

DANVILLE FLYER

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Wabtec and GE Transportation Complete Merger

Wabtec Corporation has completed its merger with GE Transportation. The combined company, which is expected to boast revenues greater than \$8 billion in 2019, has a compelling growth profile—especially as market conditions improve in its industries. Wabtec announced the transaction completion at the same time as its 4Q18 and full-year 2018 financials.

With the transaction, Wabtec said it “has established itself as a Fortune 500 global transportation and logistics leader by combining its broad range of freight, transit and electronics products with the former business unit of GE’s equipment, services and digital solutions in the locomotive, mining, marine, stationary power and drilling industries.” Furthermore, Wabtec will now be included in the S&P 500 Index.

“We are very excited to complete the merger of our two companies,” Raymond T. Betler, Wabtec President and CEO, said in a press release. “This is a once-in-a-lifetime opportunity to bring together nearly four centuries of collective experience to create a technologically advanced leader with a highly complementary set of capabilities to move and improve the world ... Today, we are a stronger, more diversified company ready to better serve customers across the globe and capitalize on new growth opportunities at an attractive point in the cycle.

Railway Age – 2-26



March 17th – Jocko’s Pizza Restaurant on Williams St —**Chapter monthly meeting 1:00 PM. Dick Brazda will present program.**

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

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

APRIL—NO MONTHLY MEETING DUE TO EASTER WEEKEND AND SCHEDULE AT JOCKO’S

Amtrak Funding for Southwest Chief

Amtrak will provide a \$3 million matching grant to help upgrade track on its Southwest Chief route in Kansas, Colorado and New Mexico, the railroad announced yesterday. The announcement follows the passage of the federal government’s fiscal-year 2019 Appropriations Act, which included funding for Amtrak and intercity passenger rail.

The legislation set aside \$50 million for its national network grant for improvements to the Southwest Chief route. Amtrak is using \$3 million of the funds to match a \$16 million grant sought by the states, counties and cities and awarded to Colfax County, New Mexico. The grant and matching funds will result in an investment of more than \$26 million, Amtrak officials said in a

press release.

In 2011, Amtrak and BNSF Railway Co. began community discussions about the route’s needed safety and other infrastructure improvements. Since then, more than \$80 million has been committed from U.S. Department of Transportation programs, state and local governments, Amtrak and BNSF.

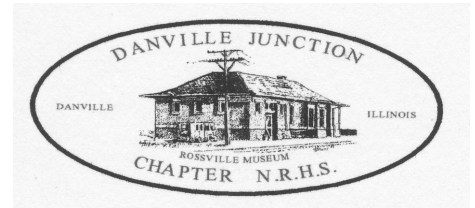
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About Us

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad. Membership in the Chapter is open to anyone having an interest in any aspect of

railroading. Dues per year are \$30.00 for Chapter membership in addition to \$50.00 for NRHS membership. Rossville Depot Museum membership is \$30 per year. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Jocko's Depot Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX (former Conrail), in Danville, IL with lunch beginning at 1:00 PM Central Time followed by meeting and program.



Officers for 2019—our 51st Year

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



(Continued from page 1)

Amtrak will use the newly available federal capital funding in coordination with stakeholders to continue needed work on the next route segment in New Mexico. In addition, Amtrak is working on a long-term financial plan to address the route's "unique challenges," Amtrak officials said.. *Progressive Railroading 2-28*



NRHS and Local 2019 Dues Payment.

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

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

2019— January Meeting Minutes

The Feb. 17, 2019, meeting opened at 1345 at Jockos. There were no corrections to the secretary's report.

The 1/17/19 treasurer's report shows expenditures for utilities the state corporation report and tables at the Urbana show. Income from dues and donations totaled \$180. The balance in the account stands at \$6108.61. The Urbana train show is scheduled for March 30 AND 31.

A wheelchair ramp is being built by Bob Gallippi. He hoped the cost would be under \$300. There were questions about the rise and run of the ramp. It was also suggested to rehang the screen door to increase access. Skyler asked about the status of the motor car and offered to assist with overhaul and maintenance. Doug N. also suggested it could use a paint job.

It was suggested moving the April meeting to the 14th, but Jockos is already booked. **The meeting for April was then cancelled.** The May meeting might again be held on the Vermilion Valley RR. That will be confirmed. A throttle at Rossville has failed. Doug N. bought two tethered throttles and jacks for isolated locations and one wireless throttle. These are to be covered by donations.

A possible summer trip to Terry Bodine's outdoor layout was discussed. E-mail notification will be used if it occurs.

Meeting was adjourned at 1415. Dave presented slideshow on F units. Thanks to Danny Honn for taking the minutes.

