

DANVILLE FLYER

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Special March Meeting—near Covington, Indiana

March 18 Danville Junction Chapter Meeting

Rather than meet at Jocko's Pizza place we will visit Don Bodine's RR shop at 1712 Graham Creek Road, Covington, In . We can meet at Shelton fireworks store at exit 8 off of I-74 at 12:45 Illinois time. We will then drive about five miles south to Don's Shop. I will provide pizzas and soft drinks and water. Don's father, Terry, will give a talk on the CD&V and later C&EI railroad to Stringtown coal mines. Don's shop sits on the old CD&V right away. In Don's shop, you will see 2.5 inch to a foot live steam engine under construction. Outside the shop, you will see a several thousand foot 2.5 inch railroad that Don and his father have constructed. If the weather conditions are proper, we will visit some places where the old CD&V right away is very visible. Also, we may visit Terry's shop where he is building 2.5 inch to foot very detailed wooden passenger cars that are modeled after DR&G cars. There will be a few other local railroad interested people at the gathering. My cell phone number is 765-585-8374.

Henry Schmitt

KCS to Serve New Industrial Park in Jerseyville, IL

A collaboration between Stonemont Financial Group and the Jerseyville Economic Development Council in Jerseyville, Ill., unveiled plans to build a 1,400-acre, rail-served industrial park. The Mid-American International Gateway will be served by Kansas City Southern, which stakeholders said played a key role in forging the ongoing collaboration.

Stonemont estimates the \$500-million logistics park, which will be located east of the existing KCS rail line that passes through rural Jerseyville, could begin as early as this year, with deliveries possibly rolling through about 12 months later.

"Stonemont sees transformational potential in this project and that is why we are committed to investing the appropriate amount of capital to help bring it to life," said Zack Markwell, chief executive officer of Stonemont. "While the project is still in its due diligence phase, Stonemont believes the park can address critical logistics needs for a wide variety of rail users in the U.S. and Mexico, as well U.S.-based parts and components manufacturers that ship products down to Mexico for assembly."

Stakeholders held an event to announce the project on March 2, where Jerseyville Mayor William Russell and others expressed optimism about the project's potential to spur economic growth.



March 18—Monthly meeting, see the writeup on this page as we will be traveling to Indiana for a tour of the former CD&V line.

March 25 - Springfield Model Railroad Club's Springfield Train Fair 2018. Illinois State Fairgrounds. Orr Building. 10-4

March 31—Operating session at the Rossville Depot, a move in date due to Urbana show.

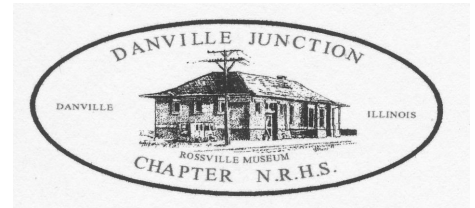
April 7-8, 2018—37th Annual Train Show, Lincoln Square Village, Urbana, IL 10-6 and 11-4, admission Free.

May 26-28 Union - Illinois Railway Museum's Memorial Day/Founders Weekend. The Summer begins! Diesel and Electric trains will operate all 3 days

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 2018—our 50th 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
 Cooke Business Products - Publisher



FreightCar America expands in Alabama

FreightCar America, Inc. has agreed to acquire Navistar’s railcar operations in Cherokee, Ala. The transaction is expected to close on or around Feb. 28, 2018. No terms were disclosed.

“This acquisition will allow us to now control our own destiny and benefit from the full economics of all future railcars built within the Shoals facility,” said Jim Meyer, President and Chief Executive. “This is good news for our customers, our brand, our products, our people and the Shoals community. I want to thank Navistar for the prior relationship and the Retirement Systems of Alabama, the owners of the facility, for its support in this transaction.”

FreightCar America, headquartered in Chicago, has subleased a substantial portion of the Shoals facility at Barton Riverfront Industrial Park since 2013, and now will become the sole tenant of the approximately 2.2 million square foot facility, which was

(Continued on page 3)

2018— February Meeting Minutes

The meeting was called to order at 1418.

The minutes of the previous meeting were in the newsletter and were approved.

