

Danville Flyer

Inside this issue:

Indiana Port	1
Indiana Legislation	2
About us	2
Minutes and Meeting	3
Chicago Mayor	3
CN to INRD Intermocal	5
Amtrak's Boardman	5
New Locomotives	6
Alton Station	6
Extra Board	7
Photo of the month	8

Indiana Port Bests Quarterly Volume Record

The Port of Indiana-Mount Vernon handled 1.59 million tons of cargo in fourth-quarter 2013, the highest volume for any quarter in the port's 37-year history and more than the total annual volume posted in each of the port's first five years of operation.

"This was the first time our shipments exceeded 500,000 tons for two consecutive months, let alone three consecutive months," said Port Director Phil Wilzbacher in a press release. "Coal, fertilizer and a record grain harvest were the primary reasons for the surge in shipments at the end of 2013."

For the full year, the port handled more than 4.15 million tons of cargo, up 21 percent compared with 2012 volume. The significant increase was driven by strong shipments of coal (up 47 percent), fertilizers (up 42 percent), grain (up 38 percent) and soy products (up 3 percent), port officials said.

Annual data also shows the port handled 26,000 rail cars, 85,000 trucks and 2,200 barges in 2013. The port is served by Evansville Western Railway.

Progressive Railroading 1-16-14

Editor: Once again it proves the developers of the Chicago and Eastern Illinois Railroad, beginning with the Evansville and Illinois Railroad in 1856, built tracks to locations that would benefit the railroad and the shippers. The Mt. Vernon facility has loaded coal to barges back in the C&EI days and now coal moves from the Princeton, IN load-out facility to Mt. Vernon for barge loading. As noted before, check a C&EI map from the 1950's and you will find very little track not still in place. The same cannot be said for many of the other larger railroads.

February 16 – Monthly meeting at Hoopeston Train Show

March 16 – Monthly Meeting at Jocko's, 1 PM

February 15-16 - Hoopeston – 8th Annual Model Train Show. McFerren Park Civic Center on Route 1. Sat 10-4; Sun 10-3.

Mar 9 - Springfield - Springfield Model Railroad Club's Springfield Train Fair 2014. Illinois State Fairgrounds. Orr Building. Swap meet, vendors, clinics, layouts, door prizes, et al. 10-4.

April 12 – Chicago and Eastern Illinois Historical Society Annual Meeting, Watseka, Illinois – at the depot, 10 AM to 9:00 PM, display tables, tour to Claytonville hobby company, program.



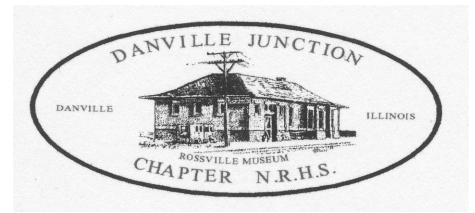
Mt. Vernon coal transfer in the C&EI days.

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 2014—our 46th Year

Allen Cooke – President

Doug Butzow – Vice President

Dick Brazda– Secretary

Doug Nipper– Treasurer

Al McCoy – Programs

Jess Bennett – Historian

Bob Gallippi – Museum Director

Rick Schroeder – Editor

Cooke Business Products - Publisher



Indiana Transit Legislation Prohibits Light Rail Spending

A state Senate committee has approved a bill that would prohibit light rail spending as part of an expanded transit network in central Indiana. The Senate Tax and Fiscal Policy Committee voted 8-4 in favor of the bill, the Indianapolis Star reports.

The bill still has to pass a full Senate vote. It would also require voters in affected counties to approve transit plans and require that fares cover 25 percent of the transit system's operating costs. Decisions about what type of transit system to build would be left to voters in each of five counties, the report says, but without light rail as an option.

Via TRAINS On-Line 1-29-14

November 2013—Meeting Minutes

The meeting was called to order at Jockos at 2:08 by President Cooke with 20 members and guests in attendance. Nicholas Clayborn of Hoopeston was introduced as a new member and Al Steiner of Danville as Al McCoy's guest.

Old Business:

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

The treasurer's report was read by Doug Nipper. It showed a checking account balance of \$1868.60 and a CD of \$3507.11, for a total of \$5375.71. The report was approved. A summary of income and expenses for 2013 was also handed out.

The Hoopeston RR show is Feb. 15-16. Dave has reserved 5 tables, two for the club, one for Rick and two for himself. Rather than moving the date of the Feb. meeting, it was decided to hold it at Hoopeston on Sunday since many members will visit the show.