Metra—Progress Rail SD70MACH

Chicago's Metra has awarded a \$70.9 million contract to Progress Rail for 15 remanufactured and repurposed diesel-electric locomotives to modernize its ageing fleet. The contract includes options for up to 27 additional units, which will be purchased if funding becomes available.

The program involves rebuilding six-axle AC-traction Electro-Motive Diesel (EMD) SD70MAC freight locomotives, 1,109 of which were built by EMD between 1993 and 2004. Metra says all components will be refurbished, upgraded or replaced, and the locomotives will be modified for passenger operation. The remanufactured units will be designated SD70MACH.

In 2018, Metra acquired 24 FP59PHI passenger locomotives from Amtrak California at a price of \$1.3 million each, which reduced the percentage of its 147-unit fleet in "marginal or poor condition" from around 70% to around 45%. The arrival of the SD70MACH fleet expected to reduce the figure to 14% by 2023.

Modernization of the locomotive fleet will also reduce greenhouse gas emissions, as the SD70MACH will comply with U.S. Environmental Protection Agency (EPA) Tier 3 emissions standards. Replacing 42 Tier 0+ locomotives with

Tier 3 units is expected to reduce NOX (oxides of nitrogen) emissions by 55 tons per year.

Under a Request for Proposals (RFP) issued in April 2017, Metra sought offers for new or remanufactured locomotives and subsequently opted for the latter option as it allowed the purchase of more locomotives than the new-build option.

"Our goals with this locomotive purchase are to increase reliability and improve the state of good repair on our system," says Metra CEO and Executive Director Jim Derwinski. "These like-new locomotives will be replacing some of the oldest locomotives in our fleet, and we would expect to see a significant increase in reliability as these newer locomotives are introduced."

Railway Age On-Line 3-4-19 (Metra sketch)



Walmart goes Intermodal

Walmart has launched its own fleet of intermodal containers and is using its own drivers to move the containers from rail hubs to stores, the retailer's vice president of inbound logistics said in a recent interview.

Walmart's Ken Braunbach told Supply Chain Dive earlier this month that the company began the pilot program in summer 2018 in Southern California. The new container — designed internally at Walmart — includes chassis and double-stacking capability, along with a roll-up door that allows more flexibility in unloading.

Under the pilot, Walmart is eliminating the use of third-party logistics providers (3PLs) by using its own fleet drivers for the trip between a rail hub and stores. Taking over that part of the supply chain has saved hours or days of transit time for each container, according to the article.

Taking control of containers directly from railroads is saving time, Braunbach said, noting that several Class Is are implementing precision scheduled railroading — which can mean fewer options and less flexibility, but often greater reliability for shippers.



"As [railroads] get better and in some cases, not as flexible, we want to have control over our entire supply chain," Braunbach said.

Under the new arrangement, Walmart can prioritize each load to meet a train departure schedule exactly, since the uncertainty of using 3PLs is no

longer part of the equation, he added.

The railroads' response to Walmart's pilot program so far has been mixed but largely positive, Braunbach said. As a result, the project may be extended to allow Walmart to use more rail in its freight mix, according to the article.

Progressive Railroading 2-22



Just Imagine—by Doug Nipper

On the computer at my office, I keep a photo of Rick's on the desktop as the background. Is it that of a A-B NYC F-unit set taking a southbound empty coal train by Horace back in August of 1965. According to JD Cooke, the A-unit has the "band aid" scheme that NYC adopted near the end, where the nice lightning stripes on the nose were replaced with a solid band of white. Maybe Rick will run that photo again in this issue so you can see what I'm referring to...

But other than the F-units in this shot, the other thing that stood out to me was the still-active pole line next to the tracks, with a full complement of wires for a "single-crossarm" line. Were any of the telegraph circuits still active then? You know the dispatcher's telephone circuit still had to be going. Oh, to be able to listen to that traffic again!

The late Bob Barker once told me that working for the railroads post-WW II was like working for a funeral home; everything was dying around you. It took about forty years to really change completely, but I think once the cabooses and interlocking towers were gone, it took a lot of the character out of railroading.

But I like to imagine the time when they were building things, like tracks, interlocking towers and pole lines. Talk about full employment! The country was still growing then, and with two world wars on the horizon, things could not have been better for the railroad industry of that era. Oh sure, there were hiccups along the way. Many lines had already gone bankrupt during the early 1900's, but automobiles were still a novelty, and even the interurbans and trolleys were still carrying lots of folks.

I know a young couple that became involved at the Monticello Railway Museum. They were from the St. Louis area, but have since moved to Montana. They are 1940's "re-enactors" if that's the proper term. They lived in a house with mostly things from that era. Even on his railroad job, he wore the type of clothes that were popular during the 40's. Thankfully, they aren't that different than what railroaders wear today, which is mainly bib overalls.

