

DANVILLE FLYER

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April 19th – Monthly Meeting at Jocko’s Pizza on William Street – 1:00 PM

Apr 18-19 - Decatur - Mt. Zion & Southern Model Railroad Club’s Decatur Train Fair, Decatur Civic Center. Sat 10-5; Sun 11-4.

May 2nd - Springfield – The recreated Lincoln Funeral Train rolls into town. Check out www.the2015lincolnfunealtrain.com

May 16-17 – MRM Steam weekend.

Jun 27-28 Galesburg - 38th Annual Galesburg Railroad Days Train Show. Carl Sandburg College, 2400 Tom L. Wilson Blvd. Sat: 9-4; Sun 10-3.

BNSF—Trains and now Drones

BNSF Railway can begin using aerial drones to supplement the regular inspection of its infrastructure and operations, the Federal Aviation Administration said this month.

FAA regulations prohibit the commercial use of drones, or what it calls small unmanned aerial systems (sUAS). In September, BNSF became the first railway to apply for permission to use aerial drones. The FAA granted the railroad an exemption from the ban on March 12.

“While an exemption would not eliminate the current need for in-person visual track inspection required by the Federal Railroad Administration, it would allow BNSF to broadly evaluate assets and operations with sUAS, resulting in a safer and more efficient railroad network,” Gary Grissum, BNSF’s assistant vice president for telecommunications, writes in the railroad’s Sept. 2, 2014, application to the FAA.

BNSF says the use of drones would improve safety for track and bridge inspectors as well as allow it to more efficiently inspect trains, track, bridges and signal systems in remote areas. The railway did not say when it expects to begin its inspection program, which will use up to three different drone models.



Drones must be flown in daylight, in calm winds, within sight of the operator and below 400 feet. The railroad envisions initially using a “cadre of specially trained staff”

to conduct drone operations. At the onset of the aerial inspection program, drone operators would hold private pilot’s licenses.

“Once we have determined that the operations may be safely and reliably conducted for a sufficient variety of operations, BNSF may choose to expand the pool of operators beyond the initial cadre to include exempt and/or craft (union) employees,” Grissum writes. “We anticipate that it would be economically impractical to require each inspector to possess and maintain a valid private pilot’s license.”

On Dec. 23, 2014, UP applied for an exemption that would allow it to use drones to safely inspect derailment sites involving hazardous materials. The FAA has yet to act on UP’s filing.

Canadian National, CSX Transportation, and Norfolk Southern, have said they are also exploring the potential uses of drones.

There is pent-up demand for aerial drone use across a wide range of industries. The FAA, on March 24, streamlined the application process for commercial operators who seek exemptions from the ban. Under the new policy, the FAA will grant a waiver for flights at or below 200 feet to any operator with an exemption for aircraft that weigh less than 55 pounds. The aircraft must be flown outside of urban areas and away from airports.

March 2015—Meeting Minutes

The meeting was called to order at 1338 by Allen Cooke.

The secretary's report as reported for the February meeting was approved.

The treasurer's report was provided. It showed a checking account balance of \$5295.16. The report was approved. All members except 2 have renewed, both locally and nationally. Major expenses for the month were water/gas, \$100 and power, \$200.

The Urbana show was March 14-15. The response was good, especially for popcorn. The Monticello museum also had a good response.

A spring trip is under development for early May. Ideas of Joliet, South Shore RR or Matteson were discussed.

Soffits and gutters at Rossville were discussed along with some leaking. Further plans will be developed at the April meeting for a scheduled work day.

Dave reported Bill is having trouble with his back.

Discussion was held on the fate of the Hoosier State.

The meeting adjourned at 1353.

Doug and Lincoln Butzow presented a program of pictures of their western trip last summer to North Dakota, Montana and

Erie Mining F's to Vermilion Valley

For the first time since 1957, there are no F units at the former Erie Mining Co. plant in Hoyt Lakes. The remaining two F units from Erie's fleet, F9As Nos. 4210 and 4214, departed Hoyt Lakes Thursday on Canadian National. The units are destined for Indiana Boxcar's Vermilion Valley Railroad in eastern Illinois and western Indiana for freight service.

