

Danville Flyer

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Canadian Pacific to sell part of DM&E to G&W

Canadian Pacific and Genesee & Wyoming Inc. (GWI) yesterday announced they executed an agreement through which CP will sell the west end of its Dakota, Minnesota & Eastern Railroad (DM&E) line to GWI for \$210 million.

The west end encompasses about 660 miles of CP's operations between Tracy, Minn., and Rapid City, S.D.; Rapid City and Colony, Wyo.; and Rapid City and Dakota Junction, Neb. The route also includes connecting branch lines and other trackage between Dakota Junction and Crawford, Neb., that's leased to the Nebraska Northwestern Railroad. Customers on the line annually ship about 52,000 carloads of grain, bentonite clay, ethanol, fertilizer and other products.

The sale is expected to close by mid-2014, subject to Surface Transportation Board approval and other customary closing conditions. After the transaction closes, the new rail operation will be called the Rapid City, Pierre & Eastern Railroad, GWI officials said in a press release. The new short line would interchange with CP, BNSF Railway Co., Union Pacific Railroad and the Nebraska Northwestern.

GWI plans to hire about 180 people to staff the new railroad, many of whom would come from the pool of current west end line employees.

"We are excited to be working with CP to expand [our] rail operations into South Dakota, as well as into Wyoming, Minnesota and Nebraska," said GWI President and Chief Executive Officer Jack Hellmann.

The sale concludes a comprehensive strategic review process the Class I launched in December 2012, CP officials said. The railroad has operated the line since it assumed operational control of the DM&E in 2008.

The Class I will continue to own and operate about 1,900 miles of former DM&E trackage following the sale, which will benefit the ongoing transformation to make the railroad's network stronger for the entire customer base, CP officials said.

"There is a strong long-term franchise here and we are pleased to have found a partner in Genesee & Wyoming, which will maintain a high standard of customer service," said CP CEO E. Hunter Harrison.

Progressive Railroading 1-3-2014

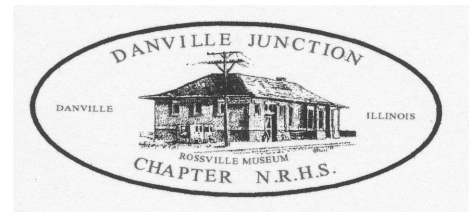
January 19 – Monthly Meeting at Jocko's, 1 PM
 February 1-2 - St. Charles, Mo. - St. Charles, Mo. - Great Train Expo Show. Gateway Center, One Gateway Drive. Both days 10-4.
 February 9 - Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Frdgs. County Farm Road and Manchester. 9:30-3
 February 15-16 - Hoopeston – 8th Annual Model Train Show. McFerrer Park Civic Center on Route 1. Sat 10-4; Sun 10-3.

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



NS Plans for Chicago area and service to South Carolina

NS advances plan to expand Chicago-area yard, launches new intermodal service in South Carolina

The Chicago City Council yesterday agreed to expand a pair of tax-incremental financing districts to enable Norfolk Southern Railway to proceed with a more than \$200 million expansion of its intermodal yard in Englewood, Ill.

 The Class I plans to enlarge the yard by 57 percent, or 84 acres. NS agreed to retrofit trucks and construction equipment, provide funds for transportation improvements and area schools, and donate unused rail spurs that the city expects to convert into an elevated bike trail.

NS also yesterday launched a regular intermodal service to and from the South Carolina Inland Port (SCIP) in Greer, S.C., and the Port of Charleston, S.C. The new service will offer shippers of 20-, 40- and 45-foot containers a

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November 2013—Meeting Minutes

(Special Report: There was severe weather in the area on this day, and most did not get their meal due to a power outage. We did conduct the meeting and left after adjournment. No serious storm damage in the area of the restaurant, but others in the County did not fare as well. Some members did not see power restored until late in the evening)

Meeting opened at 1:34 P.M., President Dick Brazda presiding.

