

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

Volume 41

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Number 8

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 2009 - Our 41st Year

PRESIDENT: Doug Nipper

SECRETARY: Dick Brazda

NATIONAL DIRECTOR: Rick Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Rick Schroeder, rickschro1@gmail.com

1819 Coventry Dr.

Champaign, IL 61822-5239

MEMBER: Association of Illinois Museums and Historical Societies

VICEPRESIDENT: Dave Sherrill

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darner

HISTORIAN: Jesse Bennett

PUBLISHERS: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

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



During a recent trip to North Carolina to ride the Virginia Autumn Special, sponsored by the North Carolina Transportation Museum at Spensor, member Dick Brazda rode the Great Smoky Mountain Railroad at Bryson City, NC. #1751 is ex-T&NO GP 9 with #77 being ex-CNW GP7 on November 3rd.

Coming Events

November 15, 2009

Danville, IL - Monthly Chapter Meeting at Jocko's Depot Restaurant, 1:00 PM

Nov 22, 2009

East Peoria - Illinois Valley and River City Railroad Clubs' Peoria Train Fair. Illinois Central College, Rts 116 & 24. 10-3.

Nov 29, 2009

New Berlin - Sangamon Central RR Club and Sangamon County Fair Assn.'s Model Railroad Swap Meet. Sangamon County Frgs. 10-4.

Nov 28-29 & Dec 4 & 5, 2009

Monticello - The Polar Express™ - November 28th & 29th; December 4-5: Read along with the story as the train makes its round-trip journey to the North Pole.

Dec 13, 2009 & Jan 10, 2010

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

December 6, 2009

Annual Dinner at Jocko's. Remember, this meeting is earlier than normal and we look forward to seeing you there.

Next Meeting

Our next meeting will be held Sunday, November 15 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

Add to your calendar that the Annual Dinner will be Sunday, December 6 starting at 1:00 PM.

We held our second operating session early this month. For the past several years we have used a switch list for locals and some partial lists for train set out and pickup (sometimes using the "sticky note" for the information). There were some bugs in the system to start and due to late farming we had some members that decided best to earn money (get the crops in before another rain) instead of playing with trains. Thanks to President Doug Nipper there are several more of Mark's engines that are setup to run on DCC. We still welcome your motive power but it must be checked out first before putting on the layout. There will be one more session this year and note that the January session has been moved to the second Saturday. As always, weather can play an important part during the winter. If we have more than 6" of snow the night before we may cancel the session.

Please note that 2010 dues statements have been sent out. Please return to Allen Cooke as soon as possible. We look forward to having you as a member for another year.

For your planning purpose the Urbana Train Show will be held in April this next year on April 10 & 11. This is a result of schedule issues for dealers, the Mall and members of the sponsor group. Hopefully with the warmer weather we still have a good turnout.

Your editor will not be publishing a December issue of the FLYER. The next issue will be in January (hard to believe we are near the end of another year).

Rossville Operating Sessions

The CI & ERR will operate on the first Saturday of each month, unless noted change below, starting in October and beginning around 1:00 PM.

Saturday, December 5

Saturday, January 9, 2010 - note this is the second Saturday due to New Years Day

Saturday, February 6, 2010

Saturday, March 6, 2010

Saturday, April 3, 2010

Sessions on the Danville and Western are not set yet. Because of changes in schedule this year and next I will notify members via Email of planned sessions. Dates will not be published. If you have not been on my previous Email list contact me to get on the notification list at rickschro1@gmail.com.

November will be election month

As discussed by our President at the last meeting, we will have elections at this meeting.



Danville Chapter, NRHS -Minutes

10/18/2009

President Nipper opened the meeting at 1316.

The secretary's report was approved as printed for September. The Treasurer reported there was \$1099.85 in the checking account and \$3871.43 in the CD.

Old Business

President Nipper awarded books to those who had been at the museum the most during the summer. They included Jim Hile, Skylar Brown, Mark Ziebart, and Dave Sherrill.

New Business

The possibility of having club t-shirts, caps or mugs was discussed. Allen Cooke will investigate and report at the next meeting..

Bob McQuown reported that the C&EI Society had received several EJ&E calendars from the 1950s. They will be provided to the museum.

Dave Sherrill reported on his trip to the train show in Springfield.

