

# Danville Flyer

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## FRA picks former Rock Island Line

The Federal Railroad Administration has issued two records of decision for the environmental analysis on the Chicago-St. Louis rail corridor, positioning the project for future federal funding. The FRA selected the former Chicago, Rock Island & Pacific route as the most efficient route between Joliet and Chicago, and chose a consolidated route along 10<sup>th</sup> Street through Springfield, Ill. The Rock Island route is owned by Metra and used by its commuter trains. If Amtrak trains begin using the former Rock Island, a study by the Illinois DOT said that station platforms at Joliet Union Station would have to be relocated. There would also be a new Amtrak suburban station along the route. New connections would have to be constructed to allow trains to access Chicago Union Station instead of La Salle Street Station, the terminus for Metra trains on the route.

Since 2010, the Illinois Department of Transportation has received more than \$1.4 billion in federal funds to develop high-speed service between Chicago and St. Louis. Included are funds for track, equipment, signaling improvements and station enhancements. In November, Amtrak test trains reached speeds of 110 mph on the portion of the corridor between Dwight and Pontiac, Ill. By 2015, completed construction projects will allow for speeds of 110 mph for over 70 percent of the route.

*TRAINS On-Line 12-20-12*

FEBRUARY 10 –  
Monthly Meeting at  
Jocko's, 1 PM – NOTE  
DATE CHANGE

February 10 - Wheaton -  
Great Midwest Train, Toy &  
Hobby Show. DuPage County  
Frgds. County Farm Road and  
Manchester. 9:30-3

February 16 & 17  
Hoopston, IL Annual Train  
Show at McFerran Park on  
the west side of town..

March 2 – Rossville  
Operating Session – 12:30  
arrival

May 2 to 5<sup>th</sup> Midwest  
Region NMRA Convention at  
Indianapolis, Marriott Indian-  
apolis East



NS 181 with 2453, 2535 has an advance approach diverging at UP Junction as it approaches Sidney siding with a diverging approach on January 12, 2013 – photos by Doug Nipper

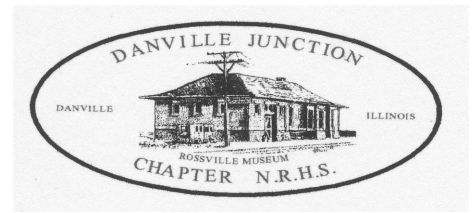


## About Us

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**



## Monticello Railway Museum

As you will note in our masthead the chapter is 45 years old, having been founded in the fall of 1968. The Monticello Railway Museum is also that age and in the recent issue of THE YELLA BOARD member, and friend, Dale Jenkins relates his story of finding the Monticello & Sangamon Valley Railway Museum while working for the Illinois Terminal Railroad. Some of our chapter members are members of MRM and several years back we donated our Wabash caboose to the group as we could not give it the loving care it needs. Member Doug Nipper is helping complete the “new” Richard P. Stair Memorial Tower and both he and member Doug Butzow have long been involved in the group.

This spring steam will again run on the MRM on May 18/19, June 22/23, July 20/21, August 17/18 and September 21/22 for Railroad Days. Our hats go out to all of the MRM volunteers. This season check out steam, special weekends and maybe even sign up for throttle time.

## January 2013—Meeting Minutes

### MEETING MINUTES – JANUARY 20, 2013 JOCKO'S PIZZA

Meeting opened at 2:10 P.M., President Dick Brazda presiding. Treasurer's report was not read, Treasurer absent. Secretary's report as printed in the Flyer was approved.

#### OLD BUSINESS

Two tables have been reserved for the Chapter at the Hoopston show on February 16-17. Because of this show and its date conflict with our regular meeting date, the meeting has been changed to be on the 10th instead of the 17th. Since we will have that meeting before the show, any last minute plans can be discussed then... Dave asked about a missing CD with a slideshow of IT material on it... Spring Field Trip was discussed with Whitewater Valley, Noblesville and North Judson all mentioned, as well as drive times to each venue. Still no consensus, or even the beginning of one, so the issue was tabled until February.

#### NEW BUSINESS

Bob McQuown mentioned the write-up in the Morse Telegraph Club's newsletter about recently-deceased past President of that group, Bill Dunbar. The article, written by Thomas O'Neal Grant, referred to our Secretary three times. Mr. Nipper knew Mr. Dunbar and knows Mr. Grant, and is a member of the MTC himself, despite not knowing telegraphy... Dave Sherrill mentioned the NMRA meet and swap session set for the first weekend in May in Indianapolis.

#### GOOD OF THE ORDER

None.

Meeting adjourned at 2:20 P.M. Program was C&EI negative scans during the meal, and afterwards a program on bridges that Rick put together for his former employer.

## Next Meeting—February 10, 2013—Note Date Change

The February meeting has been moved up one week as the Hoopston show is the 3<sup>rd</sup> weekend of the month. The Chapter will have a table at the show plus other members are involved in selling at the show. As noted in the January minutes there was a discussion on a spring trip. Three destinations were discussed so if you have a preference please come to the meeting as final plans will be made. March 2<sup>nd</sup> will be the next operating session at Rossville.



CN is in the process of acquiring older motive power from the Union Pacific. On January 12 Dick Brazda caught CN 2018 and 2037 heading south to Centralia. Sightings of these units dead-in-tow have been noted the early part of the month.

