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N&W 611 to Steam Up this Summer—but not here

ROANOKE, Va. – World famous Norfolk & Western Class J No. 611 will pull public excursions four weekends between April and June in its home state of Virginia and North Carolina, the Virginia Museum of Transportation and North Carolina Transportation Museum announced Monday. The announcement ends weeks of speculation as to the extent of NS's steam operations for 2016 following the conclusion of the five-year 21st Century Steam program.

Restored in May 2015, the streamlined 4-8-4 will pull excursions out of Spencer, N.C.; Greensboro, N.C.; Manassas, Va.; and Roanoke, Va., where it was built in May 1950. In addition, No. 611 will make special appearances in Roanoke, Manassas, and Danville, Va., and Spencer, N.C.

After work to replace the front truck wheels and axles, No. 611 will deadhead from Roanoke to Spencer in February for annual maintenance work and its annual Federal Railroad Administration-required inspection.



The season begins April 9-10 with a pair of excursions out of the North Carolina Transportation Museum. On April 9, the engine will run to Lynchburg, Va., and return. On April 10, No. 611 will run to Asheville, N.C., This will be the first time in 22 years the Class J will operate on the famous Southern Railway Loops between Old Fort, N.C., and Ridgecrest, a mountainous area of tunnels and bridges where it takes 13 miles of tracks to cover 3 air miles.

Following the NCTM excursions, the remaining three excursion weekends will be hosted by the Virginia Museum of Transportation. On April 23 and 24, full-day trips will depart Greensboro, N.C., to Roanoke, Va., and return. The route will be via Hurt, Va., and former Virginian Railway trackage to Roanoke both directions.

On May 7 and 9, No. 611 will run out of Roanoke to Lynchburg via Blue Ridge grade in the morning and to Walton via Christiansburg grade in the afternoon.

On June 4 and 5, No. 611 will pull a total of three trips from Manassas, Va., to Front Royal, Va., and return: One roundtrip on the morning of Saturday, June 4 and two roundtrips on Sunday, June 5, as part of the 22nd Annual Manassas Heritage Railway Festival. Tickets will go on sale in February. For excursion details and information visit www.fireup611.org.

In addition to opportunities to ride and watch No. 611 roll by on excursions, the public is invited to take advantage of a number of special opportunities to get up close to 611 under steam, take photos, and meet the crew.

“We are very excited to offer this experience that people haven’t had before, to get really close to 611,” says Jim Stump, Forward 611 committee chair for the VMT. “We will be taking 611 to new destinations and giving communities an exciting opportunity to celebrate

(Continued on page 4)

February – Monthly meeting will not be held—get together at Hoopeston

Feb 20/21 Hoopeston, IL – Train show in McFerren Park Pavilion, 10-4, 10-3 each day.

Mar 13 Springfield - Springfield - Springfield Model Railroad Club’s Springfield Train Fair 2014. Illinois State Fairgrounds. Orr Building. 10-4.

April 2/3 Urbana, IL Annual train show at Lincoln Square Village, 10-6 on Saturday, 11 to 4 on Sunday - Free

April 16 – Danville, IL Annual C&EI HS meeting at DACC – more details later.

2016— January Meeting Minutes

The January 17th meeting was called to order at 1350 by President Cooke.

The minutes were amended to include the program, a power point presentation on area tourist trains by Henry Schmitt, and were approved. In the absence of our Secretary Henry volunteered to take minutes of this meeting.

The treasurer's report was provided and approved. Expenses for the month were \$177.52 and income was \$1380 in dues and donations.