Mark Ziebart circulated an article on a roadmaster who set a record for laying 6000 feet of rail in a 6 hour period and had her head shaved. He also circulated a BNSF "Hurt Feelings Report", pictures from his recent trips and his parents trip to Alaska.

The Meeting was adjourned at 1332

A video was shown on the ACE (Altamont Commuter Express) which also included some pictures of the Santa Clara Valley Transit Authority light rail line.

2010 DUES ARE
DUE NOW

Rail News

Iowa Interstate Two additional GEES44AC locomotives have been purchased by IAIS. IAIS 512 and 513 are expected within the next two months, and 512 was at Kansas City during late September. As with the first dozen ES44's, 512 and 513 will be routed from General Electric at Erie, Penn., to Mid America Car in Kansas City, Missouri for paint. IAIS 513 will emerge in a Rock Island "heritage" paint scheme, which is based on the 1940's era F unit black, red stripe and white pin stripes.

Union Pacific UP's K-G2LB-04 Global 2-Long Beach) with units 8364/7356/8129 and 7802 bringing up the rear with 108 platforms was seen sitting in the new Edelstein Siding short of Oertly Road on the afternoon of October 4 awaiting permission to get on BNSF's Chillicothe Sub-division. The stacks, mostly K-Line, occupied a good portion of the 12,000-foot siding. Appearance of this train indicates more intermodal trains have been added to the total now using the connection.

Speaking of Iowa Interstate Railroad, the railroad inadvertently interrupted the Des Moines Marathon when one of its trains operating across a crossing on the race's route. The train delayed the race's leading runners for nearly a minute about one-quarter mile from the finish line. The race's organizers said that, next year, they will work harder to communicate with the railroad about the race's date, time and route. (10-25)

The Central Railroad of Indianapolis filed to lease, from Norfolk Southern, and operate approximately 16 miles of line between Gas City, IN and Hartford City, IN.

Eight locomotives rolled free and out of Union Pacific's Canal Street intermodal terminal in Chicago, IL, then derailed after striking a derail device on the south end of the Chicago River bridge. The derailment caused several Amtrak intercity and Metra commuter trains to be delayed or canceled outright while the accident, which occurred near the 21st Street interlocking, was being investigated and the locomotives re-railed. Delays and cancellations continued into the next day

Will we ever learn

Every person who is considering buying a house needs to clip the following list and tuck it under a magnet on their refrigerators, Guy Tridgell wrote in his column in the *Southtown Star*, which serve suburbs south of Chicago. While we're at it, real estate agents need to print the same thing on the backs of those glossy business cards with their Glamour Shots on the front to hammer the point home.

Our communities should post them for everyone to see at the edge of town, right next to signs with the names of favorite sons and daughters and the athletic accomplishments of the local high school.

We are calling it "The Suburban Homeowner's Declaration of Independence from Whining."

1. When I move into a "growing community," I understand slow, heavy farm equipment takes up space on the roads during spring planting.
2. Farms can smell like manure during the summer.
3. Because of the first two, farms become 24-7 operations during the fall.
4. Farmers, whose property became extremely valuable because you and I moved into new subdivisions next door, can sell their land so they can make a bundle and a developer can build a Wal-Mart.
5. Living next to an airport, a highway or a set of railroad tracks comes with issues related to noise and pollution.
6. Moving into an area that's been targeted for an airport, a highway or a set of railroad tracks comes with the risk that No. 5 could happen to me someday.
7. I fully understand the concept behind "Caveat emptor" - Latin for "Let the buyer beware."
8. When any of the above matters do not break in my favor, I relinquish my right to publicly complain and seek relief.
9. I hold these truths to be self-evident.
10. But I still want to complain, though I know no one is going to do anything to

remedy my plight.

The saga of the EJ&E Railroad is our latest reminder these tenets need to be chiseled in granite and erected on giant slabs throughout our fair land. The EJ&E forms a 198-mile semicircle around Chicago, intersecting with six of the seven major railroads that traverse the country. Although the "J" has been around for more than a century, the tracks barely saw any traffic - until recently. The Canadian National Railway Co., to the tune of \$300 million, bought the EJ&E almost 10 months ago, intent on using the line to relieve the freight traffic choking Chicago and its interior suburbs.

