

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 \$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 Pizza Inn 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.

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



CSX derailed several cars at the south end of Wellington Siding just before Christmas. Hulcher is on site removing cars and the signal department is getting ready to replace the signal masts and flattened bungalow. Photo by Joe Cooke

Coming Events

January 15, 2005

Danville, IL - Chapter Meeting at Pizza Inn, 1:00 PM CDT, meeting at 2:00 PM,

February 19, 2006

Danville, IL - Monthly Chapter meeting at Pizza Inn.

March 12, 2006

Danville, IL - Monthly Chapter meeting - **note date change**

March 11 & 12, 2006

Cisco, IL - Train & Circus Show, 10-4, Cisco Center at firehouse

March 18 & 19, 2006

Urbana, IL - 30th Annual Train Show and Swap Meet, Lincoln Square Mall

Next Meeting

The next meeting will be held on Sunday, January 15 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. We will discuss setting some dates for record gathering at the museum in preparation of transport to the Vermilion County Museum. We have until December of 2007 to move chosen records but we need to get as much moved this spring as possible. This will open some areas for storage of other materials, such as the magazines that we sell, and get items out from under the tables.

Some additional scenery work was completed on the layout during the holidays along with checking gauge, couplers and weight of the cars on the layout. In addition the fascia board has been repainted and new skirting is in the plan. This was work that was really needed and Bob and Rick thank Dave and Al, along with Al's friend Kevin Weaver and grandson Jorden, for helping work on the layout..

Remember, if we have over 6 inches of snow we may not be having a meeting or operating session at the museum. Check with some members before heading out in

a storm.

The program planned for the January meeting will be one of the chapter library videos.

MEGA-MERGER SPECULATION CENTERS ON BNSF RAILWAY

BNSF Railway's healthy financial position is fueling speculation in the trade media that it may be considering new merger opportunities to significantly increase its service profile in the U.S., Mexico, and Canada, according to a story in The CalTrade Report, published in Los Angeles, Calif.

According to a story in that publication printed in early December, several Canadian industry publications quoted an international rail consultant as saying that the BNSF may again attempt a merger with Canadian National, which operates across Canada plus, in the U.S., the former Illinois Central, Grand Trunk Western, and Wisconsin Central lines.

An article in a transportation law publication in November speculates that BNSF may also make p ~. for Kansas City Southern, which controls the Tex-Mexican, which links KCS proper and the newly renamed Kansas City Southern of Mexico, formerly TFM. Wall Street analysts report that BNSF will have some \$2 billion in "free cash" to spend over the next 26 months on increasing the dividend paid to investors, buying back its own stock (reducing available shares and lifting the stock price), or acquisitions.

Presently BNSF is North America's second-largest railroad, behind Union Pacific, operating 32,000 miles of railroad and col-

Operating Sessions

*Rossville Museum,
CI&E, 12:30 to 3:00
PM*

Saturday, January 14, 2006 (Date changed due to conflict)

Saturday, February 4, 2006

Saturday, March 4, 2006

April 1, 2006 (no fooling)

*Danville and Western
Railroad,
1819 Coventry Dr,
Champaign 12:30 to
4:00 PM*

Saturday, January 28, 2006 (Date changed due to conflict)

Saturday, February 18, 2006

Saturday, March 25, 2006

Saturday, April 15, 2006

lecting \$10 billion annually in freight revenue.

Union Pacific operates a slightly larger network than BNSF and earns \$12 billion in freight revenue annually. A BNSF combination with either KCS or CN could more than overtake Union Pacific in terms of network coverage and revenue. According to one railroad industry consultant, Canadian National would be BNSF's most logical partner. BNSF and CN in 2000 voluntarily canceled merger plans after U.S. regulators imposed a 15-month freeze on railroad consolidations while new rules were written.

However, according to the Association of Transportation Law Professionals, BNSF may have an interest in acquiring KCS, a "combination considered by some ana-



Tracks Ahead

Once again the favorite show of train hobbyists will be on Public Television. Milwaukee Public Television and Kalmbach Publishing are producing another 14 installments of Tracks Ahead. The new shows will air in January so check your listing on WILL-TV to see when the station will carry them. Some of the shows will carry stories about the Alco PA, the Pioneer Zephyr at the Chicago museum along with various train layouts.

lysts to be more likely than a renewal of a BNSF-CN consolidation.