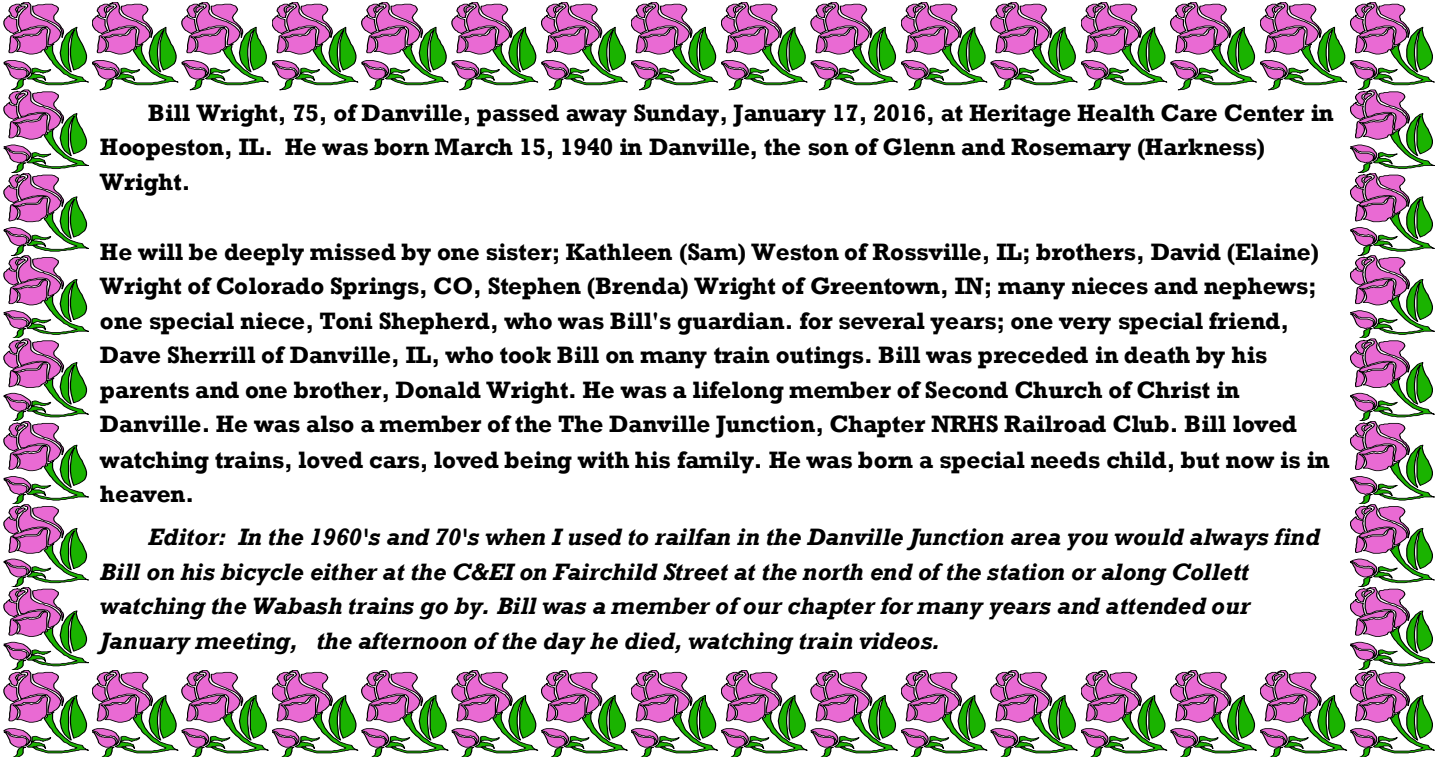
The Hoopeston train show is scheduled for Feb. 20-21. The club will share a table with C&EHS. The **February meeting will be held in Hoopeston on the 21st.**

Responsibility for future programs was reviewed. Henry Schmitt is planned for March, Jesse Bennett is planning for April with Doug Butzow set for the May meeting, the last of the spring.

The Urbana train show will be April 2-3. The May meeting might be held at the Vermilion Valley building at the former Olin plant, more details next month.

The meeting adjourned at 1410.

Rick Schroeder presented a video program on the Judyville branch from 7/23/69, the year prior to abandonment. Also shown was one of the last runs of the Cannonball was in 1971.



Bill Wright, 75, of Danville, passed away Sunday, January 17, 2016, at Heritage Health Care Center in Hoopeston, IL. He was born March 15, 1940 in Danville, the son of Glenn and Rosemary (Harkness) Wright.

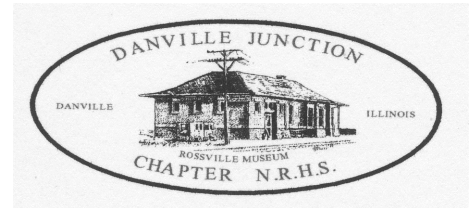
He will be deeply missed by one sister; Kathleen (Sam) Weston of Rossville, IL; brothers, David (Elaine) Wright of Colorado Springs, CO, Stephen (Brenda) Wright of Greentown, IN; many nieces and nephews; one special niece, Toni Shepherd, who was Bill's guardian. for several years; one very special friend, Dave Sherrill of Danville, IL, who took Bill on many train outings. Bill was preceded in death by his parents and one brother, Donald Wright. He was a lifelong member of Second Church of Christ in Danville. He was also a member of the The Danville Junction, Chapter NRHS Railroad Club. Bill loved watching trains, loved cars, loved being with his family. He was born a special needs child, but now is in heaven.