Treasurer's report read and showed the CD at \$3505.78 and the checking account at \$1552.19, for total assets of \$5057.97. This report approved. Allen said that membership renewals are still coming in, but much more slowly now.

Secretary's report as printed in the Flyer was approved.

OLD BUSINESS

None.

NEW BUSINESS

Doug Butzow reported that the depot brickwork needs tuckpointing on the west side and this should be done as soon as practicable. He did make repairs to the floor in the baggage room, and he and Bob Gallippi did some work on the downspouts on the track side to get water away from the building. But it needs more work on that east side... Before the next operating session at Rossville, the winterizing will need to be done on the big doors and attic access. The date of December 6th at 9:00 AM was set for this work... Allen Cooke inquired about another spring trip, with several ideas put forth. More discussion to follow next year... Briefly, we did talk about NRHS issues and possible changes they will make next year after record dues increases in recent years.

ELECTIONS

Rick Schroeder, the one-man nominating committee, offered the following slate of officer candidates for consideration:

President:	Allen Cooke
Vice President:	Doug Butzow
Secretary:	Dick Brazda
Treasurer:	Doug Nipper

The slate was accepted and nominations were closed. Slate was elected by acclamation of the members present.

GOOD OF THE ORDER

Dave Sherrill and Bill Wright chased the 765 trips, and according to Dave it was "stock car type driving" among the chase vehicles... There was a derailment of the CSX local that operates on the former P&E. It was east of Jackson Street and had some streets blocked for a time... Al Hintz has old videos he'd like to convert to DVD's to share at a future meeting.

Meeting adjourned at 1:53 P.M. Program that Rick Schroeder was going to present was cancelled by the power outage, so he promised to bring it back for the January meeting.

(Continued from page 2)

new alternative for moving freight between Charleston and the upstate South Carolina region, NS officials said in a notice posted on the Class I's website.

The South Carolina Ports Authority's SCIP opened last month. The terminal is linked to the port via NS' mainline and positioned along the rapidly growing Interstate 85 corridor midway between Charlotte, N.C., and Atlanta. From the SCIP, shippers will have access to more than 94 million consumers within a one-day drive, according to the port authority.

Progressive Railroading 11-14-13

Fostoria Rail Park Opens

FOSTORIA, Ohio – Fostoria has long been a center of rail activity that has attracted fans both local and distant. The Fostoria Iron Triangle Visitor Center and Viewing Area officially opened at a ceremony held on Nov. 15 at 3 p.m. Fostoria Mayor Eric Keckler led the official remarks with thanks to former Mayor John Davoli, city engineer Dan Thornton, the Ohio Department of Transportation, Ohio Rail Development Commission, Whitta Construction, and various subcontractors involved in the development of the park.

The idea of creating a space for fans had been discussed for years but gained momentum with a \$300,000 U.S. EPA grant partially used to raze an old meat packing plant on the site and the award of a \$815,760 grant from the Ohio Department of Transportation in 2007 towards the estimated \$1.1 million total cost of the project. Construction took place throughout 2013.

The park shelter fronts on Norfolk Southern's ex-Nickel Plate Road main line.

Mayor Keckler invited David Whitta, vice president of Whitta Construction, to make a few remarks. He

thanked the various subcontractors and concluded with, "we appreciate all their hard work and all their effort and I hope the grass all grows!" That garnered laughs over the recently seeded expanses of space around the viewing platform and parking areas. Keckler then introduced Donovan O'Neil from the office of Ohio Auditor Dave Yost to read a proclamation.

Jim Roberts, the president of the Fostoria Rail Preservation Society was invited to make a few remarks. "This all started from a group, a hard core group of about six or seven people that came up with an idea and they wouldn't let loose of that idea and they got it done" he said. He also called out Ellen Gatrell the secretary-treasurer of Fostoria Rail Preservation Society. "The one they affectionately call the crazy train lady," he said. Roberts also acknowledged city council member Teresa Lee as instrumental in helping make the park a reality.

