

DANVILLE FLYER

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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 \$17.00 for Chapter membership in addition to \$20.00 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 Resturant, 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.

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



If anyone in the CSX signal department knew that the #2 main north of Danville was going to be extended, they forgot to tell the gang that installed this detector at Sunset Road (MP119) last fall. It's right in the way, and perhaps will have the shortest time in service of any detector on the railroad! Its replacement is being installed further north at MP 117.8 or so.

Coming Events

September 16, 2007

Danville, IL - Chapter monthly meeting at Pizza Inn, Williams and Gilbert Street, lunch at 1:00, meeting and program to follow.

September 15 & 16, 2007

Decatur, IL - Decatur Train Fair at the Decatur Civic Center, 10-5, \$4.

September 15 & 16, 2007

Monticello, IL - Railroad Days with several operating trains and other activities.

October 6 & 7, 2007

Chesterfield, MO - Wabash Railroad Historical Society Annual Convention, Drury Plaza, 9 AM to 11 PM both days.

October 14, 2007

Bloomington, IL - Central Illinois Train Show - Interstate Center, 9-3

October 20 & 21, 2007

Indianapolis, IN - Great Train Expo at the Indiana State Fairgrounds, 10-4 each day, \$7

October 21, 2007

St. Charles, IL - 16th Annual Chicago Area Railroadiana Show, Kane County Fairgrounds, 10-4

September 9 and October 14, 2007

Wheaton, IL - Monthly Great Midwest Train show, DuPage County Fairgrounds, 9:30-3, \$7

November 24 & 25, 2007

Chicago, IL - Greatest Hobby on Tour - Schamaburg Convention Center, \$10

Next Meeting

The next meeting will be held **September 16 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.**

The museum is now closed for the season and due to hot weather, and maybe high gas prices, attendance was low. Special thanks to Bob Gallippi for being there most of the weekends. With farming starting again we won't see much of him until sometime in October.

The program will be announced at the meeting.

Rail News

Midwest shippers, and their representatives, who blame railroads for increased costs are "flat wrong" on numerous counts, AAR President Edward R. Hamberger wrote in an Aug. 4 opinion appearing in the Kansas City Star. "Rail coal rates in 2005 were more than 30 percent less than they were in 1981 ... [e]lectric rates over than same period went up 38 percent," Hamberger said. "It's not just coal rates that have gone down either. So have rates for grain, automotive products, chemicals, lumber and just about everything else that moves by rail." Hamberger added that almost \$400 billion in rail infrastructure improvements were made during the same time period, proving that railroad deregulation has succeeded, not failed as critics suggest.

Local newspapers report President and Chief Executive Officer Kevin Schieffer said the Dakota Minnesota & Eastern could get private financing for its \$6 billion coal line expansion project by the end of the year. The company's request for a \$2.4 billion federal loan from the Federal Railroad Administration, which was turned down in February, helped establish po-

Model Operating Sessions

Once again we are setting up operating sessions on Saturdays at Rossville. For 2007 the sessions on the Chicago, Illinois and Eastern Railroad will be:

November 3, 2007

December 1, 2007

January 5, 2008

February 2, 2008

March 1, 2008

April 5, 2008

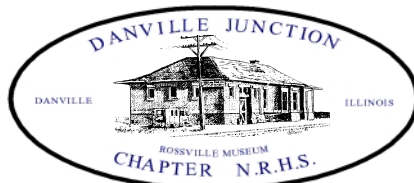
All sessions start around 1:00 PM and last until 3:30 PM.

Danville and Western Railroad

Dates not established at this time.

tential customers for the coal it wants to haul out of Wyoming's Powder River Basin, he said. Speculation has included a buyout by another railroad or by power plants that would use coal hauled by the DM&E. "For good projects there is a ton of money, and this is a good project," Schieffer said.

Carolina Coastal Railway recently leased a 142-mile line between Raleigh and Plymouth, N.C., from Norfolk Southern. The line connects with CLNA's existing 17-mile line between Pinetown and Belhaven, N.C., which the short line leased from NS in 1989. The transaction includes trackage rights for an additional eight miles. CLNA will interchange with NS in Chocowinity, N.C., and Raleigh (after an out-of-service segment reopens in fall). Owned by Main Line Rail Management, the short line also interchanges with CSX Transportation in Greenville and Wilson, N.C. CLNA previously was owned by Rail Link Inc., which became a Genesee & Wyoming Inc. subsidiary in 1995. Main Line Rail Manage-



ment acquired the short line in 2003.