The Chicago area was practically built on the rails. Most of its residents can reasonably expect to encounter the bad things that accompany railroads. Sometimes trains are noisy. Sometimes they block the road. Sometimes they carry things - like smelly animals, flammable chemicals and assorted hazardous wastes.

That's why the surprise realization along the EJ&E that, yes, trains do run on railroad tracks is a bit hard to swallow.

Police and fire departments, which overnight saw their access from one side of town to the other restricted because of the boost in train traffic on the EJ&E, have a right to be concerned. Public safety is at issue. But when residents of a neighborhood - Prestwick in Frankfort, a community of upscale homes surrounding a private golf course, comes to mind - is up in arms because they feel their peace and quiet has been violated, it's hard to feel any sympathy. They rolled the dice on a dream home, probably because it was located next to railroad tracks and the price was right. They hit snake eyes instead. They gambled. They lost. End of story.

When the Interstate 355 south extension opened three years ago, people laughed at this six-lane road built through cornfields. But while the plans for I-355 languished during the previous decades, the pressure was on towns from developers to convert the vacant land into new homes. For the most part, they didn't take the bait. But the tollway is here now, and the shops, restaurants and more houses will come

soon enough.

What you won't hear is the bellowing of complaints from folks who claim they never thought a tollway could ever be built next to them. It's a sound that we should be hearing loud and clear along the EJ&E.

Editor: When I was Project Manager on the NS Springfield relocation project work had already been completed on the roadbed along the south side of town adjacent to Interstate 72. We completed the roadbed to the west to connect with the mainline and started laying track. The residents of the new homes built adjacent to the "roadbed" started to complain about a "railroad was being built next to their homes" because they thought that was a new road to mall that located 1/2 mile to the west. Seems the real estate agents never told them.

CN orders new locomotives

Canadian National Wednesday said it has placed orders for 70 new high-horsepower locomotives from both GE Transportation and Electro-Motive Diesel, Inc. (EMD). CN will acquire 35 ES44DC locomotives (top) from Erie, Pa.-based GE Transportation, beginning in the fourth quarter of next year, and 35 SD70M-2s from LaGrange, Ill.-based EMD beginning in January 2011.

The GE locomotives produce 4,400 horsepower; the EMD units generate 4,350 horsepower.

All the new units are part of CN's multiyear locomotive-renewal program aimed at continuously increasing fuel efficiency, improving service reliability for its customers, and reducing greenhouse-gas emissions.

CN says the new locomotives are 15-20% more fuel-efficient than the ones they will

replace and will comply fully with the latest regulatory requirements for reduced locomotive exhaust emissions.

The new locomotives also will be equipped with distributed power (DP) capability. DP enables remote control of a locomotive or locomotives throughout a train from the lead control locomotive.

CN said DP provides faster, smoother trainstarts, improved braking and lower pulling forces at the head-end of a train. This enables CN to run fewer and more efficient trains and to take advantage of the productivity gains from its extended siding program. With more optimum matching of motive power to train weight, DP locomotives also allow CN to reduce fuel consumption and reduce emissions.

CSX to lose Hunt traffic?

CSX Corp's is expected to lose a long-term deal with intermodal marketer J.B. Hunt Transport Services to its main rail rival, according to analysts quoted in a Reuters story. Norfolk Southern is close to signing a long-term agreement with Hunt and an announcement is expected during the company's earning release Nov. 5. The railroad that wins the agreement would lock in a high volume of box traffic, wrote Journal of Commerce reporter John Boyd.

Hunt handled more than 837,000 loads nationally last week, which is a 100,000 load increase since 2007, Boyd wrote. Jason Seidl, analyst with Dahlman Rose & Co., told Reuters that the CSX and Norfolk Southern had been vying for the contract but the latter would win it.

"It is probably going to be better in the



pricing side if you give exclusivity to one of the railroads, and it always helps if you have two of them bidding for the same project,” said Seidl. Clarence Gooden, CSX’s chief sales and marketing officer, told analysts earlier this month that the company feels “pretty good” about its intermodal strategy. He said that CSX, which has prepared most of its system for double-stacked trains, will get its fair share of the nation’s container shipments, Boyd wrote.