But the pull of the not-too-distant past of the 1940's to some folks is irresistible. The fact that some young people around the country like to dress and live that way is a bit strange to me, but also understandable. That was when America, and her railroads, were at their peak. Diesels

(Continued on page 5)

(Continued from page 4)

were on the horizon, but there was still plenty of steam to see in that decade. And the Second World War also has a certain mystique and appeal to it. Perhaps it was because of all those movies and great music that were made during that time.

Back to the F-units, I never saw any "covered wagons" in service when I was starting to pay serious attention to railroads in the late 1970's, save for Milwaukee Road's "hangers on". I even have photos in my collection of Milwaukee F-Units in northern Illinois, at a place called Davis Jct. Maybe I'll dig up those slides and have them scanned in time for Rick to include with this article.

But it's the kids today that will really miss out. No cabooses, no interlocking towers, no F-units to be seen anywhere but museums. Their imaginations have to really be strong to see what us older fellows got to see in person. Thankfully, folks have been writing books and making films about railroads for a long time, so there will always be something to inspire the younger generations. Or so I hope...

Treasurer Comments

I wanted to point out that we continue to survive as a viable organization largely to the generosity of our members. Any time expenses come up like needing throttles for the layout, or supplies to build a wheelchair ramp at the depot, some of the fellows see the need and always step up. But I would like to pay tribute to the "unseen" donations that come in with the dues that members pay. We have about 6-8 members that kick in more than the \$30, and at least five that give a lot more than that. Of those, about three are out of town and we never see them. But it's their extra contributions that make the Chapter financially viable over the long term, and we owe them our thanks.

For those that contribute "on the fly", we do have the aforementioned expenses to cover. We are getting two new wired DCC throttles for Rossville, and one wireless model to replace one that went bad. Bob Gallippi generously donated the labor to build the wheelchair ramp, but materials ran a little north of \$300. So kick in whatever you can, and help us stay in the black. We still have a few things to sell at the next Urbana show, but not nearly as much as we did last year.

Doug Nipper

Intermodal Volume up in 2018

All intermodal sectors recorded volume increases of at least 4.9 percent last year, and all regions registered traffic climbs during 2018, according to the Intermodal Association of North America's (IANA) "Market Trends & Statistics" report.

Intermodal volume posted a fourth-quarter 2018 gain of 4.2 percent year over year to 4.8 million units. Quarterly international intermodal volume rose 5.5 percent to 2.4 million containers; domestic containers grew 3.4 percent to 2 million units; and trailer loads dipped for the first time since 2016, falling 0.1 percent to 372,185 units, IANA officials said in the report.

"While we did see some year-end tapering, total volumes increased 5.6 percent [to 18.9 million units] for the year," said IANA President and Chief Executive Officer Joni Casey in a press release.

The seven highest-density trade corridors accounted for 62.6 percent of total volume and collectively rose 5.1 percent during the quarter.

By corridor, growth ranged from 13.1 percent in the Midwest-Northwest to 9.7 percent in the South Central-Southwest to 9.4 percent in the Intra-Southeast to 7 percent in the Southeast-Southwest. In addition, volume increased 5.7 percent in the Northeast-Midwest, 1 percent in the Southwest-Midwest and 0.9 percent in Trans-Canada.



Operating Sessions at Rossville

(NO WATER or FACILITIES)

Saturday - April 6th (last one)

All sessions will start around 1:00 PM

Indiana Transportation Museum

The displaced Indiana Transportation Museum may soon have a new home. According to a notice published in the Federal Register, the Logansport & Eel River Railroad is seeking a waiver for a requirement to put a section of out-of-service track back into service. The Federal Railroad Administration filing says the railroad, which currently exists in name only, is seeking the relief as part of a purchase proceeding with the Indiana Transportation Museum, which has already made a down payment on 1.6 miles of track.

ITM Acting Chairman Les McConnell confirmed the purchase proceeding to Trains News Wire. McConnell says ITM, which was evicted in July 2018 from its home of more than 50 years in Noblesville, Ind., is hoping the short line will be a suitable home for the museum's equipment, which itself is in jeopardy following the eviction in Noblesville. McConnell says the museum was forced to sell or scrap equipment in the fallout from the eviction, and he hopes the short line in Logansport will help preserve the museum's identity and its equipment.

"It's all survival," McConnell says.

According to the filing, the Logansport & Eel River Railroad is seeking relief from federal requirements regarding signage and notices at six grade crossings on the line and notices that the rail line in question is once again back in service. The railroad is also seeking an answer regarding whom — the Logansport & Eel River or connecting railroad Toledo, Peoria & Western, a Genesee & Wyoming company — is responsible for replacing a switch which used to connect the short line to the TP&W. Logansport & Eel River is arguing that the switch was removed without permission and TP&W wants \$86,500 for a new switch. In the filing, Logansport & Eel River states the railroad is ready to re-install signage once a decision is made about the responsibility for the switch.

