

DANVILLE FLYER

Inside this issue:

March Meeting	1
Derailment Update	1
About Us—Officers	2
2023 Dues Notice	2
Rail Safety Act	4
UP 3985 Restoration	5
CPKCS Updaeta	5
My Office Window	6
Railroad Smells	6
January Minutes	7
Coming Events	7
Photo of the Month	8

March 19th Meeting at Jocko's

For the March meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday the 19th. Lunch will be around 1:00 PM with meeting and program to follow. Rick Schroeder will present a program on depots and towers of the B&O, an EMD Openhouse in 1972 and the KBSR in its early years.

NS Derailment Update

The National Transportation Safety Board on Feb. 23 released a preliminary report on its investigation into the Norfolk Southern derailment in East Palestine, Ohio. The Association of American Railroads (AAR) responds.

The investigation of the Feb. 3 derailment of eastbound NS general merchandise train 32N, which was hauling vinyl chloride and a variety of other freight, is ongoing. The Feb. 23 report (download below) provided initial findings or factual information only. The timing between the beginning of an investigation and a probable-cause determination and report “varies based on the complexity of the investigation and the workload of the agency’s investigators,” according to the NTSB. “In general, the NTSB tries to complete an investigation within 12 to 24 months, but these and other factors can greatly affect that timing.”

According to the NTSB, 38 railcars of train 32N derailed on main track 1 of the NS Fort Wayne Line of the Keystone Division in East Palestine. Eleven were “carrying hazardous materials that subsequently ignited, fueling fires that damaged an additional 12 non-derailed railcars,” the agency reported. “First responders implemented a 1-mile evacuation zone surrounding the derailment site that affected up to 2,000 residents. There were no reported fatalities or injuries. At the time of the accident, visibility conditions were dark and clear; the weather was 10°F with no precipitation.”

The 149-car train included two head-end locomotives and one distributed power locomotive located between railcars 109 and 110. According to the NTSB, the consist included 20 placarded hazardous materials (hazmat) tank cars transporting combustible liquids, flammable liquids, and flammable gas, including vinyl chloride. The train was traveling about 47 mph at the time of the derailment, “which was less than the maximum authorized timetable speed of 50 mph,” reported NTSB, which noted that train movements near the derailment site “are authorized by cab signals and wayside signal indications with an overlaid positive train control [PTC] system and are coordinated by the NS Cleveland East train dispatcher located in Atlanta, Ga.” The PTC system was enabled and operating at the time of the derailment, NTSB

MARCH 19TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM NOTED ABOVE

URBANA TRAIN SHOW AT LINCOLN SQUARE DOWNTOWN URBANA, IL, MARCH 25 & 26, 10AM TO 6 PM, 11 AM TO 4 PM.

ROSSVILLE OPERATING SESSION APRIL 1ST.

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 2023—our 55th Year

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



NRHS and Local 2023 Dues Payment.

It is that time of year again, Dues for the following year. Last meeting Doug passed out renewal notices and then mailed ones to those not attending. We appreciate the donations that have been added to the 2023 dues check, it will be put to good use at the depot. NRHS members should be receiving their statement this month. It is assumed that an online payment method will be offered again, or direct mail your check. Welcome to another year.



(Continued from page 1)

reported.

“Train 32N was operating with a dynamic brake application as the train passed a wayside defect detector on the east side of Palestine, Ohio, at milepost (MP) 49.81.4,” NTSB reported. “The wayside defect detector, or hot bearing detector (HBD), transmitted a critical audible alarm message instructing the crew to slow and stop the train to inspect a hot axle. The train engineer increased the dynamic brake application to further slow and stop the train. During this deceleration, an automatic emergency brake application initiated, and train 32N came to a stop.

