

Danville Flyer

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Upcoming Events

- October 21 - Monthly Meeting at Jocko's, 1 PM
- October 13-14 - Great Train Expo at Indiana Fair Grounds
- November 3 - Rossville Operating Session 1-4 PM
- December 1 - Rossville Operating Session 1-4 PM
- December 2 - Annual Meeting at Jocko's at 1:00 PM

NRHS Convention in Cedar Rapids, IA

By Dick Brazda
 My brother, Jim, and I attended a portion of the 2012 annual convention June 21-24. On Thursday, 6/21, we drove to Boone and joined the convention tour of the Boone & Scenic Valley, formerly track of the Fort Dodge, Des Moines & Southern. Their Chinese steam loco powered the train for the approximate 20+ mile round trip. They also have other well-appointed rolling stock at their site in Boone. In addition, they have just opened a new museum building containing exhibits and artifacts.



Boone & Scenic Valley 8419 near Braser, IA

Interstate (ex CRIP), it has routed the freight over that line instead of the original line. Thus the trip was primarily at 10 mph since there are few customers on the original line. However, it was very rare mileage.

Friday evening was the banquet. There were two speakers, Henry Posner, Chairman of the Iowa Interstate and a holding company of a number of foreign railroads, and Jeff Woods, Marketing Manager of the Crandic. Also planned was the Iowa Northern president, Dan Sabin, but he was absent due to a death in the family. Their talks were quite interesting, especially Posney's discussion of some the foreign adventures in railroading.

Friday, 6/22, was a trip on the original Crandic line (Cedar Rapids & Iowa City). After boarding, we first went north to the large ADM complex, then south to the river bridge in Iowa City and return. Since the Crandic acquired the former Milwaukee line from Cedar Rapids to connect with the Iowa



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About Us

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and 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



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The last two days had trips on the Iowa Northern, formerly CRIP trackage of the Zephyr Rocket (St. Louis – Minneapolis). Saturday was a round trip Cedar Rapids – Waterloo. The turnaround point was the Waterloo yard of the Iowa Northern where lunch was served in the new diesel facility. On Sunday buses took us to Cedar Falls

(with street running at the boarding location of the former CRIP depot) for a round trip to Manly. Mr. Sabin is in the process of developing a rail museum in Manly, where the Iowa Northern connects with the Union Pacific (formerly the CRIP spine line). Saturday was approx. a 100 mile round trip and Sunday approx. 140 miles. The track was in the process of being upgraded, with portions around 20 mph

and other parts 45 mph.

While no speed records were set, the trips were enjoyable and operated to schedule thru some interesting territory that normally cannot be seen. The equipment was eclectic and interesting, drawn from a number of sources. The locomotives working the trains were in good shape and colorful liveries. .

September 2012—Meeting Minutes

MEETING MINUTES – SEPTEMBER 16, 2012 -JOCKO'S PIZZA

Meeting opened at 1:47 P.M., President Dick Brazda presiding.

Secretary's report from May as printed in the Flyer was approved.

Treasurer reported that with power bills and rent check to CSX, we are down by \$900 out of the checking account, but still have \$800 left and dues season is approaching. This informal report was approved by the membership.

OLD BUSINESS

The trees on the north side of the depot were removed as per the last info on this topic. We spent a little more to have the stumps removed, but Bob Gallippi and his mower appreciate it very much... A good season was had at the museum despite record heat... More magazines were culled from the collection.

NEW BUSINESS

Mark Ziebart suggested that we take a fall trip to the Whitewater Valley Railroad in eastern Indiana. This would be all all-day trip for sure. Last runs are at the end of October. After looking at schedules, it was decided that a trip to Monticello Railway Museum's Railroad Days would be better for this fall. But we will bring this back up in February.

GOOD OF THE ORDER

None.

Meeting adjourned at 2:10 P.M. Al McCoy showed us part of a long video about trains and other things in China, then showed some of his own camera shots from chasing NKP #765 recently.