Grand Trunk Corp. Consolidated (including all Canadian National U.S. affiliates): 9.89%

Kansas City Southern Railway Co.: 7.72%

Norfolk Southern Railway Co.: 13.75%

Soo Line Railroad Co. (including all Canadian Pacific U.S. affiliates): 9.29%

Union Pacific Railroad Co.: 10.46%

NS only railroad revenue adequate in 2008

The Surface Transportation Board announced Monday that only one Class I railroad, Norfolk Southern, achieved revenue adequacy for the year 2008. All others were found to be “revenue inadequate” last year.

The annual determination of revenue adequacy is made in accordance with standards and procedures developed after passage of the Staggers Rail Act of 1980, which substantially deregulated railroads. A main goal of Staggers was to restore the railroad industry to a return on investment that would at least match its cost of investment capital.

“In Railroad Cost of Capital — 2008, STB Ex Parte No. 558 (Sub-No. 12) (STB served Sept. 25, 2009) we determined that the 2008 railroad industry cost of capital was 11.75%,” STB said in its announcement Monday. “By comparing this figure to the 2008 ROI data obtained from the carriers’ Annual Report R-1 Schedule 250 filings, we have made revenue adequacy calculations for each of the Class I freight railroads that were in operation as of December 31, 2008.”

Following is STB’s summary of the Returns on investment for all Class I railroads in 2009:

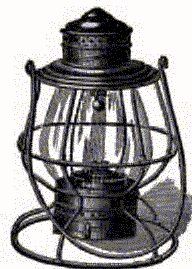
BNSF Railway Co.: 10.51%

CSX Transportation, Inc.: 9.34%

CREATE project at Chicago Stockyard area

The Chicago Region Environmental and Transportation Efficiency Program partners said a \$10.4-million project (Project WA3) now under construction east of the Chicago Stockyards Industrial District is the largest awarded to a contractor to date. It will double the capacity of the rail corridor through the Stockyards by adding additional tracks, enabling faster train speeds and utilizing modern signaling technology. Construction is expected to be completed by late 2010 and will rehabilitate the railroad viaducts over Halsted, Emerald, and Union Streets.

“We are pleased to continue our ongoing efforts to rehabilitate and replace many of our structures in the Chicago area, particularly as part of a project that has significant benefits for residents of the Stockyard area, the City of Chicago, and freight rail shippers throughout the U.S.,” said Jim Carter, Norfolk Southern’s chief engineer for bridges and structures. “This is a crucial rail route connecting eastern and western railroads, and these improvements will speed train operations and reduce both road and rail congestion in the area.”



“This project is putting people to work at a time when unemployment in Illinois stands at a 26-year high and job creation is America’s top priority,” said Congress-

man Dan Lipinski (Dill.), who obtained \$100 million for CREATE in the 2005 federal transportation reauthorization and worked with state leaders to help secure another \$300 million for CREATE in the recently passed state capital bill. “Moreover, it will result in vital improvements to our transportation infrastructure that will benefit the region for decades to come. In order for Chicago to remain the country’s rail shipping hub, we need to unclog the system by increasing capacity and improving the flow of train traffic.”

“This is a CREATE project that will enhance transportation efforts across the board,” said Illinois Transportation Secretary Gary Hannig “We are pleased to see transportation improvements being made in the Chicagoland area and the rehab of these viaducts is another example of us all working together to make our railroads stronger, safer and more effective.”

“The rehabilitation of these three viaducts over City streets will improve conditions for thousands of motorists and pedestrians who travel under them each day, as well as enhance the safety and appearance of these structures for the surrounding community,” said Jeffrey Sriver, CREATE Program Director for the Chicago Department of Transportation.

As part of the \$10.4-million project, a \$5.6-million contract has been awarded to Chicago-based James McHugh Construction Co. to completely replace the bridge decks on the Halsted, Emerald and Union Street viaducts and rebuild the support columns in the roadways and sidewalks. In conjunction with the viaduct work, the remaining funds have been allocated to the installation of additional track by Norfolk Southern through the project area. This project was 80 percent funded by the U.S. Department of Transportation and 20 percent funded by the freight railroad industry.

The CREATE program is a first-of-its-kind partnership, bringing together Illinois DOT, the City of Chicago Department of Transportation and the Association of American Railroads. CREATE comprises 78 critically needed rail and highway infrastructure improvements in Northeastern

Illinois, aimed at improving the quality of life of Illinois residents and increasing the efficiency of freight and passenger rail service throughout the region and across the U.S.