“On the Fort Wayne Line of the Keystone Division, NS has equipped their rail network with HBD systems to assess the temperature conditions of wheel bearings while en route. The function of the HBD is to detect overheated bearings and provide audible real-time warnings to train crews. Train 32N passed three HBD systems on its trip before the derailment. At MP 79.9, the suspect bearing from the 23rd car had a recorded temperature of 38°F above ambient temperature. When train 32N passed the next HBD, at MP 69.01, the bearing’s recorded temperature was 103°F above ambient. The third HBD, at MP 49.81, recorded the suspect bearing’s temperature at 253°F above ambient. NS has established the following HBD alarm thresholds (above ambient temperature) and criteria for bearings:

“Between 170°F and 200°F, warm bearing (non-critical); stop and inspect, a difference between bearings on the same axle greater than or equal to 115°F (non-critical); stop and inspect, “Greater than 200°F (critical); set out railcar“. After the train stopped, the crew observed fire and smoke and notified the Cleveland East dispatcher of a possible derailment. With dispatcher authorization, the crew applied handbrakes to the two railcars at the head of the train, uncoupled the head-end locomotives, and moved the locomotives about 1 mile from the uncoupled railcars. Responders arrived at the derailment site and began response efforts.”

The NTSB said that while on scene, its investigators examined railroad equipment and track conditions; reviewed data from the signal system, wayside defect detectors, local surveillance cameras, and the lead locomotive’s event recorder and forward-facing and inward-facing image recorders; and completed interviews. They identified and examined the first railcar to derail, the 23rd in the consist.

“Surveillance video from a local residence showed what appeared to be a wheel bearing in the final stage of over-heat failure moments before the derailment,” NTSB reported. “The wheel bearing and affected wheelset have been collected as evidence and will be examined by the NTSB. The vinyl chloride tank car top fittings, including the relief valves, were also removed and examined by the NTSB on scene. The top fittings will be shipped to Texas for testing under the direction of the NTSB.”

According to the NTSB, the hazmat tank cars have been decontaminated. NTSB investigators returned to Ohio on Feb. 21 to examine each hazmat tank car, document damage and secure evidence for laboratory analysis.

The NTSB said that its “future investigative activity will focus on the wheelset and bearing; tank car design and derailment damage; a review of the accident response, including the venting and burning of the vinyl chloride; railcar design and maintenance procedures and practices; NS use of wayside defect detectors; and NS railcar inspection practices.”

The parties to the investigation include the Pipeline and Hazardous Materials Safety Administration; Federal Railroad Administration; Ohio State Highway Patrol, village of East Palestine, Ohio; NS; Trinity Industries Leasing Company; GATX Corporation; Brotherhood of Railway Carmen; International Association of Sheet Metal, Air, Rail and Transportation Workers; Brotherhood of Locomotive Engineers and Trainmen; and International Association of Fire Fighters.

The NTSB noted that it “is not involved in air monitoring, testing of water quality, environmental remediation, or evacuation orders. Questions on environmental issues should be referred to the Environmental Protection Agency.”

AAR President and CEO Ian Jefferies on Feb. 23 released the following statement in response to NTSB’s preliminary report:

“NTSB’s deliberate and methodical approach under these challenging circumstances has been essential to establishing independent, credible findings into the cause of the accident in East Palestine. As an industry, railroads will use this initial report in shaping a thoughtful, fact-driven approach to prevent another similar accident before it can

(Continued on page 4)

(Continued from page 3)

occur elsewhere.

“As stakeholders review this preliminary report, the railroads will continue to follow this ongoing investigation closely and look forward to reviewing NTSB’s final report. We share a singular mission of taking meaningful steps to further improve safety.”

Railway Track and Structures – 2-23-2023

Proposed Rail Safety Act

WASHINGTON — A bipartisan group of senators has filed legislation designed to prevent derailments like the Norfolk Southern wreck that released toxic chemicals and upended life in East Palestine, Ohio.

But the Rail Safety Act of 2023 also goes much further by proposing rules that would limit train length and tonnage, mandate a crew size of at least two people, and require railroads to prevent blocked grade crossings.

“Through this legislation, Congress has a real opportunity to ensure that what happened in East Palestine will never happen again. We owe every American the peace of mind that their community is protected from a catastrophe of this kind,” said Sen. J.D. Vance, R-Ohio, one of the bill’s sponsors.

NS train 32N derailed in East Palestine on Feb. 3, just moments after a wayside defect detector warned of a hot axle on the 23rd car in the 149-car train. The National Transportation Safety Board has said the catastrophic failure of a wheel bearing on the hopper car likely caused the derailment, which released hazardous chemicals including vinyl chloride.

The measure, introduced in the Senate today, would broaden safety regulations covering trains carrying hazardous materials. Any train with hazardous materials would have to follow procedures that currently apply only to high-hazard flammable trains, such as speed restrictions through urban areas.