Eleven new F9s – five As and six Bs – went to work hauling taconite pellets on Erie Mining's 72-mile private railroad between Hoyt Lakes and Taconite Harbor in 1957, and some were still on the job into the 21st century working for Erie successor LTV Steel Mining Co.

The fleet remained intact until 1997, when an A-B-B-A set of F9s were destroyed in a runaway derailment at Taconite Harbor. LTV shuttered the taconite plant in 2001.

There followed two revivals of the railroad. In 2004 LTV successor Cliffs Erie hired a contractor to claim leftover chips and pellets from the mine due to the high iron prices, and used the Fs to move them to Taconite Harbor. In 2008, No. 4210 and three B units were used to

haul cars of pellet remains and fines from Taconite Harbor to Hoyt Lakes where it was shipped out by rail. The four units, along with F9A 4214, have been stored at Hoyt Lakes since. The three B units were scrapped in December 2014.

In addition to Nos. 4210 and 4214, Erie F9A No. 4211 and F9B No. 4222 are preserved by the Lake Superior Railroad Museum in Duluth.

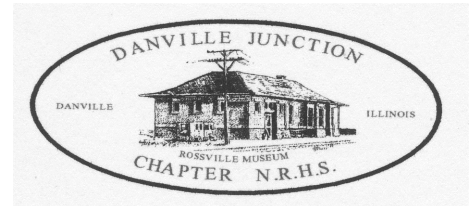
Via TRAINS On-Line 2-27

Editor: The two units arrived on the Vermilion Valley Railroad in Danville, IL on Saturday March 28. The route was CN to Kankakee, down the KBSR to Danville (over a few days) and delivery to CSX at Brewer Yard. From there CSX delivered the units via the Daisy Lane connection to the former P&E route. The VV has spotted their power west of the connection, CSX shoved the units toward the former Milwaukee crossing, and the VV then conducted a "shoving move" to move the two units to their yard near Covington. On the way a "photo shoot" was made at Foster, IN by several railfans including the crew. Future status of the units is not known as this time but it is hoped they will return to service on the VV.

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 any-

one having an interest in any aspect of railroading. Dues per year are \$30.00 for Chapter membership in addition to \$50.00 for NRHS membership. Rossville Depot Museum membership is \$30 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 (former Conrail), in Danville, Il with lunch beginning at 1:00 PM Central Time followed by meeting and program.



Officers for 2015—our 47th Year

Allen Cooke – President

Doug Butzow – Vice President

Dick Brazda– Secretary

Doug Nipper– Treasurer

Dave Sherrill – Programs

Jess Bennett – Historian

Bob Gallippi – Museum Director

Rick Schroeder – Editor

Cooke Business Products - Publisher



Norfolk Southern and Bement, IL

A number of changes has occurred with the addition of the Bellevue Yard expansion. Notably, the Chicago to Decatur train 317, via CN Gibson City, has been eliminated. The company is said to be adding a crew pool between Frankfort, Ind., and Peoria to route trains between these two cities without a backup move, but we've not heard of any construction plans in order to move such moves directly through at Bement. The AAR radio road channel used by dispatchers and train crews on NS's Bloomington District has changed from 160.440 (AAR Channel 22) to 161.145 (AAR channel 69), effective March 31. Upon the Kankakee Secondary, Marquis Energy has won a long court issue, expecting to double its ethanol capacity in a facility at Hennipen. Via Midwest Rail Scene

Editor: NS is in preliminary design for the connection in the NE leg of the Wabash mainline and the former Chicago line. One route is planned NE of Bement but serious review for construction is within the city with a tight northeast connection track. Presently trains have to run around to go north and sometimes power runs to Decatur, turns on the wye and comes back with a second crew. A new connection will speed the process of getting to Peoria.

MN Wants Tax on Railroads

Gov. Dayton recently revealed a comprehensive list of those specific projects, which were compiled by experts at the Minnesota Department of Transportation (MnDOT) and chosen based on their levels of danger and congestion.

The governor's railway safety proposal would invest \$330 million over the next 10 years in the construction of safer railroad crossings and provide additional bonding dollars to fund four major grade separations in Coon Rapids, Moorhead, Prairie Island and Willmar. The plan would implement new quiet zones in communities located along busy rail lines, provide better training for emergency managers and first responders and hire a new rail office director who would position the state to play a larger role in addressing freight rail service and safety issues throughout the state.

