year, congestion could be in the works on the St. Louis-to-Chicago line. The Union Pacific is building a freight depot in Joliet that is expected to substantially increase freight traffic on the line.

A parallel track would more than double the corridor's capacity for trains and ease crowding problems.

In Springfield, city leaders object to putting more trains on Union Pacific's track through downtown and the medical district. Hanson is already working on an environmental impact statement that will assess the pros and cons of consolidating rail traffic on the three rail corridors through the city. IDOT is paying for that study. Kauffman said the study of the new track doesn't necessarily mean that a new line would be built along existing Union Pacific track through Springfield

Railway Age 9-27

Editor: URS (the company I work for) has been selected by IDOT to provide engineering services to design the revisions to some 250 grade crossings between Dwight and Godfrey, Illinois. The Union Pacific is in the process of upgrading the track by extending sidings, adding double track, replacing ties and rail and moving most of the second track out to 20-foot centers. All grade crossings will be equipped with quad-gates and thus all crossings, including any private crossings; will be reconstructed for the new warning devices. Survey and design work will begin immediately and construction is expected to start on the Pontiac to Dwight segment in the spring of 2011 with all work completed by 2012 when train speeds increase to 110 mph.

Amtrak to fund Union Station Rehabilitation

Illinois Gov. Pat Quinn Monday announced Amtrak's Union Station in Chicago will undergo \$40 million in renovations, funded from Amtrak's capital budget. Improvements will include air-conditioning for public areas, set to be in place by next summer, and more restrooms at track level. Seating in Amtrak's boarding lounges at the station will be expanded to 950 seats, almost doubling the existing capacity.

Amtrak ridership at the station has grown more than 40% in the past 12 years, according to Amtrak.



Metra also uses Union Station for many of its trains.

"This project is going to be part of the revival of passenger rail," said Tom Carper, chairman of the Amtrak Board of Directors.

Once the current round of renovation is completed in late 2012, redevelopment of Union Station's headhouse building will be set in motion, with an eye toward adding retail businesses, similar to development at other major Amtrak stations such as 30th Street Station in Philadelphia and Washington, D.C.'s Union Station.

"This is a very important investment to make sure [Chicago] Union Station is 21st century-ready," Gov. Quinn said during a news conference at the station.

The Midwest High Speed Rail Association hailed the announcement. "MHSRA has been advocating for a similar set of improvements for several years," association Executive Director Rick Harnish told *Railway Age*. "We applaud Amtrak



for taking these steps to improve this critical component of the nation's transportation network."

Nebraska and Wyoming trip

On September 15 Walt Baselt, Bruce Bird, Steve Hankel and I headed to west with our main destination the Ponderosa Ranch in Crawford, Nebraska. After picking up Bruce at his home in Mt. Zion we headed toward Missouri on I-72. Our first trains were 2 NS trains at Hannibal. Two UP units headed the eastbound and the westbound that waited in the siding on the Illinois side, had a trailing UP unit. We found out later this was more yellow than maybe we wanted.

Our route followed the BNSF Kansas City line and as usual there is little traffic and nothing was spotted. At New Cambria we detoured over to Hart, a bump in the road on the former ATSF and near the offices of White River Production. I had found a nice spot there a couple of years back where an old steel/timber bridge overlooks the curves. We waited about 30 minutes and caught an EB with bare tables. We continued west and at St. Joseph headed north on I-29 and then over to Forest City on the Lincoln to KC line of BNSF. We followed the line north, catching one train and then turned west across the Missouri River to Falls City. Here is the shops of Herzog with a switcher #1212 outside and a UP yard had two HLCX units. We followed the line north and northwest to Lincoln catching one grain train with KCS power, one merchandise train and a coal train late in the afternoon setting sun at St. Mary's. Our first night would be spent at Lincoln.

The next morning we headed to Grand Island to follow the BNSF line on Nebraska Route 2. We stopped at Aurora and did catch one eastbound coal train. North of Grand Island we found westbound coal trains parked and one with the crossing split. At Ravenna we just missed an EB leaving. A few miles out of Ravenna Route 2 comes up along the railroad. This area, all the way to Alliance, is the Nebraska Sand Hills. For the most part the road and railroad are in the valley along the Middle Loop River or along areas of inland lakes. The only trees are along these areas and the rest is scrub brush and grazing land.