October Meeting—

Fall is upon us and once again we start the Rossville Operating Sessions. Not the calendar listing for the next two sessions of this year. In addition we have the date set for the annual dinner. The September program will feature "New York Central Indiana Division 1956 Vol. 1", a DVD from the Dave Sherrill collection.

Crab Orchard & Egyptian RR

Marion, IL, 9/12: STB Finance Docket No. 35656 explains another of Progressive Rail's recent acquisitions - this one covers the entire rail system of the Crab Orchard & Egyptian RR. In the F.D., Progressive asked for permission to acquire from COER the operation of rail lines, i.e. 1) COER's Marion District between MP 99.47 near Ordill and MP 108.00 at Marion, a distance of 8.53 miles, and 2) COER's Herrin District, between MP No's 10.7 and 13.4, and north from the wye track between MP's C94 and C93 at and near Herrin, a distance of 3.7 miles, for a total distance of 12.23 miles. This constitutes COER's entire rail lines.

The COER was incorporated July 2, 1971, and acquired its property from ICG in 1977 began as a tourist line in 1973 over ICG track at Marion, IL. Freight operations began Oct

18. 1977, Marion to Mande, IL, 14 miles. The Herrin line was acquired Sep. 11, 1987. The several interchange points are with the UP and BNSF. Steam handling of COER freight business ceased in 1986.

In some railfan news it is reported that Progressive Rail will be starting a strong advertising campaign to attract more traffic to the line

- And in another internet slot Progressive Rail employee Joe Fehr wrote: "There will be NO CHANGES to the CO&E except for a renewed marketing campaign and efforts to bring back traffic. There are no plans for

Iowa Traction Railway

Clear Lake, IA, 9/12: The expansionist eye of Progressive Rail [PGR] has fallen upon the

IATR, which, through a very slight name change, will become the Iowa Traction

Railway. Iowa's remaining example of successful operation by electric power has made its daily 10.4 mile runs between Clear Lake and Mason City's interchange with the former Milw line (ICE/CPR) and the UP. The IATR was formed in April, 1987 by the acquisition of the former Iowa Terminal RR's Mason City Division. The IAT had operated this line, plus a separate 18 mile line between Waller and Marble Rock, IA since

1897 when it began operation as the Mason City & Clear Lake RR. PGR is a Class III rail carrier currently operating lines in Minnesota and Wisconsin, and also controls the Central Midland Ry which operates in Missouri. Consummation of the acquisition is expected to be about Sep. 30, 2012.

Via The Short Line Journal #86

Stair Tower at Monticello

Construction on the Stair Tower located along the "mainline" of the Monticello Railway Museum started in August with the construction of the foundation. Additional sidewalk will be constructed and all work should be completed by Railroad Days.

The drawings for the tower will be put out to contractors to bid on the work soon to determine the cost of construction and fund raising will continue to support the construction of the tower. Work will be by contractors but also by volunteer members of the museum. The tower will be a wood-frame building based on Illinois Central design with an exterior staircase. The first floor will house the signal maintainers' office, electric interlocking machine from Edgewood and various displays. The second floor will house the leverman's/operators desk, telegraph exhibit and two in-

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terlocking machines. One will be a type A lever from the IC tower at Gibson City and the other a Saxby and Farmer lever machine from the ATSF. In the future some levers will be connected via pipes to two exhibit track switches to show how the machine worked. Signals will also be connected to show active displays.

The tower committee of Neil Grant, Doug Nipper, Jon Roma and John Sciotto are heading the drive to get the building built. Our member Doug Nipper is instrumental in assisting the construction of the tower and his life-long dream to have a working tower at a museum.