Following Jim's remarks, mayor Keckler thanked the city law director and then called various people to the front for the official ribbon cutting. Jim Roberts was asked to officially cut the ribbon, being held by Mayor Keckler and others, joking, "This is the first thing they've trusted me with anything sharp! Nice to know you mayor!" Following the ceremony, Keckler announced, "We're officially open for business," and called for people to release red, white, and blue balloons in celebration.



Photo by Michael D. Harding

The horn of CSX train Q637 nearly drowned out the mayor as he concluded the ceremony. Though Q637 was officially the first train by the newly christened park there were 28 trains on CSX and 14 on NS during the hours of 8 a.m. to 4 p.m., according to Dale DeVene Jr. of Wharton, who was attending the ceremony and had been at the park all day. The first NS heritage unit to pass the opened park was No. 1073, the Penn Central unit on the point of NS train 42G, which passed the park just after sunset.

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Fostoria city parks currently only operate from sunrise to sunset though Mayor Keckler commented, “we’re still working on letting the council people mull over the idea of being open 24/7 but we’re not there yet.” He went on further to say that the park would be open 24 hours through the first weekend to allow people to enjoy it, but upon stopping by the park later the restrooms had been locked.

To learn more about train-watching in Fostoria, pick up the October 2013 issue of Trains magazine

Next Meeting— January 19, 2014

What a winter compared to last year, when we had much warmer weather and very little snow. If we have a major snow storm the weekend of the meeting please check to be sure we are still on that day. Operating sessions have continued at the depot so remember, first Saturday in the month we operate trains so come and have fun.

In November we had the election of officers for 2014. This time we have change around many of the offices. Allen Cooke will be our new President with Doug Butzow as Vice President. Dick Brazda will move to Secretary and Doug Nipper will be keeping track of our funds as Treasurer. Dues for 2014 are due now and those in NRHS should be receiving a second notice if you have not already received one.

Our program this month will be a follow up from last month, Lafayette, Indiana new alignment. Rick will show the video of the cutover of the new alignment and the first train to operate on the new corridor. In other words, now that you saw the video of trains on the new alignment see how it was done.

Belt Railway acquires new unit

The Belt Railway of Chicago received its first locomotive from EMD’s ECO repower line last week. GP23ECO No. 232 arrived Thursday at the Belt Railway’s Clearing yard and was placed in the shop for setup prior to entering service this past weekend.

The delivery of No. 232 also marks the first EMD Tier 3 emission equipped ECO-powered locomotive to be delivered to a customer. No. 232 is the first of eight GP23ECO locomotives on order by the Chicago-based railroad. The second and third locomotives will be delivered in February and the final five are scheduled to begin arriving in August. The order



BRC 232 Chris Guss photo

is being constructed at Progress Rail in Tacoma, Wash.

The locomotive will carry Nos. 230-237. No. 232 was originally constructed as Baltimore & Ohio GP40 No. 3688 in 1966. The cores for Nos. 230 and 231 are former Baltimore & Ohio GP40s as well and were B&O Nos. 4045 and 4053, respectively. Core selection is ongoing for the balance of the order.

Belt Railway’s Director of Process Improvement Roy Gelder, tells Trains News Wire that the order is part of a multi-year locomotive fleet upgrade program. He says, “The units are primarily for pull-down and general heavy yard work at Belt Railway’s Clearing Yard, but are fully equipped to work Clearing’s bi-directional hump in company with the five mother slug sets produced at Motive Power Boise in 2012.” Gelder also says that at least three of the new GP23ECOs will be equipped with positive train control equipment.

Congestion Mitigation and Air Quality funds, administered through the Illinois Department of Transport-

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tation, pay for part of the locomotives cost. The program provides federal funds for transportation projects that reduce congestion or improve air quality in a region. Since the program's inception in 1992, the Chicago region has received \$1.7 billion dollars in fund for a variety of projects. The village of Bedford Park where Clearing Yard is located, was the local sponsor for the ECO locomotive funding request. Gelder says, "Belt Railway is pleased that the enhanced emissions performance mandated by Tier III is available in the EMD 710 engine family. These emissions reductions are made more viable to the community since BRC's route structure is wholly within the Cook County area."

