

DANVILLE FLYER

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Rossville Depot Maintenance Project

There are two places on the soffit where water has infiltrated and significant rot has occurred. The plan is to determine the cause of the rot and replace the damaged soffit.

Initial work is tentatively scheduled for the morning of Saturday May 2nd, starting around 9:30 AM, to determine the scope of the work that will be required to complete this project, so that the necessary materials can be procured prior to subsequent work days. Additional work days have yet to be scheduled, but are likely to include Saturday May 9th and possibly some Fridays before the opening weekend. If you have interest in helping with this project, please contact Doug Butzow at drbutzow@gmail.com or at (217) 369-5132 and he can provide updates on additional work days. If we have more help than we need for this project any given work day, it is likely that we will split the group up and start cleaning and preparing the depot for the opening weekend.

Member Doug Butzow can provide ladder jacks and planks to use with the museum ladder along with other appropriate hand tools, but additional tools and resources would be welcome.

Editor: We do need assistance this month to complete the work that Doug notes. I hope you can make this session on May 2nd but if not please try to make other sessions this month to get the building ready to open.

May 17th – Monthly Meeting at Jocko’s Pizza on William Street – 1:00 PM Lunch, head to Foster, Indiana for motor car trip SEE PAGE 2

May 16-17 – Monticello Railroad Museum - Steam weekend.

May 23-25 – Open Rossville museum for summer – Memorial Weekend.

June 13th – Summer Operating Session at Rossville Museum 1 PM

Jun 27-28 Galesburg - 38th Annual Galesburg Railroad Days Train Show. Carl Sandburg College, 2400 Tom L. Wilson Blvd. Sat: 9-4; Sun 10-3.

N&W 611 Steams Again

The sight of smoke rising from the stack of Norfolk & Western Class J No. 611 filled the Carolina blue skies this morning at the North Carolina Transportation Museum as the famous 4-8-4 saw its first testfire after restoration. This marks the first time the engine has been in steam since Dec. 7, 1994.

Crews started the process of bringing the engine back to life about 6:30 a.m. Eastern time. A switcher towed the engine out of the Bob Julian Roundhouse and placed it on a track beside the 1924 structure, close to a source of coal and compressed air. By 11 a.m. Eastern time, the process was going smoothly with no complications, all gauges working and a half glass of water on the gauge. By 3:40 p.m., crews built up 150 pounds of steam pressure in the boiler: halfway to operating pressure.

"The restoration is expected to go fast and smooth from here," says FireUp 611! organization volunteer coordinator Cheri George.

The locomotive began restoration in June 2014. Trains will cover the return to steam with a special magazine, 611 in Steam, available in July and with a DVD available in October.

Via TRAINS On-Line 3-31-15

April 2015—Meeting Minutes

The meeting was called to order at 1403.

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 \$5358.59. The report was approved. Major expense for the month was domain name and fee, \$119.87. The club received a donation from Randy Rippy which is greatly appreciated.

A spring trip was discussed. Plans for Joliet or Centralia were discussed. Members favored Centralia on Saturday, May 16.

Doug Butzow proposed a work day on May 2 at Rossville, starting around 900. It would focus on the gutters and leaks. We may need scaffolding and Skyler will check to see if available

Before the meeting, Dave called Bill in Bement and everyone had an opportunity to talk with him.

Opening day will be Saturday, May 23. That will also be a cleanup day at the museum.

Doug Nipper mentioned that the current server for the website needs replacement. He is willing to continue the hosting but would like assistance with purchasing a new PC. The C&EI Society previously approved a contribution. The members decided to approve a \$150 contribution for the new server.

Doug also mentioned the attractiveness of Facebook to potential members. No one at the meeting is a very active Facebook member, but perhaps someone can post DJC on the site, including direction to the DJC website.

The meeting adjourned at 1422.

A video was presented on the war efforts by the British Railroads during WWI and WW2.

Motorcar Excursion on Vermilion Valley for May Meeting

This has been cancelled

Rather than the usual inside program at the restaurant on May 17, we will adjourn the meeting and then head to Foster, Indiana to take a short ride using Jim Montgerard's and Doug Nipper's motorcars. This ride will take place on the Vermilion Valley Railroad, which operates on the former Conrail (P&E) trackage from the state line east of Lynch Road to the former Olin plant west of Covington, now Flex-N-Gate.