The treasurer's report shows income of \$525 and expenses of \$135 for the last month. Balance as of 2/15 is \$5698.66. \$475 of the income was earmarked for the motorcar.

Dave Sherill reported he sold \$45 worth of chapter goods at the Noblesville train show.

Henry affirmed the March meeting be with Terry Bodine in Fountain County. He has agreed to host, showing off his 1/5 scale narrow gauge RR and looking in on some of the old RR grades. Attendees are to meet at the fireworks store off I-74 and carpool to location. Henry will arrange for pizzas and drinks for the meeting.

CSX has converted the C&EI line so that CTC reception is no longer possible at the depot.

In the morning of 3/3, members will sort items at the depot to be sold. Allen indicated any of his items left at Rossville can be sold. These will be taken to the Urbana show for sale. Either 2 or 3 tables will be obtained, depending on the amount of sale items. Popcorn will be included. The show is April 7-8. Due to the show, the April operating session may be moved to 3/31.

It was announced that Jess Bennett was the recipient of a 50 year pin as a member. An August cookout at the depot was suggested for a 50th celebration.

A suggestion was made for the spring trip. It would involve riding the Amtrak connection bus to Normal, taking the Texas Eagle to Chicago, and returning on the Illini. It was also discussed to look at taking the trip on a Friday as opposed to the usual Saturday. Dates will be reviewed for the March meeting.

Volunteers were requested for an April program. Danny Honn volunteered for the November meeting.

A Trains magazine article on rebuilding an E8 at Monticello was mentioned as an excellent read.

The meeting adjourned at 1425.

A video of passenger operations in Greece, Spain, Portugal and Tunisia was watched.

(Continued from page 2)

purpose-built for the manufacture and repair of railcars. Navistar leased the plant from the Retirement Systems of Alabama in 2012, and FreightCar subleased a portion of it a year later.

"We are making important investments in people, technology, equipment and infrastructure to enhance our state-of-the-art facility and world-class workforce, which will increase our operational efficiencies and create long-term value for our shareholders," said Meyer. "The opportunities afforded to us upon completion of the acquisition, together with the organizational changes and manufacturing best practices that we have already begun to implement, will significantly strengthen our long-term competitive positioning, reduce our costs and allow us to be more responsive to customer needs."

FreightCar will be offering employment opportunities to the majority of Navistar's approximately 200 employees on-site, which has a total of 1,000 employees. It will also purchase select operating equipment and inventory at Shoals, and receive a one-time up-front payment to cover future operating costs including rent payments at the facility. Net proceeds to FreightCar will be approximately \$3 million at closing.

Railway Age 2-27

Editor: If I were to guess the Danville facility will probably never reopen. The Alabama facility pictured in the article is a modern *building designed for freight car rehab and construction.*

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"We anticipate the project will support new, long-term jobs that could help keep young people working here in our community until they retire," Mayor Russell stated. "We will serve 11 states out of this site, essentially anywhere within reach with one-day trucking. The possibilities for business and job growth are significant."

Mayor Russell chairs the Jerseyville Economic Development Council and has been the project's lead advocate since his pre-mayoral days as one of the city's commissioners. The Mid-American International Gateway project has been the subject of much local and regional discussion for the past three-plus years.

With eventual plans for the city of Jerseyville to annex the development site, Mayor Russell noted that the project will have immediate access to the benefits that come with being a part of the newly-formed enterprise zone that encompasses Jersey, Greene and northern Madison counties, as well as being in a free trade zone thanks to America's Central Port district, and finally the soon-to-be-created fourth Jerseyville TIF district. These benefits are expected to draw in more large companies and jobs.

Railway, Track and Structures 3-6

Metra Ridership Drops

Metra, Chicago's commuter rail agency, saw its ridership drop 2.2 percent over 2016 and slide 4.4 percent over the last five years despite employment growth in the city's downtown area, newly released data shows.

Metra provided 78.6 million trips in 2017, down from 83.4 million trips in 2014, the agency said. By contrast, Metra provided a record 86.8 million trips in 2008. Officials say varying factors likely contributed to the decline, including an increase in telecommuting, a decline in gasoline prices from the \$3-a-gallon-plus levels in recent years, and the effect of four fare hikes in each of the last four years.