Currently, high-hazard flammable trains are defined as those transporting 20 or more loaded tank cars of a Class 3 flammable liquid in a continuous block, or a train carrying 35 or more loaded tank cars of a Class 3 flammable liquid throughout the consist. Railroads also would be required to provide state emergency management officials with advance notice of haz-

ardous materials shipments traveling through their states.

The bill also would enhance safety, the senators said, by imposing the first rules governing train length and weight. Instead of specifying limits, the bill would order the transportation secretary to determine appropriate rules.

To reduce the risk of wheel bearing failures, the bill calls for the first regulations governing wayside defect detectors. Chief among them: Requiring railroads to place hotbox detectors every 10 miles on trackage that carries hazardous materials. Detectors are currently spaced around 20 miles apart on most railroads. The bill also orders the secretary of transportation to develop a minimum amount of time car inspectors must spend checking out each freight car and locomotive before a train’s departure from a yard.

The lawmakers also called for the faster phase-out of older design tank cars. DOT-111 tank cars would no longer be permitted to carry hazardous materials as of May 1, 2025, or four years ahead of the current deadline.

The Rail Safety Act also proposes significantly higher fines for safety rules violations. Many of the bill’s provisions mirror Transportation Secretary Pete Buttigieg’s Feb. 21 call for legislation that would improve rail safety, including increased funding and hazmat training for first responders.

The Association of American Railroads and the American Short Line and Regional Railroad Association are reviewing the legislation and were not able to immediately comment on the bill this morning.

The Rail Safety Act is sponsored by Vance and Sens. Sharrod Brown, D-Ohio; Bob Casey and John Fetterman, D-Pa.; Marco Rubio, R-Fla.; and Josh Hawley, R.-Mo. The East Palestine derailment has become a political football, with Democrats and Republicans accusing each other of not doing enough to regulate rail safety or respond to the disaster.

“It shouldn’t take a massive railroad disaster for elected officials to put partisanship aside and work together for the people we serve — not corporations like Norfolk Southern,” Brown said. “Rail lobbyists have fought for years to protect their profits at the expense of communities like East Palestine and Steubenville and Sandusky. These common-sense bipartisan safety measures will finally hold big railroad companies accountable, make our railroads and the towns along them safer, and prevent future tragedies, so no community has to suffer like East Palestine again.”

(Continued on page 5)

(Continued from page 4)

To date, Norfolk Southern has provided \$11.9 million in direct aid to East Palestine.

TRAINS NEWS WIRE 3-1-2023

Editor: Please note, an accident like this with any hazardous material will never happen again according to the Senators. In addition, how will it affect the supply chain that is an issue now if you cut the length of trains since the railroads have difficulty getting crews. Cutting length will be more trains moving, which means crossings blocked more, which they don't want. It will be interesting to see how this carries forward. The 10 mile spacing is a good idea and if you noted in the previous article the spacing at the accident location was 20 miles.

Restoration of UP 3985

From Brass Switchkey Railnews #5, v30, February 17, 2023. Dick Wilson, Editor, Omaha, NE

Work begins on restoring UP Challenger #3985 - fwd Don Gerdt (recd Jan 6)

SILVIS, Ill. – Railroading Heritage of Midwest America crews have taken the first steps toward returning Union Pacific Challenger No. 3985 to operation this week by stripping parts off the 4-6-6-4. Today crews lifted the cab off the locomotive. “RRHMA crews have been making good progress all week stripping down [No.] 3985,” reports Steve Sandberg, president and COO of RRHMA. It’s the first step in the process that will eventually result in No. 3985 returning to operation. The locomotive last operated for UP in 2010 and was stored at Cheyenne, Wyo., until last year as UP shifted its steam program’s focus to the restoration and operation of Big Boy No. 4014. In addition to No. 3985, the Milwaukee Road turntable from Bensenville, Ill., donated by Canadian Pacific is being moved to the Silvis sandblasting booth where it will be cleaned and painted, Sandberg says. A local steelworkers union has offered to repair steel on the turntable as part of a training program for new steelworkers, Sandberg added. When the turntable is finished a pit will have to be dug out on the footprint of the original Rock Island turntable, which was removed decades ago.

