

DANVILLE FLYER

Inside this issue:

Metra and PtC	1
NS Speed Progress	2
January meeting Notes	3
Amtrak New Power	3
Hoosier State News	4
IC Branch New Life	5
Iowa Interstate Steam	5
BUILD Springfield Grant	6
Rail Traffic Up	6
NS Power Update	7
Photo of the Month	8

Metra Rolls Out PTC and New Schedules

Metra will roll out a revised schedule for its Rock Island District on Jan. 28. The schedule reflects changes required under operation with positive train control, as well as adjustments reflecting rider comments on its earlier schedule proposal. [See "Metra releases proposed Rock Island schedule for PTC operation," *Trains News Wire*, Oct. 17, 2018.]

Adjustments cited by Metra in a press release include restoration of the departure times for two outbound trains from LaSalle Street Station, conversion of one train into an express, and new trains that arrive downtown before 6 a.m. and depart at 7:05 p.m. The new schedule is available here. Metra is calling it a "pilot schedule" that will be evaluated for several months.



The new schedule reflects the increased time for trains to "flip," or head in the opposite direction after completing a run. That process requires more than 10 minutes, which required changes to schedules for about a dozen trains. Those changes, in turn, affect other trains.

Metra's BNSF line underwent a similar process with a proposed and adjusted schedule before beginning operation under PTC in 2018. [See "Metra begins service with new BNSF schedule," *Trains News Wire*, June 11, 2018.] Other Metra lines will begin PTC operation later this year and in 2020.

TRAINS On-Line Jan 14th

NS Progress on Train Speed

Norfolk Southern's new operating plan is gaining traction. The railroad is moving faster than it has in nearly two years as average train speeds have climbed 28 percent during the past eight weeks.

Last week's 22.8-mph average train speed was the highest NS has posted since the spring of 2017 and was 20-percent above the 2018 average speed of 19 mph, according to data NS reports to the Association of American Railroads. Terminal dwell, which measures the amount of time cars spend in yards, is inching downward. It stood at 25.1 hours last week, down 6 percent in eight weeks. In the first three months of 2018, dwell was above 30 hours in 10 NS yards. Now only two terminals have dwell times



greater than 30 hours. The number of cars online has fallen nearly 4 percent even as NS traffic volume is up 16 percent. NS declined to comment on the rapid improvements, which coincide with the nam-

ing of Michael Farrell as senior vice president of transportation in early November. The railroad said more detail would be provided during its fourth-quarter earnings call

(Continued on page 3)

February 17th -

Jocko's Pizza Restaurant on Williams St - **Chapter monthly meeting 1:00 PM.** Dick Brazda will present program.

March 24th - Springfield - Springfield Model Railroad Club's Springfield Train Fair 2014. Illinois State Fairgrounds. Orr Building. 10-4.

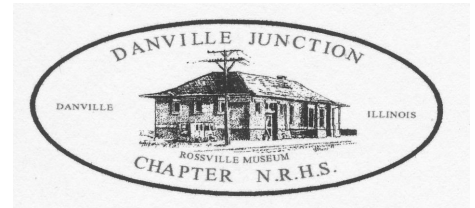
March 30th & 31st Urbana - Midwest Central Model RR/TT Division NMRA 2019 Model Train Show. Sat 10-6; Sun 11-4.

Apr 6th & 7th Decatur - Decatur Mt. Zion and Southern Model Railroad Club's Decatur Train Fair 2016. Civic Center, 412 North Jackson St. Sat 10-4; Sun 11-4.

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 \$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 2019—our 51st Year

Henry Schmitt – President
Doug Butzow – Vice President
Dick Brazda– Secretary
Doug Nipper– Treasurer
Dave Sherrill – Programs
Jess Bennett – Historian
Bob Gallippi – Museum Director
Rick Schroeder – Editor & NRHS rep
Cooke Wireless, LLC - Publisher & Distributor



Operating Sessions at Rossville

(NO WATER or FACILITIES)

Saturday - March 2nd and April 6th

All sessions will start around 1:00 PM

Remember, if we have bad weather we may not have the session, that is ice or more than 4 inches of snow and windy conditions.

NRHS and Local 2019 Dues Payment.

For those of you that are NRHS members you should have received a second notice about paying for 2019 dues. For NRHS members this will be completed on line but they will also accept checks and PayPal with the new system.

For your local renewal we appreciate those of you that have joined for another year. If you have not sent in your payment please send your check (or pay at the next meeting) to the Treasurer at PO Box 1013, Danville, IL 61834. Renewals due by April 1st.

