

# Danville Flyer

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## CREATE—Blue Island crossovers completed

A \$9.7 million crossover project that's part of the Chicago Region Environmental and Transportation Efficiency (CREATE) program recently was completed in Blue Island, Ill., according to CSX Transportation.

CREATE project WA10 involved the installation of new crossovers along a two-mile segment of track, creation of bi-directional switching and signal modernization. About 130 railroad crew members and contractors worked on the project, which will reduce idling in Chicago neighborhoods, balance cargo movements between freight railroads and add capacity for projected global freight demand, CSX officials said in a press release.

The federal government provided \$6.4 million; CSX, \$3.2 million; and the state of Illinois, \$92,000, for the project.

CSX has double-track mainlines running through Blue Island Junction, but prior to the project, had no connection between them. The lack of connectivity limited potential routes traversing the junction, where Indiana Harbor Belt Railroad Co. and CSX corridors connect, and Belt Railway Co. of Chicago and Western Avenue corridors cross. The crossovers provide direct routes for trains to switch between the tracks in both directions at the junction.

"Both the motoring public and freight railroads are already seeing benefits from CREATE projects like this. We now can deploy trains in a measurably more efficient way through the Chicago area," said John Bradley, who manages CSX's Chicago Division.

The more than \$3 billion CREATE program involves 70 projects designed to separate freight and passenger trains at six key junctions in the Chicago area, increase rail capacity, speed and reliability, and eliminate 25 grade crossings. The program is managed by a public-private partnership between Amtrak, the Association of American Railroads, BNSF Railway Co., Belt Railway, Chicago and Illinois Departments of Transportation, Canadian Pacific, CN, CSX, Indiana Harbor Belt, Metra, Norfolk Southern Railway and Union Pacific Railroad

*Editor: To give you an idea of how long a project with Federal and State agencies supplying much of the funding takes to complete I thought I would give you the run down on an adjacent project. In 2001 we received a contract with CSX to design the*

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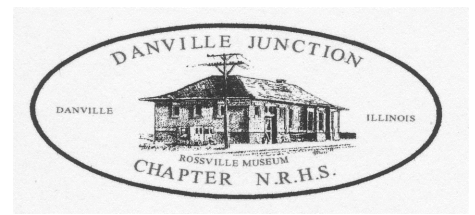
October 20 – Monthly Meeting at Jocko's, 1 PM  
 November 1 – Operating Session at Rossville – 1 PM  
 November 17 – Monthly Meeting at Jocko's, 1 PM  
 November 23 - Danville, Indiana Free Train Show & Sale (NRMA/CID)  
 January 4<sup>th</sup> & 5<sup>th</sup> - Great Train Expo in Indiana Fair Grounds  
 October 26 - Crossroads of America Indianapolis Railroadiana Show & Sale, 6990 E 21<sup>st</sup> St, Indy

## 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 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 \$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 meeting and program.



## Officers for 2013—our 45th 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**



## NKP 765 on the move again—this time to Lafayette, IN

For the first time in over twenty years, a passenger excursion train will depart Fort Wayne.

On October 26th and 27th, restored steam locomotive no. 765 will operate a round-trip excursion between Fort Wayne and Lafayette, Indiana, retracing the route of the famous Wabash Cannonball passenger train.

Sponsored by the railroad historical society in cooperation with Norfolk Southern Corp, the excursion will feature economy and coach class seating aboard vintage passenger cars. Passengers will enjoy a day long trip behind steam locomotive no. 765, lunch and layover in downtown Lafayette along the Wabash River, onboard entertainment, and more. Visitors to the Fort Wayne Railroad Historical Society's Open House this weekend at 15808 Edgerton Road, New Haven will be able to tour the locomotive up close.

Tickets will go on sale at 6:00PM EST on September 1st.

## September 2013—Meeting Minutes

Meeting opened at 1:40 P.M., Vice President Dave Sherrill presiding. Secretary's report as printed in the Flyer was approved. Treasurer's report as read by Secretary showed our checking account at \$1675.71 and CD balance of \$3505.78, for total net assets of \$5181.49. This report was also approved.

### OLD BUSINESS

The museum was open all scheduled weekends, and even Al Hintz made it there the last weekend with his grandsons... Dave did a lot of painting on various outside items this season, for which we are grateful.

### NEW BUSINESS

Possible operating session in October, second Saturday. (Update: this was cancelled.)

### GOOD OF THE ORDER

Nickel Plate #765 will make trips from Ft Wayne to Lafayette and back on October 26th and 27th... MRM Railroad Days is this next weekend... The museum in Duluth is revealing their restored Misabe business car.