Foster is just off US136 right before you get to IN63 headed towards Covington. Turn north at the motel there, and cross the tracks and turn left. You can park back in the grain elevator's parking lot, and the cars will be staged nearby.

Please wear attire suited for the railroad environment. No sandals, but sneakers should be OK. Prefer hard shoes or boots if available. If you have a safety vest, it would make the group look "official"!

The trip will start when everyone arrives, hopefully no later than 2:15 P.M. It should only take an hour or so to run from Foster to the state line, then back through Foster to Olin and then return to Foster.

Doug - Hope to see you there.

Editor: This is a "Member Only" trip due to the requirement to sign a release. We normally meet around 1:00 PM and order lunch soon after. Our room is ready at 12:30 so arrive early, we will order lunch as soon as possible to be sure we have time to eat and head to Foster – the sooner the better and more time to ride.

Due to V V RR Management schedule conflict, this has been cancelled. Very sorry about this.

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 2015—our 47th Year

Allen Cooke – 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



Extra Board

The Chapter has lost another former member. Louis O'Brien passed away April 22. Lou was a member of the Chapter and C&EI HS and worked for the C&NW in his early life. A lifelong railfan his office at Model Star Laundry featured many railroad photos.

This issue of THE FLYER will be the last until September. Remember, no meetings in June, July or August. Note there will be NS steam near us this summer in July so try to catch NKP 765. It would be great to see N&W 611 but first, long way off and second, the crowds will be huge.

As noted in Doug Butzow's article about repairs to the depot, we need help this spring getting repairs done and also manning the depot during open weekends. Doug Nipper and I will be opening the C&EI museum at Watseka the first Saturday of each month so come visit us and watch UP and CSX trains.

Have a great summer—Rick

Chapter Spring Trip—May 16

SATURDAY, MAY 16, 2015
RIDE AMTRAK TO CENTRALIA.

MEET AT COOKE BUSINESS PRODUCTS ON VERMILION AT 9:20 AM.

TRAIN IS SCHEDULED TO LEAVE CHAMPAIGN AT 10:25 AM.

TRAIN IS SCHEDULED TO ARRIVE CENTRALIA AT 12:16 PM.

LUNCH (ITALIAN?) IN CENTRALIA AND TRAIN WATCHING—CN, BNSF AND NS.

TRAIN IS SCHEDULED TO LEAVE CENTRALIA AT 5:08 PM

TRAIN IS SCHEDULED TO ARRIVE CHAMPAIGN AT 6:59 PM.

TENTATIVE ARRIVAL BACK IN DANVILLE AT 7:45 PM.

CSX to Upgrade Louisville Line

The Surface Transportation Board approved on April 10 a joint proposal by Louisville & Indiana Railroad (L&I) and CSX Transportation to upgrade a key freight corridor between Indianapolis and Louisville, Ky.

CSX will invest \$100 million — about \$90 million in improvements to the 106-mile line and \$10 million to L&I for the right to use the track, according to WDRB.com.

The upgrades also will provide the Port of Indiana-Jeffersonville with better access to freight-rail service, railroad officials said in a joint press release.

"These upgrades will benefit L&I and CSX customers in the Midwest and across the companies' networks by improving operational efficiency, allowing more direct transit across Ohio, Indiana and Kentucky, and reducing congestion in those states," said Oscar Munoz, CSX's president and chief operating officer. "The privately funded upgrades, which will include the installation of new rail, upgrades to the rail bed structure and bridge improvements, will enhance service and capacity on this rail line."

Since 2000, CSX trains have been using a 52-mile portion of the corridor between Louisville and Seymour, Ind., en route to Cincinnati.

Based in Jeffersonville, Ind., L&I is a subsidiary of Anacostia Rail Holdings.

"This project enhances critical rail infrastructure that connects local customers to America's freight transportation network, supporting local manufacturing, economic development, jobs and competitiveness," said Peter Gilbertson, chairman and chief executive officer of Anacostia Rail.