2019— January Meeting Minutes

The The January 20, 2019, meeting opened at 1335 at Jockos.

There were no corrections to the secretary's report.

The 1/17/19 treasurer's report shows expenditures for utilities and the post office box rental. Income from dues, sales and donations totaled \$495.50. The balance in the account stands at \$5968.61. It was reported that 27 of 32 members had renewed.

The Urbana train show is scheduled for March 30-1. It was decided to obtain 2 tables.

While some parts have come in, there has not been further work on the motor car.

Dick will handle the February program.

A ramp for the Rossville depot was discussed. Bob suggested he could construct one. A review of ADA regulations and an estimate of costs would be prepared for the next meeting.

It was noted that CSX is now using distributed power thru Danville.

Meeting was adjourned at 1352.

Henry presented pictures from recent trips on historic and tourist railways.

(Continued from page 1)

on Jan. 24.

As a consultant, Farrell for a year had been leading the railroad's "clean sheeting" efforts to build new local operating plans from scratch.

The process, which starts in terminals and local serving yards, aims to make service faster and more efficient. Clean sheeting will be the foundation for NS's new operating plan, which is under development and will incorporate elements of Precision Scheduled Railroading. Farrell previously worked for Canadian Pacific and Canadian National, two railroads led by E. Hunter Harrison, who championed the Precision Scheduled Railroading operating model.

NS had been mired in an operational slump for more than a year and was particularly sluggish in Georgia and Alabama. The railroad's single-track network in the Southeast was the epicenter of both traffic growth and congestion.

As the railroad slowed down in the Southeast, operating officials brought in more crews, stepped up hiring, pulled locomotives from storage, and leased more than 150 locomotives. The partial reopening of the hump at DeButts Yard in Chattanooga, Tenn., in May helped clear congestion, as well. NS officials are expected to provide more detail on the new operating plan during an investor day scheduled for Feb. 11 in Atlanta. TRAINS On Line 1-10-19

Amtrak New Motive Power

Amtrak will acquire 75 new Siemens Charger diesel locomotives for \$850 million to replace aging power in its National Network locomotive fleet.

The initial order contract covers the Tier 4 locomotives and associated services, to be deployed principally on Amtrak's Long Distance train services, with options to purchase more for use on some state-supported routes and for future growth.

"These new locomotives will offer increased reliability, more hauling power, improved safety features and lower emissions," said Amtrak President and Chief Executive Richard Anderson.

"Siemens Mobility is honored and grateful for this opportunity to assist Amtrak in their mission to provide safe, world-class, environmentally-conscious technology for their long-distance services," said Michael Cahill, president of Siemens Mobility's North America rolling stock business.



(Continued on page 4)

(Continued from page 3)

The new locomotives generate 4,400-horsepower through a 16-cylinder Cummins QSK95 diesel engine, and are geared for a top speed of 125 mph. The Alternating Current electrical propulsion system is paired with the latest Tier 4 emissions technology, reducing nitrogen oxide by over 89% and particulate matter by 95%, and providing an average of 10% savings in diesel fuel consumption. The units will come equipped with Positive Train Control safety technology.

The Chargers are set to displace GE Transportation Genesis P40 and P42 locomotives on the Amtrak roster, some up to 25 years old. A total of 321 units were built for Amtrak, Metro-North Railroad, and VIA Rail of Canada. Delivery will begin in summer 2021, with revenue passenger service beginning in fall 2021, powering the *AutoTrain*, *California Zephyr*, *Capitol Limited*, *Cardinal*, *City of New Orleans*, *Coast Starlight*, *Crescent*, *Empire Builder*, *Lake Shore Limited*, *Palmetto*, *Silver Meteor*, *Silver Star*, *Southwest Chief*, *Sunset Limited*, and *Texas Eagle*. All locomotives are expected to be in service by 2024.

Maintenance activities across the network will be supported by a supplemental multiyear Technical Support Spares Supply Agreement (TSSSA). Amtrak said it is paying for the new locomotives through available funds and will comply with Buy American provisions. The fleet will be built at Siemens Mobility's manufacturing plant in Sacramento, Calif.

Chargers are currently operating in several state-supported Amtrak routes in California, Illinois, Wisconsin, Missouri, Michigan, and Washington. A version of the Charger also is pulling trains for the former Brightline, now Virgin, the private operator in South Florida.

