

# 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 \$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>

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Illinois Terminal SD39 (actually a SD40-2) is photographed the night of May 14 in Respondent Rail facilities by Bruce Bird. Check the article in this issue.

## Coming Events

### *Sept 19, 2010*

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

### *Sept. 11, 2010*

St. Louis, MO - Boeing Employees' Railroad Club-St. Louis Railroad Swap Meet. Queeny Park, 550 Weidman Road. 10-3.

### *Sept. 12, 2010*

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

### *Sept. 18-19, 2010*

Decatur - Decatur Train Show 2010. Civic Center. Sat 10-4; Sun 11-4.

### *Sept. 18-19, 2010*

Monticello Railway Museum's Railroad Days. Railroad extravaganza weekend of railroading. Look for steam for the first time in many years when Southern H4 2-8-0 #401 is fired up and on the road to Monticello.

### *Oct. 10, 2010*

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

### *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.

## Next Meeting

**Our next meeting will be held Sunday, September 19 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.**

Where did the summer go? It seems like only a few weeks back that your Editor wrote the note that the May issue would be the last before resuming production in September, and here we are again. We thank all of the guys that kept the museum open each weekend, even during the very hot days of late July and early August. Bob G. has been working on the new section of the layout along the north and east walls of the baggage room. The "new" Grape Creek branch will be involved in the operating sessions starting in November (check the Op schedule). This new section will add an additional train to the mix.

We also got the porch wall rebuilt this year and check out the article and photo in this issue. We thank those that donated to help fund the preservation work. There is still other work to be done, painting and work on the soffit areas is needed.

The same weekend of the meeting will be the Railroad Days weekend at Monticello. Note they plan to have their steam locomotive in service during the weekend, the first time it has been under steam for many years. Hopefully you get a chance to visit during the weekend.

On a sad note honorary member John Cooke passed away in August - see notice in this issue.

Also, some historic photos are shown in the last pages of this issue. Longtime member George Wynn, who passed away a number of years back, had a collection of Illinois Terminal and Danville Street Car photos and information. This collection is being donated to the Vermilion County Museum by Tom Wynn's widow, Annette Wynn.

For our program this month Al has lined up a VHS tape of Pency, Reading & a few other rail lines. It has great footage of T1s, GG1s, Budd Cars, early F units and even a camel back locomotor.

## 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.

## MRM #401 Ready to Steam Up

The rebuilding of the Southern H4 2-8-0, #401 has been underway for several years and with the continued push it looks like the engine will be steamed up for the upcoming Railroad Days, September 18th and 19th.

The restoration group is down to small items, such as checking all the nuts and bolts, that all lock nuts and cotter keys are in place and everything is secured. Conduit and wiring are being installed and the new pilot is under construction. Brake piping is being fabricated and cleaning and painting of various parts will occur soon. There is a lot to do but the group is working toward their goal of steam into Monticello in September.



## The IT Lives Again

By now most of you have heard of the resurrection of the Illinois Terminal #2301. The original 2301 was an SD39 that is still in service on Guilford's lines in New England. The new 2301 is a former UP SD40-2 (ex C&NW) #3086. It is owned by Respondek Rail Corporation, a shortline company. They have several existing locos that are painted in a scheme that closely resembles the old IT green and yellow- most notably the Squaw Creek Southern units used in transload service near Evansville, IN. The new 2301 was painted for the 2010 IT Historical Society meet and to commemorate the 100th anniversary of the IT.

I was first made aware of the 2301 from the TRAINS news wire on the internet. I quickly got online and asked my 'connections' about where the unit was located and if it was readily accessible. It is on the former US Army Melvin Price Support Depot in Granite City and you can basically drive right up to the loco and take pictures. Randy Allard, Mike and Mark Mautner, and Rick Wangelin all gave me a heads up on a night photo shoot that was planned for the 2301 on May 14th. I drove down that evening- chasing and following the NS 21T stack train almost the entire way. By 8:30 most of the photographers had already gathered and by 9 PM Chris Guss from the Chicago area arrived with the flash equipment. After scouting sites current KCS engineer Sonny Sellers fired up the 2301 and moved it into position for the first shots. After a quick lesson from Chris on how to set the cameras and procedures, we were off and shooting. About a dozen of us shot the 2301 and several of the other Respondek units for the next 2 ½ hours. The results were very satisfactory and a good time was had by all.