Despite one record-setting day and overall gains in the month's latter half, BNSF Railway Co. averaged fewer coal train loadings in the Powder River Basin (PRB) in July compared with last year. Average daily loadings for the PRB, which includes Wyoming and Montana mines, stood at 49 trains in July vs. 50.8 trains in July 2006. The railroad lost an average of 5.1 train loading opportunities per day because of mine production issues, BNSF said. However, the Class I did set a one-day loading record of 78 trains July 29 on the joint line it shares with Union Pacific Railroad. Through 2007's first seven months, BNSF's daily PRB loadings averaged 49.2 trains, a slight gain compared with a 49.1-train average during the same 2006 period. System wide through seven months, BNSF loaded a total of 165.8 million tons of coal, up 1 percent compared with last year. Meanwhile, BNSF last month opened 14 miles of third main track on the joint line. On July 17, the railroad placed the line in service under a "superhighway" concept, meaning the track is used before universal crossovers and signaling are installed. The triple track is part of 40 miles of third main track BNSF is building in the PRB this year. When the projects are completed, more than 117 miles of lines in the Orin Subdivision will feature triple track. Later this year, BNSF also will construct 21 miles of fourth main track in the subdivision.

Steam locomotive enthusiast Ross Rowland proposed the operation of a new steam-powered passenger train. Once funded and permitted, the new train would be called the "Yellow Ribbon Express" and would travel the country on a three-year, 25,000-mile journey in commemoration of America and those who have served in the American military. Mr. Rowland was involved in the operation of the American Freedom Train in the 1970s and the Chessie Steam Express in the 1980s.

CSX announced a pilot project to plant rosebushes along a portion of its right-of-way in Louisville, KY to discourage trespassers. The new rosebushes are being planted along CSX tracks in the city's Crescent Hill section, where trespassing has been an ongoing problem. CSX has

provided a grant to a Louisville city agency to fund the planting.

Amtrak confirmed that, as Superliner coaches are cycled through their four-year overhauls, they will be outfitted with electrical outlets at each seat pair. An Amtrak spokesman noted that the increase in portable consumer electronic devices has created a greater demand for onboard outlets. (Note: This action on the part of Amtrak will help alleviate confrontations such as was witnessed by this writer who, on an otherwise very pleasant trip aboard the "Empire Builder" last May, saw a near fight break out as three young adults tied up the few available electric outlets on that train for nearly the entire trip.)

In the face of pending legal challenges, the Massachusetts Bay Transportation Authority became the latest railroad to rescind its post-9/11 limitations on photographing trains and stations. Although MBTA did not have a written policy, it had been requiring railfans and others to wait two days for an approved permit to take photographs. A MBTA spokesman said that, under the new policy, photographers will need to state the purpose of their taking photos or be asked to leave, and journalists will need to present a valid media pass

120 locomotives on the way to K C S subsidiaries

By November's end, Kansas City Southern's two subsidiary railroads will be operating 120 new locomotives. The Kansas City Southern Railway Co. (KCSR) and Kansas City Southern de México S.A. de C.V. (KCSM) began taking delivery of units earlier this month. KCSR will receive 30 Electro-Motive Diesel Inc. SD70ACe locomotives and 30 GE - Transportation ES44AC units; KCSM will acquire 40 SD70ACes and 20 ES44ACs.

Bombardier Transportation will assemble the SD70ACe units at its Sagun, Mexico, plant. The locomotives will feature Global Positioning System, diagnostic monitor-

ing and fuel-leak monitoring systems; idle control technology; automatic engine stop-and-start devices; and interoperable distributed power. In addition, onboard operating systems will be bilingual. KCSR is scheduled to take delivery of 30 more SD70ACes in first-quarter 2008 and KCSM, 30 more ES44ACs in third-quarter 2008.