NS 2015 Steam Schedule

Weekend of June 6—Manassas – Riverton Junction, Va. N&W J 611

Weekend of June 13- Lynchburg – Petersburg, Va. N&W J 611

June 27th - Bristol, Va. – Bulls Gap, Tenn. SOU 4501

June 28th—Bristol – Radford, Va. SOU 4501

Weekend of July 4—Roanoke – Lynchburg and Walton, Va. N&W J 611

Weekend of July 18—Fort Wayne – Lafayette, Ind. NKP 765

Weekend of July 25—Youngstown – Ashtabula, Ohio NKP 765

Weekend of Aug. 1—Buffalo – Corning, N.Y. NKP 765

Weekend of Aug. 8—Allentown – Pittston, Pa. NKP 765

Weekend of Aug. 15—Scranton, Pa. – Binghamton, N.Y. NKP 765

Weekend of Sept. 12 - Jersey – Cleveland, Tenn. SOU 4501

Weekend of Oct. 3—Macon – Tennille, Ga. SOU 4501

Weekend of Oct. 10—Atlanta – Toccoa, Ga. SOU 4501

PTC and Short Line Railroads

Politicians and media outlets heap ample scrutiny on U.S. Class I and commuter railroads' efforts to implement positive train control. Few recognize that the Federal mandate poses daunting and potentially expensive challenges for U.S. short lines as well.

Presenters in an educational session at the American Short Line and Regional Railroad Association convention, in Orlando, Fla., outlined the still-shifting demands of complying with PTC operation for short lines Monday morning. These smaller freight railroads may need to have full PTC operation on their own lines, as well as have equipment that complies with Class I systems where a short line has trackage rights. In both cases, the presence of PTC will bring significant changes in daily operations.

"PTC is a paradigm shift for the entire organization," says Victor Meyers, the vice president of operations for the Twin Cities & Western Railroad, which needs to be prepared to operate on BNSF Railway's PTC system — potentially as early as this autumn. "Everything you look at with respect to your locomotive utilization, locomotive applications, the work list, the work you're going to do — everything changes when you start dealing with PTC."

Nicholas Chorodow, the director of information systems for the Belt Railway of Chicago — which is installing PTC systemwide — made a similar point.

"We learned PTC is not just a large project with a fixed end date," Chorodow said. "This is changing the way we will all operate as railroads, and it's key that your leadership team and everyone else understands that."

The presence of PTC is, in fact, changing the very nature of jobs on the railroad.

"It's a real change in the skill requirements of your non-transportation employees," Chorodow said. "Our mechanical guys are really going to now have to understand technology. The locomotives are going to be moving data centers. ... We're really moving into an [information technology] world, and a lot of our people don't have those skills."

The cost of installing PTC is another issue for short lines. Gary Vaughn, senior vice president of regulatory relations and compliance with Watco Cos., says that one Class I railroad has said its cost of outfitting locomotives for

PTC operation is \$125,000 to \$150,000 per unit, and takes about 140 man-hours per locomotive to install the equipment. The older, second-hand units used by many short lines could require significantly more time for installation, he said. There are also significant information technology expenses, either in hosting or outsourcing the back-office operations required by PTC. Watco owns and operates 32 railroads in the United States and Australia.

It is difficult to identify how many short lines PTC will affect, said Vaughn, chairman of ASLRRA's Safety and Training Committee and chair of the regional, short line and terminal working group of the Association of American Railroad's PTC Executive Committee. His current estimate is 75 to 80. This is more than double Federal agencies' 2014 estimates of the number of railroads affected by PTC regulations.

The working group addresses PTC interoperability issues with Class I railroads, and "can propose policies for consideration by the executive group." It has held a number of conference calls with the short lines it knows will be involved with PTC, but "certainly we don't have them all," Vaughn said. "... Letters are going to be going out in very short order from the Class Is to all of the short lines they have identified as possibly needing PTC."

The working group covers all non-passenger and Class I railroads, and is soliciting comments from all railroads, after initially being limited to AAR and ASLRRA members.

"It doesn't make any difference what group you belong to," Vaughn said. "If you have any issues with PTC, whether it's equipping your property or equipping your locomotives, you can have a voice here."

Congress requires that railroads that carry passengers or that haul toxic-by-inhalation materials over main lines install positive train control systems by December. Most U.S. railroads have said they will not be able to meet that deadline. Trains reported extensively on PTC in the November 2014 issue.

Via TRAINS On-Line 3-30-15

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

Photo of the Month



In new paint GMTZ 2121 and 2260 lead the local, a short train as usual, back to Villa Grove from Watseka past the elevator at Fountain Creek on April 8, 2015. Photo by Rick Schroeder