This was my first time at a night photo shoot and I was pleasantly pleased and how easy it was, especially with a digital camera. With the immediate feedback it didn't take long to determine the best image speed and aperture setting to use for the best results. And mother nature cooperated with dry skies. I spent more

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## The President's Corner

I wanted to lead this month with a correction: In my first column for 2010 that appeared in the January issue of the Flyer, I commented that this year was the last year of the first decade in the 21<sup>st</sup> Century. Not necessarily true. I have since learned that the convention is to start individual decades with the first year that increments the third digit. Thus the "aughts" started with 2000 and ended with 2009, while the "teens" start in 2010 and will end with 2019. And although this is subject to some interpretation, there is no doubt that centuries work the other way. One way to think of this is that a century will only include one year, the centennial year, that starts with the century's number (e.g. 1900 was the final year in the 19th century). Confused yet?

Regardless of the Century and Decade, if you're reading this in early September it must mean that we've completed another museum season at Rossville. Although I personally haven't been there much this year during our open hours on weekends, I do know that the museum has been well staffed.

During my first tenure as President back in the 1980's, we were still having our meetings on Tuesday evenings at the #3 Fire Station in Danville. Because it was a problem to keep the museum open back in those days, I came up with a system of rewards for the people who showed up the most during the season. How things have changed! Although we may still offer some perks for the top staffers, it sure isn't necessary to make certain the depot is open every weekend during the summer months. Thanks to everyone who helped this year.

Two things I promised to get done while I was in the office this time were updating the memorial plaque and the signboard we take to the shows. Thanks to member Al McCoy and his former co-worker Phil Stumph, the first project was accomplished with style. We have a nice laser-etched plaque now with plenty of room to add more names as we will, sadly, need to do in the future. On the second project, I did update the show board before the Urbana show this year, and if we keep going there I will update it again.

One thing I didn't anticipate getting done this year was the re-building of the "columns" on the back porch of the depot. Allen Cooke and I had done some initial inquiries about having this work done in the spring, and the estimates were too high to even consider. But then Allen talked to one of his business forms customers that does such work, and he gave us a price that was too good to pass up. Some of us have made donations that mostly covered the cost of this project, and it sure looks better than what we had. I think you will read elsewhere in this issue about the work that was done and how you can help out financially.

Even with the donations received, we still had to tap the CD to be solvent for the remainder of the year. Rent for the depot will be coming due in October. I would have liked to get estimates for having the soffitt painted, but we just don't have the funds right now for another big expense. Maybe after the dues renewal period we can do more next year. Please do consider the Chapter when you plan your tax-deductible donations...

*Doug*

## Depot Wall Repair

When we moved into the depot in 1976 much of the back wall had been removed. Member Stan Chausse got the wall rebuilt to define the "back porch" area of the station (remember the front of a depot is track side). One cap was still in tact from the original wall but the cap for the south column was gone. I was working as Resident Engineer for the Hoopeston Waste Water project and built a form to the size of the original cap and the contractor poured the cap with extra concrete left over from a truckload. Once cured I hauled it to Rossville and Bob Gallippi helped set the cap. This was in 1980, some 30 years ago, and the cap along with the brick, has deteriorate from weather. Even the original cap had begun to crumble and the bricks were breaking up.

This summer Allen Cooke found a friend in the area who gave us a price to rebuild the walls and install new caps. For only \$550 we got the wall rebuilt and new caps installed. Since I had a part in rebuilding the original wall I decided a donation to rebuild it was in need - thus I have donated to the cause. Hopefully some others will consider a donation this year. We have other maintenance that needs to be done to the building including some exterior painting. Unfortunately many of us are getting older and working off ladders is more difficult. Therefore we may have to retain services of someone to paint some of the places we find difficult to reach.

As a side note we are to be, and may have been so by now, in the article "Timepiece" in the publication *Historic Illinois*, published by the Illinois Historic Preservation Agency.



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time than what I was intending but time always flies when you are having fun!