New Business:

A spring trip was discussed. By a vote, it was decided to undertake a Champaign – Centralia round trip on Saturday, 4/26/14, using Amtrak. Members may go to Carbondale instead if they wish. Complete details will be available in the next newsletter.

The meeting was adjourned at 2:20 PM.

Rich Schroeder showed a DVD of the cutover in 2001 to the new alignment in Lafayette, IN.

Please note above, THERE WILL NOT BE A FEBRUARY MEETING AT JOCKO'S as we will discuss any issues on Sunday at the Hoopeston train show. Remember, only 2 people are free to enter, the rest need to pay the entry fee.

Chicago Mayor proposes fee on oil trains.

Chicago Mayor Rahm Emanuel spoke this week at the winter meeting of the United States Conference of Mayors where he called for improved oversight of companies transporting hazardous materials and crude oil by rail through America's cities. Railways are used to transport these dangerous substances right through the heart of American cities and Mayor Emanuel called on other mayors to target this emerging threat with federal partners to reduce the risk of accidents while protecting residents and property. Revenue from the fee would be dedicated to improving America's aging rail infrastructure.

"Freight train accidents across the United States should be more than a wake-up call," Mayor Emanuel says. "Railroads are the backbone of our country, providing an economic lifeline to Chicago and communities across the nation. These incidents must move us to take action so we can strengthen safety standards and employ new technology to prevent future harm."

Mayor Emanuel's speech highlights five measures he believes would make communities safer by reducing the risk of

(Continued on page 4)

(Continued from page 3)

the next catastrophe:

Call on the federal government to impose a hazardous materials freight fee on companies who extract crude oil and the industrial consumers of it. This effort will make transportation safer and comply with regulations. The fees will be an account to support rebuilding of America's aging rail infrastructure to keep our communities safe.

Support the Department of Transportation in the building of safer cars.

Build safer railroads using better technology, which could serve as a life-saving backstop when human error occurs. This should be deployed around the nation, especially on tracks where hazardous material is hauled.

Mandate those who transport hazardous materials on railways to carry the necessary insurance to compensate for the loss of life and property after an accident.

Better understand what railways are transporting and the risks they pose.

Philadelphia Mayor Michael Nutter; Madison, Wis., Mayor Paul Soglin; Kansas City, Mo., Mayor Sly James; Milwaukee Mayor Tom Barrett; and Peoria, Ill., Mayor Jim Ardis have already signed on in support of Emanuel's call to action

"Rail safety and the monitoring of this industry needs to be a priority," Barrett says. "I applaud Mayor Emanuel for taking the lead and approaching this on a national level. It's my hope that the Department of Transportation will move swiftly before another incident occurs."

"Freight railroads each year invest roughly \$25 billion of their own funds into the nationwide rail network so taxpayers don't have to, and the result is rail infrastructure that is the envy of the world," AAR President and CEO Ed Hamberger says. "As we've seen with other federal tax and fee proposals, the end result is unfortunately that consumers often end up footing

the bill. With heating costs already expected to be high this winter, consumers should not be socked with potentially higher energy bills."

Hamberger notes that the industry is aligned with some areas of the mayor's proposal, including support for higher federal tank car standards.

Further, Hamberger notes that railroads concur with the mayor's call for rail shippers to fully and accurately disclose and label the hazardous materials that railroads move, which is an area that U.S. Transportation Secretary Anthony Foxx has championed through the work of the Pipeline and Hazardous Materials Safety Administration and the Federal Railroad Administration on "Operation Classification."

On the mayor's proposal around improving liability insurance for the movement of hazardous materials, Hamberger notes that major freight railroads already carry as much insurance as is commercially available in the marketplace. In light of the railroads' common carrier obligation, the industry has previously supported a liability cap based on the limitations of the insurance marketplace.

Via Progressive Railroading.



The New York Central, Penn Central, Conrail and now CSX is no longer in Georgetown, Illinois. Allen Cooke and Dick Brazda visited the former line and found the rail has been removed and a contractor is picking up the ties. Long live the NYC.

CN to INRD Intermodal Move

Notes from Chuck:

CN train #371 has been running long before the Indy traffic started. I've been the regular engineer on the job out of Champaign off and on for a few years now. 371 is the daily auto train to the UP at Salem. North of Effingham it handles general freight but is all autos and parts for Texas. We generally do handle the Indy stack traffic, about 3-4 times a week, plus any other miscellaneous Effingham traffic. Lately we've had a multitude of foreign power going to Salem, anything from BN 70MACs to NS units, we even had a DM&E SD40-2 a few months ago.