KCS would be an attractive match because of its control of Tex-Mex and KCSM, one of two major Mexican railroads and the one that controls virtually all tracks into and out of the Port of Lazaro Cardenas. KCSM is currently spending \$12 million to improve its rail-monopoly access.

The Port of Lazaro Cardenas is 600 rail miles closer to Houston than the ports of Los Angeles and Long Beach; only 200 miles farther from Chicago than from Southern California; and the closest Mexican port to Mexico City, the capital and largest city. Labor costs are reported to be 30 percent cheaper at Lazaro Cardenas than at V. S. ports.

Furthermore, Wal-Mart is reportedly working with ocean carrier Maersk to invest in additional port capacity at Lazaro Cardenas, while terminal operator Hutchison Wampoa already is in the process of increasing the port's capacity tenfold.

Meanwhile, the Wall Street firm of UBS projects that the Lazaro Cardenas port expansion and increased Asian imports will boost KCSM's rail freight revenue associated with port traffic from \$29 million to as much as \$225 million by 2025. VBS projects that the Port of Lazaro Cardenas will be handling 2 million containers by 2025, compared to the current 9 million at the ports of Los Angeles and

Long Beach and under 2 million at the ports of Oakland and Seattle.

From TRAINS Newswire via North Western Illinois Chapter

Editor: In late December Norfolk Southern and KCS announced a plan that would allow for the capacity expansion to the KCS line from Meridian, MS to Shreveport, LA and into Texas. NS will put up some \$300 million for improvements that will include track upgrades and siding capacity improvements. In return NS will get rights to operate more trains and move more business over KCS that is destined for Texas and beyond. KCS will retain ownership of the improvements. This is an interesting move on the NS part. NS and KCS have been operating several trains between Atlanta and Dallas/Ft. Worth for some time and this expansion gets the NS reach into Texas and Mexico. Should BNSF go after KCS we would suspect that NS, along with UP, would put up a fight. This could also be a "Conrail" bidding war between NS and BNSF for the KCS, similar to what happened when CSX announced it would merge with Conrail. NS and BNSF both have cash on hand. WE could be seeing the next merger in the not too distance future.

Another rumor that is going around in the Chicago area is the CN acquiring the EJ&E. This talk has been heard by some of our projects engineers that deal with Metra and has been heard from both Metra and CN employees. CN is looking for a route from the former WC to the IC and Grand Trunk that would bypass the through routes now in service in the Chicago area. This could greatly impact the CREATE project as CN has been one of the major players in the proposed route reconstruction. In addition CSX and CN have been discussing a swap on the Altemheim Sub and Grand Trunk giving each railroad a different route. CSX would get a direct route from Blue Island to Thornton to have some trains bypass Riverdale Yard and the

problems getting through the UP's Dolton Yard. The CN would have had a direct connection by using the Altemheim Sub. We will let you know what happens.

CSX Derailment at Wellington, IL

Doug Butzow reported the derailment of 12/23 was apparently on the switch at South Wellington. There were 17 cars sitting on the siding just north of 100 N Road with the south end of the cut having the wheels chocked with wood wedges. It would appear that all of the cars remained upright as no significant damage was noted and Hulcher had already moved out. A tamper and ballast regulator were working this afternoon. A new north-bound home signal was on a trailer. From the road it appears the signal bungalow is a pancake. They ripped the switch from just past the frog through the points. The mainline track was straight railed and back in service by the next day. However, the siding is a approximately 12,000 foot stub track and pretty useless for meeting mainline trains. This has to be a nightmare for the dispatchers. They had fluidity problems without loosing a siding and this was the last siding south of Woodland Junction where the Union Pacific joint trackage starts. This means no useful passing siding between Rossville and Woodland Illinois - some twenty miles.

On 12/24 Doug Nipper reported CSX was getting track and time to unload several semi-loads of the track and switch panels.

"On to Wellington I go where I catch my maintainer buddy Dan Norman and track inspector Bill Marietta, who I had not seen in ages, replacing a broken bar on a switch joint. I got some shots of these two working together, as Bill is counting the days to retirement and I might never see him again."

