

Danville Flyer

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Spring Trip Planned—HrSR to Joliet

On Saturday, May 11, the Chapter will have their annual rail trip, this year we plan to depart the Normal, Illinois station to ride the short section of 110 mph travel to Joliet, IL for train watching. The following is the planned schedule:

Danville departure from Cooke Business Products parking lot: 7:45

Train 302 departs Normal at 9:46, arriving Joliet at 11:19. A location for lunch would be found in downtown Joliet.

Train 21 departs Joliet at 14:40, arriving Normal at 16:04. Returning to Danville, with also grabbing something to eat in the area, should be around 18:00.

Option for those who want: continue on #302 to Chicago to view Amtrak National Train Day exhibits would arrive in Chicago at 12:20. Chicago departure on No. 21 for the return trip is 13:45.

Currently the roundtrip ticket from Normal to Joliet is around \$20 for an adult. This may increase as the date approaches.

April 21 – Monthly Meeting at Jocko's, 1 PM

April 20 – C&EI HS Annual Meeting at Watseka, IL

April 6 – Rossville Operating Session 12:30—4 PM

May 2 to 5th Midwest Region NMRA Convention at Indianapolis, Marriott Indianapolis East

May 11 & 12 – Monticello Railway Museum – Throw Mama from the Train

May 18 & 19 – Monticello Railway Museum – Steam both days



Midwest High Speed Rail Association

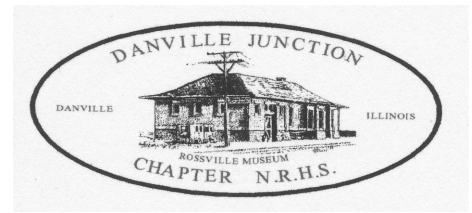
Transforming the Midwest by Transforming Travel

About Us

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 \$39.00 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 2013—our 45th Year

Dick Brazda – President
 Dave Sherrill – Vice President
 Doug Nipper – Secretary
 Allen Cooke – Treasurer
 Al McCoy – Programs
 Jess Bennett – Historian
 Bob Gallippi – Museum Director
 Rick Schroeder – Editor
 Cooke Business Products - Publisher



C&EI Historical Society Meeting—Watseka, IL April 20

10:00 AM until Noon - Morning show & tell tables available - museum open

1:00 - 3:00 - car pool to Coaler and Woodland Junction area to watch trains.

3:30 - 4:30 - C&EI Hopper cars presentation by Dave Forbes

5:00 PM - Annual dinner at Monical's Pizza

7:00 PM - Annual Meeting

7:30 - 9:00 PM - The Photographs of Paul Moffitt, digital presentation by Rick Schroeder.

March 2013—Meeting Minutes

MEETING MINUTES – March 17, 2013 JOCKO'S PIZZA

Meeting opened at 1:58 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved, with one correction from Dave Sherrill about date of Decatur Train Show really being the weekend of April 13/14. Treasurer's report showed our checking account at \$2458.72 and CD balance of \$3500.55, for total net assets of \$5959.27. Al McCoy recently gave Allen a check for \$310 for lantern parts sold at Stout's, so this increased our checking balance nicely. The show at Hoopeston only netted us about 15 bucks after paying for the tables.

OLD BUSINESS

Spring Trip: Dick reported that the Noblesville schedule is not online yet, so he proposed an alternate trip: Ride the Amtrak train from Normal to Joliet, lay over for 3.5 hours and return on the Texas Eagle. About 15 miles of this segment is the new high-speed line. Date picked was May 11th, and we will have more information at the next meeting.

NEW BUSINESS

None...

GOOD OF THE ORDER

None...

Program – a great DVD from Al on steam in China.

Next Meeting—April 21 2013

Final numbers on who will be attending the spring rail trip noted on the first page. Also, we will start making plans to get some work completed at the depot prior to the Memorial Day weekend opening.

Program: Al will have a, "Britain & Western Europe".