Amtrak ridership, revenues rise in June

Amtrak reports that its June ridership of 2.29 million was 5% over June last year and 2% over budget. Continued strong Acela Express demand helped bring June ticket revenues up 7% to \$138.7 million, 1% over budget. Acela ridership was 10.7% higher than in June 2006. Amtrak said Acela improvement will be more moderate as sell-out conditions are reached on many routes. NEC regional ridership was even with last year and 4% above budget. In other regional corridors, June saw a general improvement of 7% in ridership and revenues, due partly to increased service in the East (Keystone), the Midwest (Illinois), and the West (Capitol Corridor and Cascades). Amtrak said that on an individual route basis, FY07 demand "remains "weak" for the Texas Eagle, Cardinal, Capitol, California Zephyr and Lake Shore trains. Long-distance ridership in June was up 1% over last year, and while on time performance was only 40%, it represented an improvement of 11 points. Customer satisfaction with Amtrak performance also improved in June. Overall customer satisfaction was at 77%, up two points, "due generally to on time performance improvements on Acela and some long-distance runs."

Via Railway Age

NRHS Dues increase

On August 25, at the national convention, the NRHS Board of Directors approved the following national dues rates for 2008: \$33 per year for Chapter Primary Members (an increase from \$20 per year), \$34 per year for At-Large Primary Members, \$16 per year for Student Members (either Chapter or At-Large) and \$5 per year for Family Members (either Chapter or At-Large). The national proposed the increase due to overall rising costs and the cost of retaining the services of a company to prepare and distribute the yearly dues statements along with managing the membership renewals. Your national director was concerned with the large increase and voted against the raise.

The Danville Junction Chapter will maintain the current level of annual dues of \$17 per year. Many members have signed up to receive the newsletter via E-mail and this will show as a savings to the chapter. We urge you, if you have E-mail capability, to receive the newsletter this way. Dues statements are to be sent out in October of this year and according to the NRHS the new firm providing the service has indicated they are on schedule.

Steam Returns To The Whitewater Valley

Connersville, Indiana - The Whitewater Valley Railroad is proud to announce that after a successful visit in September 2006, steam locomotive # 75 will once again move along the historic ex-New York Central Railroad's Whitewater Branch Line under its own brute power.

The Whitewater Valley Railroad will be hosting Flagg Coal Company #75 for the first two weekends in September 2007. The first weekend's activities are being held in Connersville, Indiana with the following weekend's activities being held in Historic Metamora, Indiana. This will be the first stop on a five month long tour of different rail operations. After the WVRR

stop, the locomotive will visit the Great Smoky Mountain Railroad in Bryson City, North Carolina, before heading off for two more stops in the Carolina's and two additional stops in Florida.

Connersville, Indiana Schedule

Friday August 31, 2007 will kick off the first weekend with Flagg Coal # 75 on display under steam at Connersville's Grand Central Station most of the day. At 4:00 PM the first public excursion will depart for an hour long trip along remnants of the Whitewater Canal as well as the West Fork of the Whitewater River. Fares for the hour long six mile round trip excursion pulled by Flagg Coal #75 are \$16 per person and children ages 2-12 ride for half price.

Saturday September 1, Sunday September 2, and Labor Day - Monday September 3, Festivities start at 9:30 AM at Connersville's Grand Central Station with five departures of Flagg Coal # 75 at 9:30 AM, 11:15 AM, 1:15 PM, 3:00 PM, and 4:45 PM along remnants of the Whitewater Canal as well as the West Fork of the Whitewater River. Fares for the hour long six mile round trip excursion pulled by Flagg Coal # 75 are \$16 per person and children ages 2-12 ride for half price.

Metamora, Indiana Schedule

Friday September 7, 2006 will kick off the second weekend with Flagg Coal # 75 making five one hour excursions from Historic Downtown Metamora, Indiana along remnants of the Whitewater Canal as well as the West Fork of the Whitewater River. Departure times are 10:00 AM, 11:45 AM, 1:30 PM, 3:15 PM, and 5:00 PM. Fares for the hour long six mile round trip excursion pulled by Flagg Coal #75 are \$16 per person and children ages 2-12 ride for half price.

Saturday September 8, and Sunday September 9, Festivities start at 9:30 AM at Historic Downtown Metamora, Indiana with five departures of Flagg Coal # 75 at 9:30 AM, 11:15 AM, 1:15 PM, 3:00 PM, and 4:45 PM along remnants of the Whitewater Canal as well as the West Fork of the Whitewater River. Fares for the hour long six mile round trip excursion pulled by

Flagg Coal # 75 are \$16 per person and children ages 2-12 ride for half price.

In addition to #75, our regularly scheduled excursions will also operate each weekend. These include the very popular Laurel Hotel "Train to Dinner" and the traditional Connersville to Metamora Excursion.