A big thanks should go out to Terry Respondek for letting his loco be painted and for Dale Jenkins assistance in getting the scheme correct.

By Bruce Bird

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## Ridgely Tower in Springfield Closed

The Union Pacific Railroad is closing the Ridgely Tower in Springfield, one of the last manually operated rail switching towers in Illinois. The tower, south of Sangamon Avenue and west of 16th Street, controls rail traffic along the Union Pacific/Amtrak line between St. Louis and Chicago and the Springfield to Peoria line of the Illinois and Midland Railroad. One of five operators sits in the tower around-the-clock to control rail traffic using a series of levers. "We will be able to move the Ridgely Tower functions to the Harriman Dispatching Center in Omaha by the end of June," said Union Pacific spokesman Mark Davis. "The automation of the tower is part of our annual improvement projects and takes advantage of newer technology that

enhances operations and safety." The tower has been in its current location since the early 20th century. It was rebuilt in 1930 by the then-owner, the B&O Railroad Co., and hasn't changed much since.

The five people who still work at Ridgely — Bob Phillips, Frances Jumper, Dave Gutierrez, Damon Vinson and Dewayne Clinton — are members of the Telecommunications Union. The union is expected

to offer them the chance to take other jobs, but probably not in Springfield.

"I'm glad I had a chance to work here and see all this," Jumper said Wednesday morning, waving her hand toward the old switches. Phillips said he was working for the railroad in New Orleans when a spot came open in the Ridgely Tower and he requested the move to Springfield. The tower has not been well maintained over the years because the railroad companies that have owned it kept thinking it would close soon and they didn't want to spend money on upkeep. Control operators are not allowed to watch TV because it would distract them from the train traffic, but there is a microwave oven, a telephone and a good supply of bottled water. Visitors are not allowed. The operator in the tower is in radio contact with train engineers and monitors rail traffic via computer. The four-foot-long iron switches — there were more than 30 of them at one time — are pulled in a sequence according to where the rail traffic needs to go. After the tower closes, that will be done by computer from Omaha, as is the case already on much of the UP rail line.

The closing of Ridgely Tower does not come as a surprise. Manually operated towers have gradually been phased out. Thirty years ago, Springfield had five control towers that were operated by people. After June, it will have none. "Considering the advancements in technology over the years," said Davis, "these types of towers use antiquated technology, and replacement parts are not readily available."

*by Dave Bakke, The State Journal Register - Springfield (April 21)*



## Caterpillar - Progress Rail to acquire EMD

Progress Rail Services Tuesday said it has signed a definitive agreement to purchase Electro-Motive Diesel, Inc. (EMD) for \$820 million in cash from Berkshire Partners LLC and Greenbriar Equity Group LLC.

Upon completion of the transaction, La Grange, Ill.-based EMD, once part of the vast General Motors empire, would become a wholly-owned subsidiary of Albertville, Ala.-based Progress Rail, itself wholly owned by Peoria, Ill.-based Caterpillar Inc.

The acquisition is expected to close by the end of the year, pending final regulatory approvals. EMD will remain headquartered in LaGrange, Ill. John Hamilton will continue as president and CEO of EMD and will report to Progress Rail CEO Billy Ainsworth.

“This acquisition represents the latest step in our strategic plan to aggressively grow our presence in the global rail industry,” said Caterpillar Vice Chairman and CEO-Elect Doug Oberhelman. “Including today’s announcement and our acquisition of Progress Rail, Caterpillar has invested about \$2 billion since 2006 to grow our profitable rail and transit businesses. Rail has proven to be a highly efficient and sustainable method for moving freight and people, and we see a positive long-term future for the continued growth of the rail industry.”

Said Progress Rail CEO Ainsworth, “The acquisition of EMD will enable us to provide rail and transit customers an industry-leading range of locomotive, engine, and emissions solutions, as well as unmatched aftermarket product and parts support and a full line of rail-related services and solutions.”

“We feel this is an ideal fit for EMD and our customers and we look forward to developing and providing an even greater portfolio of products and services for the rail

and transit industry that we have proudly served for more than 85 years,” said EMD’s Hamilton.