For you tower fans I urge you to send your donation to the Monticello Railway Museum to support the construction of Stair Tower, named for long time Monticello member and friend, Dick Stair, and a long time operator at Champaign Tower. *Rick*



Amtrak covers 85% of Operating Costs

Amtrak President and CEO Joe Boardman will appear before a Congressional committee tomorrow and testify that with record ridership of 30.2 million passengers, Amtrak now covers 85 percent of its operating budget with ticket sales and other revenues, reducing the federal operating need to just 15 percent. In addition, he will inform the committee that the FY 2012 federal operating grant of \$466 million is significantly down from a peak of \$755 million in FY 2004, or a reduction of nearly 50 percent in inflation adjusted dollars. "Amtrak uses federal operating support to achieve the mission given to us by Congress to deliver the mobility, connectivity and economic benefits of a national passenger rail network, particularly long-distance train routes," Boardman stated.

Through dispatching services, operating contracts and access to Amtrak-owned and maintained infrastructure, Amtrak also supports the safe movement of more than 230 million commuter rail passengers and more than 300,000 carloads of freight rail service each year. He also will reiterate that for FY 2013, Amtrak is requesting \$450 million in federal operating support, an amount lower than what Congress appropriated for the current year. This is possible as a result of improved management and

financial performance.

"The federal government has long been in the business of subsidizing all modes of transportation, yet no one can agree on what numbers to use to quantify the benefits of these investments," Boardman said. "Record ridership and revenue, best fare-box recovery in the U.S. passenger rail industry, debt cut in half, increased efficiency, better cost controls, improved on-time performance and being the nation's only high-speed rail operator are strong indicators that Amtrak is putting our portion of the federal investment to good and effective use." Also, Boardman will explain that according to the U.S. Department of Transportation, the numbers of Americans in smaller cities and rural communities who no longer have access to intercity bus or air service, and are served only by Amtrak, tripled in just five years. Ridership on Amtrak long-distance trains is up 18.4 percent from FY 2007 to FY 2011. Finally, Boardman will remind the committee that throughout Amtrak's 41-year existence, passenger rail has been only a small portion of the annual federal transportation budget.

Via Amtrak - RailPace 9/20

Amtrak Launches History Website

Amtrak recently launched a new website, History.Amtrak.com, dedicated to providing a view into its extensive archive and is a place to share in its rich history. The site features a collection of historic photographs, ads, route guides, timetable covers and other resources from employees that celebrates Amtrak's more than 40 years as the nation's intercity passenger rail provider. The public is encouraged to share their memorabilia by using the contact link on the site where direction will be provided on how to provide specific items. "Amtrak is woven into the fabric of America, providing a vital transportation service to the nation and connecting families and communities as part of an amazing and unfolding history," said President and CEO Joe Boardman. "We are thrilled to share our history and look forward to adding items to create a thorough, robust resource for employees, researchers and the general public." In addition to the archives, the site offers a guided tour through Amtrak's history by decade and how it became America's Railroad®. A frequently updated blog provides year-by-year highlights, a look at recently uploaded items and a recap of the Amtrak 40th Anniversary Exhibit Train's cross-country journey in 2011 and 2012.

In addition to contributed memorabilia, the site will be adding content including annual reports, Congressional testimonies and ridership and revenue figures. The digital and physical archives have been compiled and organized with the assistance of the Special Collections Research Center at The George Washington University. "The story of Amtrak and the resurgent role of American passenger rail travel over the past 40 years is told through many stories and by many voices. GW is honored to be able to help ensure that these stories remain a vital part of the American experience," said Steven Mandeville-Gamble, Associate University Librarian for Collections & Scholarly Communication at The George Washington University Libraries. Further-

more, the site also links to the Amtrak store, which offers merchandise, including: Amtrak: An American Story, a 144-page commemorative book and

States to buy Bi-Level Cars

The California Dept. of Transportation (Caltrans) on behalf of the departments of transportation from Illinois, Michigan, and Missouri issued a Notice of Intent to Award today to Sumitomo Corporation of America to design, build, and deliver 130 bi-level passenger railcars for use in regional intercity rail corridors in California and the Midwest. The Notice of Intent to Award does not signify that a contract has been awarded but that a potential vendor has been identified.

