

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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The **DANVILLE FLYER** is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad. Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$20.00 for Chapter membership in addition to \$36.00 for NRHS membership. 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 2011 - Our 43rd Year

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



GTW 4927 is shoving stone hoppers and plastic pellet cars out the branch to the west side of Champaign on July 18. They have just left the NS (ex P&E) line at Randolph Street. Must be a new crew as the lead flagman was not familiar with the territory. After passing State Street one crew member suddenly said "Were we to line that switch back to 'the other direction'?" Yes said someone so they stopped and backed up past State to line the switch back to normal. At least someone said they did line the switch back at Market Street where they entered NS from the CN connection. During the shove move the flagman was also asking the engineer how many crossings they had ahead of them. Kind of makes you wonder, doesn't it.

Photo by Rick Schroeder

Coming Events

September 18, 2011

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

September 3-5, 2011

Union, IL - Illinois Railway Museum's Labor Day Weekend of railroad equipment spectacular. Steam, diesel and electrics all in operation.

September 17-18, 2011

Springfield, IL - The Great Train Expo at the Illinois State Fairgrounds. 10-4 each day.

September 24-25, 2011

Indianapolis, IN - The Great Train Expo at the Indiana State Fairgrounds. Sat. & Sun: 10-4.

October 1, 2011

First Operating Session of the fall at Rossville - see listing for other dates.

Check out the MRM steam schedule below

Monticello Railway Museum

2011 Steam Schedule

Southern 401, placed in service last year, will operate a number of times this year. The special rates for riding behind 401 are Adult \$12, Senior \$11 and Child \$9. Use of membership pass does not apply to this special move. The following are scheduled trips this year:

*September 17-18 -
Railroad Days
October 15-16*

Next Meeting

Our first meeting of the fall will be held Sunday, September 18 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

A special thanks to Dick Brazda for sorting many of the magazines and other paper items this summer. With some help from others a large quantity of material was organized, delivered to the Vermilion County Museum or disposed of. Many of the company magazines and other related items were disposed of to cleanup many areas. Material that has been stored behind some of the benches were sorted and will either be offered for sale on Ebay or were sent to the archives at VCM. This has been a job long overdue. Thanks go to Dick and others that helped during this task.

In June several members headed to North Judson to ride behind NKP 765. The stop at the restaurant/museum north of Monon, IN was a treat, as was lunch. The day was clear, hot and an enjoyable ride along with two photo runbys setup by the sponsor group.

The program at the first meeting will be about the relocation of Shoal Creek in southern Illinois for CSX Transportation. Rick's office designed the bridge protection for the former PRR bridge and also supervised the new bridge protection and creek relocation. This program, in a shorter version, will be presented this month to the American Railway Engineering and Maintenance Association in Minneapolis by the project engineer. I thought you would like to see something different in the hobby aspect.

Note - you may find some of the stories in the issue a little old. Since I don't publish in the summer I still keep them and run to fill space - sorry.



MEETING

MINUTES – MAY 15, 2011

Meeting opened at 1:59 P.M., President Dick Brazda presiding. There was no treasurer's report... Secretary's report as printed in the Flyer was approved, with a negative comment by Larry Prosser on his video being termed "a cure for insomnia". (Secretary assured him that no disrespect was intended.)

OLDBUSINESS

Doug Butzow reported on how the locomotive control stand, donated by Jim Montgerard, was mounted in the north room of the depot at the last work session. There was also considerable cleaning done on that day... Trip to N. Judson for July 2nd is ON, and Dick has a few confirmed so far. More contacted him at this meeting... There seems to be some interest in another trip to Centralia, perhaps this fall in better weather... And perhaps a trip to MRM for steam as a group. Dates for 401's operations are posted on that museum's website and in the last Flyer.

NEWBUSINESS

Another work session to finish cleaning up the Rossville museum was discussed. Will need to put away all the DCC locomotives and the car card system to return the layout to "normal" summer operating status... Dave Sherrill suggested that to be able to accommodate longer videos at our monthly meetings, we could start the video while eating. Others questioned the seating needed to be able to do this.