The proposal would be funded through State General Obligation Bonds, which would help fund the four grade separation projects included in the proposal, as well as a new safety training facility and quiet zones. More funding for the proposal would come from a \$33-million annual assessment of the four Class 1 railroads that operate in Minnesota. Additional revenues to pay for the proposal would come from what the governor's office calls "modernizing" railroad property taxes. This modernization would expand the taxable property of railroads to include rolling stock, rail cars, trestles and rail bridges and the governor's office estimates these taxes would provide \$45 million in annual revenues.

The governor developed his railway safety proposal after holding seven railway safety meetings across Minnesota, hosting a railway safety summit last fall and conducting a statewide survey gathering the input of local community leaders. His recommendations are based on the input of Minnesotans, emergency managers and first responders and experts at MnDOT.

Editor: So let's see, the investment the governor proposes would be \$330 million over 10 years – the tax revenue from the four railroads (what about the shortlines who also haul freight) would be \$78 million per year, or \$780 million over 10 years. So what would they do with the other \$450 million? It is always amazing to me how politicians always want to tax business more and then use that to do something else but what it was intended for.

NS Swaps SD40's for MAC's

Norfolk Southern has completed a swap with CSX Transportation, trading a number SD40-2s for the remaining CSX SD80MACs. NS swapped 12 SD40-2 locomotives to CSX for its 12 SD80MACs. The deal reunites all active SD80MACs built on the NS roster, bringing the total number to 29.

CSX SD80MAC No. 4594, the only SD80MAC to be retired and scrapped so far, was not included in the trade.

Norfolk Southern plans to repaint and place in service a number of the SD80MACs at Chattanooga this spring that only require minor mechanical work or upgrades. Any SD80MACs requiring more extensive work will move to the railroad's Juniata Shops in Altoona, Pa., for shopping and new paint prior to being released for service. Road numbers for the new locomotives will be NS Nos. 7217-7228.

Locomotives involved are CSX SD80MACs Nos. 4590-4593, and 4595-4602, and NS SD40-2s Nos. 3425-3427, 3430, 3432, 3433, 3438, 3439, 3440, 3443, 3446, and 3447.

Conrail was the sole purchaser of the SD80MAC model from EMD, ordering 30 in the mid-1990s. During the Conrail breakup, Norfolk Southern received 17 units and CSX received 13.

Southern SD40 back in service

Norfolk Southern has unveiled a new addition to its vaunted heritage fleet: Southern Railway SD40 No. 3170. The locomotive was recently saved from the back lot; rebuilt into operating condition at NS's Juniata Shop in Altoona, Pa.; and repainted into its original Southern colors at the railroad's paint shop at Debutts Yard in Chattanooga.

No. 3170 will go back into revenue service, primarily assigned to yard and local service along the Piedmont Division.

Electro-Motive Division built the 3,000 hp No. 3170 in 1971, and the locomotive was used throughout the Southern Railway's 10,000-mile system. The locomotive carries the Southern Railway's trademark high short hood.

The repaint marks a milestone for the preservation of



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second generation diesels, which Trains Magazine covers in the April 2015 issue Preservation column. EMD built the SD40 from 1966 to 1972 with a total production of 1,298 units for American, Canadian, and export.

Via TRAINS On-Line 2-27

TP&W Status

Toledo, Peoria & Western TP&W train-TPMEPHL Manifest East Peoria to Hoosier Lift (Remington) is also referred to as TPW-1. Train TPMHLEP-Manifest Hoosier lift (Remington) to East Peoria also referred to as TPW-2. Crews on the former generally go as far east as Effner. However with time permitting, it may go to Perkins (Newton County Stone) or make a delivery of cars to the Co-Alliance elevator in Goodland. That's usually about as far east as the East Peoria crews go before tying down for the night and cabbing to Remington for rest. At the moment it goes east on Monday, Wednesday and Friday (on Friday it has an extra board crew). The EPL-East Peoria Local for the most part is a grain local that works as far east as Fairbury. It also works ADM. Depending on the day, it can pretty much be called to do anything from Morton to delivering unit potash trains from the UP to Growmark in Mapleton.