EMDs GP23ECO is a repowered locomotive that uses an eight-cylinder, 8-710 engine producing 2,000 hp. These locomotives produce the same output as a comparable 2,000 hp GP38-2 that uses a 16-cylinder 16-645 engine.

Via TRAINS On-Line

Dyer will not support Amtrak

The town of Dyer will not contribute \$5,000 per month as part of a state-led deal to keep Amtrak's Chicago-Indianapolis the *Hoosier State* operating.

The Indiana Department of Transportation requested Dyer contribute to keep the *Hoosier State* running, but the town declined, Town Manager Rick Eberly tells the Northwest Indiana Times. "We just don't have the ridership to justify those kind of dollars," he says.

Dyer provides caretaker services for its platform and shelter and performs upkeep and minor repairs under an existing contract with Amtrak. According to Amtrak statistics, 2,934 passengers got on and off trains in fiscal year 2013 at Dyer.

Other communities that benefit from the *Hoosier State* are contributing combinations of money and services to keep the service running, according to the Indiana Department of Transportation.

In early October, INDOT reached agreement with Amtrak to provide a \$2.7 million subsidy for the *Hoosier State* to keep it running for one more year. The deal includes an option to continue the service for four more months after that.

The communities of Rensselaer, Indianapolis, Crawfordsville, Lafayette, West Lafayette, Tippecanoe County, and Beech Grove will put up about half the \$2.7 million the state has pledged to subsidize the *Hoosier State* route, an INDOT spokesman says.

The *Hoosier State*, which runs four days per week, and the *Cardinal*, which runs three days per week, will continue to serve Dyer, according to Amtrak.

Via TRAINS On-Line 11-11-13

Amtrak Wi-Fi in Midwest

Amtrak will be offering free Wi-Fi on eight corridors in the Midwest in early 2014. Amtrak is now installing the equipment on railcars under contracts with the states of Illinois, Michigan, Missouri, and Wisconsin. The Wi-Fi service will be provided on these routes:

- Lincoln Service: Chicago-Springfield-St. Louis (expanding to all four round-trips)
- Illini/Saluki: Chicago-Champaign-Carbondale
- Illinois Zephyr/Carl Sandburg: Chicago-Galesburg-Quincy
- Wolverine Service: Chicago-Ann Arbor-Detroit-Pontiac
- Blue Water: Chicago-East Lansing-Port Huron
- Pere Marquette: Chicago-Holland-Grand Rapids
- Missouri River Runner: St. Louis-Jefferson City-Kansas City
- Hiawatha Service: Chicago-Milwaukee

A specific completion date will be announced January. Passengers on these trains will start seeing the

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availability of the service as the rail cars are deployed.

About 75 percent of Amtrak passengers nationwide already have access to AmtrakConnect Wi-Fi. The addition of Chicago short-haul routes will increase the coverage percentage to about 85 percent



Gathering of Diesels—2014

The North Carolina Transportation Museum's Streamliners at Spencer event, May 29-June 1, 2014, is pleased to give its first cab unit count. The celebration of classic diesel locomotives now stands at seven operational units.

In addition to the museum's own three colorful streamlined locomotives of the 1930s and 1950s, Norfolk Southern's two executive F9s, Nos. 4270 and 4271, resplendent in their Southern Railway-inspired "tuxedo" paint scheme; and Juniata Terminal Co.'s dazzling Tuscan red E8s, Pennsylvania Railroad Nos. 5711 and 5809, will appear at the four-day event.

The museum is home to purple and silver Atlantic Coast Line E3 No. 501, believed to be among the highest mileage passenger locomotives in the world, as well as green and gold Southern Railway FP7 No. 6133, in its 1950s color scheme, and Southern Railway E8 No. 6900 in its historic 1970s Southern Crescent scheme.