“We are very proud to have had the opportunity to partner with EMD’s management in rebuilding this rail industry icon,” said Regg Jones, managing partner of Greenbriar. “Having redirected the company’s strategy and restored EMD back to strong operating and financial footing, we are confident EMD will continue its growth and success with Progress Rail.”

Richard Lubin, managing director of Berkshire Partners, added, “Our objectives coming in were to transition EMD to a strong, independent company focused on its customers, invest in EMD’s technology and capabilities, and drive operational improvement. We are delighted Progress Rail will be the new owner of this business.”



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## Homer Coal Mine

A new coal mine is under development west of Danville at Homer running south to Allerton. They are looking at a coal seam about 360' down. It will be an underground mine. Right now they are trying to lease ground for it. They have enough acres under contract, but they are not all in the right place to make it into a mine. They say they will rail all of it out. It will take a while to get all the permits, but they are working fast. They say they don't want the processing and loadout more than 3 miles south of the NS line because of track construction costs. The company also runs a mine south of Sullivan, Indiana called the Sunrise mine. Since the word got out about the lease acquisitions there has been a lot of public comment against the mine. Both Vermilion and Champaign Counties will be involved in permitting so this may take some time before production would begin.

*Via Bruce Stickers*

## Who will pay taxes on improved rail lines?

When mixed use passenger and freight lines are used for extension of High Speed Train service and millions of dollars are expended to improve and expand tracks, signals, bridges, stations and a host of other infrastructure items what will be the ultimate cost in higher taxes levied upon these improvements by cities, counties or states?

Many localities rely entirely upon the revenue from land improvement taxes for operations and when new structures are placed within that jurisdiction the tax bill might rise for the rail line owner.

When the Railroad Commission of New Jersey required railroads in the 1950's & 60's to improve service, expand trackage, build new facilities and add new passenger cars without authorizing increased fares to cover those costs many rail lines were driven to ultimate bankruptcy.

In reaction to all of the improvements of new facilities and construction by those rail lines the cities, counties and the State added tax increases. The result was the strange situation of the bankrupt Railroads selling bonds to the State then taking that same money and paying the State the taxes due. When the total collapse of the Railroads came in the 1960's the State became the owner and operator of the rail lines, which removed the rail lines as taxable income from the cities and counties forever.

So now is the time to examine what is the ultimate and long term costs to the rail line owners if millions of dollars are to be expended for infrastructure improvements to benefit high speed train service and possibly their freight operations. Are these improvement to be considered at all in the tax base of cities, counties and the states where they are to be located? Is special legislation needed to prevent tax changes based upon these expenditures?

*Editor - something to think about - via a Progressive Railroading Blog*

## **Durbin getting money for Illinois HrSR**

Sen. Dick Durbin said July 23 that giving the Union Pacific Railroad \$98.3 million in federal money for track improvements without an agreement in place to allow high-speed passenger rail is still a good idea, *The Springfield, Ill., State Journal-Register* reports.

“We’re going to get this (high-speed rail project) done - there’s no question in my mind we will,” Durbin said during a news conference at his Springfield office.

However, a deal announced this week between Union Pacific and the Illinois Department of Transportation, which will disburse the money to the railroad, does not obligate Union Pacific to allow high-speed passenger trains. The money will be spent on concrete ties and new rail on 90 miles of UP line between Alton and Springfield and between the capital city and Lincoln. The agreement gives the railroad sole ownership of the taxpayer-funded improvements.

Union Pacific and other freight rail companies have balked at demands by the Federal Railroad Administration that they either repay federal grants or fund additional infrastructure improvements if high-speed passenger trains don’t run on time.

High-speed rail can’t go forward without approval from railroads that own rights-of-way.

The issue has been unresolved since May, when the FRA announced its intention to make financial penalties a condition for giving grant money to states. That has stalled the release of \$8 billion in federal grants for high-speed rail announced in January, including more than \$1 billion in Illinois to establish a high-speed link between Chicago and St. Louis.

Why not wait until the issue of grant conditions is settled before paying for track improvements?