"But the story I heard from Dan and Gail Free (on the radio) is that they plan to work Monday and cut in the new turnout, then the signal boys will light up the new control point on Tuesday. Dan said that they were able to re-use all the parkway cables,

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Synopsis of the NRHS Board of Directors' Meeting

The NRHS Board of Directors met in San Jose, California on November 6, 2005, hosted by the Central Coast Chapter. This was the first Board meeting held under the Society's new Bylaws. Also for the first time, the At Large members were represented by four National Directors and one Alternate Director. Here are some high-lights:

Elections were conducted for 2006. Barry Smith replaced Larry Eastwood as Senior Vice President, while Doug White of the Hagerstown Chapter replaced Barry as Secretary. Two new Regional Vice Presidents were elected:

George Hickok of Pacific Northwest Chapter in the Northwest Region and **A1 Weber of St. Louis Chapter in the Central Region**. All other incumbent officers and regional vice presidents were re-elected.

New staff appointments for 2006 include Barry Smith to head the expanded RailCamp programs (see below), Bob Ernst to take over most of the Membership Records functions, and Joe Maloney, Jr. as the new Director of Membership Awards. The new Executive Committee of the Board will consist of Scott Andes (Cincinnati), Mozelle Baughman (Grand Canyon), Bob Bitzer (Washington DC), Larry Dyer (Atlanta) and Rebecca Gerstung (Niagara Frontier).

The 2005 RailCamp at the Steamtown National Historic Site was another successful operation, with all 24 camper positions filled. The Board approved the expansion of the RailCamp program to a second site in 2006. In addition to the existing program at Steamtown, the Society will operate a second program at the Nevada Northern Railway Museum in Ely, Nevada. The pilot program in Ely may also include an adult RailCamp session in addition to the youth program.

Vice President Jeff Smith reported that production of 2006 dues bills has been a struggle. Because of personnel changes, new people are working with an undocumented system as well as new commercial suppliers. All data has now been transferred, with bill and card distribution to be completed by the first week in December, despite one supplier going out of business just before the meeting. The 2006 bills will be the last produced from the current system, with the new NRHS information systems expected to be on-line for the 2007 billing cycle.

Jeff also reported that *Bulletin* No.4 (2004) has been distributed. *Bulletin* No.5 (2004) will be distributed in December to wrap up the 2004 *Bulletin* year. The 2005 Yearbook, the first *Bulletin* in the larger format, should also be out by the end of the year.

The 2006 budget was approved, with only minor amendments from the original proposal.

In convention news, the 2005 convention in Portland, OR was a financial success for both the national Society and the host

Pacific Northwest Chapter.

Advance registration remains open for the nationally sponsored 2006 convention in New Philadelphia, Ohio. Routing has been approved for most of the train trips, with operations expected on the Ohio Central, Wheeling & Lake Erie and Cuyahoga Valley Scenic.

Since no host chapter has come forward for the 2007 convention, the Board authorized the Society to operate another nationally sponsored convention. The probable location is Chattanooga, Tennessee, pending completion of negotiations with suppliers and recruiting enough volunteers to staff the operation.

Editor: The 2007 NRHS convention will be held in the Chattanooga, TN area and plans are to have it in August. Again, this will be a NRHS sponsored convention put on by the convention committee. Larry Klingbiel of the Chicago Chapter and Wess Ross of the Kentucky Central Chapter are Co-Chairmen for the convention.

Spring Trip

Allen Cooke has worked up a schedule for a spring rail trip to the Chicago area. The schedule would see us leaving early from Danville area and arriving at Joliet around 7:30 AM. Allen's trip starts on the Metra Rock Island District to downtown. From there we get a ride on the Metra BNSF line to Aurora. Transportation arrangements would be made to get to Geneva and take the Metra UP West Line back to downtown finishing up with a ride back to Joliet. There will be time at some of the locations for photographing trains, or if you want, you can ride to Aurora, photograph BNSF trains, and then ride back. This trip will be discussed at the January meeting which will include, date, times and costs.

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so that made it a lot easier for the gang. This was also a VHLC location, so much of the equipment can be re-used.”

“Oddly, there are still cars from the train involved sitting on the siding north of the road crossing, but I don’t think they were directly involved in the derailment if I recall correctly from Joe Cooke’s shots (see cover photo and with this article)

Editor: By 12/28 the siding was back together and the signal department was testing out the system. While working in Rossville we had a worktrain head north with four ballast cars which we assume were for the final surfacing of the south end of the siding. No railroad worker likes to spend the Christmas holiday working on a derailment.



Hulcher is in the process of setting a car back on the track at Wellington. The switch, signal equipment and several hundred feet of track were torn up as the southbound was departing the siding. *Photo by Joe Cooke.*

BNSF On Guard Program Will Ask Railfans For Help In Securing The Railroad

BNSF is committed to the safety of employees, the communities it serves, and the security of facilities and customers’ materials. In a post-Sept. 11, 2001, world, BNSF has fully cooperated with the Office of Homeland Security and law enforcement agencies to ensure the safety of goods vital to this economy. As stated by the Resource Protection Solutions Team (RPST), “Safety is a shared responsibility.”