Editor: In the 1960's and 70's when I used to railfan in the Danville Junction area you would always find Bill on his bicycle either at the C&EI on Fairchild Street at the north end of the station or along Collett watching the Wabash trains go by. Bill was a member of our chapter for many years and attended our January meeting, the afternoon of the day he died, watching train videos.

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 2016—our 48th 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



CSX to Consolidate Divisions—Cut Jobs

CSX is consolidating its operations administration from 10 divisions to nine and closing administrative offices at Huntington, W.Va. Huntington Division administrative responsibilities will be reassigned to five adjoining divisions: Atlanta, Baltimore, Florence, Great Lakes and Louisville.

CSX will continue to run trains over the territory and its yards and other facilities in the Huntington region – including the Huntington locomotive shop – will continue operations. The railroad says it remains committed to the Huntington community, which has played a vital role in railroading and American commerce since its namesake Collis P. Huntington completed the Chesapeake and Ohio Railway in 1873.

The 121 management and union employees who currently report to the Huntington Division offices will remain employed in the area supporting the transition of administrative responsibilities over the next several months. At the conclusion of the transition period, the timing of which may vary by role, many employees will be given an opportunity to fill positions in other areas of

(Continued from page 1)

their history and rail heritage. It is amazing to experience this engine fired up.”

- Over the weekend of May 14, 2016 – visitors to the Virginia Museum of Transportation will get to view No. 611 fired up, and meet the crew.
- June 4, 2016 – After the morning excursion, No. 611 will make a guest appearance at the Manassas, Va., Heritage Railway Festival.
- June 2016 – No. 611 will be on display at the VMT.
- July 2016 – No. 611 will be featured at the North Carolina Transportation Museum for special events.
- Early August, 2016 – No. 611 will return to the VMT.
- Early September, 2016 – No. 611 again will return to NCTM for special events and maintenance.
- Sept. 24-25, 2016 – No. 611 will travel to Danville, Va., to be featured during Danville Rail Heritage Days.
- No. 611 will return to Roanoke after the NCTM events conclude in the fall.

The events at the NCTM and the City of Danville

(Continued from page 3)

the network.

Primarily serving customers in



How tomorrow moves

West Virginia, Kentucky, Tennessee and Ohio, the Huntington territory encompasses the Central Appalachian coal fields, which have been significantly affected by low natural gas prices and regulatory actions. Over the past four years alone, CSX's coal revenues have declined \$1.4 billion. This change is part of CSX's focus on reducing structural costs and aligning resources with demand in its coal fields and follows the reduction of train operations at Erwin, Tennessee and the closing of mechanical shops at Corbin, Ky.

CP White Paper on NS Acquisition Attempt

CALGARY, Alberta – Canadian Pacific has released a white paper stating its position in favor of a merger with Norfolk Southern. The full text of the 9-page document, titled "A 21st Century Railroad for a 21st Century Economy," is available online at www.cpr.ca/en/investors.

Specifically, CP claims such a combination would:

- Enable far better utilization of existing infrastructure.
- Introduce alternative options for re-routing traffic around areas of congestion.
- Create new opportunities to generate the most efficient route for rail shipments.
- Allow CP-NS to provide end-to-end service to customers, without hand-offs and interchanges, which improves safety.
- Improve overall service for shippers of all sizes across the network.

Also this week, CP fired back at comments by Union Pacific CEO Lance Fritz, who is not in favor of additional mergers in the industry.

“I believe a Class I rail merger is not in the best interest of the rail industry,” Fritz said this week at the Midwest Association of Rail Shippers meeting in suburban Chicago “It’s not in the best interest of our customers.”

In response, CP issued a statement saying that it is "surprised and disappointed" by Fritz's comments.

"We note that UP is itself the product of numerous mergers that created one of the largest route networks in North America," CP's statement reads. "In a statement filed to the

(Continued on page 5)

April 16, 2016
Danville, IL
Annual C&EI HS meeting at
DACC – more details later.

(Continued from page 4)

STB on April 11, 2011, UP CEO Lance Fritz argued that consolidation enabled the railroad to create 'an efficient system removing bottlenecks and inefficient operations, including unnecessary interchanges, and increasing single-line service.'

"It is unfortunate that UP would try to use political pressure to co-opt the regulatory process and prevent other railroads from enjoying these same benefits and becoming more effective competitors to UP," CP notes. "Mr. Fritz's attempts to rally support for the status quo among the other Class 1s demonstrate a disregard for competition, the processes of the STB, and the needs of shippers and the broader economy."