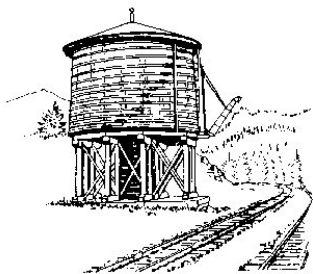
Meeting adjourned at 1:48 P.M. Program provided by Jess Bennett, which was a DVD on the Illinois Railway Museum in Union, IL.

## Next Meeting— October 20, 2013

Due to fall activities by many of the modeling group we have decided to wait until the first Saturday in November to start the Operating Sessions at Rossville with November 2<sup>nd</sup> being the first one. As usual we will start around 1 PM.

Thanks to Dave Sherrill for getting some painting completed this summer. Before cold weather gets here we need to get in the attic and see if there are any more items that can be put up for sale to raise cash either at the train show in Hoopston or via EBay. At the same time we also need to clean out under the train layout as there is a lot of "junk" plus some train stuff that is not used anymore and could be sold this spring.

Our President has fully retired now and has lots of time – well, maybe like the rest of us that are retired and don't have time to get everything done. Dick has invited his friend David Phillip to present the program at this meeting on the railroads of Cuba, a program that should be most interesting.



3rd Main from Barr Yard to Blue Island going under the Metra Bridge. Included was the complete reconstruction of the turnouts between Broadway Avenue and the Metra Bridge as well as a major drainage project. Another firm did the environmental work along with a signal consultant doing all of the signal work involved. The first phase of grading was done in 2002 while a major pipeline and fiber optic cables were relocated. In June



2003 work started on the project with completion September 2, 2003.

In addition to the design we provided the onsite coordination and inspection for CSX. We cut the estimated work days for the interlocking changes south of Broadway Avenue from 28 days to 11. The cost was \$9.1 million for the entire project.

In 2005 we partnered with another consultant on the early CREATE work and we were assigned four projects, one being the crossovers north of the river that noted above have been completed. The design was much simpler than the third main project. The environment and preliminary engineering work took 3 years to complete. At that point the DOT retained another consultant to continue the work and more public hearings were required. Our estimate around 2006 was \$6 million for the project. You will note that by the time it was completed the cost was \$9.7 million.

A number of years ago the State of Ohio planned a massive program to fund grade separation projects. In a meeting I attended in Jacksonville the Chief Engineer made the comment "if the state would just give us the money we would get the work done in 2 years, with the DOT handling the projects it will take 8-10." Now you know how government works.

## CE&I HS 2014 Calendar

The C&EI Railroad Historical Society calendar for 2014 is now available. This year features another 13 photos of the C&EI from steam and diesel to the people of the railroad. The price is \$7 each picked up or \$9 each which includes postage. Order from Rick Schroeder, 1819 Coventry Drive, Champaign, IL 61822. We should have some at the October meeting but if not they will be available at the November meeting.



2014 CALENDAR

No. 27

## Hoosier State service status

The Indiana Department of Transportation (INDOT) has begun contract negotiations with Amtrak for continuation of the Hoosier State passenger-rail service between Indianapolis and Chicago, INDOT officials announced yesterday.

The discussions are in response to congressional action taken in 2008 to end federal support for Amtrak routes of less than 750 miles. Seven of the 19 states affected have signed operating agreements with Amtrak as of Sept. 13. The railroad said it would not terminate service with states involved in "good faith" negotiations as of Oct. 1, INDOT officials said in a

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## The Pundit's Corner

by Doug Nipper

### So How Did You Pick Your Favorite Railroad?

I was recently reading an article in a back issue of *The Railroad Press* (excellent magazine, go to [www.alco628.com](http://www.alco628.com) to subscribe) concerning the Penn Central and fans that wrote about their memories of it (Issue #81, Apr/May/June 2009). None was more eloquent than David P. Oroszi who started college just about the time that PC came into being (1968). Quote: "For me, watching and photographing PC was an exciting time. Yes, I know the paint scheme was not very exciting and the railroad was in a slow burn process, but it was as close as I would ever get to the glory days of railroading. Almost all the trackage that existed when I was born was still in place and much of it still in operation." He went on to write about all the passenger trains that were still running, the towers and depots that were still open, and the traffic that still ran on lines that have long since been abandoned.