GOOD OF THE ORDER

Fred Clark, who is a member of NARP, reported on upgrades to high-speed rail plans as printed in that group's newsletter. In regards to Positive Train Control on that line, Rick explained how PTC works in a nutshell. Any equipment failure or small accident at a point on the line would stop trains for many miles in both directions.

Meeting adjourned at 2:15 P.M. Program was two videos by Al McCoy and Rick Schroeder.

Doug's Corner

Editor: In 2009 when Doug was president he gave us a heads up on the change in railroad radio. Well, the time is coming with CSX and NS converting this fall. Below is a "refresher" course from our radio expert:

Railroading has been evolving in this recession. Trains are fewer on most lines, and management is waiting to see what Congress does about re-regulation. One other way that the government is messing with railroads is the mandate the switch to "narrow band" radios by 2013. The AAR is imposing a 2011 deadline on engines that interchange or are run-throughs, which covers most of the fleet of all carriers.

This will also affect your scanner listening. They are in effect doubling the number of channels in the same amount of spectrum, which means that most consumer scanners being made today won't properly tune to the new scheme. But because they are retaining the analog scheme (digital won't be mandated until 2028), most scanners will tune something. You'll just have to crank up the volume.

What's bizarre about the railroad take on this is how they will number the new channels. For instance, CSX Road in this area is on channel 84, or 161.370 MHz. The next channel up is 85, on 161.385. The new channel that will be spliced in between those will be 184 at 161.3775. And technically, you should write 84 and 85 as 161.3700 and 161.3850, respectively. Confused yet?

I used to have a pretty good handle on railroad frequencies. Tell me a road and I could rattle off the road and dispatcher frequencies at the very least. But even before this narrow-banding takes place, I've lost track with all the mega-mergers and the way a lot of major carriers have split up their divisions. On the recent trip I took to the Galesburg area with Rick, it was striking to see the signs at the division points there that tell the train crews what channel to switch to as they enter that division. Even railroad employees can't keep track of all the channels they use!

I just hope we aren't going backwards with this change. I've heard from some people who work for agencies that have already gone to the new scheme that the audio is not as clear, and volume controls are always turned up. And for the first time since railroads started using two-way radio, Motorola will not be a major player for locomotive radios.

The other disturbing trend I'm seeing is with consumer-level scanning receivers. They are packing so many bands and channels into the current breed that it's overwhelming to all but the most technically inclined users. And prices are much greater than they used to be for the higher-end models, which have the narrow band capability. Hopefully, this will improve as more time passes.

Freight Car America

FreightCar America, Inc. on Thursday reported first-quarter revenue of \$72.2 million and a net loss of \$1.3 million. Fourth-quarter 2010 revenue was \$51.0 million and the net loss was \$3.5 million. The company generated revenue of \$19.5 million and a net loss of \$3.3 million in the first quarter of 2010.

FreightCar America received orders for 4,027 cars in the first quarter of 2011, compared to 331 in the fourth quarter of 2010 and 3,656 in the first quarter of 2010. Manufacturing backlog was 5,206 units on March 31, 2011 compared to 2,054 units on December 31, 2010 and 3,600 units on March 31, 2010.

"Our sales and order volume for our manufacturing segment for the first quarter of

2011 reflects modestly improving market conditions," said President and CEO Ed Whalen. "While our backlog has improved quarter over quarter and sequentially and while our utilization of manufacturing capacity has improved, we are still affected by ongoing competitive pricing pressures and associated pressure on margins."

High Speed Rail Funds 5-11

The US Department of Transportation has announced the awards for the remaining \$2 billion in high-speed and intercity passenger rail grants.

A link to Secretary LaHood's press release with the full list of grants can be found on our newsfeed at MidwestHSR.org.

Notable rewards include: California received an additional \$300 million for its bullet train project, Amtrak received \$450 million to upgrade the Northeast Corridor between Philadelphia and New York, and Texas received money to begin planning a Dallas/Fort Worth - Houston bullet train.

