

DANVILLE FLYER

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Wabash F-7A Returns Home to Monticello

The Wabash F-7 has made a journey to Spencer North Carolina to successfully participate in the "Streamliners at Spencer" then on the Norfolk Southern (formerly Con Rail) Diesel Shops at Juniata, PA to under go an extensive rebuilding. The trip to Juniata shops came about as a result of a letter written to Norfolk Southern in September of 2011, regarding some work needing to be done to #1189. At that time, MRM asked Norfolk Southern if they would be willing to perform some work on our F7 as a donation. As background, our F7 has been having issues for several years, with main generator flashovers and traction motor flashovers occurring (only at higher speeds, say anything over about 40 mph.) While this caused no issues with the operation of this unit at MRM, it did manifest itself during NS's use of the locomotive during their annual "Santa Train" event for employees, held each December. No. 1189 also had an issue, again only at higher speeds, of the lead truck "hunting" at higher speeds, causing the locomotive to lurch from side to side, sometimes rather violently. This was likely due to truck wear in various parts, likely a combination of several things being worn out, as nothing individually looked to be completely worn out.



This past spring, we received a response from NS that they would indeed be willing to donate some of the work requested on #1189. They agreed to rebuild both trucks, including replacing all wheels with new, fresh traction motors of the 077 type (the most current model that will fit the truck), new brake rigging, replacing all springs and wearing surfaces, and servicing the axle bearings. They also replaced the main generator with a rebuilt one (removed from one of NS's executive F-units), and the installation of a new transition control, - supplied by MRM, which was donated to MRM by Quantum Engineering. While at Juniata, NS also installed a rebuilt engine governor, (supplied by MRM) and replaced a number of smaller items, such as the water tank sight glasses and valves, and a number of copper lines and hoses were refreshed. All of this work would probably have cost us somewhere in the neighborhood of \$150,000.00, likely more, if we had to pay for it. No. 1189 arrived back in Monticello on October 22, after an uneventful trip from Altoona. The locomotive will be in service at Monticello for Polar Express, and NS's Santa Train at Decatur in December.



Many thanks are due Norfolk Southern CEO Wick Moorman, and Donald Graab (NS VP-Mechanical), and all of the staff at the Juniata shops for the fine work they performed on Wabash F7 #1189.

Via MRM Second Section Vo. 17, No. 4

January 18th - Monthly meeting at Jocko's on Williams Street - 1:00 PM

January 25 Noblesville, Ind. - Center Indiana Division/NMRA Train Show. Hamilton County 4H Fairgrounds, 2003 Pleasant Street. 10-3.

February 7 - Rossville Operating Session 1:00 PM. (Also March 7)

February 21 & 22 Hoopston, IL - Hoopston Train Show in McFerren Park along Illinois Route 1 10 AM to 5 PM.

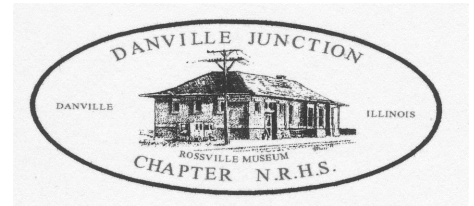
March 8 Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Frdgs. County Farm Road and Manchester. 9:30-3

March 14-15 Urbana - Midwest Central; Railroad Club and Urbana Free Library's 2015 Model Train Show. Lincoln Square Mall. Sat 10-6; Sun 11-4. Bruce Stickers, 217-469-2793

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 2015—our 47th 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



Bloomington, IL Illinois Terminal Station comes down

Like so many others before it, a former Interurban station has bit the dust, literally, as the former Illinois Traction System station and warehouse complex, located in the warehouse district south of downtown Bloomington, Illinois was razed on Thursday, December 4, 2014. Crews from Kirk C & D Recycling Inc. used two large excavators to pull the warehouse down, with the station section of the building being the last to go. Tom Kirk said the water department meter for the station was numbered "13," alluding to the building's 100-year history.

Located just north of the former Nickel Plate Road line, now operated as Norfolk Southern's Bloomington District, the building last housed Capodice Produce, which stopped using the building in the mid 1990s. The Illinois Traction line through Bloomington saw its last run in 1953. Many former Illinois Traction depots and substations have been preserved or still stand. The depot at Mackinaw is home to several shops, while the village of Union in Logan County still has a combination depot substation standing.