"We're looking forward to hosting the largest gathering of these colorful and beautiful locomotives since their replacement by more modern power 40 years ago," said Steve Mersch, president of the North Carolina Transportation Museum Foundation, says.

Additional units will be announced over the coming weeks and months. Tickets for the event will go on sale in early 2014. For more information, visit www.nctrans.org.

Via TRAINS On-Line 11-25

CSX HS 2014 Convention

PIKEVILLE. – The CSX Transportation Historical Society is holding its 2014 convention in Pikeville, KY on June 6-8. Planned activities include a yard tour and train-watching outings.

On Friday, attendees will tour CSX's Coal Run Yard. On Saturday they will go train-watching on the Big Sandy Subdivision between Pikeville and Haysi, Va. On Sunday they will go train-watching between Martin, Ky., to Deane, Ky.

Pikeville is in eastern Kentucky, about 115 miles east of Lexington, on former Chesapeake & Ohio trackage. The convention tours will also include former Clinchfield Railroad trackage. Previous conventions have been held in Cincinnati, Ohio, and Winchester, Ky.

Editor: Looks like I will have a crowd here this summer. Pikeville is on the branch of the C&O that feeds trains to the Danville and Western and the D&W provides switching services at Pikeville. Guess I had better build a hotel in the town.

Schneider CN/KCS Mexico Direct

Schneider Intermodal has launched a new interchange for its Mexico Direct service to provide shippers a faster and more efficient option for moving freight across the U.S./Mexico border.

Last month, the Schneider National Inc. subsidiary began managing intermodal loads through a new steel-wheel interchange in Jackson, Miss. Mexico Direct loads now move between Chicago and Jackson on CN, and between Jackson and Mexico on Kansas City Southern.

"Until recently, a Mexico Direct shipment interchanged in Houston, [where] it traveled 55 miles by truck, through a congested area, to get to the ramp that brought it to the next leg of the jour-



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ney," said Jim Filter, Schneider National's senior vice president of intermodal commercial management, in a press release. "The new interchange in Jackson eliminates all that. The load stays on the train and keeps moving, which saves customers at least one full day of transit time.

CN's close collaboration with Schneider Intermodal and KCS can make the complex border-crossing process smoother and more seamless for shippers, helping to improve supply-chain efficiencies and reduce transit times, said Jean-Jacques Ruest, CN's executive vice president and chief marketing officer.



Schneider Intermodal has offered the Mexico Direct service since 2006. The company maintains an operation in Mexico City and operates ramps in Laredo, Texas, and Monterrey, San Luis Potosi and Toluca, Mexico.

Progressive Railroading 11-18

IHB to upgrade to CNG units

Indiana Harbor Belt is moving forward with plans to equip a majority of its locomotive fleet with compressed natural gas-powered prime movers. The conversion will be financed partially with funds provided by the federal Congestion Mitigation and Air Quality program and sponsored by the Illinois Environmental Protection Agency. The five-year project is anchored with \$38.45 million from the air quality program and \$20.7 million from Indiana Harbor Belt, industry journal HHP Insight reports. While the air quality award has been granted, a company to repower the locomotives has not been selected.

Motive Power & Equipment Solutions, based in Greenville, S.C., is the front-running company in the process to select someone to perform the conversions while EcoDual has been selected by Indiana Harbor Belt as the best company to supply the gas conversion kits to

achieve maximum emissions reductions using a certified technology.

The program will include 21 SW1500s to be repowered with dual Cummins QSK19L prime movers with EcoDual CNG kits and 10 GP40-2 locomotives with dual Cummins QSK38L prime movers and CNG kits. Once converted, the SW1500s will be re-