The Midwest awards are as follows (taken directly from the DOT press release):

Illinois – Chicago - St. Louis Corridor – \$186.3 million to construct upgrades on the Chicago - St. Louis Corridor between Dwight and Joliet, IL with trains operating at 110 mph for more than 220 miles of track. This investment will reduce trip times, enhance safety and add more seats on the corridor, increasing the number of people who can conveniently travel by train.

Michigan – Kalamazoo-Dearborn Service Development – \$196.5 million to rehabili-

Continued on Page 3

Templeton, Indiana 1969

This past spring member Wade Frasch of California, originally from the Attica area, sent us a box of various railroad items, most related to the railroads in our area. The items are for archives in our museum. One item that drew my attention recently is the Nickel Plate train register from Templeton, IN marked at No. 4 and dated September 27 to December 31, 1969. At this time the Norfolk and Western had acquired the NKP and trains were running with NKP, N&W and Wabash power - most were still using NKP power. I was working in the Hoopston area on various engineering project each year and some of them were very close to the NKP track. Each day I was able to catch one or more trains.

Templeton was also the split point of the NYC/NKP out of Lafayette. The train register shows the *James Whitcomb Riley*, #303/304, on a daily basis. The consist shows the train had between 4 and 6 cars. Eastbound NKP trains #62 and 68 along with westbound #65 show on a daily basis. On the average 6 trains passed the tower each way each day with most of them being listed as extras. No road name is listed and thus not sure if any of the extras were NKP but assume most were NYC trains. Trains were usually in the 40-60 car in number with the locals thrown with only 2-3 cars. What a change there is today with both lines being owned by the KBSR and only the trips to Lafayette see a train by this location.

Now I need to dig out my slides that I took around this period of time and see if any are listed in the record.

Rick



Continued from Page 2

tate track and signal systems, bringing trains up to speeds of 110 mph on a 235-mile section of the Chicago to Detroit corridor, reducing trip times by 30 minutes. ??Michigan – Ann Arbor Station Project – \$2.8 million for an engineering and environmental analysis to construct a new high-speed rail station in Ann Arbor, MI, that will better serve passengers and allow more than one train to serve the station simultaneously.

Minnesota – Northern Lights Express – \$5 million to complete engineering and environmental work for establishing the Northern Lights Express – a high-speed intercity passenger service – connecting Minneapolis to Duluth, with 110-mph high-speed rail service.

Missouri – Merchant’s Bridge Replacement – \$13.5 million to advance the design of a new bridge over the Mississippi River on the Chicago to St. Louis Corridor, replacing a bridge built in the 1890s.

GE Transportation to build locomotive plant in Texas

Yesterday, GE Transportation announced plans to establish a new locomotive manufacturing facility in Fort Worth, Texas, to meet accelerating global demand for motive power and other transportation equipment. The company expects to spend up to \$96 million to build a state-of-the-art plant to manufacture, assemble and remanufacture its rail and transportation-related equipment, including fuel-efficient locomotives.

Production is scheduled to start by 2012 at the 900,000-square-foot facility. A site in Fort Worth is under consideration; the proposed location will become final pending local approvals, GE officials said in a prepared statement. The state of Texas plans to commit up to \$4.2 million in incentives for the project through the Texas Enterprise Fund.

“GE Transportation is experiencing strong

U.S. and global growth because of its technical leadership and we need to increase our manufacturing capacity and flexibility,” said GE Chairman and Chief Executive Officer Jeffrey Immelt, adding that the plant will “produce the world’s most advanced locomotives and transportation products,” and expand the company’s service and repair capabilities.

The new facility will create more than 500 high-tech manufacturing jobs, GE estimates. In addition, the company plans to expand the workforce at its Erie, Pa., locomotive manufacturing plant by hiring an additional 250 people

Via Progressive Railroading

U of I to study HSR in Illinois

We have reached a major milestone for high-speed rail in the Midwest. Yesterday at the US High Speed Rail Conference in Chicago, Illinois Governor Pat Quinn announced that the Illinois Department of Transportation has contracted with the University of Illinois to design and evaluate a 220-mph bullet train line. The line to be studied will link O’Hare Airport, downtown Chicago, and Champaign, IL. Potential connections to St. Louis and Indianapolis will also be included in the analysis.