Via TRAINS On-Line 12-4-14

November 16, 2014—Meeting Minutes

The meeting was called to order at 1401 by Allen Cooke.

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

The treasurer's report was provided. It showed a checking account balance of \$4356.77. The report was approved. Significant expenses were noted for the month: rent, \$600.

Dues are being collected for the chapter, but collection of national dues is still undetermined.

J. D. Cooke proposed that the current slate of officers be carried over for 2015. It was approved.

Reminder: Operating session on Saturday, 12/6 and Christmas gathering on Sunday, 12/7.

Bill Wright is doing well at a nursing home in Bement. They are looking for one in Danville.

The Hoopston show is in February and the Urbana one in March. We will have to decide at whether to participate in either or both. There was a question on whether popcorn should be offered in Urbana.

Program responsibility was discussed; Rick is doing December and January is open.

The meeting adjourned at 1411.

A video program was presented by Dave Sherrill.

CSX Expands Riverdale Facility

CSX Corp. yesterday marked the grand opening of its Chicago Locomotive Shop at Barr Yard in Riverdale, Ill.

The shop will improve operational efficiency throughout the western and northern segments of the the Class I's network, CSX officials said in a press release.



How tomorrow moves

As part of a \$4.5 million project, CSX renovated the existing facility,

which now features a refurbished turntable, a new drop table and new cranes. The shop will support the maintenance and repair of 120 locomotives per month, enabling the railroad to service units locally rather than transferring them to repair shops across the network, CSX officials said in a press release. Shop employees also will be able to diagnose and repair locomotives traveling through the Chicago gateway, they said.

"Demand for freight rail across the Chicago region has grown by leaps and bounds during recent years, and this facility is essential to helping us continue to serve custom-

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BNSF \$6 Billion Budget

BNSF Railway Co. today announced plans to budget a record \$6 billion for capital expenditures in 2015. The capex budget marks the third-straight year that BNSF has committed a record amount of capital for infrastructure and rolling stock upgrades.

BNSF also updated its planned capital expenditures for 2014, which now are expected to cost \$5.5 billion versus a previously announced \$5 billion. From 2000 through 2015's end, the Class I will have reinvested more than \$50 billion into its equipment and network to better maintain train traffic fluidity and expand capacity to meet customers' demands, BNSF officials said in a press release.

"BNSF's capital investment program since the beginning of 2013 through the end of 2015 is unprecedented and is clear evidence of our confidence in a growing economy and our intention to meet the demand for service that comes from all our customers," said President and Chief Executive Officer Carl Ice. "We have made great progress in expanding the segments of our railroad that have been most con-

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ers safely, reliably and efficiently," said CSX Vice President of Mechanical Gerry Williams.

The original shop was closed in 1992 and CSX began operations in the new Chicago Locomotive Shop last month. When it's fully operational in February 2015, the shop will employ 23 new workers.

Progressive Railroading 12-19

Metra and RR's Push Corridor

Metra and several major freight railroads on Friday stressed the need to advance the 75th Street Corridor Improvement Project (CIP) in Chicago, where freight-rail demand is expected to nearly double over the next 30 years.

The largest component of the Chicago Region Environmental and Transportation Efficiency (CREATE) program, the \$1 billion CIP is designed to relieve congestion at tracks on Chicago's south side that cause significant delays for Metra, Amtrak and six freight railroads. Lines operated by CSX Transportation, Norfolk Southern Railway, Union Pacific Railroad, the Belt Railway Co. of Chicago, CN and Canadian Pacific converge in an area just north of 75th Street, causing choke points at three rail-to-rail crossings. The CIP calls for realigning and building tracks, and constructing bridges to eliminate the choke points.

About 90 freight trains move through the area daily. The project will be particularly beneficial for Metra, which operates 30 trains each weekday on the SouthWest Service Line (SWS) that traverse the corridor on freight tracks between Chicago Union Station and Manhattan, Ill., Metra officials said in a press release.

