

DANVILLE FLYER

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JANUARY 19TH – MONTHLY MEETING AT JOCKO’S PIZZA BEGINNING AT 1:00 PM.

JANUARY 26, 2020 NOBLESVILLE TRAIN SHOW. THE SCHEDULE IS 10 AM TO 3 PM AND THE SHOW IS LOCATED AT 2003 PLEASANT STREET IN NOBLESVILLE, IN.

FEBRUARY 1ST—ROSSVILLE DEPOT MUSEUM OPERATING SESSION, BEGINS AT 1:00 PM

Politicians Call for “Railroad Revolution”

Biden calls for 'second great railroad revolution' in infrastructure plan

Former vice president and Democratic presidential primary contender Joe Biden has called for a “second great railroad revolution” as part of a \$1.3-trillion infrastructure plan released this week.

While other Democratic candidates have said they support the construction of high-speed passenger routes and speak broadly of improving infrastructure, Biden’s plan is the most detailed yet regarding railroads to emerge from the 2020 field.

Biden is no stranger to railroading. When he was in the U.S. Senate, Biden frequently took Amtrak from his home in Delaware to Washington D.C. Biden even earned a nickname: Amtrak Joe.

“Two centuries ago, the first great railroad expansion drove our industrial revolution,” the campaign’s plan reads. “Today, the U.S. is lagging behind Europe and China in rail safety and speed. A 21st-century passenger rail system that connects people across our nation is essential to our competitiveness, to reducing greenhouse gas emissions, and to giving more Americans the freedom and flexibility to travel.”

The plan calls for increasing speeds on the Northeast Corridor and greenlighting a new tunnel underneath the Hudson River between New York and New Jersey to cut the travel time between New York City and Washington D.C. in half. Biden also calls for the creation of high-speed passenger rail service in the south and west, including the California High-Speed Rail, a project that was scaled back by Democratic Gov. Gavin Newsom earlier this year.

On the freight side, Biden called for the implementation of the Chicago Region Environmental and Transportation Efficiency Program (CREATE), to improve freight traffic flow and commuter-rail travel times in the nation’s rail capital. The plan calls for building flyovers to avoid choke points at junctions.

Lastly, the campaign called for working with Amtrak and freight railroads to electrify more routes.

“Overall, Biden’s rail revolution will reduce pollution, connect workers to good jobs, slash commute times, and spur investment in communities that will now be better linked to major metropolitan areas,” the plan reads.

The Biden campaign writes that it would tap into existing grant and loan programs to pay for the proposals, while also streamlining the loan application process for rail-related projects.

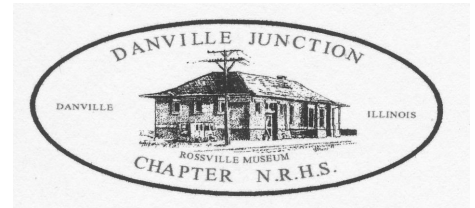
Presidential candidates from both parties have long made big promises when it comes to infrastructure improvements, including rail-related projects. However, recent history has shown that those rail-related promises are sometimes forgotten once the election is over. In

(Continued on page 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 \$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 2020—our 52nd 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



Decatur and Central Illinois News

Heard today (11/13) about several changes here in Decatur.

One- the CN cut the yardmaster and the carmen from Grand Avenue. Now the movements around town are handled by Campaign Yardmaster. Guess the car repairs are hauled there as well.

Two- Omnitrax has given up on the Cisco line (ED: the company has operated the line from Decatur to the elevator at Cisco for several years). Either that or they have been 'fired' by the Coop. Apparently, Pioneer and Watco have been asked to give numbers to operate it.

Three- Apparently around 3 more 6-axle WAMX locos are on their way to Decatur via Peoria.

Four- The D&EI is supposedly the top performing railroad in the Watco lineup. (ED: big advantage for the company is ADM and former Staley plants in the Decatur area along with connections to NS, CSX and CN for outbound product.)

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2019— November Meeting Minutes

The Nov. 17, 2019, meeting opened at 1349 at Jockos.

There were no corrections to the secretary's report.

The 10/15 treasurer's report had no expenditures for the month. Income was \$1245 in dues and donations.

Skyler indicated work on the motor car will begin shortly.

Programs are needed for January and February.

All officers were reelected for another year.

