

# Danville Flyer

## Inside this issue:

Rockford Service	1
New units for IHB	2
About us	2
Minutes and Meeting	3
Chapter outing	4
NS Interchange	4
NRHS Elections	5
Photo of the month	6

**LAST ISSUE OF DANVILLE FLYER UNTIL SEPTEMBER. ALSO, LAST MEETING UNTIL SEPTEMBER 21.**

May 18 – Last Spring meeting at Jocko’s

May 17 – 18 MRM – Steam operating at Monticello

June 21-22 - MRM – Steam Weekend

June 28 – 29 Galesburg, IL Railroad Days

July 19-20 – MRM- Steam Weekend

August 16 – 17- MRM – Steam Weekend

## Rockford service to be via the UP

Yes, that’s what this UP special was all about. I photographed it at Belvidere this afternoon, with a handsome nine-car train that included a dome and a theater car. Gov. Quinn was on the train and, I believe, was limousined from Belvidere to Rockford to make announcements there. I did not attend that part of the function.

Ironically, I was working on the next issue Passenger Train Journal today when I verified that the UP special was Amtrak-related, hence my impromptu run up to Belvidere.

I’ve been vindicated. This routing (Chicago-Elgin/Big Timber-Belvidere-Rockford) was what I championed in our “Passenger Train Revival in Northern Illinois” series that began in our Second Quarter 2008 issue of PTJ, mainly for the sheer population growth in this corridor and the overlapping with Metra service.

The Belvidere routing was at one time the chosen route, but its cost was projected to be far above the CN routing with a longer lead time for preparation, and I-DOT wanted to get moving on this. Hence, the CN route was chosen. However, as so many of us on this list predicted, CN wanted the line replaced with platinum rails and mahogany ties, with additional sidings to relieve “congestion” before Amtrak could use the line. (When I grew up on this IC line in Rockford, there were six scheduled passenger trains and ten scheduled freights, and I never saw any “congestion.” And I rode between Rockford and Chicago countless times.)

Amtrak, UP, and I-DOT kept today’s announcement pretty secret, although several weeks ago, I did catch a then-rumor of service starting only between Chicago and Rockford with two trains each way.

It appears (to me, anyway), that, initially, there will be no sidings added between Belvidere and Elgin, and the trains will be “pull-pulls” or push-pulls. I suspect there will be an early morning positioning run out of Chicago to Rockford for a morning Rockford-Belvidere-Chicago run, and vice versa in the evening. Looks like initial speed on the “Pumpkin Vine” (as the Belvidere line is known) will be 59 m.p.h. — good enough to get things going.

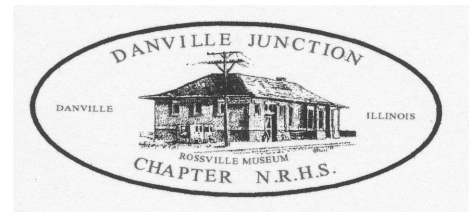


## About Us

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 \$20.00 for Chapter membership in addition to \$39.00 for NRHS membership. Rossville Depot Museum membership is \$20 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, in Danville, IL with lunch beginning at 1:00 PM Central Time followed by meeting and program.



## Officers for 2014—our 46th Year

**Allen Cooke – President**  
**Doug Butzow – Vice President**  
**Dick Brazda– Secretary**  
**Doug Nipper– Treasurer**  
**Al McCoy – Programs**  
**Jess Bennett – Historian**  
**Bob Gallippi – Museum Director**  
**Rick Schroeder – Editor**  
**Cooke Business Products - Publisher**



## New MP 1500 locomotives

Railroads looking for low-emission locomotives have another choice now that Motive Power & Equipment Solutions, Inc. has introduced its “Greenville” MP1500 locomotive model.

The locomotive remanufacturer says the engine is an ultra-low emissions genset powered by a combination of natural gas and diesel fuels. Motive Power engineers has been developing the natural gas powered locomotive for more than two years and expect to start taking orders later this year.

“Natural gas offers our customers an opportunity to greatly reduce their operating fuel costs while cutting emissions at the same time,” says David Wilkerson, company president and chief executive. “The availability of low cost, U.S. sourced natural gas provides an unprecedented opportunity for green locomotives. MP&ES has invested heavily in tech-

*(Continued on page 4)*

## April 2014—Meeting Minutes

The meeting was called to order at 1346 by Allen Cooke.