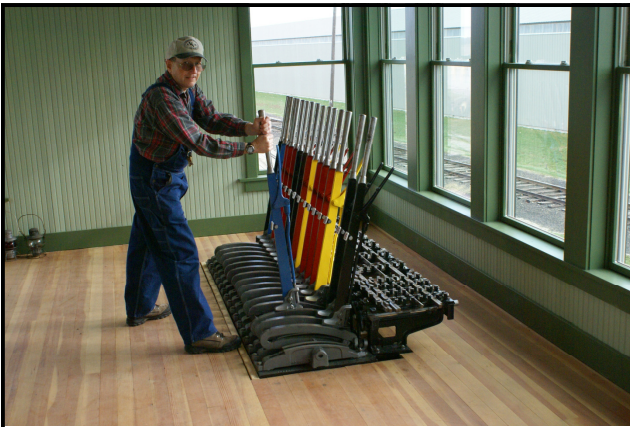
IHB to purchase kits to upgrade switchers and GP4002's to use compressed natural gas.

Photo by Chris Guss

designated MP1500-B2DF and the GP40-2s will become MP3000-B2DF. Each locomotive will be equipped with its own compressed natural gas cylinders with 434 diesel gallon equivalents of storage. Diesel gallon equivalent is used to rate the storage capacity needed for natural gas to equal the energy content of an equivalent amount of diesel fuel.

A portion of the money will fund a compressed natural gas fueling location to be constructed at IHB's Gibson yard in Hammond. Once the contract is signed, officials expect the railroad will receive five converted locomotives in 2014, nine in 2015, nine in 2016, and eight in 2017, according to HHP Insight.

This is the second project announced in 2013 to equip locomotives in the U.S. with compressed natural gas. Norfolk Southern revealed in mid-October a program to convert a GP38-2 mate it to a slug/tender for its fuel source



DJC member Doug Nipper gets ready to line signals and switches in Stair Tower at the Monticello Railway Museum. Though not to that point yet, in the next few years the signal group at the museum will have two different interlocking machines in place and the plan is to have one connected to the various switches near the tower so they can actually line turnouts for rail movement. Doug, along with a few others, have contributed to get the tower built and other members have been working on the tower to get it finished. If you have not been to the MRM you need to visit in 2014, watch steam and visit this outstanding reconstruction of an IC tower. Operator Dick Stair would have loved it.

News Notes

BNSF Missouri Bridge Open - Opening of BNSF's new "River Siding" (old main segment) at Plattsmouth, Nebraska (12/04/13) The new "River Siding" is 1.9 miles in length from MP 2.41 (Iowa side) to MP 4.33 (Nebr. Side). East River Siding switch and West River Siding switch are each equipped with two remote control switch machines which operate movable point frogs/swing nose frogs and derail. The Turnout speed is rated at 35 mph. Track speed on the new "River Siding" is also rated at 35 mph. Trains of 100 tons per brake, are restricted on the old main bridge, which is not the "River Siding Bridge". Stopping locomotives on this bridge is prohibited also. All heavy grain/coal/ore trains and Amtrak will use the new bridge.

CSX Transportation has filed with the Surface Transportation Board to merge long-held subsidiary Buffalo, Rochester & Pittsburgh, a Baltimore & Ohio predecessor. The B&RP has been a part of CSX and its predecessors since 1931. In its filing, CSX states that it owns 99.9 percent of the issued and outstanding common stock and 100 percent of the of the issued and outstanding preferred stock of the BR&P. One share of common stock is outstanding, held by a man who died in 1928 and whose decedents have not been located. The railroad is working within the Pennsylvania Abandoned and Unclaimed Property Act to ensure the transaction can be completed.

In 1928, the Van Sweringen brothers of Cleveland, Ohio, acquired control of the BR&P. In 1929 they sold their stock in the railroad to the Baltimore & Ohio who received Interstate Commerce Commission approval to control the railroad one year later. In the late 1980s, CSX spun off much of the former BR&P trackage to Genesee & Wyoming as its Buffalo & Pittsburgh and Rochester & Southern operations. However, the BR&P subsidiary still existed within CSX. The transaction proposed by CSX would not affect the operations of the railroads that presently operate over the lines.

Danville Junction Chapter, NRHS

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

Photo of the Month



Dick Brazda shot this photo of Indiana Southern units on the TP&W at Reynolds, Indiana on his return from Michigan.