The trains must pass through two of the rail-to-rail crossings known as the Belt and Forest Hill junctions. The project includes the addition of a second track to a nearly two-mile section of the SWS that now has only one and a bridge connection between the SWS and Rock Island Line near 75th Street, Metra officials said.

"That accomplishes two things: First, SWS trains no longer would conflict with freight trains between 75th Street and downtown. Second, SWS trains would terminate at LaSalle Street Station instead of Union Station, which would free up some capacity at Union Station," they said.

Metra's board on Friday affirmed a resolution to support the CIP, and urged legislators and state and federal agencies to work to promote and fund the CREATE program. The resolution noted the CIP will support "greatly increased efficiency in Metra's commuter-rail operations, Amtrak's intercity services and freight movement through the Chicago rail hub."

"By fixing this tangle of railroad tracks, we can reduce delays to Metra trains and freight trains and help ensure Chi-

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strained by rapidly increasing demand. Once these new capital programs are completed, we expect to further restore the capacity flexibility we have historically enjoyed to manage the periodic demand surges that come from a dynamic and fast-paced economic environment."

The largest component of the 2015 capital plan will be \$2.9 billion to renew and maintain assets, such as by replacing and upgrading rails, ties and ballast.

BNSF BNSF also expects to budget about \$1.5 billion on expansion projects,

nearly \$500 million of which will be spent in the Northern Region, where BNSF is experiencing the fastest growth. That region primarily handles agricultural products, coal, crude oil, and materials related to crude oil exploration and production.

BNSF also plans to increase the size of its locomotive fleet through the addition of new energy- and fuel-efficient locomotives. The railroad expects to acquire 330 new locomotives next year to add to its fleet of 7,500 units, and replace others that will soon reach the end of their useful life



Norfolk Southern

Norfolk Southern Corp. today reported third-quarter net income jumped 16 percent to a record \$559 million compared with the same period last year, while railway operating revenue rose 7 percent to just over \$3 billion — a new 3Q record and the second consecutive quarter the company topped the \$3 billion mark. In addition, diluted earnings per share climbed 17 percent to a record \$1.79, income from railway operations jumped 18 percent to a 3Q-high \$998 million and NS' operating ratio improved 4 points to a record 67.

"Norfolk Southern reported another record-setting quarter," said NS Chairman and Chief Executive Officer Wick Moorman in a prepared statement. "Higher traffic volumes along with continued gains in productivity drove these excellent financial results."

Overall volume increased 8 percent to 2 million units, driven primarily by double-digit increases in merchandise and intermodal categories, which offset a decline in coal traffic, Moorman said. Third-quarter revenue by commodity group shows growth in every sector except coal, with intermodal up 10 percent to \$667 million; chemicals up 14 percent to \$488 million; metals and construction up 11 percent to \$414 million; agriculture up 5 percent to \$364 million; automotive up 12 percent to \$254 million; and paper/forest up 3 percent to \$210 million.

Coal declined 2 percent to \$626 million, driven down primarily because of a weak export market, mild summer weather and lower natural gas prices in the utility market. On the expense side, railway operating costs were up 3 percent to \$2 billion. In addition to bolstering financial performance, NS is focused on improving customer service that has declined because of congestion caused by heavy traffic moving through Chicago and the railroad's northern region, executives said during this morning's third-quarter conference call with analysts.

"We remain focused on ensuring we can support continued demand for freight-rail transportation by hiring additional employees, investing in new equipment and completing capacity projects in order to provide our customers with the freight-rail service they expect today and in the future," Moorman said.

2015 Dues

2015 Membership

Prior to Christmas the NRHS sent all members a renewal form. You may return the form in the enclosed envelope or go on line to make your payment, doing so will save the NRHS money, so we encourage you do to so. National dues are now \$50. Please note if you do renew on line to add a note in the comments section that you are a member of the Danville Junction Chapter.

At the same time the NRHS renewal form no longer shows local Chapter dues are due and therefore the Chapter has sent out a renewal notice along with a form to fill out. Please complete the form and forward with your check to Doug Nipper at the Post Office box, or bring it to the next meeting. If you did not get the notice, or have trouble filling it out on line, let Doug know. Starting in 2015 the local dues will be \$30 per year to cover expenses of the newsletter and the museum in Rossville.