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

The treasurer's report was provided. It showed a checking account balance of \$1639.97 and a CD of \$3508.44, for a total of \$5146.41. The report was approved.

It was reported that 2 local and 3 national members had been dropped.

The spring trip will be Champaign – Centralia round trip on Saturday, 4/26/14, using Amtrak. Members may go to Carbondale instead if they wish. The train is scheduled to leave Champaign at 1014. The group will meet at Cooke Business Products at 900 to depart for Champaign. It is suggested to purchase tickets in advance as the price can be higher of the day of the journey.

Work at the museum, including the possible uncovering of the platform between the station and the fence, will occur starting at 830 on May 3. The operating session will begin around 1300 as usual.

It was reported the C&EI meet held on April 12 was very informative. Next year's meet will probably be held in Danville.

The meeting adjourned at 1401.

No program was presented since Al was ill and the TV was not able to be obtained.

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(Comment for naysayers who say this speed will deter travel: When Amtrak began service between Boston and Portland, Maine, a dozen or so years ago, the speed limit was 59 m.p.h. because Guilford Industries said the service wouldn't catch on and thus they didn't want the track to be fixed up for what they viewed as a short-lived service that wouldn't work. Well, the trains were standing-room only, and today there are 12 weekday trains and the speed limit is 79 m.p.h. and they have extended service beyond Portland to Brunswick, Maine. These days, studies show that convenience sometimes trumps speed.)

The surprise for me today was the announcement that the temporary Rockford terminal would be right across the street from the erstwhile Forest City Model Railroad Club, where in 1963 I joined up, met the now very late Jim Boyd, and got my jump start in this business.

Via Illiana group—Mike Schafer/operator - Lee Tower, III – April 10

*Editor: The original route, as recommended by URS, was the CN from Chicago to Rockford. As Mike notes, the CN wanted a "gold plated" route and in the past, while working full time, we found the CN was the most difficult railroad to deal with. With the change in plans the UP will get an upgraded route at the cost of the taxpayers. Each passenger will be subsidized around \$100 each time they get on at Rockford to go to Chicago.*

(Continued from page 2)

nology, research and staffing to be at the forefront of delivering highly affordable, natural gas powered locomotives to switcher and short line operations.”

Motive Power has been building locomotives for more than 15 years and was recently selected by the Indiana Harbor Belt Railroad Company as one of a limited number of vendors being considered for the conversion of 31 locomotives to natural gas.

Via TRAINS On-Line 4-25



## Chapter Rail Outing

Allen Cooke, Jim Hile, Skylar Brown and Dick Brazda took the round trip Champaign – Centralia on Saturday, April 26. It proved to be an interesting day.

Amtrak #391 was about 15 minutes late arriving, but it had a CN loco at the rear. After boarding passengers, the train made a reverse move to the yard to leave the loco. Presumably this was the loco which took #392 to Chicago after the accident on Thursday evening, and Amtrak was returning it to Champaign. With that delay, we were about 45 minutes late arriving in Centralia.

After arriving, we headed for an Italian restaurant 3 blocks east of the station for lunch. The meals were all very tasty. Following that we headed for the city museum and then to the tracks.

The first train was a WB NS 168 freight (Chattanooga, TN Granite City IL) It was led by an NS unit and a UP unit. The next train was NB on CN with two ES44DC units and 154 cars. Following fairly closely behind was an empty grain train with a lone BNSF C44-9W and 101 cars. The last train was EB NS 223

(Kansas City – Inman yard, Atlanta intermodal). It had two NS units and 86 cars.

Amtrak #392 was about five minutes tardy arriving. However, going north the railroad proved to be very congested. We met trains on the double track at both Effingham and Mattoon. However at both Neoga and Humboldt we took the siding behind a NB freight while a SB freight went by. After they went by, we backed out and passed the NB trains in the siding. We then met #393 at Tolono, putting us into Champaign about 50 minutes late.

The weather was terrific for the day, making for a very enjoyable outing.

## NS Peoria Interchange

I'm curious if anyone has seen or heard in the Decatur area a new Norfolk Southern Bloomington District train symbol called "D09"?