Illinois lead for rail purchases

Locomotive builders' efforts to create the next generation of U.S. high speed rail passenger locomotives will start with Illinois. Illinois Gov. Pat Quinn announced on Thursday that the Federal Railroad Administration chose the state transportation department as the lead agency to purchase at least 35 locomotives. Once purchased, the equipment would be destined for state-sponsored systems in Illinois, California, Michigan, Missouri, and Washington.

"This decision by the federal government is a testament to Illinois' role as a national leader in high-speed rail," Gov. Quinn says. "This important multi-state procurement is a key to success for high-speed rail throughout the nation, and I have directed my administration to move forward quickly."

According to the governor's office, the Illinois Department of Transportation will be responsible to the FRA for managing much of the federal agency's \$808 million set aside for purchasing the locomotives. IDOT will plan and collaborate with other states' DOTs and the FRA to best meet the needs and requirements of each partnering government.

"Following significant analysis and consideration, FRA recommends that IDOT be the lead agency for the multi-state locomotive procurement," the FRA states in its decision letter. "We are confident that your team – jointly with the significant contributions from California, Michigan, Missouri, and Washington – will manage the procurement process and stakeholder involvement that will lead to a successful contract award."

In 2012, IDOT was part of a California-led multi-state effort to purchase 130 next-generation bi-level rail cars for high-speed service. Railcars from that contract are being built by Nippon-Sharyo in its Rochelle, Ill., factory, 88 of which are slated for use on Chicago-based high speed rail corridors.

Via TRAINS On-Line 3-22-13

Amtrak Operating Costs

Amtrak President and CEO Joe Boardman told a Congressional committee this week that record ridership is reducing the passenger railroad's dependence on federal operating subsidies. He said that in fiscal year 2012 the federal government paid 12 percent of Amtrak's operating costs while Amtrak covered 88 percent with ticket sales and other revenue.

Boardman said that while the railroad has taken actions to chip away at operating costs and increase revenue, a vital component of its success has been the federal government's willingness to invest in the Amtrak national network. Federal capital investment helps to reduce operating costs, supports the existing system, funds solutions to reduce future costs, and provides the infrastructure and equipment to sustain ridership and revenue growth, he said.

"Previous federal capital investment levels have sufficed to keep the system going, but they are not going to be adequate in the future," Boardman stressed. "If we are to realize rail's potential, we will need much higher levels of federal capital funding."

Boardman backed Amtrak's long-distance train network, saying that long-distance trains are an important part of the Amtrak national network connecting rural communities to larger cities and major urban areas. They serve passengers with disabilities, the elderly, and rural populations that are losing scheduled intercity air and bus service, and bring 1 million riders a year to the Northeast Corridor, Boardman said in his testimony to the House Transportation and Infrastructure Committee.

Via TRAINS On-Line 3-7

Editor: Show me another government type agency that covers that much of their cost with revenue.

BNSF and LNG locomotives

BNSF announced Monday that it would begin testing Liquefied Natural Gas (LNG) powered locomotives this fall. The railroad is working with both GE and EMD to develop locomotives to test. "The use of liquefied natural gas as an alternative fuel is a potential transformational change for our railroad and for our industry," BNSF chairman and CEO Matt Rose said on the railroad's website.

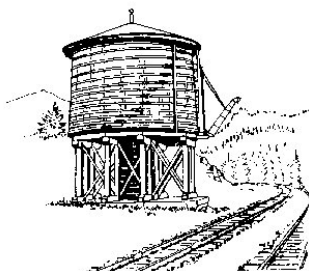
"While there are daunting technical and regulatory challenges still to be faced, this pilot project is an important first step that will allow BNSF to evaluate the technical and economic viability of the use of liquefied natural gas in through-freight service, potentially reducing fuel costs and greenhouse-gas emissions," Rose said.



BNSF previously tested LNG locomotives in California from 1993 to 2011, using two MK1200G locomotives. They were returned off lease in early 2012. BNSF predecessor Burlington Northern tested a pair of natural gas powered SD40-2s between Glendive, Mont., and Superior, Wis., in the late 1980s and early 1990s on coal trains. The tests utilized a single refueling point for the locomotives at Staples, Minn.