“I’m more positive and optimistic than you may be,” Durbin answered. “I’ve

talked with (Union Pacific) from the beginning, and they’ve been supportive (of high-speed rail). They want to maintain a railroad that’s going to haul freight - that’s their first obligation to their shareholders. So we need to work with them to work this out.”

The Senate’s No. 2 Democrat said construction should start now so that people will have jobs.

“What I want to see, what the governor wants to see, is putting people to work right now - good-paying jobs right here at home - and put the investment in that rail corridor,” Durbin said.

However, under the agreement between IDOT and Union Pacific, the railroad will supply the labor, and there is no requirement that Union Pacific hire state residents, which Durbin acknowledged.

“In terms of the jobs created, I’m going to be a pain in the neck to folks at (Union Pacific) if they start bringing in workers from other places,” he said. “That’s not to say they shouldn’t or couldn’t, but I’m going to be telling them we’ve got plenty of skilled workers right here in Illinois, over 29 percent unemployment in the construction trades. And for goodness sakes, help our own first. I want to help our nation, don’t get me wrong. But first I want to help Illinois.”

In announcing the \$98.3-million federal grant, Gov. Pat Quinn in a news release said the project “will create hundreds of jobs.”

According to the release, the track improvements “will support more than 900 jobs.”

But Brad Schaive, business manager for Laborers Local 477 in Springfield, has said his office hasn’t gotten a single call from anyone interested in hiring for the rail project.

John Webber, IDOT spokesman, said the state relied on railroads to calculate the number of jobs to be created. The nation’s biggest freight railroads, he said, figure that every \$1 million spent on construction creates nine jobs.

“It (the state’s job figure) came from a

study that those folks did,” Webber said

*Editor: Does this show that a politician does not understand how companies work? They are not going to hire “residents of Illinois” to do the work on their railroad. That is not to say there won’t be Illinois residents working on the various gangs upgrading the rail line.*

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## **Illinois and 9 other states ordered by Feds to upgrade tracks**

From Dave Yetter

The federal government has ordered Illinois and 9 other states to develop plans to reduce the number of accidents at railroad crossings or risk a loss of funding. In Illinois, there have been some 588 grade-crossing accidents involving trains, vehicles and/or pedestrians in Illinois, resulting in 98 deaths, according to the FRA. The state has the second-highest number of rail-crossing accidents in the nation, behind Texas.

The Chicago Tribune said that a new rule released by the federal railroad agency requires the 10 states with the most roadway-rail crossing collisions over the past 3 years to come up with specific solutions for improving safety. Options include shutting down crossings or building overpasses or tunnels to separate trains and vehicles. The action was mandated by Congress in railroad safety legislation passed in 2008.

In addition, the states must focus on crossings where multiple accidents have occurred and locations that are considered at high risk for accidents.

The rule goes into effect Aug. 27, and the states must submit their plans within 1 year and implement them within 5 years. Failure to comply would result in a state being cut off from Federal Railroad Administration grants.

Four crossings in Chicago, and the Bensenville Rail Yard in Franklin Park, topped a list of locations where multiple collisions occurred in northeastern Illinois, with 5 accidents at each location since 2005, according to the Illinois Commerce Commission's rail safety program.

The other 9 states facing a deadline to adopt rail-crossing safety plans are Alabama, California, Florida, Georgia, Indiana, Iowa, Louisiana, Ohio and Texas.

Nationwide, there were 7,077 crossing accidents from 2007 through last year that resulted in 873 deaths, federal data showed.

Last week, the Tribune reported the state's acknowledgement that plans have yet to be finalized to improve pedestrian safety at rail crossings. Twenty-eight pedestrians have died in crossing accidents in the state since 2007, according to records compiled by the Illinois Commerce Commission.

Illinois state officials said they are working with communities along Amtrak's Chicago-to-St. Louis route, designated as a future 110 mph corridor, to (1) close as many of the approximately 300 crossings along the route as possible; (2) install improved protective gates at the remaining crossings to keep vehicles off the tracks when trains are approaching; (3) build overpasses and tunnels; and (4) line pedestrian areas near tracks with fencing to deter people from trespassing on tracks.

Illinois' plan to comply with the new federal standards "has basically been formulated by the ICC. George Weber, chief of the Bureau of Railroads at the Illinois Dept. of Transportation, said "we are working closely with the commission to complete it."