Metamora is Indiana's treasured 1838 canal town. Nestled in southeastern Indiana's beautiful countryside, Metamora is steeped in history and famous for its preservation of Indiana's oldest and still operating water-powered grist mill. Located 60 miles east of Indianapolis and 35 miles west of Cincinnati, A must see town that retains all of its traditional charm and languid atmosphere. Shop in stores housed in buildings dated back to the early 1800s, eat and above all else... Enjoy the slow relaxing pace of the past!

Flagg Coal Company #75 is a 40 ton saddle tank locomotive built by the Vulcan Iron Works of Wilkes Barre, PA in 1930. # 75 went into service in December of 1930 as #2 for the Flagg Coal Company of Avoca, PA where it was used as a switch engine. In 1935 it was sold to the Solvay Process Co. in Jamesville, NY and renumbered 75. There, it was used to push 4-wheel hopper cars from the steam shovel to the crusher at the rock quarry. In the early 1950s the Solvay Process Co. disbanded their railroad operation in favor of trucking and in 1953, # 75 and twelve other locomotives were sold to Dr. Groman and his planned Rail City Museum in Sandy Pond, NY. There, the locomotive sat untouched until 1991 when John and Byron Gramling purchased it with the intent to restore it to operating condition. The father son duo painstakingly disassembled the locomotive, moved it to their shop in Ashley, Indiana and over the course of the following ten years returned it to service. For more information on #75 visit the locomotive online at

www.FlaggCoalCompany75.com.

Visit the Whitewater Valley Railroad's web site at www.whitewatervalleyrr.org

Minnesota and Wisconsin wash outs

August 22 - With rain still falling in parts of Minnesota and Wisconsin, the railroads, both freight and Amtrak, are still struggling to keep trains moving. Portions of the Canadian Pacific Railway bridge over Garvin Brook at Minnesota City, Minn., on the River Subdivision, part of CPR's Chicago-western Canada link, have been washed away, according to company officials.

Two spans of the three-span deck-plate girder bridge are either out of service or have been washed away and a temporary bridge, parallel to the existing one, is under construction. No date to operate trains over the new bridge has been set. Trains are being rerouted over nearby BNSF, Union Pacific, and Canadian National lines. The nearby Whitewater River bridge near Weaver, about a dozen miles west of Minnesota City, is also out of service. While the bridge is still intact, authorities said that the approaches on both sides were out of service. No date has been set as to when trains may return to the line.

BNSF is still struggling with washouts south of La Crosse, Wis., and has been routing freights over CPR between Chicago and La Crosse. According to BNSF sources, the railway will allow as many CPR detour trains as possible between La Crosse and the Twin Cities as long as CPR will reciprocate by continuing to accept BNSF detours between La Crosse and Chicago. BNSF Spokesman Steve Forsberg said the railroad expects to reopen one of the two main tracks around midnight tonight.

Amtrak's Empire Builder, which usually operates over CPR's line between Chicago and St. Paul, Minn., was still using buses in the affected area today. A decision to return to rail operations will not be made until later today, according to spokesman Marc Magliari.

In addition, the Dakota, Minnesota & Eastern, as well as sister railroad Iowa, Chicago & Eastern, have sustained significant damage during the storms in the same region. In a photo posted on the Web site of the Minneapolis Star-Tribune, a ranch house rests on DM&E's main line near Stockton. DM&E and IC&E spokesman Jafar Karim said several bridges on the DM&E line between Minnesota City and Eyota have been washed out.

South of La Crescent, Minn., IC&E's St. Paul-Kansas City line runs just across the river, within eyesight, of BNSF's washed-out line. That line, too, is closed due to a weakened roadbed and debris on the tracks, and IC&E is in the planning stages of rerouting some St. Paul-Kansas City freights through Chicago. Farther south, damage to the IC&E line between Marquette and Dubuque, Iowa, has been repaired, and trains operating between Chicago and Mason City, Iowa, are running as normal. However, floodwaters are expected to rise as the swollen portion of the Mississippi River works its way south, and IC&E officials in the Davenport area are concerned lines there might also face flooding in the coming days.

At the other end of the DM&E/IC&E system, washouts near Hermosa, S.D., have shut off service between Rapid City, S.D., and the BNSF interchange at Crawford, Neb. Karim said the railroads have no estimates yet on when their flood-ravaged lines will reopen.