Our own member Bruce Bird was so impressed with the Western Maryland, subsequently researching that line after seeing WM engines on trains in our area in the 1970's, that he built an N-scale model railroad in his basement to represent the line in good detail. Rick, of course, grew up loving the C&EI and that infatuation has never waned. Oddly, though, Rick didn't build his latest model railroad based on the C&EI despite some of their engines showing up on his pike now and then. (We hear there is a wealthy D&W stockholder/railfan that bought some ex-C&EI locos and painted them back to that scheme...)

I guess it depends on the timeframe you became aware of railroading as a hobby. The C&EI was gone by the time I started paying attention, and for that matter so was the PC. L&N was the railroad close to my parents' house, and that line's trains were the ones I ran to see. The C&EI was still somewhat visible, in employees that had started with them, old records, forms and blueprints. But the engines and cabooses were

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press release.

Last week, Indiana Gov. Mike Pence authorized INDOT to begin negotiations with local community partners. INDOT officials have held discussions with representatives of communities with stops along the service. Mayors and other public officials have expressed interest in keeping the service operating, and are making local funds available as part of the financing package, INDOT officials said.

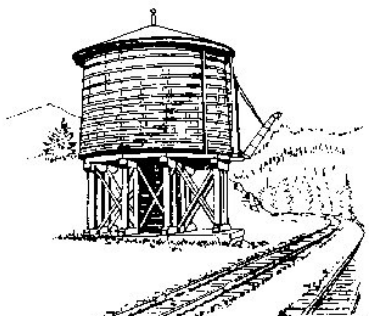
"Gov. Pence supports the joint local and state effort to continue this passenger-rail service, but with the negotiations, there are still a number of hurdles to be cleared," said INDOT Commissioner Karl Browning. "There's common interest among state and local officials to ensure that the service is accountable for the tax dollars being invested."



Communities that contribute funds would help oversee the service. Amtrak has estimated the cost to maintain the Hoosier State's operation would total about \$3 million annually.

At a legislative committee meeting to be held later today, INDOT is scheduled to present results of a cost-benefit analysis of the existing Amtrak service and four options for improved service

*Via Progressive Railroading 9-26-13*



*(Continued from page 5)*

gone by the late 1970's, and I can't say I recall seeing too many ex-C&EI cars save for the high-cube boxcars. So it was the L&N, Family Lines System and eventually Seaboard System that etched their presence in my then younger mind. Over time, though, the C&EI clearly stood out as the progenitor of my favorite line, and I've grown to treasure it as much as the lines that ran on it in later years. CSX is current, but it's been around long enough that there is already a historical society formed for it. Wow, I'm getting too old!

The early Conrail was also interesting, as they were still running through trains on the P&E and had some interesting moves going between the P&E and NYC to get freight trains and even Amtrak shop trains from Indianapolis to the Indiana Harbor Belt yard in the Chicago area. I have written about the former CI&S, so you've already read those musings. But talk about foreign power! Once Conrail started, there were all kinds of colorful new schemes showing up in places that never saw them before, including Danville. I'll never forget the photo I got of a Bangor and Aroostook engine at Cory in Danville. The BAR was not one of the railroads brought into Conrail, but they must have leased surplus power to CR and how this Maine shortline's motor ended up in eastern Illinois is one of those odd stories in the early days of Conrail.

The one railroad I somewhat ignored was the former Wabash line. Oh, I took plenty of photos of N&W trains while hanging out North Yard. In fact, it became almost routine to grab the camera and shoot anything that went by, even on dark, overcast days. UP and SP run-through power, D&H locomotives and old Alcos were the main treats. But I never wandered the line very much, especially to the east. There weren't many towers left open on the old Wabash, and I spent a lot of time trying to find and document those things since I knew they were going away for certain. This put me more on the Mopac, Milwaukee and Conrail, as well as the L&N down in the Terre Haute area. About the only places still open on the Wabash were Lafayette Jct. to

the east and Tolono to the west, and neither of them were N&W jobs. The IC was also a stranger to me, largely because it was a 30-mile drive to see it. When you were driving your father's work van to railfan, you watched mileage pretty closely! But on my tower trips, I did make it to several IC places before they closed.

Today, I feel sorry for young fans who will never see even a remnant of the "glory days" as Dave Oroszi and I did in separate fashion. For me as well it was the open towers, trains still operating on lines still in place and the general "feel" of still being connected to a time in the past when passenger trains still ruled and the railroads were the largest employers in some towns. I knew not only operators, but section men, trains crews and signal maintainers. Once you became an "accepted outsider", it was like being a honorary member of the fraternity of railroad employees. And that was a great feeling back in the day....