INRD's Tom Hoback retires

Indiana Rail Road (INRD) Founder, President and Chief Executive Officer Thomas Hoback will retire, effective June 30, 2015, from the helm of the railroad he has rebuilt from a broken-down branch line into a thriving regional railroad. He will continue to serve as a director on the Indianapolis, Ind., -based railroad's board while pursuing other business and philanthropic interests.

Additionally, the INRD Board of Directors appointed Peter Mills to assume the position formerly held by Hoback effective July 1. Mills, who is vice president of finance operations for CSX, has served on the INRD board for 10 years. He will resign from CSX on June 30 after a 26-year career and relocate to Indianapolis.

"After nearly 30 years of concentrated focus on growth and having reinvested nearly \$200 million of our earnings into improvements, INRD is in the best physical condition it has ever been," said Hoback, who founded the company in March 1986. "With innovative marketing and customer ser-

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vice, we have grown our business by a compounded rate of more than 12 percent annually and today we move the equivalent of more than 800,000 truckloads of freight per year."

Mills has held numerous management and financial leadership positions for CSX, including managing director of investor relations and director of international sales and marketing for Europe.

"Pete is a natural fit to assume leadership at Indiana Rail Road because he will continue the legacy of entrepreneurial thinking that has made us so successful," said Hoback. "He will bring a real passion for business development while drawing on his commercial management experience."

In 1977, INRD predecessor Illinois Central Gulf petitioned to abandon the line from Indianapolis to Linton, Ind. The petition was denied, but the line was ordered closed after nearly 800 serious track defects were discovered in a 38-mile stretch. The railroad reopened two years later and shortly thereafter, ICG reached an agreement to sell the line to Hoback and his investors. Today's INRD moves Indiana commerce to and from Asia and points all over North America and provides nearly 200 jobs

Via RT&S 12-8-14

INRD One Person Crews

Although the Brotherhood of Locomotive Engineers and Trainmen and SMART Transportation Division strongly oppose one-person crews, Indiana Rail Road Co. (INRD) executives believe such crews are better than the two-person variety due to operational benefits that can be gleaned at the 500-mile regional. A single-person crew is ideal for trains that don't need any intermediate switching or require the engineer to leave the cab for any reason, such as trains that complete short runs from point A to point B, the execs say. INRD has been using the crews since 1997 and now employs a single worker on one-third of its 30-plus crew starts each day. The sole train operators don't pose a higher accident risk, and enable the regional to better manage crew availability and develop tighter work schedules, according to INRD execs.



Iowa Interstate New Motive Power

Iowa Interstate has placed another order for new power, again from General Electric. The railroad has ordered three additional ES44ACs for delivery this month, bringing the total number of this model on their roster to 17.

Two of the three locomotives will wear the standard paint scheme applied to the majority of the existing ES44ACs on the roster while the third will have a unique scheme, according to Chief Mechanical Officer Andrew Reid. The special locomotive will use the standard Iowa Interstate locomotive colors, but the primary color on the locomotive will be red instead of black, reminiscent of predecessor Rock Island's late 1960s paint.

This addition will give the railroad two ES44ACs in a unique paint scheme. Iowa Interstate No. 513 was delivered in a Rock Island inspired paint scheme in 2010.

Andrew Reid, Iowa Interstate's chief mechanical officer tells Trains News Wire that the purchase was made primarily to replace older power, such as the railroad's remaining SD38-2s, with more fuel efficient units.

The three locomotives will be shipped in primer to Mid America Car in Kansas City, Mo., for painting prior to delivery. Road numbers will be 514-516.

Trains On Line 12-10

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Chicago retains its position as the nation's railroad capital," said Metra Chairman Martin Oberman.

The CREATE program involves 70 projects designed to separate freight and passenger trains at six key junctions in the Chicago area, increase rail capacity, boost train speed and reliability, and eliminate 25 grade crossings. The program is managed via a public-private partnership among Amtrak, the Association of American Railroads, BNSF Railway Co., Belt Railway, CP, CN, CSX, Indiana Harbor Belt Railroad Co., Metra, NS, UP, and the Illinois and Chicago Departments of Transportation.