Via TRAINS On-Line

Metra cars to Boone & Scenic Valley

The Boone & Scenic Valley tourist railroad has acquired six former Illinois Central/Illinois Central Gulf/Metra "Highliner" double-deck electric commuter cars. They are former IC Nos. 1506, 1511, 1523, 1538, 1551, and 1628. The cars were donated by Metra and delivered this month. Cars 1506/1523 is painted in Metra colors, and 1538/1551, 1511/1628 are in Illinois Central orange, brown and



silver.

These pairs of electric multiple units were part of a batch of 130 cars purchased from the St Louis Car Division of General Steel Industries in 1971 and 1972. They were purchased by the Chicago South Suburban Mass Transit District to operate on the electrified lines of the Illinois Central (later Illinois Central Gulf after the August 1972 merger with Gulf, Mobile & Ohio, then reverting to the Illinois Central, and finally the Canadian National). These lines went from Randolph Street in Chicago to Park Forest South, Blue Island, and South Chicago.

Each of the six units is 85 feet long with 150 seats (originally 156) at floor level and in galleries. Each weighs 62 tons. The electrical equipment includes four traction motors, each rated at 150 hp.

FRA issues grants totaling \$14.1 million to railroads, high-speed rail corridors and researchers

The Federal Railroad Administration (FRA) has been busy of late issuing grants to help railroads fund infrastructure projects and support rail-related research projects.

The FRA recently issued two grants totaling more than \$4.3 million to Portland & Western Railroad Inc. (P&W) to upgrade

track and bridges. Owned by Genesee & Wyoming Inc., the 444-mile short line will use proceeds from a \$3.96 million grant to replace a one-half mile wooden bridge approach to an existing steel bridge over the Willamette River near Albany, Ore. The railroad will provide \$989,428 in matching funds for the project. P&W also will use proceeds from a \$369,386 grant to strengthen bridges, replace crossties and track turnouts, add ballast and resurface track between Willamina and Whiteson, Ore. The short line will provide \$92,347 in matching funds.

The FRA also issued a \$420,527 grant to the Sumpter Valley Railroad to improve equipment and infrastructure for its tourist train operations near Sumpter, Ore. The railroad will rebuild several locomotives and track machines, upgrade mechanical shop facilities, redesign a wye track, acquire a narrow-gauge vintage diesel locomotive, and purchase and refurbish a vintage business car.

The FRA is sponsoring research, too. The agency issued a \$250,000 grant to the Railroad Research Foundation to support the Association of American Railroads subsidiary's ongoing efforts to quantify the number of rail-related suicides, identify underlying causes, and develop prevention and mitigation strategies. Railroads do not have to report suicides to the FRA.c

Finally, the FRA issued grants totaling \$9.2 million to 17 federally designated high-speed rail corridors. The corridors in Alabama, Arkansas, California, Florida, Illinois, Louisiana, Michigan, Minnesota, Mississippi, Missouri, New York, North Carolina, Ohio, South Carolina, Texas, Washington and Wisconsin will share the proceeds to help fund the installation of install warning lights, gates and other devices at grade crossings. The FRA and the Federal Highway Administration jointly coordinate the grant program.

Via Progressive Railroading 8-07

UP, NS to offer faster westbound BlueStreak service between Atlanta and L.A.

Union Pacific Railroad and Norfolk Southern Railway soon will enter the second phase in providing a shorter and faster intermodal route between Los Angeles and the Southeast.

On Sept. 10, the Class Is will shift westbound domestic Atlanta-to-L.A. service from a Memphis, Tenn., gateway to a new Shreveport, La., gateway. The railroads plan to offer an "on-time or free" guarantee on BlueStreak SuperFlyer service between the Southeast and L.A.

The new westbound service will feature a fourth morning BlueStreak service from Atlanta to L.A.; fifth morning service from Charlotte, N.C., and Jacksonville, Fla.; and sixth morning service from Miami.

Westbound BlueStreak trains will use the Meridian Speedway — an NS/Kansas City Southern joint venture line — between Shreveport and Meridian, Miss. Shorter and faster eastbound BlueStreak service launched in May has been running 99.9 percent on time, the railroads said.