The C&EIHS has put out two magazines recently that feature photographs of C&EI trains in our area by J. Parker Lamb. On the back cover of the last issue is a photo that shows the wrong location. It is really Poland Road looking west, and that is a view I see every day. Of course, now there are more trees lining the underpass, and there are power lines and houses all along this once rural road. But the double track is back over this bridge, and shots like this are still possible. And also in this issue, VP of the C&EIHS, David Forbes, expressed how he got interested in the C&EI despite being born 10 years after the MoPac acquisition. This proves, I think, that all railroads of the past will live on a long, long time as younger fans "discover" the road(s) that used to run trains on their favorite line that they follow today. The variety of paint schemes and road names may be gone, but with all the photos and videos available, you can still "connect" to the line you might consider your favorite from the past.

## Rail Crossing Safety Study

Increased education and enforcement efforts by municipalities and transit agencies, and greater consistency in warning device designs would help prevent pedestrians and cyclists from being struck by freight or passenger trains at grade crossings, according to a recent study issued by the University of Illinois at Chicago's Urban Transportation Center (UTC).

Funded by the Illinois Center for Transportation and CN, the study found "a distinct lack of standards to analyze/quantify pedestrian risk and design effective



treatments to reduce risk" after signage and electronic warning devices were analyzed nationwide, UTC officials said in a press re-

lease. Although many crossings feature Manual or Uniform Traffic Control Devices (MUTCD), a large number of non-compliant MUTCD signs and devices still are in use, the study determined.

Among other findings, the study determined that:

- \* people talking on a cell phone, pushing a stroller or listening to music on headphones were more distracted when approaching a crossing;
- \* younger pedestrians are more likely to be aware of active or electronic warning signs, while older pedestrians more frequently notice passive signs;
- \* the vast majority of available funding for crossing improvements is allocated to highway crossings and little funding is earmarked for pedestrian crossings; and
- \* pedestrians and cyclists crossing tracks in quiet zones might not receive comparable safety warnings as motorists.

To compile information for the study, a UTC research team surveyed pedestrians at 10 "hot spots" in the Chicago area, and used video surveillance at crossings to monitor pedestrians' actions and behaviors. They also reviewed published studies on crossing safety, and surveyed state regulatory agencies and industry professionals.

Meanwhile, the Railway Association of Canada (RAC) has announced it's working with Transport Canada to develop regulations and standards aimed at further enhancing grade crossing safety.

The Canadian rail industry supports the need for crossing regulations that improve safety, RAC officials said in a press release. To that end, railroads encourage amalgamations and closures of unnecessary crossings, and strictly limit new crossings to locations where no other alternatives exist, they said.

"We expect regulations to be introduced in the near future and we welcome the opportunity presented by the regulatory process to provide input into the proposed measures," RAC officials said.

Various initiatives, such as Operation Lifesaver's educational efforts, have had a positive effect on improving safety, they said. Since an Operation Lifesaver education program was formed in 1980, crossing and trespassing accidents have fallen by 80 percent and 62 percent, respectively.

More recently, RAC teamed with the Federation of Canadian Municipalities to issue new land-use guidelines designed to promote best practices and awareness about the issues associated with development projects near railways.

"Industry-government partnerships are vital to improving rail safety measures," RAC officials said. "We are committed to working with all parties to ensure Canadians can be confident that they have the safest rail system possible."

*Via Progressive Railroading 9-25-13*

## CP to close locomotive shop

Canadian Pacific yesterday announced it served notice to close its Locomotive Reliability Centre (LRC) at Alyth Yard in Calgary, Alberta, in the next few months, resulting in the elimination of about 130 positions.

The closure decision is the result of a recent Canadian Transportation Agency (CTA) order directing the Class I to immediately cease and desist "load testing" and idling operations in proximity to the LRC between 11 p.m. and 7 a.m., CP officials said in a press release.

"This order poses productivity challenges for service and maintenance work of locomotives during this ordered time," they said. "The CTA order fails to recognize the 24-7 operational requirements and restricts the railway's ability to provide service for customers in Calgary, throughout North America, and those relying on coastal ports for off-shore shipments."

In the coming months, locomotive repair and maintenance work that previously was conducted at the 60-year-old LRC will be transitioned to other maintenance facilities in CP's network. The CTA's decision does not impact other 24-7 activities taking place at Alyth Yard, which will continue to serve as an important rail yard operation, CP officials said

*Via Progressive Railroading 9-20-13*

## CSX Completed part of Gateway

The National Gateway, a \$850 million public private partnership to create a highly efficient and environmentally-friendly, double-stack cleared rail corridor between the mid-Atlantic and Midwest, is made possible through a combination of federal and state funds and CSX investment.