As such, BNSF has a detailed security plan and has worked with employees to heighten awareness of possible security risks. An

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New Member

We welcome Craig Forcum of APO address to the chapter. Also, Brian Higgins has moved to the north side of Chicago.

On the right, CSX has installed the connection turnout in the former P&E and is working on replacing rail on the P&E toward the east.

Photo by Doug Nipper, 12/23/05



outgrowth of BNSF's security efforts is the ON GUARD program, which launched in 2003. The program encourages employees and others to report suspicious behavior, security violations, trespassers or crimes in progress on BNSF property. To date, more than 200 reports of suspicious activity or persons have been reported through BNSF ON GUARD.

When contacting a suspicious person or trespasser, BNSF police officers will use the proper law enforcement procedures to gain information, including checking identification, asking questions, informing the person of potential safety dangers and, when necessary, appropriate follow-up with other local, state or federal agencies. Concerns will be elevated if the suspicious activity or trespasser is around a train or critical infrastructure. "Our employees are vital to the overall security of BNSF," says John Clark, assistant vice president, RPST. "They can make the difference in a timely police response by reporting suspicious activity directly to our Resource Operations Command Center (ROCC)." BNSF recognizes there are many railroad enthusiasts throughout the system who can be helpful in reporting security violations and suspicious activities.

Next year (2006), BNSF will launch a new program similar to the internal BNSF ON GUARD program to gain rail fan support as another layer in rail transportation security. More details of the program will be released in the future. In the meantime, anyone who notices anything suspicious should call the Resource Operations Call Center at 1-800-832-5452. However, do not take action on your own if you spot a possible problem – call 1-800-832-5452. For more information about the ON GUARD program, go to the Resource Protection intranet site and click Protection Solutions. (BNSF - posted 12/28)

Membership

Once again the NRHS is behind and membership renewals will be with next issue, local membership was mailed last month.

New Metra station dedicated on SouthWest Service line

Train frequency to increase Jan. 30

On a frigid day December 21, some public officials were proud to announce a refuge for Oak Lawn commuters. According to a story in the Chicago Daily Southtown, Metra board members, state, and federal representatives and Oak Lawn officials held a ceremonial opening for a new 95th Street station on Metra's SouthWest Service line.

"We couldn't think of a finer way to kick off the winter than by opening this facility," said Metra board member Jim Dodge, who's also an Orland Park trustee.

The SouthWest Service line station, which opened two weeks ago, is part of a \$100 million redevelopment project that includes a five-story parking garage, condominiums, retail shops, and a children's museum. The 2,200-square-foot station, which replaces one roughly half its size on the same site, includes a ticket office for passengers, something not available at the old station, which was razed to make way for the new one. The new station also includes a 500-square-foot retail space where a vendor will be located.

On Jan. 30, Metra will boost the number of weekday trains on the SouthWest Service line from 16 to 30, Dodge said. The route also is being extended 12 miles from 179th Street in Orland Park to Manhattan, Ill., with a New Lenox stop in between. The trackage is leased by Metra from Norfolk Southern, which retains the freight-service rights.

On a related subject, an unconfirmed report says Metra's Union Pacific West Line extension, from Geneva, Ill., 8 miles west to Elburn, with a La Fox stop in between, will open for business a week ahead of the Manhattan extension, on Jan. 23. Also scheduled for a service increase in January is Metra's North Central Service line to Antioch, Ill., on Canadian National trackage. Metra has not yet officially announced any of the three service-expansion dates.

Via TRAINS On-Line

UP adds new \$8.5 million track inspection vehicle

Union Pacific has unveiled the EC-5, a new \$8.5 million state-of-the-art track inspection vehicle, which will join the already deployed EC-4. The track geometry inspection vehicles are designed to operate at speeds up to 70 mph while inspecting railroad right-of-way.

The 90-foot-long EC-5 was built in Austria by Plasser & Theurer. Operated by a three-person crew, the unit has 11 computer systems gathering data from onboard lasers measuring track surface, rail wear, and tunnel measurements, recorded and reported with the use of the Global Positioning Satellite system.