Amtrak, which has sparked recent criticism of downgrades to its long distance network, in the announcement noted that the Chargers "are part of Amtrak's long-term planned series of improvements for fleet, infrastructure and stations. Other modern equipment includes new Acela trainsets arriving in 2021 and ongoing improvements continue at New York Penn Station and new construction at Moynihan Train Hall in New York, in addition to expanded development of the major stations at Chicago, Washington, D.C., Baltimore and Philadelphia.

Railway Age December 21

Indiana and *Hoosier State* Budget

Indiana Gov. Eric Holcomb's budget for the two fiscal years beginning July 1, 2019, does not contain \$3 million to preserve Amtrak's state-sponsored *Hoosier State*, but civic leaders from towns along its Chicago-Indianapolis route have vowed to get funding reinstated.

The train provides four round trips per week on days when the triweekly Chicago-Washington-New York *Cardinal* doesn't operate.

Holcomb, whose proposed annual budget for the two years is \$33.8 billion, told *Statehouse File.com* on Thursday that the train "hasn't performed as originally billed" and travelers could ride the *Cardinal* on the days it operates (Thursdays and Saturdays, plus Monday morning into Chicago and Tuesday evening into Indianapolis).

In the Amtrak fiscal year ending Sept. 30, 2018, the *Hoosier State* generated about \$915,000 in ticket revenue (down 6 percent from the previous year), carrying 27,876 passengers (down 5.5 percent). However, in the last three months of 2018, ridership was up more than 4 percent and revenue was up 6 percent compared with the same 2017 period.

In addition to \$3 million in state funding for the last three years, Lafayette, West Lafayette, Tippecanoe County, Rensselaer, and Crawfordsville have together contributed about \$500,000 annually. The on-line communities first became involved when Indiana balked at paying for the train as required in the Passenger Rail Investment and Improvement Act.

After a state attempt to outsource onboard service and marketing fell through in 2014, Amtrak agreed to keep the train running while local financial support materialized. The following August, Indiana hired Iowa Pacific Holdings, which offered full dining and business class amenities utilizing heritage cars and locomotive. Amtrak again took over in March 2017 after Iowa Pacific requested to be let out of a contract guaranteeing Amtrak expenses were paid first.

The Indianapolis Star quotes Indiana budget director Micah Vincent as saying the *Hoosier State's* ridership is not high enough or growing quickly enough to justify the \$3 million annual subsidy, though the state has thus far made no tangible effort to improve running times through more than

(Continued on page 5)

(Continued from page 4)

token infrastructure improvements. Marketing efforts have been largely limited to Facebook and Twitter posts, while Amtrak management has eliminated route-specific promotion.

The Lafayette Journal & Courier reports that a key elected official is Republican Rep. Tim Brown of Crawfordsville, chairman of the House Budget Committee. He told the paper he was previously “on board with the \$3 million, but at this time I have no thoughts one way or the other.”

Meanwhile, officials from towns along the route have vowed to push for funding restoration. The Journal & Courier says West Lafayette Mayor John Dennis, Lafayette Mayor Tony Roswarski, Crawfordsville Mayor Todd Barton, and Tippecanoe County Commissioner Tom Murtaugh contacted each other Friday and are formulating a game plan.

“I’d say we didn’t see this one coming,” Dennis told the Journal & Courier. “We need to sit down and figure out what our next step is. ... Is this just a hiccup in the budget process? Who knows? But we’re about to find out. And we’ve saved the train before.”

TRAINS News-wire Jan 14th

New Life for I C Branch in Illinois

New Life for ex-Illinois Central Tracks in Herrin ~ City leaders have taken a step towards bringing back to life the former Illinois Central tracks in Herrin, Illinois. The railroad tracks that cross Illinois Route 148 in Herrin have been quiet for more than a decade, but the city council has agreed to bring a new service to town that could bring trains operating on those tracks again. The Herrin tracks connect with a BNSF (former CB&Q) line east of town. Herrin Mayor Steve Frattini said the last time the train tracks were used commercially was in 2006 when the Maytag plant was still operating. And he says even when the tracks were operating at full force, they were not making the city any money.

“The city never made a penny on the railroad,” Frattini said. “In fact, just the opposite. We made some investments in the railroad, borrowed money to buy the locomotive that we still have and some other things through the years.” The Herrin city council has agreed to sign a letter of engagement with AMS Services LLC of Nesbit, Mississippi. The train service

plans to bring 25 jobs and promises the agreement will bring \$1 million to the city in the first year. The company is willing to make some capital improvements to the city in terms of facilities,” Frattini said. “That’s one of the many features with this company.”