"Today, we celebrate the efforts of federal and state officials in achieving this milestone, which means more jobs, a more competitive America and a more environmentally friendly way to move freight," said Michael Ward, CSX chairman, president and chief executive officer. "This is great news for our nation's transportation infrastructure, our customers and the communities we serve and wouldn't be possible without the major investment of time and resources by our federal and state partners. While this is a significant milestone, our work is not done. Working with our public sector partners, we need to finish the job and complete double-stack clearances between Chambersburg and the Ports of Baltimore and Virginia."

Public funding for Phase One was supported by a Transportation Investment Generating Economic Recovery (TIGER) grant secured by the State of Ohio on behalf of the coalition and administered by the Eastern Federal Lands Highway Division of the Federal Highway Administration.



The National Gateway is currently focused on the project's Phase Two, which will double-stack clear the CSX corridor between Chambersburg, Pa. and mid-Atlantic ports.

*Editor: The firm I retired from was contacted by CSX in March 2009 to provide design work for the "shovel ready" project called the National Gateway. Plans were to be completed for 10 grade separation structures by August of that year so work could be completed on all of them by the summer of 2010. Well, the projects were not shovel ready and the process*

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took 2 years to design and get permitting. The first bridge work was started the summer of 2011 and finished this year. Similar to PTC, politicians have no idea what they are talking about when they propose a project.

## Wheel Report

**Florida East Coast** has painted two locomotives in a special scheme for breast cancer awareness. The two locomotives, GP40-2s Nos. 425 and 436, were spotted en route to the FEC in Georgia on Wednesday.

The locomotives sport a pink-on-blue paint scheme with ribbons for the Susan G. Komen Foundation. The railroad is hosting a media-only event on Monday to formally unveil the locomotives. *Via TRAINS On-Line*

**TERRE HAUTE, Ind.** – The Haley Tower Historical & Technical Society has completed a five-year project to restore former Pennsylvania Railroad caboose No. 981741. The society operates the Wabash Valley Railroaders Museum in Terre Haute.

The caboose, known as a "cabin car" on the Pennsylvania, is a class N6b that dates to 1914. It was moved to the museum grounds in 2006 before the restoration started

**CENTRAL CITY, Pa.** – While some railfans say they know a rail line "like the back of their hand," few can lay claim to a piece of main line. But starting on Wednesday, Tony Kimmel, 40, will have a small section of Norfolk Southern's South Fork Secondary named after him. Kimmel has been train-watching in the area for more than 25 years and when a friend with the railroad was looking to rename a short section of track near Central City, he thought of the Johnstown native.

"It's an honor to have a piece of railroad named for me," Kimmel tells Trains News Wire.

This spring, Rich Borkowski, a dispatcher on the Pittsburgh Division, told Kimmel that a 4-mile section of track near the end of the South Fork Secondary was having its speed increased from 10 miles per hour to 15 miles per hour. Because of the change, it would have to be renamed and Borkowski said he decided to name the block for Kimmel. A few months later, the renaming was approved, but nobody knew just when it would go into effect.

Meanwhile, Borkowski had fallen ill of the West Nile Virus, according to Kimmel, and died on Sept. 17. But just days after finding out that his friend had died, Kimmel heard that a bulletin had been issued on the railroad stating that the new block name would go into effect on Sept. 25 at 7:01 a.m. A sign will be erected on Wednesday.

"It sent a shiver up my spine because Rich had just passed away two days before and this was all due to him," Kimmel says. "It's like he was pulling strings from heaven."



The South Fork Secondary is a 34-mile branch off the NS main line that serves a handful of coal mines in southwest Pennsylvania. Kimmel says he looks forward to train-watching along the stretch of track named for him but admits it'll be odd to hear his name on the scanner for the first time



Indiana Rail Road Openhouse – Jasonville, IN

## Danville Junction Chapter, NRHS

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Email: rickschro1@gmail.com

**We're on the Web!**  
[www.danvillejct.org](http://www.danvillejct.org)

## Photo of the Month



Doug Butzow caught the TP&W 5008 at Watseka, Illinois on October 3<sup>rd</sup>. The new owners, Genesee and Wyoming, are painting company owned railroads into their scheme and recent word is 5009 and 5010 have arrived in Logansport.