Along the way you see a lot of windmills for filling the cattle troughs. The BNSF line is mostly bi-directional double track and some 10 eastbound trains were photographed with only one westbound we finally caught up with before reaching Alliance. East of Alliance the M of W had a rail gang out and thus trains had been held for some time. We made a short stop in Alliance for gas and then a trip around the yards found American Electric Power GE 1101 sitting outside the Progress Rail shops. The eastbound and southbound yards were about 1/2 full of coal trains, either empty or loaded.

We headed on toward Crawford, again on Route 2. Here the road is away from the railroad in the last half of the trip but we did catch some eastbounds while parallel and then south of Marsland caught an eastbound on the horseshoe curve about 1/4 mile off Route 2. You can see trains for miles out here and we watched this coal train slow down on the curve as the head end worked its way back up the grades. We checked out the overpass at Belmont, the top of the grade at Crawford Hill, and caught one train coming up the hill with helpers and a second starting downgrade. We wanted to reach Ponderosa Ranch around 6 PM and caught two trains at Saw Log Road on our way to the Ranch.

If you get "Railroads Illustrated" you read the article this year about Ponderosa Ranch. The 3,500 acre ranch is owned by the parents of Kim Lund and with her

Black Thunder mine is the largest strip mine in the world and can load 3 trains at one time. One train is loading, another is entering the silo and 2 trains were waiting to enter.



Outbound train Black Thunder mine loadout, WY 9-18-10

husband, Jeff, they have created a location for railfans. After reading the article I suggested to our group that we plan a stay and made reservations for the day of our trip. The Lund's home is located about 1.5 miles from the rail crossing on gravel roads that stir up a lot of dust. We arrived at their



Steve and Bruce photograph a EB climbing the hill toward Breezy Point

home, were welcomed by both along with their kids, and got all of the paperwork (payment and waiver) completed and were shown the one-room cabin that sits behind their log home. This is truly out in the middle of nowhere. For the last 5 years the Lund's have been hosts to railfans and horseback riders. Her parents live in the "big house" about a mile away and they host hunters. Kim prepares a great breakfast each morning in their home and they are most accommodating hosts. After getting our gear in we headed to Crawford,

some 6 miles away for dinner. The town of some 3,000 had all restaurants closed and dinner was finally pizza and anything else we could gather at the local gas station that closed 1/2 hour later. So much for a nice dinner.

The next day dawned cool but clear. Stepping out on the porch as it got light all you could hear were the turkeys

through out the woods. Even a flock of some 15 wondered by the cabin. Our first stop was the lower horseshoe along Saw Log Road. We caught 3 trains here along with helpers coming downhill. We then decided it was time to head to the upper horseshoe and the Ponderosa suggests

that you have 4-wheel high centered vehicle to reach the track on the road. Having only a van we entered one of the fenced areas, looked down the hill and decided to park and walk - no way the van could make it over the ruts. Kim had suggested walking a fence line to top of one of the cuts and we took that route. Follow-

ing the fence and animal path for about 1/2 mile we came upon the point Bruce named "Ponderosa Point". This give you a spectacular view of the upper horseshoe, the point at Breezy Point and you can see Crawford and helpers being added some 7 miles away (with telephoto of course). We spent some 4 hours here, getting coal train after coal train and then walked back to the van. Due to the terrain Walt decided to stay at the van while the 3 of us headed down the road about 3/4 mile to the crossing. Good thing he did, the walk back up the hill, some 300 feet of vertical change, was taxing for me (us older guys had trouble). Down at track side we caught several trains including two merchandise (very few run this route) of which one had Boeing airplane bodies heading to Seattle. Our beautiful day ended at Belmont and then at Crawford where we caught the Nebraska Northwestern #303, waiting to deliver tank cars to BNSF, and finally helpers being added to push trains up the hill. Dinner this time was in a restaurant that had just opened that day. Better than pizza at a gas station by far.

The next morning we were to head to coal fields. It was a light drizzle and 38 degrees - what a change. Our trip was along the abandon C&NW Cowboy line to where the UP double track came up and then



Eastbound UP at Wyoming, Wyoming

went west to the coalfields. We caught 2 eastbound trains and spotted a lot of M of W crews out at the control points. At Flat Top Road bridge we caught an empty headed to Bill. No change in weather except the rain had quit. Bill had several trains ready to leave and the ex-Iowa Interstate #408, now Progress Rail, was at the south end of south yard with a couple of bad order cars to take to the shop. We spent about 3-4 hours at various locations, Stekley Road, Reno Jct, the Antelope Mine Road, Converse Junction and the bridge north of Bill. This line is all 3 and 4 tracks, bi-directional CTC and by early afternoon the sun finally came out for some great photos. If you have never been to this area of Wyoming there are no trees, just brush, and you can see for miles. We had a motel in Cheyenne that evening and by late afternoon headed south. South of Douglas the BNSF line parallels the interstate and we spotted 3-4 trains, all turning and heading southeast toward the Scottsbluff area. With no exits we missed some good locations - maybe next time.