## **Steam on Norfolk Southern again?**

**ALTOONA, PA** - An effort is under way to give a real thrill to local rail fans. Norfolk Southern is working on plan to bring steam powered train travel back to this region. While the date the first excursion train trip around the horseshoe curve still has to be determined, Norfolk Southern is trying to finalize an agreement that should put a steam powered engine back on the rails later this year.

Norfolk Southern is working out the final details of an agreement with the Tennessee Valley Railroad Museum to use that Museum's three steam locomotives to power some passenger train trips.

While the first of these trips will be in the area around Chattanooga, Tennessee, rail officials say the coal-fired locomotives will eventually be pulling passenger trains on the Norfolk Southern main line through this region.

Backers of the program say when the steam locomotives roll through the region, they are sure to attract a lot of attention. Norfolk

Southern is currently finalizing their plans for running the tourism based passenger excursions. They hope to have the first trips underway later this year and be bringing the steam-powered trains to our region as the program expands over the entire Norfolk Southern system.

*Via Blair County web site 7-10*

**NORFOLK, VA., and CHATTANOOGA, TENN.** — Norfolk Southern Corporation is in negotiations with the Tennessee Valley Railroad Museum with regard to the operation of a limited schedule of steam locomotive event appearances and passenger excursions beginning later this year. "21st Century Steam" would highlight milestones in rail history and provide an opportunity for audiences to learn about today's safe and service-oriented freight railroads. The program would feature three venerable coal-powered steam locomotives: — Southern Railway 4501:

Built in 1911 by Baldwin Locomotive Works, 4501 served Southern Railway in freight service in Tennessee, Virginia, Kentucky, and Indiana, before being sold to a short line railroad. No. 4501 was retired from revenue service in 1963 and enjoyed a second career in the excursion program operated by Southern Railway and Norfolk Southern from 1966 until 1994. This Ms (Mikado superheated) Class locomotive has 63-inch driving wheels. — Southern Railway 630: Built in 1904 at the Richmond, Va., works of American Locomotive Company, this Consolidation-type locomotive has traveled throughout the Southeast, often in the company of 4501 and sister locomotive 722. An extensive six-year rehabilitation to Federal Railroad Administration standards is being completed at TVRM's Soule Shops complex in Chattanooga. — Tennessee Valley Railroad 610: Built in 1952 by Baldwin-Lima-Hamilton for the U.S. Army, 610 has been the mainstay of TVRM steam operations since 1990. It also appeared on several Norfolk Southern steam excursions from 1990 to 1993. No. 610, also a Consolidation type, was one of the last steam locomotives built in the U.S.



"This is the right time for steam to ride the Norfolk Southern rails," said CEO Wick Moorman. "We have a fascinating history, and we have a compelling message about how today's railroads support jobs, competition, and the economy. It is a forward-looking message that resonates with people everywhere."

"21st Century Steam can help introduce historic and modern railroading to a broad new audience of supporters," said TVRM President Tim Andrews. "We are pleased to be developing this relationship with Norfolk Southern for the purpose of preserving and interpreting the steam age, and of bringing today's railroad closer to people young and old, in communities large and small."

The launch of 21st Century Steam would coincide with key dates. 2011 will be 4501's 100th birthday and TVRM's 50th. The year 2012 will mark Norfolk Southern's

30th anniversary. 21st Century Steam's initial appearances and runs tentatively could take place in the Chattanooga area this fall, with locomotives 610 and 630. No. 4501 could join the program sometime in 2011, after rehabilitation. Exhibit dates, ticketing, and other details will be announced later. "The sights and sounds of a steam train are powerful enough to catch the public's attention in this busy and complex age," said Jim Wrinn, author of Steam's Camelot: Southern and NS Excursions in Color, and editor of Trains Magazine.

"A steam train is a living piece of American history that teaches volumes about this exciting industry that has much to offer our country today. Once the door is open with the steam locomotive, you've got an opportunity to teach a new generation how railroading is the right transportation solution to so many challenges facing us."