First some background. In late January, Iowa Interstate and Norfolk Southern began shifting their interchange from Chicago to Peoria. Most traffic consisted of 80- and 95- car unit ethanol trains bound for south-east points (Florida for sure) and a small amount of mixed freight (rolling stock indicates corn starch, gluten feed, corn syrup mostly from ADM in Cedar Rapids) handled in regular manifest trains. In reverse, a new manifest train, 115, was put on three days a week from Knoxville, TN to East Peoria. This train is mostly made up of ethanol empties but is sprinkled with some mixed freight (coil steel, phosphoric acid and an occasional rebar or scrap paper load).

To handle the new and diverted traffic, the Iowa Interstate began running at least three weekly trains in each direction between Silvis and Peoria (symbols SIPE and PESI). Unit trains come out of Patriot Renewable Fuels' Annawan, Illinois plant as well.

Trains were being routed via Bement, Lafayette and Cincinnati. This of course required crews to run-around their trains at Bement and/or turn their power at Decatur. One has to wonder if NS plans to install a long

-rumbled east wye at Bement.

During March, it seemed these unit ethanol trains (64A/B/D and 65Q on NS) and 115/empty ethanol trains were appearing daily. Then in early April, flooding damaged the support for a bridge near Milepost 108 in East Peoria, and traffic had to be stopped eight days so repairs could be made. Although some loaded ethanol and 115/empty ethanol-type trains have been noted during the past week or so, traffic is way down, possibly for lack of crews.

Almost none of these new trains have been noted as passing through Frankfort, Indiana the past week. Yet we're still seeing some loaded and empty ethanol trains sitting on Tazewell & Peoria RR trackage between crews. It is possible that NS has decided to re-route these trains via Decatur and Granite City, but this is unconfirmed. What makes me wonder is this "D09" symbol.

The first report of a D09 was in late March, and this symbol appears to be used by a train both arriving and departing East Peoria. A D09 came into East Peoria yesterday. I didn't see it, but a description of its consist made me wonder if 115's traffic has been re-routed via Granite City and Decatur. It was mostly made up of empty covered hoppers (described as DDGS cars, though these could be gluten feed as well), but what caught my attention were two steel coil loads and a "corrosive"; chemical load (probably phosphoric acid). There was also a small block of ethanol empties. Train 115 handled this type of traffic.

I'm just speculating that D09 may run out of Decatur. The Bloomington District got pretty busy in February and March. Hopefully, traffic levels of those months will return and I'll be able to sort out all these new train symbols.

Via Iliana list—David P. Jordan , Dunlap, Illinois



## A New NRHS President?

For as long as I can remember, and Randy Rippy and I attended NRHS Conventions a long time ago, Greg Molloy has been President of the NRHS. Like Illinois, there are no term limits in the NRHS and thus, in my opinion, the same "good old boys" keep getting elected to top offices. When the NRHS was started it was more of a social organization with most chapters being in the east and train riding and fan trips were the mainstay of the group. Today the hobby, like all hobbies, has changed. No longer do we find very many young people interested in trains (we are lucky to have one young member that is very active) and not only are rail groups losing members but other groups as well. Our own chapter has gone from around 60 NRHS members to much fewer today.

Al Weber, member of the St. Louis Chapter, our Central Regional VP and now District 6 Director, is running for NRHS President, the first time there have been 2 names on the ballot you NRHS members will receive. Al wants to move forward by first cutting spending on projects that are not productive and get expenditures in line with income and not rely on dues increase (remember, Illinois wants to raise our taxes and not cut spending). He understands that many chapters have museums, model railroad groups and are no longer the "social" group it once was.

We in DJC have had museum members for a long time. Recently, as noted in previous issues, the NRHS is changing the way dues are collected. Members will pay dues to our local treasurer and then to National by going on line. There was discussion of those still paying by "paper invoice" being charged a fee and I don't know where that stands. Ballots for the upcoming election will be out soon to NRHS members and I urge you to vote for Al Weber. Not only has he been a member of this chapter but he wants to take the NRHS in a different direction – one that is, in my opinion, long overdue.

Rick, National Representative to the Advisory Council.

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**We're on the Web!**  
[www.danvillejct.org](http://www.danvillejct.org)

## Photo of the Month



Dick Bradza captured this northbound CN freight with CN 2297, 2226 (ES44DC) leading 154 cars out of Centralia, Illinois on the DJC rail trip in April.