Editor: You may ask why an inspection vehicle would travel at that speed. With the volume of traffic on the UP, as well as other railroads, time on the track is premium. NS has a geometry car that is behind a locomotive and they test at track speed, usually 50 mph. All of the railroads are looking for faster ways to inspect track, work on track and move over the system to prevent delays to traffic.

Amtrak State House train in two grade- crossing accidents on same trip

The Chicago-bound Amtrak *State House* train was delayed twice on December 22 after colliding with vehicles in two separate grade-crossing incidents, according to an Associated Press story in the Kansas City Star and information from Amtrak spokeswoman Tracy Connell.

Train 300, bound from St. Louis to Chicago with P42 locomotives 136 and 198 and five cars, collided with a vehicle at a grade crossing at 8:37 a.m. in Braidwood, Ill., 25 miles southwest of Joliet on Union Pacific's Joliet Subdivision. The driver of the car sustained minor head injuries but was not hospitalized, Braidwood Police Chief Robert Andreina said.

The train, a state-supported service, was delayed while authorities investigated the accident, then was released at 10:29 a.m. About 10 minutes later, at North Wilmington, the train hit a tractor hauling a wagon full of grain at a private crossing. None of the 188 passengers and crewmembers on the train were injured in either mishap.

Amtrak's Connell said the Braidwood crossing has warning lights and bells, but the crossing where the tractor was hit has only a stop sign and a sign warning of high-speed trains. Top track speed at both spots is 79 mph. The train arrived in Chicago 5 hours, 40 minutes late.

Via TRAINS On-Line

The Indiana Rail Road Company Acquisition –Soo Line Railroad Company

Decided: December 22, 2005

On December 15, 2005, The Indiana Rail Road Company (INRD) and Soo Line Railroad Company (Soo), jointly referred to as Applicants, filed three pleadings: (1) an application (INRD-1/Soo-1) for Surface Transportation Board (Board) approval, pursuant to 49 U.S.C. 11323, et seq., of INRD's acquisition of (a) Soo's Latta Subdivision, a 92.3-mile railroad line extending from milepost 170.1 at Fayette, IN, to milepost 262.4 at Bedford, IN, (b) certain overhead trackage rights currently held by Soo between Chicago, IL, and Terre Haute, IN, and between Bedford, IN, and Louisville, KY, and (c) certain ancillary trackage rights (the Application); (2) a motion for protective order[1] (INRD-2/Soo-2) under 49 CFR 1104.14 to protect the highly confidential and commercially sensitive materials discussed in the Application and its Asset Purchase Agreement (Agreement); and (3) a motion to establish a procedural schedule (INRD-3/Soo-3). A decision establishing a procedural schedule for the submission of comments respecting the Application will be issued by the Board.

The motion for a protective order is the subject of this decision. Applicants submit that a protective order is necessary because the Agreement contains highly sensitive information that could harm Applicants if those terms were made public, and also contains proprietary commercial information that if disclosed could be competitively damaging. The Applicants also submit that public disclosure of the confidential information in the Application and the supporting documents is not necessary to the resolution of this matter.

The motion was approved. It is anticipated that Indiana Rail Road Company will complete the acquisition sometime in late 1st quarter or 2nd quarter of 2006.

Canadian National's 2006 Capital Program

CN announced plans to spend more than C\$1.5 billion on capital programs in 2006, an increase of nine per cent over 2005 spending. E. Hunter Harrison, president and chief executive officer of CN, said: "We will make significant investments in our business next year. More than C\$1 billion is targeted on maintaining the integrity and safety of our rail infrastructure, as well as on strategic initiatives to increase the fluidity and efficiency of our network." CN will spend approximately C\$800 million on its infrastructure, replacing rail, ties, ballast, and other track material and upgrading bridges and signaling systems.

CN will also spend close to C\$250 million on network productivity initiatives and strategic projects, including siding extensions in Western Canada, investments in the company's Prince Rupert, B.C., corridor, and the reconfiguration of Johnston Yard in Memphis, Tenn.

Equipment spending is targeted to exceed C\$325 million in 2006. This will include more than C\$150 million to buy new locomotives and to rejuvenate the existing locomotive fleet, and C\$175 million for new cars and the refurbishment of the current fleet. CN also plans to spend close to C\$150 million on facilities, information technology and other projects to allow the company to tap new growth opportunities and drive overall efficiency gains. Harrison said: "At close to 20 per cent of revenues, CN's capital spending plan for next year represents a significant commitment to maintain a solid rail infrastructure and to better serve our customers across North America." (CN - posted 12/27)