Later this year, Norfolk Southern and TVRM plan to launch a web site in support of the program. Correspondence can be addressed to [21stcenturysteam@nscorp.com](mailto:21stcenturysteam@nscorp.com). Tennessee Valley Railroad Museum was founded in 1961 in Chattanooga to create an interpretive operating museum of historic equipment and artifacts in an authentic setting. Today it operates an extensive schedule of historic and scenic trains in Southeast Tennessee and Northwest Georgia, supported by its East Chattanooga locomotive and car shop complex. TVRM is the largest operating historical excursion railroad in the Southeast.

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## Rail News

Amtrak has signed off on a project to renovate Springfield's train station, clearing way for work to begin this summer, the *Springfield State Journal-Register* has reported. The work will be the first significant upgrade to the station in 20 years.

The \$714,000 rehabilitation will consist of major repairs and maintenance work, including replacing roof tiles, repaving the

parking lot, and making bathrooms accessible to the disabled. Amtrak also plans to add a ticket kiosk, refinish waiting room benches, and perform some updates to the waiting room.

Springfield is the third-busiest Amtrak station in Illinois, serving 170,000 passengers in 2009. It sits on the railroad's key Chicago-St. Louis Lincoln Corridor, a route that saw an 11 percent rise in ridership last fiscal year. The current station occupies the same site as the train station where President Abraham Lincoln's body arrived for burial on May 3, 1865. *TRAINS On-Line 5-14*

Ferromex has leased 40 EMD SD70MACs from BNSF Railway for four months beginning at the end of April. According to BNSF spokeswoman Suann Lundsberg, after being inspected by Ferromex personnel at BNSF's Alliance, Neb., shop, the units were routed in five groups to Mexico via Denver; Amarillo, Texas; Belen, N.M.; and through to El Paso, Texas, for interchange. The 5,000 mile Ferromex system began operating in 1998 after the privatization of Mexico's rail system. *TRAINS On-Line 5-14*

One of three Norfolk & Western 4-8-0 steam locomotives known as "the Lost Engines of Roanoke," rescued from a Roanoke scrap yard last year, is nearly ready for its journey to a new home in Portsmouth, Va., according to the Roanoke Times newspaper. The M-2 class No. 1134 is in the final stages of a cosmetic restoration and will be moved to Portsmouth in a few weeks. The tender was trucked to the Railroad Museum of Virginia a few weeks ago. The rest will follow shortly. The locomotive's boiler and cab were separated from the chassis when it was removed from the scrap yard and will be reunited when it all arrives in Portsmouth. The three 4-8-0s, a 2-8-0, and two Baldwin diesels languished in the scrap yard decades, well-known by enthusiasts but not for sale. They were donated to the Virginia Museum of Transportation in Roanoke with caveat that the museum arrange to move them. Last year, a multi-party deal was worked out to move them, with the Portsmouth museum footing the bill in return for one of the locomotives for its museum.

The "Friends" Board of Directors approved the purchase of Milwaukee Road #261 from the National Railroad Museum of Green Bay, Wis. The purchase agreements were signed by the Museum and "Friends" Chief operating Officer Steve Sandberg the week of April 25 and May 2. Steve Sandberg said "I'm sure our members will agree that our goal all along was to see 261 operate again. Now we can move ahead in pursuit of that goal." The purchase was heralded as a win for both sides... the museum receives much needed revenue from the sale and the buyer now has ownership of the locomotive they have operated for 15 years and can move ahead with 261's rebuilding. Crews will resume work on 261 immediately but the Friends now must also concentrate on raising the funds necessary to complete the work.