Testing will be conducted later this year with three modified GE locomotives and three EMDs. BNSF hasn't disclosed where the testing will take place.

Via TRAINS On-Line 3-7



Congress at it again

U.S. Senators Amy Klobuchar (D-MN) and David Vitter (R-LA) introduced the Railroad Antitrust Enforcement Act on Thursday, March 21. The senators say the legislation will address so-called "captive shipping" and promote competition in the industry. However, the Association of American Railroads (AAR) says the bill unfairly targets the rail industry and threatens its self-sufficiency. Sen. Klobuchar, who chairs the Judiciary Antitrust Subcommittee, said in a press release that the Railroad Antitrust Enforcement Act removes the railroad industry's exemption from the antitrust laws, which would result in more competitive pricing.

AAR strongly objects to the Railroad Antitrust Enforcement Act, saying that while the bill claims to repeal freight railroads' limited antitrust exemptions, it actually singles out railroads for policies that could undermine the industry's ability to build, maintain and continuously upgrade the nation's rail infrastructure without taxpayer assistance.

"This bill proposes sweeping changes that would negatively impact this country's freight rail industry," said AAR President and CEO Edward R. Hamberger. "Sections of this bill are designed to override existing regulatory decisions and could potentially roll back government-approved transactions in railroad history. That retroactive application would inevitably create conflicts and uncertainty for railroads, railroad customers and courts. The resulting regulatory uncertainty could undermine the private freight railroads' ability to sustain necessary and critical private investments in America's rail infrastructure.

Contrary to what bill proponents assert, Hamberger said there is no gap in government oversight of railroad activities. Railroads are subject to most antitrust laws and in areas where limited exemptions exist, railroads are regulated by the Surface Transportation Board.

"There's one thing in Washington that everyone agrees on – and that is our nation's infrastructure

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needs attention and serious investment. Freight railroads have invested more than \$526 billion in private capital over the past three decades – half a trillion dollars – into America's rail infrastructure so taxpayers didn't have to. A regulatory environment that encourages private investment should remain a priority," said Hamberger.

G & W Repaint in Progress

With the Genesee & Wyoming Industries' \$1.39 billion acquisition of RailAmerica lines, the orange, yellow and black paint has been flowing out of numerous system shops very quickly since the takeover on December 28. Let's keep in mind, some 300 locomotives left the RailAmerica system on or about the time of the takeover leaving G&W power short at the outset. The Ohio Central shops at Morgan Run had completed CF&E SD40T-2 3316 and I&O SD40T-2 3317 by the end of January and were seen dispatching them back to their respective rails.

The B&P Brookville shops was finishing the Mid-Michigan Railroad GP38 2019, formerly G&W 51, and B&P GP40 3021, formerly Allegheny RR 301. Two other SD40's had received the orange and black, but not re-lettered yet. They were SD40-2 3323, the former LTEX/CNW 3080 and SD40-3 3346, one of the former KCS/CN units the B&P picked up last year. We're not sure where these units are going to end up, or even if even G&W knows yet where they'll go.

We've witnessed the Bay Line shops at Panama City releasing at least a couple, including the Alabama & Gulf 3309 and 3311, both former GSWR 3309 and 3311 and ex-GSWR 4000/ 4002, Bay Line 2320 and Columbus & Chattahoochee 3350 in fresh paint. The GSWR GP7u 2207 was completed here as well with

GSWR GP8 70, ex-CPDR, resting in back of the shop perhaps next in line. Missouri & North Arkansas units have a new emblem that is similar to G&W family emblems, except that it has the M&NA eagle (similar to the Missouri Pacific "screaming eagle") in the center. The Indiana & Ohio Railroad's locomotive shop in Brookville, Indiana, was added as a paint booth for system locomotives. The former Central Railroad of Indiana red, white and blue RailAmerica unit #5003 emerged in G&W colors with IORY reporting marks.