Class 1 Return on Investment

Despite a slight decline in revenue ton-miles, Class I railroads as a group improved their rate of return on investment (ROI) to 10.24% in the 12 months ended June 30, compared to 8.91% in the 12 months ended June 30, 2006. The Class I's reported net railway operating income of \$7.647 billion, up from \$6.894 billion, in the 2006-2007 period, on operating revenues of \$52.929 billion, up from \$50.287 billion. For individual carriers, these were the year-to-year comparisons (2007-2006): BNSF Railway (10.69%-11.52%); CSX Transportation (7.76%-8.30%); CN Grand Trunk (10.31%-9.48%); Kansas City Southern (9.51%-10.27%); Norfolk Southern (13.71%-14.31%); Soo Line (12.32%-10.02%); and Union Pacific (8.26%-8.04%).

*I asked a man in prison once how he happened to be there and he said he had stolen a pair of shoes. I told him if he had stolen a railroad he would be a United States Senator.
Mary H. Jones*

Third Track in Cajon Pass

BNSF Railway is moving ahead with construction of a third main track through Cajon Pass east of San Bernardino. The new line will enable up to 150 trains a day to use the route through the mountains, compared with a normal capacity of 100, Bob Brenda, director of facilities development for BNSF told the *Inland Valley Daily Bulletin*. Union Pacific trains between Los Angeles and Salt Lake City have trackage rights on BNSF through the pass; the line is part of BNSF's Chicago-L.A. Transcon.

With trade through the ports of Los Angeles and Long Beach increasing, more trains are using the line than ever before. The ports handled 7.9 million 40-foot containers in 2006, a nearly 13 percent jump over the 2005 total of 7 million. Traffic is expected to triple by 2030.

Construction on the nearly 16-mile, \$80 million third track got under way last month. Completion is planned before the end of next year. BNSF is digging deep cuts in the side of the rugged terrain for the third main track.

"This isn't like building a standard railroad. We literally have to move mountains," Brenda told the *Daily Bulletin*. At one cut, 100,000 cubic yards of earth will be excavated as a hill 80 feet tall is carved away. The entire job will require moving about 1 million cubic yards of earth.

As part of the project, two famous tunnels on the pass will be daylighted. Engineers decided to cut away the earth around the tunnels to create an open lane wide enough for the new track, which will be 15 feet from the existing line, David Miller, BNSF's engineering manager on the project, told the *Daily Bulletin*.

At an elevation of 4,190 feet, Cajon Pass provides a moderate elevation route between the San Bernardino Mountains and the San Gabriel Mountains. The line through the pass was constructed in the early 1880s to provide access to the Los Angeles Basin.

Editor: Two of our California offices provided the environmental and track design for this project. In the construction phase they are providing environmental and geotechnical services to BNSF.

Wabash In Color - Volume 2

For you Wabash fans, and any railfan for that matter, Mike Kelly and Morning Sun Books, have just written and published "Wabash in Color - Volume 2". Several years back Mike contacted me about my Wabash photo collection and came to the house to view my slides. About 30 slides were picked as possible candidates for a book about his favorite Wabash Railroad that he wanted to publish.

After years of collecting photos from various photographers, and writing the story, his dream has come true. The book starts out with "Wabash - Follow the Flag", a brief history of the railroad from its beginning in 1838 in Meredosia, Illinois. Chapter One is the "Moberly Division", Chapter Two, the "Decatur Division", Chapter Three "Decatur",

Chapter Four "Montpelier Division" and the final chapter covering "Chicago, Montpelier and Detroit". This is one of the famous Morning Sun all photo and all color books. Photos are from the collections of Joe Collias, James Hotzmeier, Dave Ingles, Mike Kelly (of course), Louis Marre, Rick Schroeder, Dick Wallin, Richard Ward, John Yoder and Lee Yoder. Member Richard Ward has Decatur area covered and most of my photos are of the Danville area. Photos from member Wade Frasch, donated to the chapter, are also included.

Mike has covered each division with a collection of photos that truly bring out the best of the Wabash Railroad. Many are taken in areas that I have not seen before and on lines that are long gone. Early diesel and steam leaving or entering St. Louis Union Station are featured. All paint schemes are included even up to some of the schemes around the N&W acquisition. Steam is featured, especially the 2800's and 2900's. Engine 817 is featured on a chartered fan trip to South Bend, Indiana and #573 is featured in its last days at Bluffs, Illinois.

You Wabash fans need to pick up this book now. The Morning Sun retail price is \$59.95 and well worth the price. Check out the next train show or contact some of the book sellers in Trains or other magazines. As I am sure Richard Ward can say, it is a pleasure to see some of your photos published for others to enjoy.