TRAINS On Line 1-15-16

NS Expands the Poky Division

Effective Feb. 1, Norfolk Southern Corp. will consolidate its Virginia and Pocahontas divisions to form a new Pocahontas Division, with its headquarters in Roanoke, Va., the Class I announced yesterday. The consolidation is part of the company's efforts to improve operating efficiency and support long-term growth, according to an NS press release.

The announcement comes on the heels of other recent measures, including the reduction from three corporate office locations to two; the restructuring of the Triple Crown Services subsidiary; and the integration of the D&H South Line to increase options for shippers.

In a related move, NS also will change traffic patterns and idle part of its "West Virginia Secondary," a 253-mile line between Columbus, Ohio, and central West Virginia, which has faced steady declines in business in recent years. In Sept. 2015, NS idled a 33-mile mainline between Elmore and Princeton, W.Va.

The new Pocahontas Division will comprise 2,581 route miles, mainly in Virginia and West Virginia, extending from the Port of Virginia to Portsmouth, Ohio, and from Bristol, Va., to Hagerstown, Md.

"Creation of the new Pocahontas Division supports the railroad's strategic plan to deliver cost-efficient and supe-

rior service while building a stronger enterprise," said Mike Wheeler, senior vice president operations. "Consolidating the two divisions enables us to streamline operations and focus resources on high-return growth opportunities." Charles "Mike" Irvin will lead the new division. A 33-year NS employee, Irvin has experience managing several divisions for the railroad.

The consolidation will affect management and office staff positions currently based in Bluefield, W.Va. Those employees will have an opportunity to relocate to Roanoke or apply for other jobs within the company, NS officials said. The company did not disclose the number of jobs that will be affected.

NS will continue to operate the Bluefield rail yard, where coal comprises most of the business handled there. Yard traffic has dropped over the past year. About 130 people work in the yard's operations departments, including transportation, engineering and mechanical.

"Coal mined from the Appalachian Basin has long served as a vital, low-cost source of energy to power America, and Norfolk Southern remains committed to providing top-notch service to our valuable coal customers," Wheeler said. "At the same time, the railroad is nimble and adapts to changing market conditions."

Danville Rail Car Layoff

Danville Manufacturing will be laying off 180 workers within the next few weeks. The FreightCar America plant primarily manufactures railcars that haul coal and metal scrap. With the loss of coal traffic and the decreased value of scrap metal, FreightCar can't justify the need for workers. Layoffs will be complete by the end of February.

The plant was once the main car shop for the Chicago & Eastern Illinois Railroad. When the L&N acquired the leg of the C&EI from Watseka to Evansville the MoPac sold the car shops to Danville Industries. The L&N leased the locomotive facilities until new facilities were built at Brewer Yard. Johnstown America purchased the shop in 1995 and later became known as FreightCar America. It currently employs 200-250 workers at its Danville location. FreightCar's two other manufacturing plants are in Roanoke, Va., and Cherokee, Ala.

Positive Train Control Update

Positive train control (PTC) implementation is expected to cost the freight railroad industry \$9 billion to \$10 billion, according to a PTC progress update released yesterday by the Association of American Railroads (AAR).

As of Dec. 31, 2015, the freight railroads spent more than \$6 billion on PTC, as they continue to work on installation and implementation. PTC is a priority for the industry, but it is critical to make sure that the technology is installed and implemented correctly, AAR officials said in a prepared statement.

Making sure PTC is done right means field-testing is "essential" for safely deploying the technology, which will be a critical focus for the industry in 2016, they said. Currently, rail operators are discovering failure rates of up to 40 percent as they install and test the PTC equipment in labs and designated pilot territories.

By the end of 2016, the AAR anticipates the industry will make the following progress:

38 percent of the targeted 60,153 route miles will have PTC technology;

63 percent of 22,066 locomotives will be equipped with PTC technology;

51 percent of the 114,515 employees requiring training will be PTC-qualified;

87 percent of the more than 32,654 track-side signal systems will be PTC ready; and

77 percent of the 3,968 base station radios will be installed.

The end of 2015 was the original deadline that Congress set for railroads to implement the rail safety technology. Because a majority of railroads would not be able to meet the deadline, Congress late last year extended it to the end of 2018 and, if necessary, up to an additional two years to finalize and test the new technology.

In order to qualify for the extra two years, railroads must meet specific progress benchmarks, AAR officials said. Those benchmarks include:

PTC hardware is 100 percent installed on a railroad's system by Dec. 31, 2018;

PTC technology is implemented on more than 50 percent

of its system;

Employee training required by the Federal Railroad Administration is completed; and

All spectrum necessary for PTC implementation is obtained.