The Effingham night job takes them plus other traffic to Newton where the INRD local gets them and take them to Palestine. Not sure if it's locals to Indy or not. Northbound it is worse, Effingham job brings them to town, A431 takes them to Mattoon, L551 brings them to Champaign, then I believe 345 takes them to Markham. Yes the 3 hour transit via highway (Markham direct to Indy) would be a lot faster. However, I believe a lot of the containers coming back are loaded with grain, so they are probably not very hot.

Amtrak's Boardman comments

Declaring the Highway Trust Fund "dead," Amtrak President Joe Boardman on campaigned for its replacement with a mode-neutral method of financing that would achieve national goals and not just the goals of road builders. Speaking at a luncheon of the National Press Club on Friday, Boardman said that the biggest need in this nation's transportation network is for connectivity.

"We are constantly being asked by everyone to deliver more and better service," he told his audience.

"Cities are starving for transportation improvements that will affect peoples' lives. In many cases, transportation has gotten worse and more expensive. You might think that strengthening connectivity between our cities is a national priority, but it is not. We are barely keeping the existing system going."

Boardman makes his plea for unified transportation funding as Congress seeks to "reauthorize" both Amtrak and the surface transportation program, which includes the Highway Trust Fund. This fund collects and distributes to states a federal fuel tax of 18.3 cents a gallon of gasoline. But that fund has run dry in recent years, and since 2008 Congress has voted to transfer \$35 billion from the U.S. Treasury Department to supplement the trust fund.

"Forget the Highway Trust Fund,"

Boardman said. "The America of the future

will not prosper on the backs of the best highways, airlines, and railroads by themselves. The new trust fund must be mode-neutral, strengthening the whole network. The fund must be focused on investments national in scope and generating outcomes the nation needs." He added that "if national outcomes are our goal, then I believe investments in Amtrak have a home."



Sadly, Boardman added, government's ability to make targeted, effective investments has declined. "The people out there—customers, constituents, citizens, taxpayers—want us to deliver good infrastructure solutions," he said. "We have a challenge we cannot afford to dodge or neglect. We must improve our reality instead of just explain our reality."

In questioning, Boardman noted that a benefit of a trust fund is that spending can be planned years in advance, in an economical manner. By contrast, he said, Amtrak never knows what its funding will be a year ahead or even in a current year.

Boardman also praised Amtrak employees in Illi-

(Continued on page 6)

(Continued from page 5)

nois who tended to needs of passengers aboard three trains that were stalled or held for up to 24 hours between Chicago and Galesburg, Ill., this week. "One train, No. 6 [the eastbound California Zephyr] ran into a 20-foot snow drift and had to be rescued, and there were trains stuck behind it, too. We received tons of compliments about our conductors. Andrea, the conductor on train 6, was outstanding. People left on trains for 24 hours complimented us on how we took care of them. Women and men of this company deliver every single day. Weather the past couple of weeks lets you know who is really worth the salt."

Finally, Boardman came to the defense of Amtrak's 16 long-distance routes, which are frequently the targets of budget cutters. "We serve over 500 stations. At 300 of them, the cities have no other service than Amtrak. Buses are gone. Aviation has been cut back. We are the public transportation in those communities. Like the post office, we connect scattered families. We are a big part of bringing connectivity to the U.S."

Via *TRAINS On-Line* 1-10-14 by Fred W. Frailey

Western RR's new locomotives

Delivery of new locomotives is beginning for Union Pacific and BNSF Railway from General Electric and EMD, according to sources close to the railroads.

The first BNSF ES44C4s arrived in Chicago on Tuesday from GE's Erie, Pa., plant, kicking off delivery of 275 such units for BNSF scheduled for delivery in 2014. Nos. 8010 and 8012-8017 arrived in CSX's Barr Yard in the morning and will be moved to BNSF's Cicero yard for delivery. Road numbers for the locomotives are planned to be BNSF Nos. 8007-8281. GE will produce ES44C4s for BNSF at its Erie and Ft. Worth, Texas, plants.

Union Pacific's order for 100 EMD SD70AH locomotives has begun delivery from Mexico, with UP Nos.

8824-8826 released from Bombardier Transportation's Sahagun, Mexico, plant. The locomotives are currently headed north to the U.S. Road numbers for these locomotives are planned to be UP Nos. 8824-8923.