A study conducted for Metra estimated that for every fare increase of 10 percent, the agency sees a ridership drop of 2.2 percent, according to Lynette Ciavarelli, Metra's director of strategic capital planning.

New technology appears to be a mixed blessing. Ventra,

(Continued on page 5)

Metra to Purchase "Used" Locomotives

Metra's board of directors on Wednesday approved the purchase of up to 21 used F59PHI locomotives for \$1.3 million each from Progress Rail. The locomotives had been leased by Amtrak for use on the West Coast but will be available beginning in June as Amtrak switches to a new Siemens Charger locomotive.

"This is an extraordinary opportunity for us," Metra Chairman Norman Carlson said. "The price is wonderful. ... For a relatively small investment, we can reduce operating costs and reduce emissions."

Metra's board and staff still have to determine the best way to pay for the locomotives, namely whether to use available funds or to finance the purchase. Metra has never had any outstanding debt. Metra last year issued a request for proposals to replace its older fleet of EMD F40 locomotives with new or remanufactured locomotives. The new locomotives would only supplement the ones purchased through the procurement process, officials said.

"We believe this purchase represents a great opportunity to make a big impact on our operations at a reasonable expense, and that's why we are pursuing this purchase," Metra CEO Jim Derwinski said in a statement.

The F59PHIs were built by the Electro-Motive Division of General Motors in 1998 and all have been rehabbed within the last five years, according to Metra's chief mechanical officer, Kevin McCann. New locomotives would cost \$7.5 million each, he said. The major benefit of obtaining the F59PHIs is the

significant cost savings, of 10 to 15 percent, over the F40s, officials said. The fuel efficiency is so significant that officials said the savings by itself could offset the cost of financing the purchase. Metra officials said the agency's locomotives burn 25 million gallons of fuel a year. Metra officials said the commuter rail agency has \$15.6 million

available now which could be used as a down payment for the locomotives.

TRAINS On-Line 2-23



(Continued from page 4)

Metra's mobile ticketing app, has proven popular with riders, and ride-sharing apps Uber and Lyft are helping provide "last-mile" assistance to Metra riders, Ciavarelli said. But apps that direct motorists to in-city parking availability and travel apps, such as Google maps and Waze, have become increasingly popular with motorists.

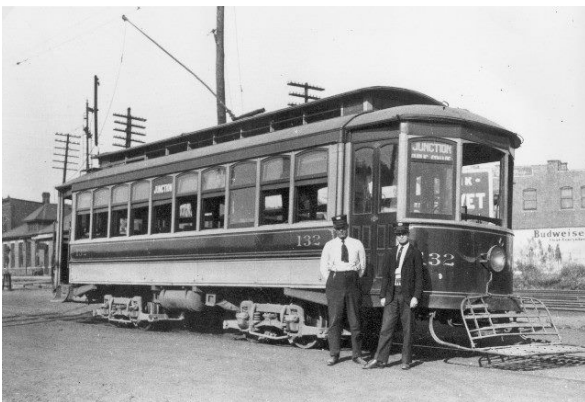
"These apps are taking some of the unpredictability out of driving," Ciavarelli says.

Meanwhile, the employment rate in downtown Chicago — the destination for most of Metra's riders — rose 0.3 percent in 2016, continuing a seven-year upward trend, according to state of Illinois data. Metra says 90 percent of all its trips are made by commuters. Metra provides 709 weekday trains carrying 288,000 weekday riders. The Metra Electric Line, serving the South Side and suburbs, showed the steepest decline of Metra's 11 lines, dropping 14.7 percent over the five-year period.

Only one line, the Heritage Corridor, serving Chicago's Southwest Suburbs, showed healthy increases, up 3.3 percent during the last five years. But the Heritage Corridor is Metra's least-used line, with 2,400 weekday riders. The Union Pacific West line, serving western suburbs, showed a 1 percent increase over the last 5 years.

Ridership on Metra's busiest line, operated by BNSF and providing 63,900 weekday rides, dropped 2 percent over five years. Metra's peak period ridership levels held steady over the past five years, but off-peak levels fell.

TRAINS On-Line 2-22



Danville street car at Danville Junction, circa 1920.