J. B. Hunt & NS **sign agreement**

J.B. Hunt Transport Services, Inc. announced Thursday that it has reached an agreement with Norfolk Southern Corp. to develop a new intermodal transportation contract to provide both parties a platform to accelerate the conversion of traditional truck traffic to cost-effective, environmentally friendly intermodal transportation with service that is competitive with truckload moves.

“This multi-year agreement,” said the trucking giant, “will further establish the parties as the leading providers of trans-continental and local intermodal service in the eastern half of the United States.”

“Given the enormous confidence we have in the Norfolk Southern’s ability to provide the best intermodal service in the Eastern half of the U.S. and the obvious commitment NSC has made by the significant investments in their corridor development,



we are delighted to have the opportunity to elevate our joint services into the future,” said Kirk Thompson, CEO of JBHT. “This new agreement will provide unparalleled intermodal service and value for U.S. shippers. The conversion of highway freight to the more efficient, cost-effective, safer and more environmentally friendly services that we jointly provide, will not only benefit shippers and the general public, but JBHT and NSC shareholders alike.”

“Our new services with J.B. Hunt will provide shared incentives to grow volume and revenues by converting substantial

volumes of freight from highway to rail,” said Norfolk Southern CEO Wick Moorman. “We look forward to working with the J.B. Hunt team to offer new, high-speed, reliable, premium services to domestic intermodal customers over our entire network, including our new Crescent Corridor route, from New England, northern New Jersey and Pennsylvania south to Memphis and New Orleans. This strengthened relationship between NSC and JBHT will offer significant benefits to shippers, communities, states, and the country by reducing highway congestion, fuel consumption, and emissions.”

Via Railway Age - 11-6-09

The President’s **Corner**

Sorry that I missed last month’s column, but it’s hard to get back into the swing of writing something every month after being away from it all summer. This may be my last column as President, but I promise to continue to write for the newsletter no matter what capacity I end up in.

I hope that we resolved the nomination process by the time you read this and that elections can be held at the upcoming meeting with no issues. It’s hard for a club our size to find enough people to occupy the core slots of President, Vice-President, Secretary and Treasurer. They must all be NRHS members, and should be able to attend most meetings. That leaves a pretty small pool of individuals to work with.

The NRHS has been on my mind recently, and I don’t want to sound overly negative about them. The reality, though, is that the organization continues to evolve in some ways that defy logic. After the largest dues increase ever in 2008 (\$20 to \$33), they have now tacked on another three bucks to make the National part of your dues \$36. Add the Chapter’s \$20 and your total as a National Chapter member is \$56. Now, I know that sustaining dues in some historical society groups are higher than that, but anything over \$50 for core mem-

bership is a bit much.

Playing devil’s advocate, it’s still less than a fill up with gas if you drive a large truck or SUV. And since it’s an annual expense, you can look at it as a monthly cost of less than five bucks. The publication has improved dramatically, and brought up to date. That alone may be worth the extra cost.

There are other questions I have about NRHS, such as how they selected the company in Philadelphia to handle the membership services. Since the NRHS is also headquartered in that city, it almost seems like the selection was “pre-ordained”. I also question why the same individual has served as President for so long. If we’ve learned anything from our lawmakers, it’s that term limits would be very helpful...

The second topic this month is the operation sessions. I hope that those of you who attend the ones at Rossville enjoy the camaraderie and trying to operate in a somewhat prototype manner. There is quite a bit of work in preparing for the sessions, and Rick and Bob are the main experts that usually set everything up. I helped them with the second round of car cards, but only because I don’t have to work with them! I suppose it’s like anything, you can get used to them. And those who operate on Rick’s layout will find things very similar.

As I said in an e-mail to our main group of modelers, the DCC system has brought to light many things that were lacking with the electrical aspect of the layout. My latest project was to get more power to the staging tracks. It was pretty easy once I figured out how Bob had originally wired them up, and bypassing a long loop with a direct wire seemed to make a big difference in testing. We’ll know more after the session today (It’s 11/7 as I write this.)

The meeting is early this month, so I hope the Flyer gets done in time...

Doug