In April 2022, RRHMA and Union Pacific jointly announced an

agreement through which the railroad would donate Challenger No. 3985, 2-10-2 No. 5511, DDA40X No. 6936, and other equipment from UP’s Heritage Fleet to RRHMA. The equipment was moved by UP to Silvis in November 2022. RRHMA plans to restore both steam locomotives to operating condition. The RRHMA is still seeking donations through a double matching grant program. Any donation will be matched twice by other donors. For example, a \$100 donation will result in a \$300 donation through the matching program. Donation can be made by visiting the RRHMA website.

Illinois Delay to CPKS Merger

In their latest bid to delay the Canadian Pacific-Kansas City Southern merger, four members of the Illinois congressional delegation have cited the East Palestine, Ohio, derailment as a reason the Surface Transportation Board should subject the merger to further review.

In a letter to STB Chairman Martin J. Oberman dated Thursday, Feb. 23, U.S. Sens. Dick Durbin and Tammy Duckworth, along with U.S. Reps. Raja Krishnamoorthi and Delia Ramirez, argue the board should delay its decision “until it further reviews the increased transportation of hazardous materials that would result from the merger.”

The letter claims that “CP and KCS both have histories of train derailments causing hazardous material spills, and any increases in the amount of hazardous materials transported as a result of the proposed merger would put communities across the country at greater risk of a dangerous accident.” It cites a finding in the board’s final Environmental Impact Statement that estimates the merger would result in an increase in the amount of hazardous material transported on 141 of 178 rail segments on the combined rail system.

“We are concerned that this increase puts CP’s Central Corridor, which passes through Chicago, particularly at risk since the route transports intermodal containers carrying fertilizers, crude oil, and chemicals from the Port of Vancouver,” the letter reads. “... We are deeply concerned that the increased transport of unknown chemicals puts Illinoisan lives at dangers and risks the Chicago suburbs suffering similar devastation to that of East Palestine. Public and environmental safety

(Continued on page 6)

From My Office Window

This month I included two articles about the tragic accident in Ohio. I thought you would like to see more details as to what happened thanks to the investigation by the NTSB. I am sure you have seen all of the reporting by the media and their “accurate facts”, something they never do. They don’t tell you that out of the 1,200+ rail accidents (half are in yards) in the U.S. in 2022 that only 2% involved hazardous material cars. Many can not believe that these products would be hauled by rail. A recent conversation with some of our gardening friends over morning coffee such a question was ask if any of these cars traveled through Champaign. They were surprised when I said every day. I noted that the same cars in the derailment had traveled through Tolono, just 4 miles away from us. Most people have never heard of the major accident in Decatur Yard, Murdock, IL or Crescent City, IL. If they have it was soon forgotten about.

At the same time every accident, be it train or employee, new rules will come out to minimize the repeat. Will this one happen again? I hope not but someday probably. This one was the “perfect storm” for timing and location. We live within 600 feet of the CN mainline that hauls chemicals from the Gulf Coast. Could it happen here? Yes, I hope not. We had a derailment of some 10+ cars about 3 miles south of Tolono last year for the first accident I have ever known of in this area. No hazardous involved. As a side note each day some 20 to 40 semi tankers leave the Marathon bulk plant on the west side of Champaign loaded with gasoline for various stations in the area. I only know of two, one on the west side of town in which the truck turned over with no fire and one near Downs in which the driver was killed and a concrete bridge destroyed.

We have the U of I Fire Institute here in Champaign that instructs fire departments on how to handle all types of fires. Norfolk Southern and CSX has special trains and trainers that to various communities to train the department on rail cars just like the ones involved in the accident. Other carriers do the same.

Will another major accident happen again? I hope not.

Rick

(Continued from page 5)

must be a top priority in the STB’s review of the proposed CP-KCS merger.”

Earlier this month, the same four legislators asked the STB to delay its decision until it undertook a separate assessment of the merger on the Chicago area [see “Illinois legislators again ask STB to delay decision ...,” *Trains News Wire*, Feb. 20, 2023]. That letter, sent to the board Feb. 17, made no mention of the derailment or hazardous-material issue, even though it was sent two weeks after the accident in East Palestine.

TRAINS News Wire 2-24

Railroad Smells by Doug Nipper

Stepping away from the history aspect for this article, how many folks relate certain smells to the railroad environment? I know the people in East Palestine, Ohio probably don’t like the smell of the stuff they were exposed to, and I wish them the best in the political circus that the derailment there became.