The Brookville shop was expected to see a steady stream of units being shopped for the GWI paint, most of which are expected to arrive from the CIND, I&O, Toledo, Peoria & Western and the Chicago, Fort Wayne & Eastern. To the north, the Brookville, Pennsylvania shop has placed Connecticut Southern Railroad logos on the former G&W GP38 51, which has reportedly been converted to CSOR GP38-2 2019.

The New England Central Railroad SD40-2 3323 has become Huron & Eastern 3323 in GWI paint. Mobile paint crews have visited some properties as the Chesapeake & Albemarle GP7u 2190 was painted in Elizabeth City, N.C., on February 3, and reportedly being renumbered as 1702. Apparently the 2190 will get repainted before the crew departs. Evidently the other unit here, ex-FEC GP38-2 502, will not be painted. The out of service CA GP7U 2158 has a cracked block and its future remains unknown, perhaps a candidate for rebuild at one of the system shops.

At the NECR St. Albans shop, three units are slated for repainting including NECR 3849, getting the CSOR paint and a new number in the 2000-series as well as NECR GP40CU 4001 and Road Slug 4165. Several units are on hand along the NECR with the deadline units being reactivated. By February 5, the mobile paint crew was at the North Carolina & Virginia location where they were to paint 3 units. Obviously G&W is attempting to get a percentage of units painted from the beginning rather than an individual road's ros-

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ter repainted. GWI now owns or leases 111 short line railroads.

Toledo, Peoria & Western We understand locomotives for TP&W will be painted GWI orange at sister Indiana & Ohio Railway's (IORY) shop in Brookville, Indiana. We may be seeing that new logo soon on power. Word has the 2 GP50's TPW got few months ago (IORY 5005, CBNS 5009) may have been sent off for paint and TPW will be getting 2 more GP50's, CIND 5000 and CIND 5008, once they are painted and will be TPW 5000 and TPW 5008. If that's true we'd suspect the IORY 5005 will become TPW 5015 and the CBNS 5009 would become TPW 5019, but we are just speculating those based on what those CINDs would become. On February 16, a drive by the EP TPW revealed the 5005 sitting behind one of the ex-UP units attached – so must be still in use.

Via Midwest Rail Scene 3-13

Rail gets a C+ Rating from ASCE

The American Society of Civil Engineers (ASCE) released its "2013 Report Card for America's Infrastructure" on Tuesday, March 19. The report is an assessment of 16 infrastructure categories in the United States that takes place every four years. Overall, the U.S. received a D+ grade up from a D in the 2009 report. Rail showed the biggest improvement out of all the categories, moving up to a C+ from a C- four years ago.

ASCE credits the grade boost in the rail category to both freight and passenger railroads self-investment and marked rail's overall willingness to increase spending during the recession to take advantage of lower material costs and relatively longer work windows, due

to a decrease in traffic.

To further increase rail's grade, ASCE made the following recommendations:

Integrate rail into a national multimodal transportation policy that recognizes and takes advantage of efficiencies in the movement of people and goods.

Improve passenger rail in dense urban corridor markets and as an alternative to air and automobile travel for intercity markets.

Increase and expand passenger rail commuter services in urban areas and intercity passenger services linking major cities in the nation's mega-regions.

Support a regulatory and financial environment that encourages continued private investment in the nation's freight railroad system.

"It is truly gratifying that the world's premier organization of engineering experts recognizes the value and benefits that have resulted from freight railroads making private investments in our country's rail network infrastructure," said AAR President and CEO Edward Hamberger. "It's also reassuring that ASCE recognizes that freight railroads need a regulatory and financial environment that will continue to make those private investments possible."

Also of relevance was the transit category, which remained at a D. ASCE notes that while transit investment has increased, many transit agencies still struggle to maintain their fleets, resulting in service cuts and/or fare increases.



Danville Junction Chapter, NRHS

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We're on the Web!
www.danvillejct.org

Photo of the Month



Allen Cooke and Doug Nipper spotted EMD's SD70Ace's #1205 and 1204 on northbound CSX Q124-02 at Vine Street (south end of Brewer Yard) in Danville on April 2nd. Photo by A. Cooke.