PTC technology will be overlay systems, which means they will supplement existing train safety checks and balances, according to AAR.

Progressive Railroading 1-12-16

Editor: Norfolk Southern has, I believe, all new signals and radios towers installed at all control points between Peru and Decatur. The old searchlight signals are still in use and will be for some time, but more than likely this spring/summer we will see the "cut in" of various segments along the route. In some locations new intermediate signals are in place, one being just west of the Gilbert Street overhead bridge. The signals at 14th Street will come out. CSX has been progressing north from Evansville installing new signals where needed and also installing satellite dish connection for their control.

2016 Membership Renewal

NRHS and Local Dues Payment.

For those of you that are also NRHS members we assume you have paid your 2016 dues either on the NRHS Web Site, the site you were directed to last year or via mail after receiving your notice and membership card. We no longer handle your NRHS dues payment and to date have not received notice of who is, or is not, a member of the NRHS.

For your local payment please send your check (or pay at a meeting) to the Treasurer at PO Box 1013. Renewal is required by the end of March to continue to receive this newsletter.

Class I's will not meet PTC Deadline

Three Class I's — CN, CSX and Norfolk Southern Railway — have informed the Federal Railroad Administration (FRA) that they won't meet the 2018 deadline to implement positive train control (PTC), according to a report by the Associated Press (AP).

Four commuter railroads — SunRail in Florida, Metra in Chicago, the Massachusetts Bay Transportation Authority and Trinity Railway Express in Texas also will miss the 2018 deadline, according to the AP.

Railroads were required to report to the FRA of their PTC plans last week. The other four Class I's — Union Pacific Railroad, BNSF Railway Co., Canadian Pacific and Kansas City Southern — told the FRA they would meet the 2018 deadline, AP reported.

Late last year, Congress extended its original PTC deadline of Dec. 31, 2015, to the end of 2018. The new legislation also allowed that, under certain circumstances, railroads would have until 2020 to implement the safety technology.

After Congress approved a later date, FRA Administrator Sarah Feinberg advised railroads not to assume they have until 2020 to install and begin using PTC on their networks.

Via Progressive Railroading 2-3-16

NS 2016 Capex Plan

Norfolk Southern has a planned capital improvement budget of \$2.1 billion in 2016, which is \$300 million less than its record \$2.4 billion capital plan in 2015.

Most areas of in the NS capital plan will see reduced spending including roadway (\$817 million versus \$927 million in 2015); infrastructure (\$89 million versus \$104 million in 2015); facilities and terminals (\$222 million versus \$238 million in 2015) and other projects (\$163 million versus \$199 million in 2015). The area to see the greatest reduction in spending was in freight cars. In 2015, NS spend \$404 million while in 2016 the railroad plans to only spend \$135 million.

NS spent about one-fifth of its 2015 budget on locomotives, technology and positive train control. This year, those three areas will all see spending increases and together make up about one-third of the 2016 capital plan. The railroad plans to spend \$351 million on locomotives in 2016 versus \$238 million last year; \$77 million on technology versus \$65 million in 2015 and \$246 million on PTC, which is a \$26 million increase over last years spending.

The 12.5 percent capital reduction over last year is in line with the railroad's strategic plan to streamline operations, reduce costs and drive profitability. NS plans to dispose of or downgrade 1,000 miles of track in 2016 as traffic is rerouted onto higher-density lines. Additionally, the railroad plans to reduce the size of its car fleet and locomotive maintenance expenses.

Via RT&S February 1

Local Train Shows

The Hoopston Train Show, located at McFerren Park, will be February 20/21. Since this is our normal meeting Sunday we will not hold a meeting this month. The Chapter, along with Dave Sherrill, will have sale tables at the show.

April 2/3 will be the Urbana Train Show at Lincoln Square Village. The Chapter will have two tables with one "serving" popcorn, our usual spring fund raising event. In addition the C&EI HS will have a table with sale items. We can use your help for both shows but also this gives you a chance to spend your funds on various train items. The setup time for the 2nd will be 7 AM but the show will be open from 10:00 AM to 6:00 PM and on the 3rd from 11:00 AM to 4:00 PM. As always, admission is free.

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

Photo of the Month



Westbound NS autorack train #121 has BNSF 5243 and 5358 at headend power passing the former Wabash freight house location in Danville, IL – November 11, 2015 – photo by Rick Schroeder