Herrin Alderman Scott Kinley said signing onto this contract was ‘no-brainer.’ “Well at first I wasn’t sure myself, and then I sat through some presentations,” Kinley said. “We have a great asset that is basically sitting dormant and any monies we can get from them is an asset to the city.” AMS Services will also pay the city if a train car has to park on the track. “I didn’t realize that you can actually make money from the rent of the cars sitting on the tracks. I had no idea,” Kinley said. Herrin still hasn’t announced who will be moving into the former Maytag building, but using rail was one of the top priorities for the company.

“As it turned out, the timing worked out as well,” Frattini said. “We are making provisions for the rail improvements with the operating company and all that will facilitate growth over at the Maytag building.” The Mississippi-based train company also has world-wide connections with companies and can help market the city of Herrin. “With their database of resources, they will be reaching out to other companies to bring them to Herrin, business for them and business for us,” Kinley said.

WSIL-TV via the Blackhawk Chapter’s *Spike and Tie*. Via Brass Switchkey Railnews #4, v 26, Jan 27, 2019.



Steam on Iowa Interstate—2019

There will be more steam trips on Iowa Interstate this coming summer, presumably with QJ 2-10-2 No. 6988. The railroad announced Nov 30th there will be four trips out of Menlo, west of Des Moines, June 29th to benefit the local volunteer fire department and rescue squad, similar to the trips out of Mitchellville and Brooklyn, Iowa, last August. The road said there will also be a second QJ summer event. (Train News Wire, Nov 30th)

BUILD Grant to Springfield Project

The U.S. Department of Transportation (USDOT) last month announced the award of \$1.5 billion in 2018 grants through the Better Utilizing Investments to Leverage Development (BUILD) program to support rail, transit, road and port infrastructure projects.

The USDOT created the BUILD program last year to replace the Transportation Investment Generating Economic Recovery, or TIGER, grant program that was introduced in 2009. In April 2018, the department published a notice of funding opportunity for \$1.5 billion in BUILD discretionary grants.

As has been the case in prior years, the demand for grants in 2018 vastly exceeded the amount of dollars available, with applicants requesting a combined total of \$10.9 billion. Eligible applications — which totaled 851 — came from all 50 states, as well as from U.S. territories and the District of Columbia, USDOT officials said in a press release.

Ninety-one projects were awarded funds in 49 states and D.C.

Of the \$1.5 billion, 66 percent — or \$977 million — went to projects that have a freight component, according to the Coalition for America's Gateways & Trade Corridors (CAGTC). Non-highway freight projects received 20 percent of the total funds, coalition officials said in a press release.

Freight grants set record

The dollar amount of grants awarded to freight-related projects established "a new high for the percentage of funding awarded to freight infrastructure, besting a previous record set earlier in 2018 by TIGER IX, which awarded 56 percent of total funds for goods movement infrastructure," CAGTC officials said.

Forty-nine percent — totaling \$3.5 billion — of dollars granted under the 10 rounds of BUILD/TIGER program have gone to projects designed to improve infrastructure for the movement of goods, they added.

Competitive grant programs such as BUILD "provide an invaluable tool for critical freight infrastructure projects, which are often large in scale, crossing multiple jurisdictions and modes," said CAGTC Executive Director Elaine Nettle.

Among coalition members that obtained 2018 BUILD grants was the Washington State Department of Transportation, which will receive \$5.7 million. The department will use the grant for a rural rail rehabilitation project in Whitman,

Lincoln and Spokane counties. The project is designed to improve sections of the 298-mile state-owned Palouse River and Coulee City Rail System by replacing or rehabilitating 10 bridges, replacing 4.6 miles of rail and rehabilitating 20.8 miles of track.

Other recipients and their grant amounts included:

- Springfield, Illinois, which received \$22 million to make rail improvements on two bridges, trackwork and grading and drainage work;
- Vermont Agency of Transportation, which received \$20 million to rehab or replace 31 bridges along 53 miles of the Vermont Rail System;
- Oregon International Port of Coos Bay, which obtained \$20 million to rehab 15 bridge structures along the Coos Bay Rail Line; and
- Ohio Rail Development Commission, which received \$20 million to construct the Appalachian NGL pipeline-to-rail transloading facility in Hannibal

Progressive Railroading 1-30-2019

Carloadings Up Again

The Association of American Railroads on Thursday reported U.S. rail traffic for the week ending Dec. 29, as well as volumes for December 2018.