The governor has named a nine person advisory committee to provide oversight for the project. I am very honored to be serving on that committee with some of the biggest leaders in transportation advocacy, rail issues, and regional planning in Illinois.

The University of Illinois will lead the design project, and the synergy resulting from this important partnership will make the university a leader in high-speed rail development in the United States. The University of Illinois has excellent railway engineering, economic development, and urban planning programs that will be utilized and enhanced by the project.

With this announcement, Illinois contin-

ues to demonstrate its leadership in the development of high-speed and inter-city passenger rail services. Thank you very much Governor Quinn for your leadership on the issue!

Most importantly, this development represents a great success for high-speed rail advocates. Thank you to all of our members and high-speed rail supporters for all that you have done to continue to push forward for high-speed rail in the Midwest.

A press release and additional news articles of the announcement can be found on our website at MidwestHSR.org

Via Midwest HSR

BNSF caps off double track in New Mexico's Abo Canyon

On June 3, BNSF Railway Co. marked the first train to traverse new double track through New Mexico's Abo Canyon. A recently completed project addressed one of the last remaining segments of single-line track on BNSF's busy Southern Transcon line between Los Angeles and Chicago.

The more than two-year project was completed ahead of schedule without a reportable or non-reportable injury, according to BNSF. Since work began in October 2008, crews laid five miles of new track, blasted about 3.6 million tons of rock and built nine bridges totaling about 3,000 feet in length.



The new double track, located about 25 miles east of Belen, N.M., "will help improve velocity through the canyon, eliminate bottlenecks and accommodate rail traffic growth on this section of BNSF's transcontinental line," said Vice President of Engineering Sam Sexhus in an item posted on the "BNSF News" web page. "About 80 trains were traveling this portion of the track every day and now we can handle about 130 trains per day."

Via Railway Age - June

The time has come to end Amtrak's monopoly on Northeast Corridor

By Rep. Bill Shuster (R-Pa.) - 06/08/11 06:55 PM ET

The time has come to deregulate America's passenger rail system. As high-speed trains around the world speed by, America remains stuck at the station. By focusing on projects that make sense, leveraging private-sector investment, increasing competition and opening the door to public-private partnerships, we can do more with less and finally take our nation in a new direction. It's time for passenger rail to enjoy the same success deregulation brought the freight rail, commercial truck and airline industries.

For the past 40 years, Amtrak has failed to invest federal dollars adequately or responsibly, despite being the exclusive intercity operator on one of the most valuable transportation assets in the world, the Northeast Corridor. Additionally, the Obama administration's high-speed rail program has been flawed from the start. With the governors of Ohio, Wisconsin

and Florida rejecting federal rail funds and the California project looking troubled, it is clear the administration's program of dumping more money into a failed system simply isn't going to work.

Transportation Chairman John Mica (R-Fla.) and I are preparing to unveil key initiatives that will remove the handcuffs that keep our passenger rail system chained to an inefficient and unproductive model. Several hearings in our committee over the past year have highlighted investors who are interested and ready to finance improvements to passenger rail if the government will get out of the way and allow the private sector to compete.

Any successful businessman knows it is critical to invest in areas where there is the best potential for success. Without question, the Northeast Corridor represents the single best opportunity for true high-speed rail in the United States. The NEC typifies the ideal corridor for high-speed rail and shares many similar attributes with successful existing corridors around the world. Population densities in the NEC region are higher than anywhere else in the nation, higher than nearly anywhere in Europe and similar to some densities in Japan. The poster child for congestion, 70 percent of the nation's chronically de-

layed flights originate in the NEC, and the area's I-95 is one of the most congested interstates in the nation. The NEC is also home to extensive transit and regional rail systems that complement intercity passenger rail traffic along with productive economies and an extensive existing travel market.