The SD70AH locomotives are a heavier version of previous orders for SD70ACe locomotives from EMD, which use a different model name to differentiate them. The SD70AH units weigh in at 427,000 pounds, verses 420,000 pounds for Union Pacific's standard SD70ACes. This will be the second order of units Union Pacific has received with additional weight. Last year, ES44ACs Nos. 8052-8111 arrived weighing 432,000 pounds, 17,000 pounds heavier than a normal ES44AC. Union Pacific refers to the heavy GEs as C45AHs.

UP and BNSF have orders from both builders in 2014, with BNSF scheduled to receive 100 SD70ACes from EMD and Union Pacific scheduled to receive 60 ES44ACs from General Electric. Both of these orders are scheduled to deliver later this year.

Via *TRAINS On-Line* 1-27-2014

Alton Station uncertain future

The city of Alton, Illinois is finishing development of the new Alton Regional Multi-Modal Transportation Center. This leaves the city's current Amtrak station, a former Gulf, Mobile & Ohio structure, with an uncertain future, the Alton Telegraph reports.

In 2013, the city signed a memorandum of understanding with the Federal Railroad Administration, Union Pacific, Illinois State Historic Preservation Office, and Illinois Department of Transportation that commits the city's department of building and development to develop a marketing plan to attempt to sell the 86-year-old structure.

"We have two years to try to market that site" says Greg Caffey, director of development and housing for the city. "We've started. We've gotten historical docu-

(Continued on page 7)

(Continued from page 6)

ments of the building."

Any potential buyer would have to relocate the structure from the railroad's right-of-way within 12 months of purchase, the report says. If no buyer is found, the station will be demolished.

"At least three presidents have been through that station, as well as other famous people. We're concerned about it," says Terry Sharp, president of Alton Area Landmarks Association. "It is another building built for a particular reason. It looks like a train station and functions as a train station. It would be pretty small as a restaurant."

The station is not listed on the National Register of Historic Places.

TRAINS On Line 1-16-14

Extra Board

Norfolk Southern's Altoona Locomotive Shop has released SD40-2 3215 with a special decal on each side of the long hood commemorating the National Model Railroad Association's upcoming convention in Cleveland, Ohio. For more information on the upcoming convention and for a view of the 3215 with the decal, visit the convention's website.

Florida East Coast Railway, LLC (FEC) announced today that it will acquire 24 new ES44C4 locomotives from GE Transportation. The new locomotives will be used in thru-freight, heavy haul service on the railway's 351 mile mainline route between Jacksonville, and Miami, FL. "These locomotives will provide the fuel efficient power we need to support the current operations and future growth of the railroad," said Fran Chinnici, Senior Vice President of Mechanical, Engineering and Purchasing at FEC. The ES44C4 locomotive, part of GE's Evolution® Series, is designed to meet US EPA Tier 3 emissions requirements using advanced engine technology that lowers fuel consumption and operating costs. These locomotives provide the benefits while controlling NOx and particulate matter (PM) emissions. "We're excited to have our Evolution Series locomotives join FEC's fleet. This locomotive model is the most fuel-efficient loco-

motive in the North American heavy-haul market today," said Dave Tucker, Vice President of Global Sales at GE Transportation. (Florida East Coast Railway- 1/30)

Back to Work: yes, I have gone back to work for URS as a Temporary Employee. Why? Well, several requests came from management to assist in some projects and also to meet with some clients, so in early January I started the process of signing up again – from one page in 1975 to form after form and on line. URS recently received a contract from the City of Danville to study implantation of quiet zones on grade crossings in Danville and Catlin. We have just started the study and will complete the work by the end of May. The study is to determine which crossings could be candidates' for a quiet zone in both locations that are part of the "Traffic Area" of Vermilion County. This does not include any issues with the idling of locomotives but just the sounds of horns in the residential areas. A second project for review will be a proposed light rail area in the City of Minneapolis. After that who knows but getting back in to the flow of a large company after retirement for 2 years things are different.



Did you check out the Photo of the Month? Hope so, because here in Horace, Illinois on August 16, 1965 Southbound New York Central 1770 with B unit #2465 lead 162 empty hopper cars south to the mines in southern Illinois. Some 49 years ago I had applied for a job with Illinois Department of Transportation and was on my way to Paris when I caught this SB train north of Chrisman and decided that Horace was the place to catch it. Rick S.

Danville Junction Chapter, NRHS

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

Photo of the Month



On a cold January day Dick Brazea and Allen Cooke checked out the former NYC line between Danville and Paris. At Horace, IL they found CSX 6393 (GP40-2) and 2614 (GP38-2) in the siding with crew. Photo by Dick Brazea.