The EPK-East Peoria, Kolbe, or 'The Kolbe job,' works the industries in Mapleton along the Kolbe industrial track and interchanges cars with the UP and KJRY at Collier yard. The EPY-East Peoria Yard job primarily switches the yard and builds the M-train, but again its job can vary depending on the day. It makes deliveries to the TZPR and relieves the westbound M-train if its crew runs out of time before making it back to the yard. The EPX-East Peoria Extra job does it all, enjoying a variety. East End operations seem to vary considerably.

Grain traffic is expected to boom and new business is being pursued. This includes a large new 500-acre "Mid-America Commerce Park" between I-65 and Wolcott, in Indiana. An 80-acre railroad transloading facility was planned in 2011, and might be related to a 60,000 sq. ft. shell building being built now and expected to be complet-

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2015 Membership

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The membership renewal period is over and unfortunately we have a decrease in membership. In some respects this is happening to many organizations but also we have members that have either dropped NRHS membership or dropped our membership and stayed with the NRHS. In other cases we have a few local that did not renew.

The NRHS is looking at several changes in the structure of the organization that, in my opinion, will help retain membership (so far they report about a 40% loss) but also will benefit the various organizations that promote NRHS membership as well as that of the local organization. With the changes that have occurred in the last 10 years (older members dying off, electronic transmission of newsletters, change of interest by younger people, etc.) the NRHS has to look at a different direction in order to survive. Our new president is looking in that direction and hopefully within the next year changes can be made to the Bylaws and management direction to help stem the membership and financial drain on the organization.

We appreciate the number that have stayed with the NRHS as well as our group. Recently the NRHS released the NRHS News in electronic version and if you did not receive it please let me know. One of the issues, as we have found out with our local electronic version, is that the "sender" does not have the correct email address to which any news item should be directed. We want to be sure you receive all benefit of your membership.

Rick S.



**C & E I HS—ANNUAL MEETING
DACC—E. MAIN ST
SALES, DISPLAY, TOUR
STEVE JESSUP, WRP SPEAKER
APRIL 18 10 AM TO 9:30 PM**

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ed in May. On this note, the four ex-DM&E SD40-2s lettered for Rapid City, Pierre and Eastern now on site are welcomed. The RCPE 5453/6456 and TPW 3878 or TPW 4020 seem to have become regulars on the M/W/F east-bound manifest. It's likely the GP40s and 38s will now depart from the roster. TP&W's "CORP" GP38 #3827, in red and gray, was seen on a UP EB manifest for Chicago on March 30. Presumably, this unit is part of what's being replaced by the arrival of four Rapid City, Pierre & Eastern SD40s. She may return after receiving fresh GWI orange and black, likely at the Panama City shops.

Via Midwest Rail Scene

Editor: See the Photo of the Month for Doug Butzow's photo of

Milwaukee 261 Windy City Express

The Friends of the 261 will operate the "Windy City Express" from St. Paul to Chicago this spring behind Amtrak's Empire Builder. Three cars, former Milwaukee Road Skytop parlor lounge observation Cedar Rapids, Milwaukee Road Super Dome No. 53, and ex-Union Pacific baggage car No. 2450, will depart St. Paul for Chicago on May 21 and return May 24. All three cars are painted in Milwaukee Road's original orange and maroon passenger car colors.

Passengers will have the opportunity to ride the Milwaukee Road cars on their original route. Both the Skytop and Super Dome were part of the consist of the Twin Cities Hiawathas, which operated between Chicago and Minneapolis.

This will be the first trip to Chicago for the Cedar Rapids since a complete restoration to its as built appearance was completed in 2014. Restoration included new wood, carpeting, reupholstered seats, and new linoleum to bring the car back to its original appearance. The car was built in 1948 by the Milwaukee Road at its Milwaukee Shops.

Round trip tickets are \$359, while one-way fares are \$189. There are also combined ticket/hotel options available. Fares include food and drinks on the train.

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INDOT—FRA Reach Agreement

The Indiana Department of Transportation (INDOT) announced yesterday it has reached an "understanding" with the Federal Railroad Administration (FRA) that could keep the Amtrak Hoosier State's Chicago-to-Indianapolis route running.

INDOT and the FRA have disagreed over who had responsibility for safety issues related to the line. The dispute has threatened to shut down the service. But a discussion breakthrough occurred last week when INDOT Commissioner Karl Browning met with FRA staff.