To tap the true potential of this valuable asset and unlock significant opportunities for economic development, Chairman Mica and I plan to propose legislation to end Amtrak's monopoly by separating the NEC from Amtrak, spinning it off as a separate business unit and transferring the title for the NEC to a separate entity. Once free from Amtrak's control, we will require a competitive bidding process for the NEC that will allow the private sector to invest in the corridor, reducing and potentially eliminating the need for federal subsidies. We will also establish strict performance standards for true high-speed rail with a requirement for service in less than 2 hours between Washington, D.C., and New York City. Finally, our plan will set firm deadlines for action that will move America forward and finally get us to stop sitting on one of our most valuable federal assets.

In addition to the Northeast Corridor, Chairman Mica and I are also exploring opportunities to bring competition to other important intercity lines like the state supported routes funded jointly by states and Amtrak. These lines are one of the only areas where we have experienced growth in passenger ridership in recent years, yet they continue to lose money. Giving states the opportunity to hold competitive procurements for the operations and services on these lines will provide for greater control and increased accountability, and will drive down costs to taxpayers. Operated more effectively, these lines hold tremendous opportunities for generating revenue and increasing service for riders.

Congress must look for more cost-effective and innovative approaches to providing modern and efficient passenger rail service. I look forward to applying market forces and competition to revolutionize a flawed approach that has proven to be a black hole for federal dollars and a stalled job creator. Done right, what has in the past been a liability can in the future become an asset generating American jobs, economic development and value for hardworking taxpayers.



APL to build Joliet container facility near BNSF, UP terminals

Last week, ocean carrier APL announced it purchased land in Joliet, Ill., for a new intermodal container terminal.

APL acquired the 43-acre site in CenterPoint Intermodal Center from CenterPoint Properties. Scheduled for completion by December 2011, the terminal will be the carrier's largest U.S. con-

tainer facility, functioning as the "Chicago Global Gateway" to serve customers in Chicago and surrounding areas, APL officials said in a prepared statement. The terminal will feature automated gate technology, an equipment maintenance facility and reefer servicing capabilities, and house APL's regional operations team.

The new facility will be "advantageously located" near BNSF Railway Co. and Union Pacific Railroad intermodal terminals, as well as numerous customer warehouses and distribution centers, APL officials said. The new terminal eventually will replace APL's existing Chicago container facility, which opened in 1985.

"APL has a strong transcontinental intermodal network in the U.S. and we want to build on that strength," said APL Americas President Gene Seroka

Via Progressive Railroading 7-6

Indiana Rail Road New Locomotive Facilities

Indiana Rail Road Company (INRD) President and Chief Executive Officer Thomas G. Hoback, along with Indiana Department of Transportation Commissioner Michael Cline, on Monday broke ground for a \$6 million locomotive maintenance facility that the railroad says will improve efficiency and environmental controls.

Construction is included as part of a \$21 million capital investment program by INRD in 2011. Indianapolis-based INRD plans an additional \$44 million in investment during the years 2012 to 2015.

The facility, located at Indiana Rail Road's Hiawatha Yard, lies in Greene County's Wright Township near Jasonville, Ind. Hiawatha Yard is the operational heart of

INRD and supplies more than 85 jobs, the railroad said.

According to CEO Hoback, the new facility will replace a cramped, century-old building designed in the steam locomotive era, and will feature state-of-the-art environmental systems.

"The \$6 million in private capital we have allocated for this facility is one of the largest singular investments in our company's history, and it will greatly enhance operational efficiency while providing our mechanical team with a first-class working environment," Hoback said. "Furthermore, this investment means that our employment base will remain in Greene County and we will continue to offer great career opportunities with outstanding benefits in this community."

The locomotive maintenance facility will include a large parts warehouse and overhead cranes so INRD's 20-person mechanical force can perform work ranging from routine maintenance to heavy overhauls. Up to four of the railroad's 4,300-horsepower heavy-haul locomotives can be serviced at once in a climate-controlled environment.

"This is a far more advanced and elaborate facility than is typically found on a railroad our size," said Hoback. "It's a reflection of the strong growth we anticipate—50% or more in the next five years—and stay ahead of the growth curve."

Via Railway Age 8-30-11



Phone Dispatching?