The following morning we headed west toward Laramie. Catching an EB stack train at the Borie cutoff we headed to the west end of the Hermosa Tunnel. The tunnels are not accessible but we did catch three trains in about a half an hour at the location where the 3rd main to Laramie splits off. Once again, this area is all gravel roads through ranches and at 30 mph takes time to get to the locations. We stopped at Laramie, caught a WB off the pedestrian bridge and then headed on west. Two trains were caught at the overhead bridge at MP 634.84 and at Hanna. We got as far as Sinclair, home of the Sinclair Refinery and turned back. A great

spot was just east of Rock River as we could see the trains working around the curve and up the grade for about 2 miles. Our last shot on the mainline was at Wyoming, Wyoming, a place of just foundations remaining of what was a settlement. That evening, after catching an outbound stack train, we had dinner at the former UP station, now a microbrewery. Great food and with a table inside at trackside we watched trains arrive, crews change and depart. Walt got shots of the last C&NW GE in original number.

Monday morning we headed east along the UP. Most of the movements were westbound trains and with the sun behind them difficult to shoot at first. We found the Kellogg High Plains Coop #7516 at Kellogg, the Farm Elevator Coop #7558 at Chappell and MJRX #1021 at Gothenburg. In Julesboro the depot still stands and is a small museum a small steam engine and cars parked outside. We had planned to divert and follow the UP line to Marysville, KS but time was getting the best of us (too many trains) and we changed plans to head to Lincoln.

Tuesday was not the "train" day we had on previous days. Our first stop was at Pacific Junction, IA (shot a WB BNSF on the bridge crossing from Plattsburgh over the Missouri River) and a parked EB coal train. Heading east we saw several trains but since the road does not follow picking them up ahead of time was difficult. We turned down one side road and at the overhead bridge found a WB sitting about ¼ mile to the east on the south track. They called the dispatcher and told him that the second unit had one wheel froze up and had been sliding. We knew this was to be some time before they moved and no one seemed to know how to solve the problem. At the next town there was another WB behind them. As we got out to photograph the power another WB passed on the adjacent track. BNSF had a rail gang out and we found several WB and EB

trains parked, thus a bad day on the railroad for railfans. We crossed into Illinois, still no trains and stopped at Galesburg on the overhead bridge for some yard shots.

All in all we had a great time, got tired of seeing yellow and orange/green and now to get time to catalogue the shots for presentations.

Rick

CREATE partners seek \$85.2 million TIGER II grant

Last month, the Illinois Department of Transportation (IDOT) submitted an application to the U.S. Department of Transportation for an \$85.2 million TIGER II grant on behalf of the Chicago Region Environmental and Transportation Efficiency (CREATE) program's partners.

The application seeks funds for three projects, which were previously submitted in IDOT's application for a Transportation Investment Generating Economic Recovery, or TIGER I, grant:

- a \$74.6 million project (No. B9/EW1) in Bedford Park, Chicago and Summit that involves the construction of double track and crossovers between a Belt Railway Co. of Chicago and Indiana Harbor Belt Railroad/CSX Transportation line, and two new seven-mile main tracks around the south side of the Clearing Yard;
- a \$25 million project (No. WA2) that calls for installing a bi-directional computerized traffic control system on a CSXT line along the Western Avenue Corridor in Chicago, as well as the reconstruction of two bridges and upgrade of 10 hand-thrown switches to power switches; and
- a \$6.9 million project (No. WA3) that involves the installation of connection tracks from CSXT to Norfolk Southern Railway between two NS tracks to a BNSF Railway Co. lead track in Chicago.

Federal funding for the projects would be obligated by September 2012. The CREATE program previously was

awarded a \$100 million TIGER grant.