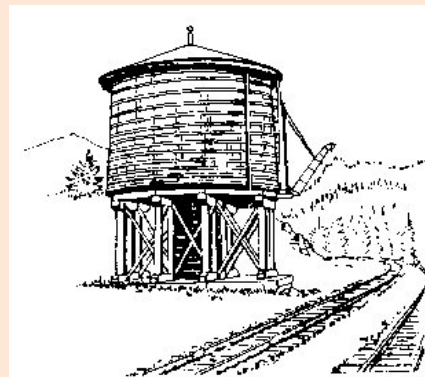
Henry reported on a trip to the Nickel Plate Express in Atlanta, IN, on Nov. 2. Seven folks went on the trip. They also visited a very large O gauge layout and retail outlet specializing in O gauge equipment. Beverages and donuts were served on the train, making it a nice trip.

The December program will consist of motor pictures and a Chicago trip from the 1960s.

Some members are planning on attending the Crown Point train show on 11/30.

Meeting was adjourned at 1359.

Danny Honn presented a video of MLW locomotives in eastern Canada.



2016, both Hillary Clinton and Donald Trump vowed to make infrastructure a priority in the White House [see "Trump: One trillion dollars for infrastructure," Trains News Wire, Oct. 28, 2016], but three years into the Trump administration, little has changed in regard to rail. In 2008, while campaigning with then-Sen. Barack Obama, Biden said if elected, the administration would be the "most train-friendly administration ever." While Obama later pushed for high speed rail improvements, those plans never gained much traction.

TRAINS On-Line 11-15

Editor: Interesting about the amount of dollars proposed and the original California high-speed was nearing \$0.1 Trillion alone. The Chicago to St. Louis segment was pegged at \$2.1 billion and today is still not 110 mph on the whole route. Railroads have discussed electrification (remember the areas where the wire has come down), then fuel prices came down. Then they looked at LNG when price diesel fuel went up and put that aside when oil came down. Now NS will be hosting an experimental CNG powered consist in West Virginia in 2020. Caltran is in the process of installing electrification south out of San Francisco and this will help the local environment. So in very isolated cases it might be economically viable to electrify, but not everywhere. In reference to CREATE this process has been on-going since 2005 with many projects being completed, but there is still more to do. Government funding has always been the problem with progress on the planned grade separations (flyovers). As noted, all politicians promise infrastructure work but we never get there.

Our Illinois governor has promised that the increased gas tax will go to infrastructure all over the state, then the BRC gets a \$11 million for sound barrier in the Speakers home district, an industrial area. Metra will get a ton of money to upgrade bridge replacement, a long overdue project. Over 800 bridges in the Metra system are over 100 years old and in need of either repair or replacement. Some of the dollars may go to grade separations but in the case of Savoy, IL the hoped for bridge of Curtis Road over the Canadian National is still short of funding.

CN Completes PTC

CN now operating PTC on all required track

CN announced today (11-25) that it has successfully met the federal requirement to operate positive train control (PTC) on all of its U.S. subdivisions required to be equipped with the safety technology.

The achievement comes 13 months ahead of the Dec. 31 2020, PTC deadline, CN officials said in a press release.

"This milestone is a testament to the tenacious dedication of our railroading family," said Rob Reilly, CN's executive vice president and chief operating officer. "It has been a tremendous journey, full of challenges, and obstacles we overcame."

CN now has more than 3,000 route miles in PTC operation.

The Class I is interoperable with Amtrak, CSX, Norfolk Southern Railway, BNSF Railway Co., Canadian Pacific and Wisconsin & Southern Railroad. CN expects to become fully interoperable with all tenant railroads by Dec. 31, 2020, company officials said.

PTC is the largest technology program deployed in the Class I's history and is a major investment in its network, CN officials said.

Implementation of PTC across the railroad sets the framework and architecture for future technological advancements. PTC is the catalyst that advanced technology, processes, tools and training capabilities, and has fundamentally changed the way CN operates its rail network, they said.

Progressive Railroading

Passenger Trains to Quad Cities?

The 160-mile Chicago-to-Quad Cities corridor would be located entirely in Illinois on the BNSF Railway Co. and Iowa Interstate Railroad.

Federal funding secured nearly a decade ago for a state-supported project to build an Amtrak Quad Cities-to-Chicago route has received a multiyear extension, three Democratic U.S. lawmakers representing Illinois announced this week.

The U.S. Department of Transportation has extended \$177 million in Federal Railroad Administration (FRA) funding secured in fiscal-year 2010 for a proposed Amtrak route be-

tween Chicago and Moline until Dec. 31, 2024, U.S. Sens. Tammy Duckworth and Dick Durbin and U.S. Rep. Cheri Bustos announced Nov. 5 in a jointly issued press release.