U.S. railroads originated 1,021,978 carloads in December 2018, up 2.9 percent, or 29,139 carloads, from December 2017. U.S. railroads also originated 1,096,116 containers and trailers in December 2018, up 5 percent, or 52,115 units, from the same month last year. Combined U.S. carload and intermodal originations in December 2018 were 2,118,094, up 4 percent, or 81,254 carloads and intermodal units from December 2017.

In December 2018, 12 of the 20 carload commodity categories tracked by the AAR each month saw carload gains compared with December 2017. These included: Coal, up 12,382 carloads or 3.8 percent; petroleum and petroleum products, up 10,875 carloads or 26.5 percent; and chemicals, up 3,349 carloads or 2.7 percent. Commodities that saw declines in December 2018 from December 2017 included: Crushed stone, sand, and gravel, down 3,116 carloads or 4

(Continued on page 7)

(Continued from page 6)

percent; metallic ores, down 1,402 carloads or 5.3 percent; and stone, clay, and glass products, down 938 carloads or 3.4 percent.

“U.S. freight rail traffic in 2018 was positive for the most part,” said AAR Senior Vice President of Policy and Economics John T. Gray. “Intermodal set a new annual record for the fifth time in the past six years, while carloads of chemicals and



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crushed stone, sand, and gravel set new annual records. Petroleum products also had a mild resurgence. For the year, 13 of the 20 commodity categories we track saw increased carloads. On the negative side, coal continued to suffer in 2018 from market forces that favor natural gas and renewables for electricity generation. What happens in 2019 will depend on how the domestic and global economies hold up

and the policies – particularly monetary and trade – that come out of our legislative and executive branches.”

AAR News Release

NS Motive Power Changes

Norfolk Southern’s fourth-quarter operational improvements enabled it to store more than 300 locomotives and return 100 leased units even as the railroad hauled record volumes and gross ton-miles. NS continued to become more fluid this month, as average train speed was up 15 percent and terminal dwell was down 11 percent compared to the fourth quarter, Chief Operating Officer Mike Wheeler said on the railroad’s earnings call on Thursday.

“This has been achieved by a healthier [train and engine] crew base, clean sheeting gaining further traction, the full implementation of our network operations center, and intense energy and execution by the field,” Wheeler says.

The railroad is now moving faster than it has in nearly two years, according to data NS reports to the Association of American Railroads. The railroad began to bog down more than a year ago in the Southeast amid crew shortages and volume growth that plugged terminals and single-track main

lines. NS began the clean-sheeting process last year to redesign local and yard service. The process accelerated in the fourth quarter, Wheeler says, and will be completed by mid-summer.

Then NS will launch its new operating plan, which will be based on the principles of Precision Scheduled Railroading. The railroad is phasing in operational changes now, however, where it makes sense to do so, Wheeler says. NS completed the move of its dispatchers to its new operations center in Atlanta last month, which it says helps improve coordination as trains move across the system.

“There is a lot of urgency around here and a lot of enthusiasm, energy, and excitement about this new mode of operations we are adopting based on Precision Scheduled Railroading,” CEO Jim Squires says.

NS brought in consultants last year with PSR experience, Squires noted, and hired one of them, Michael Farrell, as senior vice president of transportation, in November.

“It’s working. You see it in the service metrics thus far in the first quarter in the latter part of the fourth quarter as well,” Squires says. “So it’s clearly taking hold. We feel like there’s a lot of momentum.”

Federal regulators have raised questions about the way Class I railroads are implementing the late E. Hunter Harrison’s PSR operating model. NS, like Union Pacific and CSX Transportation, has notified customers about changes to demurrage and accessorial charges, which the railroads levy on shippers for things such as car storage, special switching requests, and releasing freight cars with incomplete shipping instructions.

The changes are designed to encourage shippers to more quickly load and unload railcars. Chief Marketing Officer Alan Shaw says NS is collaborating with customers and working with them to make operations more efficient so that both shippers and the railroad benefit.

“They want us to succeed and they want a supply chain partner that can support their growth. And so their goals are aligned with ours,” Shaw says. “We’re focused on improving service and also putting a product out there that lets them compete.”

NS does not expect a revenue windfall from the new charges, executives say. The railroad will provide full details on its new operating plan, service metrics, and financial targets at an investor day scheduled for Feb. 11 in Atlanta.

TRAINS On-Line 1-25-19

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

Photo of the Month



July 19, 1992. Doug Nipper and Allen Cooke with operator Bob Barker outside the North Yard Office as he prepares to type the consist of a southbound train headed to Brewer Yard. Time at North Yard was short lived as CSX was in the process of signal changes to close the interlocking office.