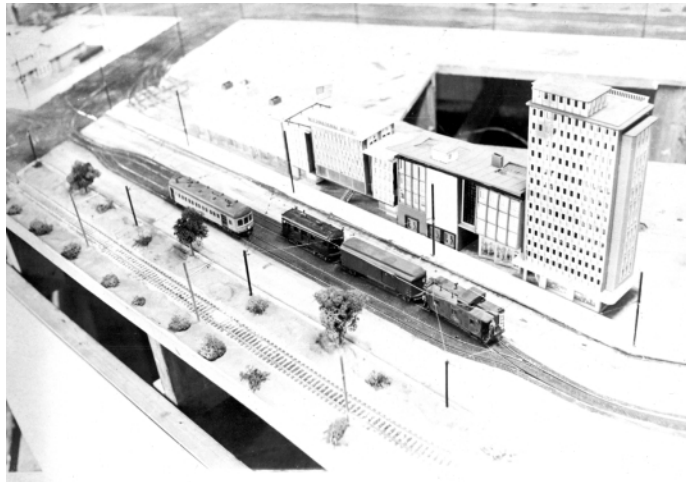
## John A. Cooke

### 1921 - 2010

For those of you that have attended our meetings over the years at Jocko's you know John Cooke. John loved railroads along with other interests, and always had a question to ask about railroading while shaking cheese on his plate. John passed away on August 26 at 89 years of age.

His son Allen joined our group many years back and in a short time John, along with J. D., also became members. We met at Cooke's for several years and then moved to the restaurant for Sunday meetings. Our early newsletter was mimeograph and when we moved to the Xerox type of publication we began printing at Cooke's. John let us print at no cost to help the society and in a short time we made him a honorary life member. John donated to various causes that have helped the society and museum.





An early member to our society was Tom Wynn. Tom was an engineer on the Wabash Railroad and later the N&W and NS. Tom passed away last year and I have been helping his widow sell his Lionel collection. In going through cabinets I found the files that his dad, George Wynn, had gathered on the Illinois Terminal. George was a member of the society and he and Stan Chausse built the traction section first at Catlin and later at the museum in Rossville. The layout that was started at Catlin had a city section that George and Stan built and I found the attached photo of George's train along with Stans car that was taken for the local newspaper. This section is now on the layout at Rossville and the poles and trolley wire are still in place for their memory. The photo is not the best as in those days the newspaper would give you a copy but it was on poor paper and would fade over time. The other 3 photos have been pitched as they were too far gone, but this one brings back a lot of memories to some of us. George Wynn Collection



Ice always presents a problem for railroads and this is no exception for IT #1577 which has taken a different route at the Ohio Oil Company siding on the Tilton Road. There was no date on the photo but the line was determined to be unsafe for operations on April 8, 1946 and all freight was embargoed at that time. Additional photos show the line car working on the overhead wire before the motor can return to Danville. George Wynn Collection.



In the photo above left, the westbound Illinois Traction System car has just rounded the corner and is heading west on Vermilion Street in Catlin, IL. This shot, circa 1910, shows a grove of trees on both sides of the street at the corner. Most of the Catlin citizens today do not know why the northwest corner is such a large radius corner - the traction required it.

The above right photo shows the same car, I assume, farther west on Vermilion Street. Note the mud street and the car working its way past the traction car. George Wynn Collection

## Amtrak to Detour on the UP Villa Grove line

Due to work on the Union Pacific between Springfield and Alton Amtrak will be detouring the Texas Eagle over to the UP line from St. Louis through Villa Grove to Chicago. The dates are :

\* Sept. 1-8 and 16-24 - Oct. 1-9 and 16-23 and Nov. 1-9

Normal departure time are 1:45 PM out of Chicago and 7:55 AM out of St. Louis. Arrival in Villa Grove for the Northbound train will be at least 9:30 AM depending on if they have maintained the scheduled arrival in St. Louis. The Southbound arrival time is usually around 4:00 PM, again, depending on time to get south of Yard Center and onto the mainline. Last year this train was routed over on the VG line for a 2-3 days while trackwork was going on around the Chicago area. With the federal grant that the UP got to upgrade the line to 79 mph and faster Amtrak is stopping Lincoln Service at Springfield, bussing passengers and also detouring the Texas Eagle. Great chance to see passenger trains on the C&EI again.



The Union Pacific has an undercutter working on shoulders on the double north of Woodland Junction. Member Doug Butzow shot the equipment working near the US 52 crossing north of Watseka. They were working the southbound main and dumping the waste across the northbound main. They were able to move along at 3 or 4 miles an hour while working both shoulders.



On August 13 the TP&W dumped cars just west of the US 45 crossing in Gilman. This was only one of several derailments that the railroad had in the proceeding and following weeks. Cause is not known but may have been track conditons. Photo by Doug Butzow.