"The Chicago-Quad Cities passenger-rail project is a critical component of Illinois' dynamic transportation system and [this] extension is an important step toward making it a reality," Duckworth said. "I look forward to continuing my work with Sen. Durbin, Rep. Bustos and local stakeholders to make sure this project is completed as quickly as possible."

The extension was granted after the three lawmakers wrote twice to U.S. Transportation Secretary Elaine Chao to express their support for extending the deadline for use of federal dollars to help fund the project.

The 160-mile Chicago-to-Quad Cities corridor would be located entirely in Illinois on the BNSF Railway Co. and Iowa Interstate Railroad. The service would begin at Chicago Union Station and terminate at the Moline Multimodal Station.

State funding for the project had been delayed under former Illinois Gov. Bruce Rauner's administration. However, current Illinois Gov. J. B. Pritzker renewed Illinois' commitment to the route this year by providing \$225 million in state funding, the lawmakers' letters stated.

Additionally, the city of Moline has converted a downtown warehouse into a multimodal transportation center and hotel, which will serve as the train station, they said.

Moreover, the Illinois Department of Transportation and Iowa Interstate Rail have been negotiating the project's scope and infrastructure upgrades needed to convert the tracks for passenger service. An extension of the federal funding would allow the negotiations to continue, the lawmakers wrote.



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Five – The CN may be looking at a unique routing for a 400 series train. It will run Chicago-Gilman-Mt.Pulaski-Decatur-Mattoon-Memphis. Be interesting to see if this is real or not.

11-19 addition “Also, a shiny pair of SD45-carbody units in Watco black and yellow showed up yesterday at the NS loco house. They should be delivered to the D&EI soon, which will give them 3 SD40-3 rebuilds for their road train. And all 3 have SD45 car bodies.” (Recently Bruce also noted that Watco may take over the Omitrax line from Decatur to Cisco.)

12-2 update And then there were four- a fourth SD45 car body arrived at NS Decatur, this one WAMX 4240

From Bruce Bird

From Doug Nipper: One thing I can also tell you with a degree of confidence now is that the DREI (Watco) is buying the EIRC, which runs on the old Nickel Plate from Metcalf to Neoga and is based in Charleston. They serve elevators at Neoga and Oakland, and a couple of small industries in Charleston (one I can think of is called Hi-Cone). Interchange is with the DREI at Metcalf, and the CN at Neoga.



Bruce Bird Photo

NRHS and Local 2020 Dues Payment.

For those of you that are NRHS members you should have received a notice about paying for 2020 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 will be joining for another year. The renewal notice has been mailed to those not at the meeting so mail in to the address on the envelope or give to Doug Nipper at the next meeting.

Amtrak Ridership Up

Amtrak in fiscal-year 2019 delivered its "best operating performance" in its history, logging 32.5 million passenger trips and \$3.3 billion in total operating revenue, railroad officials announced late last week. In FY2019, which ended Sept. 30, Amtrak set new records for ridership, revenue and financial performance as the railroad continues on its path to break even financially in FY2020, Amtrak officials said in a press release.



Year over year, ridership increased by 800,000 riders; operating revenue rose 3.6 percent; operating earnings improved by \$140.9 million, or 82.6 percent, for a loss of \$29.8 million; and capital investment climbed 9.4 percent to \$1.6 billion.

Also last year, Amtrak became the first major U.S.-based railroad to implement a safety management system (SMS), which railroad officials said resulted in "significant improvements," including a 26 percent reduction in customer incidents, 72 percent fewer serious employee injuries, a 10 percent reduction in Federal Railroad Administration reportable injuries and a 3 percent reduction in trespasser and grade crossing incidents. Moreover, Amtrak completed PTC installation on nearly all Amtrak-owned and controlled track, railroad officials said.

Amtrak President and Chief Executive Officer Richard Anderson noted that capital investments into Amtrak assets last year included refreshed equipment, such as the entire Acela fleet and Amfleet II cars for coach class along the East Coast; technology upgrades such as the Amtrak mobile app; state-of-good-repair work on the Northeast Corridor; improved overall reliability and performance; and station upgrades.

Amtrak also continued its largest fleet renewal in history, including manufacturing on the new Acela fleet; a contract awarded for 75 new locomotives to replace some of the aging national network locomotive fleet; and a request for proposals issued for a new fleet of single-level passenger-rail vehicles.