## PTC Affects Short Lines

In 2008 the Rail Safety Improvement Act was enacted after a horrendous accident in California caused by human error. As always happens after any incident that results in the loss of life, new rules come into place to hopefully prevent it from happening again. The RSI act requires that all Class I railroads implement Positive Train Control on their routes that handle either passenger equipment or hazardous materials, or both. The date of compliance was set at December 31, 2015 for systems that had not been developed or tested.

To date the railroads have spent some \$1.5 billion of mostly their own money on the developing the systems. The estimate is the costs will be \$10 billion or more before it is complete.

Congress' intent was to exempt Class II and III's from the law. However, some of these railroads help move Class I traffic and some are involved in passenger train operations and therefore must comply with the law. In addition the Class I can determine that the connecting short line must install onboard PTC because of working arrangements between the carriers. This will affect some 100 to 110 short line railroads. One of the issues that will impact the carrier the most is their equipment is usually older with the average age of short line locomotives at 25 years. This will require microprocessor equipment to be installed in an old locomotive. The costs of installation will range from \$70,000 to \$100,000 and could go as high as \$150,000 per locomotive (3 years ago it was estimated at \$50,000 per locomotive). In addition the short line will have to maintain small office operations to monitor the PTC and the tie into the Class I back office system.

There have been some exemptions given but very few. Even some of the route miles of Class I's have been cut back as they look to move hazardous material to other routes and thus save the cost of installing PTC equipment. For those of us that love the older signals from merged railroads you will note they are disappearing rapidly, the result of PTC.

Once again the government has setup a program without funding and without thinking of the ramifications that will affect the carriers. What Congress thought would not impact a small business really will and in some cases may cause the agreement between the Class I and short line to go away creating a loss of business for the short line.

A few years back while in a project meeting with CSX and the IHB for the Dolton project the IHB signal engineer told of his meeting a few days before where the Chicago area railroads met with the FRA representative to discuss installation of PTC in the area. One statement was made by one of the railroads about the cost if installation in locomotives and how much that was going to cost the railroads considering over 20,000 would require the equipment. The response from the representative was they could save money by only installing the equipment in the lead locomotive. So much for typical government direction.

*Rick S.*

## NS Acquires more F7's

Norfolk Southern has acquired an additional three F7 locomotives. The three units are located at two National Railway Equipment facilities in the Midwest. Former Canadian National EMD F7A No. 9177 is located at NRE Dixmoor, Ill. Two additional units, former Coe Rail F7A No. 407 and former Canadian Pacific F7B No. 1019 are reportedly at NRE's Mt. Vernon, Ill., Facility. No. 9177 has reportedly been relettered SOU No. 9177 at Dixmoor. Norfolk Southern Spokesman Robin Chapman declined to comment on the locomotives.

*TRAINS On-Line 12-21-12*





## Metra to add Trains

U.S. officials Rep. Dan Lipinski, D-Ill., and more than 20 other elected officials sent a letter Monday to Canadian National Railway officials, urging them to allow Metra to expand train service along the Heritage Corridor Line from Chicago to Joliet. With stops in Summit, Willow Springs, Lemont and Lockport, the line currently offers just 3 round trips per day, the least service on any of Metra's 11 lines, officials said.

The letter to CN CEO Claude Mongeau, asks him to provide one extra morning inbound train and one evening outbound train, for a total of 4 round trips per day. Metra's newly elected board chairman, Brad O'Halloran, sent a separate but similar letter to CN.

Lipinski and elected officials wrote that the area's population has surged and that "clearly, 3 round trips a day does not satisfy the demand for service." CN spokesman Patrick Waldron said the train line cannot handle additional passenger trains without significant

capacity and infrastructure improvements. Waldron added, "We would need government funding for infrastructure improvements in order to allow for additional passenger trains on the line. The corridor is already very heavily used by commuter trains, Amtrak passenger trains and freight trains. These commitments make CN unable to add Metra service without significant capacity upgrades."

Guy Tridgell, a spokesman for Lipinski, said the congressman still thinks it's possible to add one more train. "We are well aware that the Heritage Corridor Line operates on one of the busier freight lines in the Chicago area, but we believe one additional train in each direction on the line is not too much to ask," Tridgell said. Lipinski said he will consider other options if CN denies the request.

## NS Pittsburgh Line Signals

The public has until the end of January to comment on Norfolk Southern's next step toward the implementation of Positive Train Control between Harrisburg and Pittsburgh, Pa. The railroad submitted an application to the Federal Railroad Administration on Oct. 31 to request the "installation of a cab signal system without wayside signals" on the Pittsburgh Line between mileposts 104.90 and 353.35. The federal agency posted the request at the start of a 45-day public comment period on Dec. 17.

"The reasons given for the proposed changes is that the installation of cab signals without wayside signals will improve train operations and will facilitate the installation of Positive Train Control on the Pittsburgh Line," according to the document.

The FRA notice says that all automatic signals along the line will be retired, but that "block clear" signals will be installed at control points in the event of a cab signal failure.

Trains News Wire contacted Norfolk Southern on Monday for comment and is awaiting a reply. 12-18-12



BCOL 4615 and CN 2416, both C40-8M units, ready to head south on the point of a CN freight at Champaign, IL on January 15, 2013. Photo by Rick Schroeder

## Danville Junction Chapter, NRHS

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**We're on the Web!**  
[www.danvillejct.org](http://www.danvillejct.org)

## Photo of the Month



NS D91, has a high-wide load in tow and lead by 4624 at Homer, Illinois, January 18, 2013 — Doug Nipper photo