As noted earlier in Doug's article, there are big changes to the railroad radio coming this year and early next year. In July 1911 Railway Age announced the following:

Railroads Expand Phone Dispatching

The Lehigh Valley has ordered Western Electric selectors and telephones to equip the west end of its Buffalo division. When this new circuit, 135 miles long, and other sections for which material had previously been ordered, are equipped, traffic on the whole line from Jersey City to Buffalo will be handled by telephone. The Pennsylvania Railroad is about to install telephones on 129 miles of its Western Pennsylvania division. Only five miles of the road on this division are now equipped. The Grand Trunk is reported as having decided to adopt telephone trains dispatching over the whole system.

My how times have changed.

Canada's Largest Railroad to Relocate Shop Facility to Gary

Aug. 3, 2011

CN, one of North America's largest railroads, announced plans today to relocate a portion of its operations from Markham, Ill. and fully redevelop the existing Kirk Yard rail facility here, adding up to 251 new jobs by 2015.

CN, which spans Canada and mid-America and reaches the Atlantic, Pacific and Gulf coasts, will invest \$163 million in the Gary project. This initial investment includes expanding the railroad classification yard and building a 155,000 square-foot locomotive maintenance and repair facility.

"Whether its bringing dollars back from overseas or from right next door, finding new investments and jobs is always job

one for us," said Governor Mitch Daniels. "Today, we see a product of that effort as one of the leaders of the rail industry chooses Indiana's lower-cost, business-friendly climate over our Midwestern neighbors and, best of all, chooses Northwest Indiana for its new expansion."

CN has approximately 20,600 route miles of track offering connections to ports on the Atlantic, Pacific and Gulf. With approximately 22,000 employees, the company's rail network serves close to 75 percent of the U.S. population and all major Canadian markets.

"Our Kirk Yard improvements will mean significant improvements in efficiency and productivity creating new capacity for growth in the Chicago area and Northwest Indiana," said Jim Vena, senior vice president, CN Southern Region. "Additionally, the expansion of Kirk Yard represents a significant investment by CN in Gary which will bring hundreds of jobs to Indiana."

The Indiana Economic Development Corporation offered CN up to \$2.95 million in performance-based tax credits and up to \$250,000 in training grants based on the company's job creation plans. The city of Gary also offered funds using revenues generated from the issuance of a tax increment financing (TIF) bond.

"The CN project will contribute greatly to the restoration of the city of Gary's tax base with significant improvements to its Kirk Yard," said Mayor Rudy Clay. "This multi-million dollar project will add to our tax base as well as provide opportunities for new, well-paid, full-time jobs for Gary residents. I am gratified that CN has decided to expand in the City of Gary. I am excited about this venture and look forward to the start of construction."

CN's relocation marks the sixth company this year to publicly announce its plans to relocate operations from Illinois to Indiana. Most recently in July, Special Metals Corporation revealed that it would relocate its A-1 Wire division from Rockford, Ill. to its Elkhart, Ind. plant, creating up to 100 new jobs by 2014."

Illinois law advances proposed Chicago coal plant; CSXT moves unit trains from new Pennsylvania plant

On Wednesday (7-13-11), Illinois Gov. Pat Quinn signed legislation that advances a plan to build the state's first coal gasification plant in Chicago.

Leucadia National Corp. is developing the Chicago Clean Energy project, which calls for constructing a \$3 billion coal gasification facility on the site of a former LTV Steel plant on Chicago's southeast side. The plant would produce a substitute natural gas from Illinois coal and petroleum coke without burning the materials, capturing 85 percent of all emissions and storing them underground as part of the process.

The plant, which would use about 1 million tons of Illinois coal annually, would "substantially reduce" carbon emissions, create 1,500 jobs and save consumers more than \$100 million over the next several years, Quinn said in a prepared statement. The facility would be served from the north by Norfolk Southern Railway and from the south by Indiana Harbor Belt Railroad Co., said Hoyt Hudson, a spokesman with Chicago Clean Energy consultant Eco-Industrial Development, in an e-mail.

The Chicago Clean Energy project now will undergo a several-year process of regulatory and local reviews before construction can begin, according to Leucadia National.