Caltrans Director Malcolm Dougherty said, "By pooling our resources, all 4 states involved in this partnership can purchase the equipment at lower costs because it will be acquired in high volume under one contract. These new railcars will help us meet the growing ridership demand on California trains, which is up 53% since 2002."

Caltrans and the Illinois Dept. of Transportation will first conduct a federally required Buy America pre-award audit to verify assembly locations and manufacturing facilities for railcar components. Buy America rules require that all 130 new bi-level cars be assembled in the United States, and that all the major components must be manufactured domestically. The audit will be forwarded to the Federal Railroad Administration prior to the contract award. Su-

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mitomo Corporation of America will also be required to submit insurance policies and performance bonds. A fully executed agreement is expected to be in place by mid-November.

Sumitomo Corporation of America, The company that makes cars for Japan's bullet train, submitted a bid of \$352,276,000. The cars will be made at a new plant opened up by Nippon-Sharyo's U.S. subsidiary in Rochelle, Ill with partner Sumitomo Corporation of America.

Illinois Transportation Secretary Ann L. Schneider said, "We are proud to partner with Caltrans and the Midwest Coalition to cost-effectively procure the state-of-the-art passenger railcar equipment needed to address the increasing demand for efficient and convenient passenger rail service throughout the state. With Amtrak ridership at record levels in Illinois and the official purchasing process of the railcars under way, this massive project will continue to boost America's manufacturing and assembling industry and provide improved travel options for the entire Midwest."

California will receive 42 railcars, while the Midwest Coalition, consisting of Illinois, Michigan, and Missouri will receive 88 railcars. Railcars delivered to California will be used on the 3 state-supported intercity routes, the Capitol Corridor (Sacramento area-Oakland-San Jose), the San Joaquin (San Francisco Bay Area/Sacramento-Bakersfield/Southern California), and the Pacific Surfliner (San Luis Obispo-Los Angeles-San Diego).

The Midwest Coalition will use its new railcars on the following corridors: Blue Water (Chicago-Port Huron), Wolverine (Chicago-Detroit-Pontiac), Pere Marquette (Chicago-Grand Rapids), Illini/Saluki (Chicago-Carbondale), Lincoln Service (Chicago-St Louis), Missouri River Runner (St Louis-Kansas City), Illinois Zephyr/Carl Sandburg (Chicago-Quincy), and future services between Chicago and Dubuque and Chicago and the Quad Cities, with potential extension to Iowa City.

Timothy Hoeffner, Michigan Dept. of Transportation director of the Office of Rail said, "The collaborative effort of the states working together on selecting a rail equipment manufacturer is an important step toward saving money for all. We appreciate the leadership that Caltrans has taken toward spearheading this effort. Michigan is experiencing unprecedented ridership growth, and when the new

Midwest High Speed Rail Association

Transforming the Midwest by Transforming Travel

equipment arrives, this will improve the travel experience and grow passenger rail service even more."

The first railcars are slated for delivery in the fall of 2015, with the final car expected to be delivered in early 2018. Funding for the new rail equipment comes from Federal Railroad Administration grants totaling \$808 million. Of these funds, \$551 million was reserved to purchase the bi-level railcars; the remainder is slated to fund future locomotive and "trainset" procurements as well as to support project management and oversight expenses. California's share (\$168 million) of the grants is supplemented by \$42 million from Proposition 1B, a transportation bond approved by California voters in 2006.

Via Brass Switchkey Railnews, V.19, #37, Oct 3, 2012



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We're on the Web!
www.danvillejct.org



Dick Brazda caught Norfolk Southern SD40-2 #3432 westbound at the CN (IC) diamond in Champaign, IL August 27 with three empty hoppers from Solo Cup.