Time Passes

by Doug Nipper

If you read the article by Rick in the last issue of the Flyer where he talked about being in the winter of life, I'm sure we can all relate to that, except perhaps for the youngest members of the Chapter. There comes a time for everyone where there is more in the rearview mirror than there is in the front windshield!

It is also said that most folks tend to look at the past with rose-colored glasses on, making those times appear more interesting and memorable than current events. So does that imply that the future is always bleaker? I wonder....

I've told the story of my start in the Chapter before, so I won't bring that up again. What I did want to do is pay tribute to the people in my life that shaped who I am and what I experienced.

Other than my parents, of course, there was a neighbor in particular who may have gotten my interest in railroading going "full steam". Jim and Lois Massey were pretty close friends to my parents, and lived at the end of Wilson Road where it butted up to the C&EI/L&N mainline at the time. One day, I don't remember how he even told me about it, but I was summoned to Mr. Massey's property to see a passenger train that had broken down. The railroad was in a cut in this area, and here was a passenger car that had no engine on the front of it! There was also a switch engine sitting on the track next to it with the engine that had died coupled to it. Jim was retired from C&EI's Oaklawn Shops and must have known some of the crew on that train, because the next thing I knew we were going down the embankment and getting up on the switch engine.

I remember the crew saying that another engine was coming down from the north to get on the passenger train, and there was plenty of time for this activity. They let me sit in the fireman's seat, and at the time I knew nothing about railroading, so I was perplexed as to why a train would need a full time firefighter on board. Did they really have that many fires on trains? Anyway, when we got off the engine and I was crossing back in front of the stranded passenger train, I remember seeing a boy about my age standing in the vestibule, and thinking that if he thought he was having an adventure that day, I was one-upping him for sure!

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After this, I was hooked. Once I got a camera I could use from my grandfather, every time I would hear a train I went running to the hills that were on Mr. Massey's property that were left over from when the cut was made. For a time, I shot nearly every train that ran, at least when it wasn't raining. When I look back at that behavior now, I have to wonder what the neighbors, in particular Mr. Massey, must have thought - Was this kid crazy? I also had some neighborhood friends, and we would go to the railroad tracks all the time. We built forts, put bicycle paths on the opposite hillside, burned old railroad ties in a "hobo jungle" that we made. No one ever called the cops or child protective services. Being outside all the time, especially during the summer break, was normal for kids in the 1970's....

Other people that I recall from my youth were guys like Martin Perry and Don Wright who worked on the L&N and let me ride with them on locomotives a few times. That is something you don't forget.

I've also told the story before how I met Bob Barker as my bus driver, and he let me read his copy of Trains Magazine. That led to meeting Rick at the Catlin museum, and then to Stan Chausse who befriended me when I was in high school and let me ride with him to Rossville many times. There was also George Wynn and Don Redman with the Chapter, both great guys. And of course, our latest 50-year member, Jess Bennett. Without all these influencing adults in my life, would I be the person I am today? I wonder....

So about those rose-colored glasses we all seem to view the past with. I think back on these times of my life with fondness. My parents and grandparents were still alive. There was still a lot of traditional railroading left to witness. With Conrail, we got to photograph locomotives that were much varied in paint schemes from what we were used to in this area. I see no reason to put those glasses away!



Urbana Train Show—April 7 & 8, 2018
Lincoln Square Village, downtown Urbana

UP and PTC Status

As concerns about the implementation of positive train control (PTC) continue to make headlines, Union Pacific (UP) says it expects to meet all required deadlines for installing PTC on its network.

UP said it plans to continue testing and modifying technologies along its system through 2020. The railroad said its PTC footprint is the largest among North American railroads, with more than 17,000 UP route miles. UP maintains consistent communications with Federal Railroad Administration officials regarding its PTC implementation efforts, the railroad said.

One especially difficult aspect of PTC implementation is ensuring system interoperability among all of the nation's rail lines and locomotives, the railroad notes.



UP's fourth quarter implementation work included efforts to prepare 33 additional track segments for PTC operations, bringing the total number of track segments to 168 and putting the railroad at 92 percent completion. The 33 track segments are equipped with wayside devices such as signals, switches and radios and have defined GPS coordinates, which establish thousands of locations for systemwide PTC coordination.