Meanwhile, Corsa Coal Corp. yesterday announced that train shipments of metallurgical coal have commenced from its new coal preparation plant near Somerset, Pa. A load-out facility now is fully functional and regular rail shipments with CSX Transportation have started, Corsa Coal officials said in a prepared statement. The company so far has loaded and shipped two 80-car unit trains carrying about 16,000

tons of met coal.

The coal preparation or "wash" plant, which began operating last month, is located about 170 miles from the Port of Baltimore. The rail load-out facility is designed to handle 120-car unit trains.

Via Progressive Railroading 7-15

Illinois commission OKs new second track, upgrades to 14 crossings

Last week (5-20) the Illinois Commerce Commission (ICC) issued an order granting CN/Elgin, Joliet & Eastern Railway permission to build a second track between Joliet and New Lenox Township to accommodate increased traffic.

The new track — which must be completed within 12 months, according to the order — will include seven grade crossings. CN/EJ&E will pay for the construction of the second track, approach work and warning devices.

The ICC also approved four projects that call for upgrading 14 crossings to improve safety. The commission green lighted the installation of new automatic flashing light signals and gates with constant warning time circuitry at 12 Norfolk Southern Railway crossings in or near Bement, Danville, Fairmount, Ivesdale, Harristown, Niantic, Riverton, Sadorus and Sidney.

The ICC will provide monies from the Grade Crossing Protection Fund (GCPF) to cover 90 percent of project costs, which total more than \$2.8 million. NS will fund remaining installation costs and be responsible for all future operating and maintenance expenses. Divided into three projects, the work must be completed within 18 months.

Lincoln's Anniversary

Since this year is the 150th. Anniversary of President Lincoln's first year in office I thought you guys west of the Illiana State Line would be interested in this timcard. I scanned it from a book titled "Pearls along the Wabash" which is a series of articles written for the Attica Daily Ledger, Warren Review (Williamsport) and the Independence Itemizer by Newlin Hoover Yount from December 2, 1901 to May 27, 1909. Most of the articles are about the Independence Area History in the 19th. Century; however two of them tell about the early "Wabash Railroad" history - the second about President-Elect Lincoln's Train stopping in State Line City for dinner. Please pass this along to other interested persons in Illiana.

Wade Frasch

GREAT WESTERN RAILROAD.

TIME CARD

For a Special Train, Monday, February 11, 1861,
WITH
His Excellency, Abraham Lincoln, President Elect.

Leave	SPRINGFIELD,	8.00 A. M.
	JAMESTOWN,	8.15 "
	DAWSON,	8.24 "
	MECHANICSBURG,	8.30 "
	LANESVILLE,	8.37 "
	ILLIOPOLIS,	8.49 "
	NIAN TIC,	8.58 "
	SUMMIT,	9.07 "
Arrive at	DECATUR,	9.24 "
Leave	"	9.29 "
	OAKLEY,	9.45 "
	CERRO GONDO,	9.54 "
	BEMENT,	10.13 "
	SADORUS,	10.40 "
Arrive at	TOLONO,	10.50 "
Leave	"	10.55 "
	PHILO,	11.07 "
	SIDNEY,	11.17 "
	HOMER,	11.30 "
	SALINA,	11.45 "
	CATLIN,	11.59 "
	BRYANT,	12.07 P. M.
	DANVILLE,	12.12 "
Arrive at	STATE LINE,	12.30 P. M.

This train will be entitled to the road, and all other trains must be kept out of the way.
Trains to be passed and met must be on the side track at least 10 minutes before this train is due.
Agents at all stations between Springfield and State Line must be on duty when this train passes, and examine the switches and know that all is right before it passes.
Operators at Telegraph Stations between Springfield and State Line must remain on duty until this train passes, and immediately report its time to Chas. H. Speed, Springfield.
All Foremen and men under their direction must be on the track and know positively that the track is in order.
It is very important that this train should pass over the road in safety, and all employees are expected to render all assistance in their power.
Red is the signal for danger, but any signal apparently intended to indicate alarm or danger must be regarded, the train stopped, and the meaning of it ascertained.
Carefulness is particularly enjoined.

F. W. BOWEN,
Supt.