"We are growing and modernizing Amtrak," said Chairman Tony Coscia. "These changes have put us on track to break even in 2020, which would be a first in Amtrak's history."

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Canadian Pacific Honors Vets

Canadian Pacific (CP) unveiled five specially painted locomotives on Remembrance Day in Canada and Veterans Day in the U.S. honoring the culture and history of the armed forces. The five Electro-Motive Diesel SD70ACUs will take the message of military pride across the CP system.

“As a leading employer of veterans, CP is proud to commemorate military machines and the brave men and women who’ve operated them in conflicts around the world,” said CP President, CEO and veteran Keith Creel. “As these locomotives pass through communities across the CP system, I hope those who see them will reflect on the sacrifices made by so many of their countrymen to protect and defend their freedom.”

CP personnel carefully studied the paint colours and patterns that branches of the Canadian and U.S. militaries applied to tanks, planes and warships. Based on their research, they devised five liveries for these locomotives:

CP 7020 wears North Atlantic Treaty Organization green, which the Canadian and U.S. armies apply to fighting vehicles and equipment serving in temperate climates.

CP 7021 wears the sand colour that the Canadian and U.S. armies apply to fighting vehicles and equipment serving in arid climates.

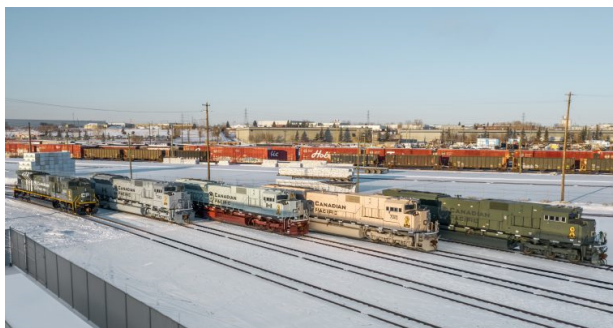
CP 7022 wears the grey, red and black colour pattern of modern Canadian and American warships.

CP 7023 wears a two-tone gray paint scheme designed after the livery applied to Canadian and American fighter jets.

CP 6644 wears the camouflage colours applied to Royal Canadian Air Force “Spitfire” fighter planes flown at the Allied invasion of Normandy, France, on June 6, 1944.

Four of the five locomotives bear a Canadian flag on one side and American on the other. CP operates in both countries and employs veterans of both countries’ military services.

“We are proud to support our veterans and the invaluable skill and experience that they have gained serving their country,” said CP Senior Vice-President Engineering, Mechanical and Procurement Scott



MacDonald, a veteran. “These locomotives are a symbol of our support. They will operate in regular service and further support our commitment as a proud employer of veterans in Canada and the United States.”

NS to Sell A-B-B-A Exec Units, and Others

ALTOONA, Pa. – Norfolk Southern has put its A-B-B-A set of executive F unit locomotives up for auction, according to an assets-disposition bidding sheet distributed on Nov. 6 and obtained by Trains News Wire.

Regularly assigned to NS’s office car train, the quartet was acquired in 2006 and rebuilt to GP38-2 standards by the railroad’s Juniata Locomotive Shop in Altoona, Pa. Since then, they have been based in Altoona, along with the company’s 20-plus office cars. The locomotives wear a version of the former Southern Railway black-and-gray F unit paint scheme, with an image of the railroad’s thoroughbred horse on the nose of each A unit. The cars wear the Norfolk & Western’s classic Tuscan red paint with gold lettering.

Southern, which merged with N&W in 1982 to create NS, was an early convert to diesel power, acquiring the demonstrator set of FT units that ran an 8,700-mile tour around the United States in 1939-1940. That performance widely proved the practicality of diesel-electric power in heavy freight service. Up to that time, it had been confined to lighter-duty passenger and switching service.

Built by the Electro-Motive Division of General Motors Corp. in 1952, the two A units, Nos. 270 and 271, began life as Baltimore & Ohio F7 locomotives. Rated at 1,800 hp, the A units were previously used by MARC, the Maryland Area Rail Commuter service. The B units, numbered 275 and 276 and rated at 2,000 hp, were built by EMD in 1950 for the Chicago Great Western.

The four were acquired during the administration of CEO Wick Moorman, along with three other Fs of Chicago & North Western, Canadian National, and Canadian Pacific heritage, which were stored for use as parts sources.