Via Progressive Railroading 12-15-14

NS to Purchase CP Rail Line

Norfolk Southern Corp. and Canadian Pacific subsidiary Delaware & Hudson Railway Co. (D&H) yesterday announced a proposed transaction under which NS would acquire 282.5 miles of a D&H line between Sunbury, Pa., and Schenectady, N.Y., for \$217 million. CP would retain ownership of D&H's line from Montreal to Albany, N.Y.

The sale is subject to Surface Transportation Board (STB) approval. NS has submitted an application to the STB and the railroads have proposed a schedule that would lead to approval during second-quarter 2015, NS and CP officials said in a press release.

The southern portion of D&H's lines connect with NS' network in Sunbury and Binghamton, N.Y., and would provide the Class I single-line routes from Chicago and the southeastern U.S. to Albany and its recently built intermodal terminal in Mechanicville, N.Y., NS officials said. NS also would gain an enhanced connection to its joint venture subsidiary Pan Am Southern, which serves New England markets, and acquire D&H's car shop in Binghamton along with other facilities along the corridor.

"Acquiring this portion of the D&H provides for more efficient rail transportation system by consolidating freight operations with a single carrier," said NS Chairman and Chief Executive Officer Wick Moorman. "Aligning the D&H track with Norfolk Southern's 22-state network allows us to connect businesses in central Pennsylvania, upstate New York and New England with domestic and international markets, while enhancing the region's competitive rail and surface transportation market."

As part of the transaction, NS would retain and modify overhead trackage rights on the line between Schenectady, Crescent and Mechanicville, as well as Saratoga Springs, N.Y. D&H would retain local access to serve customers in Schenectady and maintain its access to shippers in Buffalo, N.Y. NS would retain its current employees and offer employment to about 150 D&H workers in the area.

"As we have stated in recent months, we've been in the process of negotiating the final details for the potential sale of the southern portion of our D&H line," said CP CEO E. Hunter Harrison. "We are pleased to find a prospective buyer in Norfolk Southern."

News Notes

*Here is what I've heard from a reliable source: NS will run primarily crude oil trains on the CF&E when the track and infrastructure have been upgraded. BNSF trains from No. Dakota and nearby regions will run thru Galesburg to Streator, where they will access the K3 Belt and head east. They will turn north at Schneider and take NS/IHB to Gibson; then east on the CSX Porter Branch to Tolleston where they will access CF&E and run the entire length to Crestline, OH. From there they will continue east on NS trackage. The route just described was the route travelled by the OCS train a few weeks ago. **From the Indiana Yahoo group 12-8-14***

This would be a good Chicago bypass for these trains but will also require NS to move or add more crews to the district. Later reports noted that crews were being qualified on the new route through the use of trains or light engine moves. This would take this traffic off the former NYC line that sees some 100 trains a day including Amtrak.

47 Years—Rick's Comments

Forty Seven Years! That is how long we have been a Chapter and publishing this newsletter. A few of you are still members having been with us from the start, even part of the Family Model Railroad Club the processor organization. As with all historical societies, railroad or otherwise, we are all getting older and once I changed the masthead to "47" I began to realize how long I have been involved in not only the group but in railfanning and model railroading. We have lost a lot of members and friends along the way and their names are posted in the museum at Rossville. We were a family then and still are and it continues to change over the years.

Not only have we lost friends but we have lost railroads over the last 47 years. At the same time the railroad industry is more vibrant than it ever was and continues to grow. Note the one article about BNSF spending \$6 billion in 2015 – that is more than all of the railroads spent on improvements and equipment 47 years ago. Funny, I still have people ask me if the railroads are about gone – far from it.

I am glad you are still a member of this family, be it one from the start or one that has joined over the past few years. I hope all of you had a Merry Christmas and look forward to a very happy 2015.

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

Photo of the Month



This past fall Walt, Bruce, Steve and I took a trip to Kentucky and Tennessee in search of NS and CSX. Working our way north from Knoxville on October 30th we caught a southbound grain train headed by CSX 649 and 878, with CSX 500 shoving on the rear, at the Hazel Patch Camp, Wildcat Civil War Encampment in Kentucky.