About 25 percent of the nation's rail traffic travels through the Chicago region and the CREATE program aims to alleviate major bottlenecks along the region's freight- and passenger-rail corridors. The public/private partnership program includes more than 46 rail and 25 grade separation projects that call for restructuring, modernizing and expanding Chicago's rail network.

CREATE partners include Amtrak, the Association of American Railroads, Belt Railway, BNSF, CSXT, CN, Canadian Pacific, Indiana Harbor Belt, Metra, NS, Union Pacific Railroad, IDOT and the Chicago DOT.

Progressive Railroading 9/23

Editor: The Administration has received 1,100 requests for grants that far exceed the money available. For TIGER 1 there were 1000 applications and 51 selected. Had the stimulus package had more money for construction projects than for the pet projects congressmen wanted more of these would have gone forward and more jobs would have been created. The Dolton Track and Signal project that I am managing is still not funded and thus our design part is on hold. The environmental part continues with the first public hearing scheduled for January. The intersection of 138th Street and Indiana Avenue will be reconstructed as a separate project in 2011 with the NS track being moved over to the position of future track #3. Our firm will be involved in the EW1 part of the above project as we were selected by BRC to manage all of their CREATE projects.

Meeting Minutes

9/19/10

The meeting was called to order at 1403 by President Doug Nipper.

The minutes from the previous meeting were read and approved.

The treasurer's report listed \$1118.32 in the checking account and \$3447.07 in a CD. It was approved.

Old business:

The memorial plaque has been completed and installed at the depot.

The column caps were repaired at the Rossville depot.

The sign for display at shows has been improved.

New business:

There was discussion about a local youth at the depot.

There was discussion about a fall trip. Allen Cooke Dick Brazda will work up something and put it in the October newsletter.

C&EI HS meeting

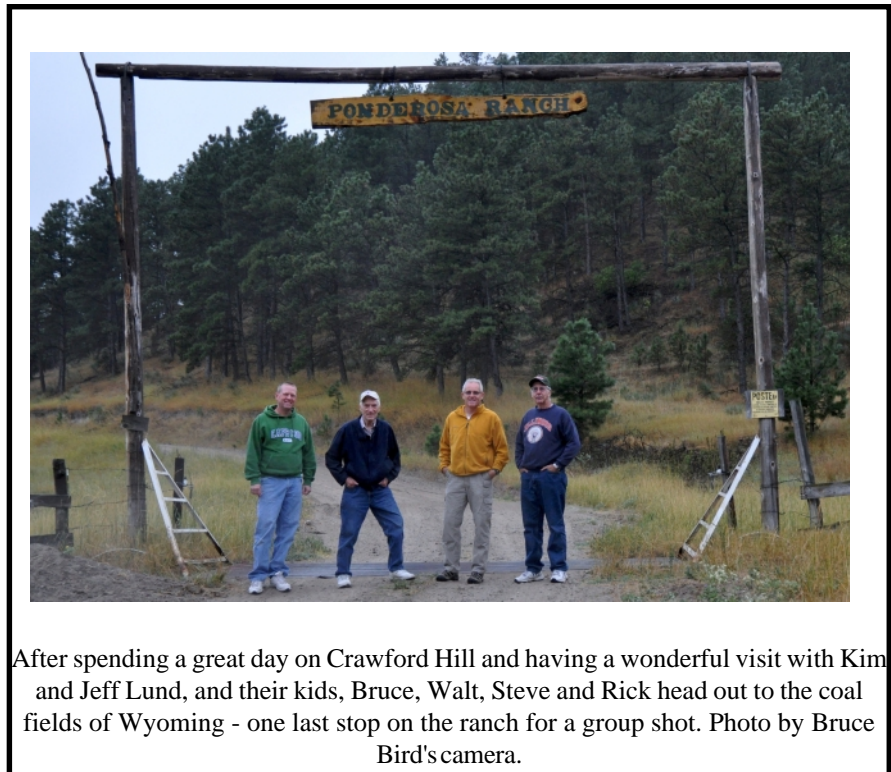
April 16, 2011

Danville, IL

10AM to 9 PM

Dues Statements to come soon

The NRHS is in the process of sending out 2011 dues statements to members. They should arrive this month. Please send payment back as soon as possible and we do appreciate any donation you may wish to make.



After spending a great day on Crawford Hill and having a wonderful visit with Kim and Jeff Lund, and their kids, Bruce, Walt, Steve and Rick head out to the coal fields of Wyoming - one last stop on the ranch for a group shot. Photo by Bruce Bird's camera.