When NS acquired the units, it numbered the A units 4270-4271, as the highest-numbered Southern F7 unit was the 4269. The B units were numbered 4275-4276. Within the past year, the digit 4 was dropped from all four when NS’s program

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to rebuild standard-cab General Electric C40-9 DC-powered units into 4000-series wide-nose AC44C6M AC-powered units grew to reach into the 4200 number series.

The A units featured a camera mounted in the windshield, to provide a closed-circuit signal to TV monitors back in the train. They are also equipped with positive train control.

The F-units led office car trains across the 19,500-mile, 22-state system, reaching New York, Chicago, and NS's headquarters city of Atlanta. They regularly made trips to the Masters Tournament at the Augusta National Golf Club in Augusta, Ga., each April, and to the Kentucky Derby in Louisville each May. During each event, the parked train served as a hospitality suite.

They also pulled "Blue Ribbon Special" employee appreciation trains in 2011. In addition, they proudly represented NS at events and celebrations such as "Norfolk Southern Days" at the Railroad Museum of Pennsylvania, and the four-day "Streamliners at Spencer" gathering in 2014 at the North Carolina Transportation Museum in Spencer, N.C.

The disposition is not a complete surprise. In September, an NS office car train operated from Altoona to Atlanta behind NS 8099, the company's Southern Railway green-and-gold heritage unit. It was the first time since the F-units made their 2007 debut that such a train ran without them. The office-car fleet includes a power car to provide head-end-power, so it can be led by a non-equipped freight unit.

Other locomotives up for sale at the same time include former Reading Co. EMD SW1001s Nos. 2104-2105; six former-Southern Railway EMD MP15s Nos. 2362, 2386, 2393, 2398, and 2403; modified EMD MP15E No. 2423; RailPower RP20BD gensets Nos. 100-101; RP20CD genset No. 3830; NS BP4 No. 999, a battery-powered experimental unit built by Juniata in 2014; and partially disassembled SD40-2 No. 3463 (former BN/CEFX No. 7083).

Auction bids close on Nov. 20. The railroad will deliver the F units to the successful bidder anywhere on its lines.

Norfolk Southern has not responded to a request for comment.

TRAINS Newswire 11-12

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Added Anderson: "We listened, we invested, we improved and our customers are noticing a difference. And we are not stopping. We have an aggressive plan to continue to advance our safety program, refresh train interiors, improve amenities and renew stations and infrastructure.

Federal Site to Report Stopped Trains

The Federal Railroad Administration has set up a web page for citizens and police officers to report trains that block road and highway crossings for extended periods of time. The page is www.fra.dot.gov/blocked-crossings.

The FRA hopes data gathered there "will help identify where chronic problems exist and better assess the underlying causes and overall impacts of blocked crossings—locally, regionally and nationwide," FRA Administrator Ron L. Batory said in a release.

Police have reported that frustrated drivers sometimes engage in risky driving when they see a crossing is blocked or about to be blocked. People have been seen drawling or climbing through stopped trains, risking serious injury if a train suddenly started moving. The problem is particularly acute in northwest Indiana, with some 886 railroad crossings in Lake, Porter and LaPorte counties, the network particularly dense as railroad lines converge on Chicago. "It's just the same as it always been—crossings being blocked, not just for minutes but sometimes for hours at a time," Hammond Mayor Thomas McDermott Jr. said.

The Northwestern Indiana Regional Planning Commission formed a task force, headed by McDermott, about a year ago to see if they could come up with a solution. The group met for the last time in September. McDermott said, "The problem's not going to be solved locally, it's got to be solved in Washington, D.C. The new FRA web page is a step in the right direction. Maybe they'll get an idea of how bad the problem is."

Railroad consultant Williams Moore, who gathered data on some of northwest Indiana's worst railroad crossing blockages for the NIRPC task force, said it'll be interesting to see what the FRA does with the information it collects. "If they're getting that information to draw up legislation, then it's a significant step," he said. (Post-Tribune, Dec 24, 2019)

Brass Switchkey Railnews #50, Dec 25, 2019.

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

Photo of the Month



In is the winter of 1994 and several members began construction of the Pickins Pit Mine on the Rossville museum layout. Each winter several of the model group would fire up the salamander, suffer with noise and fumes to have heat, and rebuild portions of the layout. Today we have a gas furnace and heat up the room to have operating sessions. Upgrade of the scenery is planned, hopefully this winter. Photo by Rick Schroeder