They agreed that Indiana's contracts would require Amtrak and Iowa Pacific Holdings LLC, separately, to comply with all Amtrak and FRA requirements, said INDOT officials in a press release. Additionally, INDOT would designate a staff member who would oversee contract compliance.

"INDOT and the FRA share the guiding principles of access to safe mobility," Browning said. "Based on these guiding principles, we are both committed to a path toward continuing the Hoosier State service."



INDOT will continue existing Hoosier State service in the near term until agreements are finalized between Amtrak and Iowa Pacific, INDOT officials said. Under the proposal, Amtrak would serve as the primary operator, work with host railroads, provide train and engine crews,

and manage reservation and ticketing. Iowa Pacific would provide the train equipment, train maintenance, on-board services and marketing.



"We are confident that our joint commitment will help enable continued safe access for passengers between Indianapolis and Chicago," said FRA Acting Administrator Sarah Feinberg in a prepared statement. "We look forward to continuing our productive discussion to reach a positive outcome with the state of Indiana."

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The Friends of the 261 is the owner and operator of Milwaukee Road 4-8-4 No. 261. For more information go to www.261.com.

Via *TRAINS On-Line* 2-25



Southern 3170 SD 40 lives again

Extra Board

PTC - The date for implantation of Positive Train Control, December 31 of this year, has been an issue with the railroads for some time. A committee in Congress has passed a bill out of Congress and to the floor for a vote that will extend the date to 2020, a much more realistic date to get the work done and tested. That said Norfolk Southern is in the process of completing the work between Ft. Wayne and Decatur. As of a few weeks back new signals at West Point/Flint were installed to eliminate the Wabash style search light signals. A contracting crew is working west and should be in Marshfield or closer to Danville by now. Eldan is still search light as in the west end of Homer and both ends of the long siding at Tolono.

The Union Pacific completed their work over a year ago and in the process of the installation installed intermediate signals about every 2.5 miles, shorter than the original blocks. The CN started in the Champaign area last year and a trip to Mattoon this week all new signals and antenna are in place that far. At Tuscola CN/UP/CSX and at Tolono CN/NS the PTC antennas are in place. On the UP antennas are about 30 feet tall while on the CN they are some 60 feet tall. A PTC antenna has two "bow tie" antennas near the top pointing toward the track. For example the

Former IC SD70's to B&LE RR

Canadian National has completed an upgrade to its motive power fleet assigned to the former Bessemer & Lake Erie in eastern Ohio and western Pennsylvania. Five former Illinois Central SD70s have arrived on the property, displacing the last of the second-generation EMDs.

Since 1999, the B&LE and CN, following its purchase of the road in 2004, has relied on a fleet of SD40-3 locomotives rebuilt from former Southern Pacific and St. Louis Southwestern SD45T-2 as the backbone of its fleet.

Following the takeover by CN and a slow decline in traffic, several were reassigned to the former Duluth Missabe & Iron Range property, also acquired by CN in 2004, in Minnesota, which uses similar SD40-3s on its ore trains.

The five locomotives assigned are IC Nos. 1017-1019, 1032, and 1034. Canadian National SD60 No. 5422, which arrived on the former B&LE last year, will remain. These six locomotives will be able to handle the traffic presently operated.

With the SD70s rated at 4,000 hp, CN hopes to achieve a 2 for 3 unit reduction on trains that previously used three SD40-3s rated at 3,000 hp.

Via *TRAINS On-Line* 3-31-15

issue should a problem occur on the UP at the crossing the problem will need to talk instantly to locomotives and offices on the CN and CSX via radio, thus the complex issue of PTC.

Next month I will have an article about the burden PTC is placing on the shortline railroads that operate on PTC track and the issues involved along with costs – some \$150,000 per locomotive for a starter.

Rossville Depot – as noted in the minutes of the last meeting we have some issues with the roof and fascia at the museum. At the April meeting we will be setting some dates for work sessions to make repairs. Presently we have water coming down behind the gutter and as a result we have damage to the soffit and other parts around the gutter system. We hope some of you will be able to help the crew get the repairs done this spring.

Rick

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

Photo of the Month



Doug Butzow, whose office is in Watseka, caught RCPE 6456 and 6453 handling TP&W train outside of Watseka. Check out the article in this issue.