But today (February 26th), I was out on the back part of my original property clearing some limbs that had fallen on my path back to the railroad. A southbound (M503, I think), came by, but a stored northbound phosphate train was sitting on #2 main, so I couldn’t see him very well. But after his engines passed, that old familiar smell of diesel exhaust came my way, and it was like the smell I remember from the 70’s when I would walk the old C&EI and an L&N train went by.

They say that your olfactory senses are good about remembering certain odors, and I believe it. One of the things I remember very clearly is how it smelled in the L&N cabooses I was able to visit. It was a mixture of fuel oil for the stove, the smell of fusees and Wintergreen Skoal chewing tobacco in the waste receptacle. All of them had that combination of odors.

Interlocking towers were also unique in their odoriferous emanations. Some of the same elements from cabooses, like fusees and tobacco, but usually in the form of cigarette smoke. Nasty! Mix in the smell of old cloth wire, and that’s about most

(Continued on page 7)

February Meeting Minutes

The February 17, 2023, meeting opened at 1308 at Jockos.

The secretary's minutes were accepted as printed.

The report from the treasurer showed two expenses totaling \$50. Income was \$185, from dues and donations. Closing balance is \$9178.95.

Doug N installed new LED lights in the train room, with enough on hand for one more fixture. The February operating session had good attendance. Skyler reported the motor car motor was operating.

The Urbana show is scheduled for March 25-6. It was decided to obtain 2 tables and sell popcorn as well as a few items from the depot. Henry indicated the NKP express was only operating for holidays at present.

The Muncie IN show is February 25-6. The Springfield show is March 12. It was reported that Hesston steam was not operating currently. Rebuilt Metra locomotives have been traveling thru Danville on CSX.

The meeting was adjourned at 1316. Lincoln Butzow presented his photos from a variety of locations in Illinois including steam.

(Continued from page 6)

towers. Champaign Tower was different, though. Whatever they used for cleaning overwhelmed anything else. I can't describe it, but I would recognize it right away if I was exposed to it again.

Sadly, no more interlocking towers, unless you count the preserved ones around the country. Stair Tower at MRM is a recreation, so it never will have the proper smell. I once suggested a potpourri of items set on a heater, but no one else saw the value in smelling old wire, fuel oil and mint chewing tobacco.

So besides diesel exhaust, what do you think smells neat and maybe not that pleasant for others? I like the smell of Kroil penetrating fluid, and to a lesser degree WD-40. Kerosene is also a smell you might have encountered in a tower or depot, with the lanterns always lit on the wall hooks. I don't hate that either. For things that are universally unpleasant to sniff, natural gas, sticking brakes and skunks come to mind.

Springtime on the railroad also smells good. The mixture of mud, new vegetation and creosoted ties is also burned into my brain. I got a whiff of that today on my walk.

Just some food (and smells) for thought.

Editor: This is a bad thing to say but I remember the smell of the bathroom area at North Yard—ugh

Urbana Train Show—March 25/26

Lincoln Square Mall—Downtown Urbana at Race St.

The Annual Urbana Train Show, sponsored by the Illinois Terminal Division of the NMRA, will be open 10:00 AM to 6:00 PM on Saturday the 25th and 11:00 AM to 4:00 PM on Sunday. Featured layouts and dealers along with DJC vending and popcorn sales. Saturday morning will also feature local vending outside of railroad material. MRM will be featured with their kids area.

C&EI Historical Society Annual Meeting

The Depot—Watseka, IL April 15th

The meeting will be a joint meeting with the Toledo, Peoria and Western group. Dealers will be setup by 10:00 AM with event over by 6:00 PM, Lunch on your own, afternoon business meeting and program. Program by Rick Schroeder featuring the TP&W and C&EI. The TP&W will also present a program on the TP&W. A trip is planned in the afternoon to various locations on the former C&EI and TP&W.

Danville Junction Chapter, NRHS
PO Box 1013
Danville, IL 61834-1013

Phone: 217 552 6514
Email: rickschro1@gmail.com

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

Photo of the Month



Baltimore and Ohio depot at Chrisman, IL 1971—one of the meeting program photos. Rick Schroeder