ITM was evicted as part of a long and complicated battle between the museum and the City of Noblesville. The museum

operated on 35 miles of isolated track, which it did not own. Following the court-ordered eviction, the city, McConnell says, still has some pieces of ITM rolling stock on its property, although some equipment has been sold or moved to other locations by truck. McConnell says with the purchase of the Logansport & Eel River trackage, the museum can own its own trackage for the first time and become more secure.

"We were trying to find a place to go, to own our own railroad," McConnell says recalling how ITM came to be in contact with the short line. "We don't want to be caretakers anymore."

McConnell says he is confident a deal can be reached with short line for the acquisition of the trackage within the next two weeks. No timeline is available to say whether the request to the FRA will be heard.

TRAINS On-line 3-5-19

UP Big Boy Update

Fans of Union Pacific Big Boy 4-8-8-4 No. 4014, eager to make travel plans for the engine's debut trip from Cheyenne, Wyo., to Ogden, Utah, in May, will have to wait a bit longer for a schedule.

UP on Wednesday said the schedule for No. 4014 and stablemate 4-8-4 No. 844 has been delayed from a planned mid-February announcement. "We originally planned to release the Big Boy No. 4014 and Living Legend No. 844 tour schedules earlier this month," the railroad said in an email to members of its online steam club. "However, details concerning the route and schedule are still being worked out."

Observers have also said UP has delayed the announcement to put some space between recent layoffs connected to the railroad's implementation of its own brand of Precision Scheduled Railroading and the event.

UP said earlier that it plans to have both Nos. 844 and 4014 in Ogden on May 9 to re-enact the iconic nose-to-nose scene celebrating the completion of the first transcontinental railroad on May 10, 1869.

TRAINS On Line 3-5



For many years the Chapter used to take spring trips to the Chicago area and visit various railroad yards. In those days, with arrangements pre made, we were welcome and given tours of the yard. In recent years, thanks to the management of the Vermilion Valley, we have train rides and lunch. But in May 1978 we visited the Rock Island facility at Blue Island. We were all a lot younger then as we photographed from the bridge and posed in front of the RI depot. A lot changed in 40 years including railroads and hair style, plus a number of our members are gone.

Metra Reverse Commute

Metra will begin operation of a new reverse-commute service on the Milwaukee District North Line on March 4. The two-year pilot project is a public-private partnership between Metra and Lake County businesses and governments that asked Metra in 2018 to begin a reverse-commute service. The businesses sought the service in order to recruit and retain employees living in Chicago, and reduce pollution and road-way congestion.

“We are excited to launch this test of new reverse-commute service between Chicago and Lake County,” said Metra Chief Executive Officer Jim Derwinski in a press release. “We are hopeful that this initiative will build our ridership, help local businesses to recruit top talent and have a positive impact on economic activity in Lake County. This partnership also is an innovative way to test the demand for service to Lake County and potentially improve our infrastructure.”

The groups will evenly split the \$1.4 million cost of operating one new reverse-commute train in each rush period as part of the two-year project. They also will work on a definitive agreement to divide the \$4.75 million cost of installing universal crossovers near Lake Forest, with the partners contributing \$2.75 million, Metra contributing \$1 million and local governments contributing \$1 million.

Under the new schedule, Metra will provide morning out-bound express service, create an express service from Lake County and add a new train with later afternoon arrivals. Pending an agreement with Canadian Pacific — which Metra anticipates to receive soon — the morning outbound express service will be moved to an even earlier time slot.

If the pilot project shows that the reverse-commute service is self-sustaining, the partners will fund the construction of new universal crossovers near the Lake Forest Station, Metra officials said. Constructing crossovers at Lake Forest would allow Metra to turn trains around at that location, which would create an opportunity for better service in the morning and evening rush periods if demand supported it.

C&EI HS Annual Meeting

Princeton, Indiana in the former C&EI depot, April 27th from 10:00 AM to 9:00 PM. Displays, tour of Evansville area, annual meeting and program by Bob Gibson on history of area

URBANA MODEL TRAIN SHOW

Lincoln Square Village in downtown Urbana, March 30th 10:00 AM to 6:00 PM and March 31st 11:00 AM to 4:00 PM

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

Photo of the Month



So checking the May 1978 photos on Page 7 what did the group photograph. There were a number of Rock Island units in the yard during our visit but one of the most interesting was the C-415's that the Rock Island owned. Note the slight difference in color between #417 and adjacent 416. Photo by Rick Schroeder