Rick

It has been a long time since many of you have seen my Wabash slides. This fall I will make it one of the programs to bring back memories of another favorite Danville area railroad.

Number 2 Main Finally Gets Its Due

by Doug Nipper
(photos by the author)

Starting on July 23, some dirt finally started moving on the #2 Main extension project on CSX north of Danville. The purpose of this extension is twofold: 1.) To allow for the meeting and passing of trains north of

Danville when one track at a time is taken out of service over Winter Ave. to allow the viaduct there to be replaced by a bridge, and 2.) To ultimately give the railroad more siding capacity with universal crossovers at about the mid-point at Liberty Lane.

The saga of #2 Main has been something I have been keenly aware of, having grown up in a house pretty close to it and walking it many times in my youth. During the L&N era when this was happening, this east-most track was at that time called the #1 Main. This was something I never really understood, because it was clearly the secondary track. And it was the only dual-main section of track on the former C&EI; all other meeting places were sidings with no signals, or the un-signalized running track from Cory to RB Jct. When welded rail came through in 1980, #1 as it was then known got bypassed and retained the 1949 jointed rail. It would continue to be bypassed for the next 27 years, even as all the other sidings and the running track got welded rail under CSX!

During the Seaboard System era, someone got the bright idea to re-name the tracks by geographical orientation, and we ended up with the "East Track" and the "West Track". This was a bit confusing to north-south railroad men! Thankfully, it didn't last long and during the first years of CSX they went back to #1 and #2, this time the east-most track taking the latter (and more logical) designation. But still it was a signaled secondary main with jointed rail.

The original intermediate signals for both mains used to be at the end of Dawn Street down in a little cut behind the houses in the neighborhood north of Winter Ave. For better viewing by northbound trains, these signals were re-located to a point directly above the Winter Ave. viaduct about the time the welded rail was put in on the then #2 main. (I recall a shifted wide load also hastened this action. For a while there were temporary dwarf signals on the cabinet after the load took out the high signal behind Dawn St.)

As CSX traffic levels have increased in the last decade, #2 Main has seen more traffic

than ever. It is frequently used to park trains that are waiting for crews, and is often used for plain old meets. But it still sports the old C&EI jointed rail in many spots, and for a long period recently was limited to 10MPH. Hardly a “main” at all...

But that’s all about to change thanks to the extension project. When the new universal cross-overs are put in north of Liberty Lane, they will have to replace the rail north of that point to tie in to the new track being laid up to West Newell Road. And when they take it out of service south of there, it will have to be re-done as the first part of the bridge project is underway, since when the other side is taken out it will be the *only* main from Liberty to North Yard.

So the long-neglected #2 Main (formerly East Track and #1 Main long ago) will finally get the attention it deserves. No more clickety-clack at Liberty Lane and behind the golf course. And no more sleepless nights for the signal maintainers when the kids (or a

tamper) get ambitious and tear a bunch of bonds off. They’ve got their money’s worth out of the C&EI rail put in over a half-century ago. It’s now time to return

this track back to a real secondary main where trains can run at track speed under signal indication.

Update as of Flyer printing: The grading is mostly complete and the signal gang arrived on August 27th. Their first task is to install a brand-new defect detector about a mile north of West Newell Road so that the one they just installed last fall at Sunset Road can be removed for the contractor to finish the grading there. There are conduits being installed where the new control points will be, and this also includes a new VLC (vital logic controller) based interlocking for North Yard. Soon the NS dispatcher will be lining his own trains in a dual-control system...

As part of the upgrades, the road crossings at West Newell, Liberty Lane and Voorhees will get new crossing protection systems. But with all this going on, I have not yet seen one new mast, signal, cabinet or even spools of wire. Neither on the roadway side has one tie been delivered nor has any ballast been staged. If they’re really going to build a new track, some raw materials better start showing up soon!



Evidence of heavy equipment working is visible in this south-looking shot just south of MP 119, which is about the mid-point of the siding extension project. Note the piles of "mulch" rendered by the large chipper/shredder that dealt with all the tree and brush debris. They have since added more soil to the east side of the fill in this area.



Looking northbound at Liberty Lane, we see the excavated area for the new control point that will govern the universal crossovers planned for this location. The bank was cut back for working room and later a permanent access road.