The railroad's fourth quarter efforts also entailed educating more than 2,700 additional employees on PTC operations, bringing the total number of employees trained to about 19,400 or 75 percent of its employees, the railroad said. UP also increased the number of route miles in PTC operation by nearly 2,500, bringing the total number of route miles in PTC operations to 10,053 or 59 percent.

Additional progress includes:

88 percent of required locomotives now equipped with PTC technology

100 percent of required radio towers now equipped with PTC technology

UP said its PTC system includes multiple technologies coordinating to consistently manage train movements. Through Dec. 31, 2017, UP installed 99.7 percent, or more than 17,000 miles, of required route miles with PTC signal hardware. The railroad said it partially installed PTC hardware on 98 percent of its 5,515 locomotives earmarked for the technology.

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UP said it also equipped and commissioned 4,220 locomotives with PTC hardware and software and installed 100 percent of the wayside antennas needed to support PTC along its right of way by Dec. 31. The railroad also plans to spend about \$160 million toward the current total estimated \$2.9 billion cost of its PTC implementation in 2018. UP intends to focus mainly in southeast Texas and New Mexico PTC implementation efforts during the first quarter of 2018, the railroad said.

RT&S 2-12

Chicago High Speed to O'Hare

The Chicago Infrastructure Trust has received four proposals to design, build, finance and maintain an express rail line to O'Hare International Airport. The new service would take 20 minutes or less to travel from downtown Chicago to O'Hare, trimming the current transit time by about 50 percent. The Chicago Transit Authority's Blue Line trains take about 45 minutes to travel from downtown Chicago to O'Hare, according to the agency's website.

The four respondents are:

- **The Boring Co., business magnate Elon Musk's infrastructure firm;**
- **Oaktree Capital Management;**
- **O'Hare Express Train Partners, which consists of OHL Infrastructure, Kiewit and Amtrak; and**
- **O'Hare Xpress LLC, which is composed of Meridian, Antarctica Capital, JLC Infrastructure, Mott MacDonald and First Transit.**

The responses show "strong private-sector interest" in the project, according to a press release issued by Chicago Mayor Rahm Emanuel's office. The original request for proposals specified that the O'Hare express line should include a downtown station, an airport station and one maintenance facility. Corridors may be above or below ground level.

The RFQ also called for the service to operate at least every 15 minutes for the majority of the day. Currently, about 20,000 air passengers travel daily between O'Hare and the Chicago Central Business District. That figure is projected to grow to at least 35,000 daily air passengers by 2045, according to Emanuel's release.

Progressive Railroading 2-12

50 Years

Last month I noted how I got involved in trains and model railroading which lead to the formation of the Chapter. This month Doug Nipper looks back on his entry into the hobby and how a very small event changed his life and how fellow hobbyists helped him evolve into the railfan he is today.

So there are a number of you out there that have been in this group for several years, probably longer than you want to remember. What about how you got into the hobby, be it model railroading or directly into railfanning. We would like to know how your interest got you to the Chapter because each one of you is an important piece of our group.

In past issues I noted how long I had been doing this newsletter. Each time Doug sends out the notice that it is up to be read I wonder how many really read it. I don't need compliments (also don't need to know the mistakes I make) but it is always nice to know that someone does look at it. With the advent of the Internet getting current news is easy as you have noticed. What I really need is current stuff happening in the Danville and Vermilion County area.

This is a call for your memories of your past railroading history. Let us know.

Rick

PLEASE NOTE THE LOCATION AND TIME OF THE MARCH MEETING ON PAGE 1.

NRHS and Local 2018 Dues Payment.

For those of you that are NRHS members you should have gotten a notice about paying for 2018 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 sent out the renewal notice and for payment please send your check (or pay at a meeting) to the Treasurer at PO Box 1013. Renewal is required by the April meeting to continue to receive this newsletter.

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

Photo of the Month



The date is circa 1955 and a westbound New York Central bangs across the diamond at Burnett, Indiana. The line in the foreground is the C&EI Otter Creek to Brazil branch . CSX still passes the area on a daily basis but the rest of the scene is now trees and weeds..