

# DANVILLE FLYER

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## May Meeting—Our Annual Ride on the Vermilion Valley RR

Rather than the usual meal and meeting at Jocko's restaurant on May 19th, we will head to Foster, Indiana to ride the V V RR "Cannonball" like we did the last three years. 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. After arriving at Olin, we will have a picnic featuring burgers and hot dogs provided by Mr. Jim Montgerard at the former Olin cabin once used for company picnics, that now serves as the V V RR's headquarters. Please do consider a donation to Jim to help cover his food costs. (If he'll take it!)

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 train will be staged nearby or perhaps arrive as we wait. We will try to get permission ahead of time to park cars at the elevator. Maybe a group could share a ride in from Danville.

Please wear attire suited for the railroad environment. No sandals, but sneakers should be OK. Prefer hard shoes or boots if available. The trip will start when everyone arrives, hopefully no later than 11:00 A.M. CDT.

May 19th - Annual trip on the Vermilion Valley Railroad—details to the right. This will be the last meeting of the spring.

Jun 22-23 Galesburg Railroad Days' 25th Annual Galesburg Railroad Days. Galesburg High School Fieldhouse. Sat 9-4; Sun 10-3.

Jun 23-24 Collinsville - 2019 St. Louis Railroad Prototype Modelers Meet. Gateway Convention Center, One Gateway Drive. . 10 AM-7PM - both days. \$25 Historical Soc, models, vendors, a must show.

## Amtrak to Suspend the Hoosier State

Amtrak on Monday issued an official notice that it plans to suspend operation of the Hoosier State line, which provides Indianapolis-to-Chicago service, starting July 1. Indiana's contract to provide funding for the line ends June 30, and new public financing hasn't been proposed at the Statehouse. The passenger line was not included in budget proposals from Gov. Eric Holcomb or the Indiana House GOP. The Senate releases its budget plan Thursday.

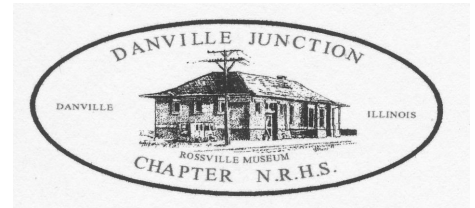
The Hoosier State runs to and from Chicago four days a week. It receives \$3 million annually in subsidies from the state under the current two-year budget, plus a combined \$500,000 annually from five local communities along the route: Crawfordsville, Lafayette, West Lafa-

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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



## NS and CSX Begin Using Distributed Power

Distributed power, which has long been a favorite operating practice of the western and Canadian railroads, is invading the East. Last year CSX introduced distributed power in intermodal and manifest service and this year aims to double its use of the technology that provides service, efficiency, and safety benefits. “We’re targeting some of our longer and heavier corridors,” says Jamie Boychuk, senior vice president of network operations at CSX.

Norfolk Southern also expects to increase its use of distributed power this year as it builds longer, heavier trains under its new TOP21 operating plan. Distributed power is one of four key ways NS aims to reduce its locomotive fleet by at least 500 units by 2021, as the railroad moves tonnage with fewer locomotives, says Doug Corbin, assistant vice president and chief mechanical officer.

Distributed power involves placing one or more locomotives within or at the end of a train’s consist to reduce in-train stress-

*(Continued on page 4)*

## 2019— March Meeting Minutes

The March 17, 2019, meeting opened at 1338 at Jockos.

There were no corrections to the secretary's report. The 3/15/19 treasurer's report shows expenditures for the purchase of throttles and material to build a ramp at the depot. Income from dues and donations totaled \$790. The balance in the account stands at \$6255.06. A breakdown of earmarked donations was also distributed.

The Urbana train show is scheduled for March 30-1. Saturday will be 10-1800 and Sunday is 11-1600. Arrangements were made to bring popcorn and other material to Urbana.

The May meeting will again be at Foster on the Vermilion Valley RR. The September meeting will not be at Monticello this year due to low attendance in 2018. Instead a meeting will be at Jockos on 9/22 if the restaurant is available.

Skyler made significant progress in disassembling the motor car. The timer was very expensive to repair/replace. The piston will be taken out and it may need a new crankpin.

A spring trip was discussed. It was planned to visit the museum at Union, IL on June 8. A cleaning day at the depot was planned for May 25, the Saturday before Memorial Day. Several potential projects were discussed: reversing the screen door, replacing some roof shingles and some tuckpointing.

It was reported that Trains Central on the east side of Indianapolis was closing due to losing the building. Another site is being sought. It was reported that CSX has laid out new ties along the line thru Danville. It was also reported the NS has welded rail at Attica.

The C&EI Historical Soc. meeting will be in Princeton, IN on 4/27.

Meeting was adjourned at 1408.

Dick presented a DVD on the BNSF Fallbridge Sub. along the Columbia River in Washington.

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yette, Tippecanoe County and Rensselaer.

Tickets for service after June 30 are no longer being sold, Amtrak said.

Amtrak spokesman Marc Magliari said about 500 people who have already purchased tickets for rides scheduled after June 30 will be compensated with tickets on Amtrak's Cardinal line, which runs from Indianapolis to Chicago on Mondays, Thursdays and Saturdays. The Hoosier State line runs Sundays, Tuesdays, Wednesdays and Fridays.

"This service only exists because of the state contract," Magliari said. "We can't in good conscience continue to sell tickets without a contract in place."

Magliari said the line could only be saved if the state approves a new funding plan for the next two-year budget.



The Indiana Passenger Rail Alliance, which supports the Hoosier State route, issued a statement Monday denouncing the lack of funding.

"The end of daily rail service to Chicago now appears imminent," the group said in a written statement.

"We are extremely disappointed in Gov. Holcomb's decision to defund this Amtrak service," IPRA President Steve Coxhead said

The Hoosier State is one of Amtrak's 29 state-supported routes around the country. Indiana began subsidizing the Hoosier State in 2013, after Congress ended federal funding for Amtrak passenger routes shorter than 750 miles. The line's ridership is the smallest of Amtrak's state-supported routes, and its ridership has declined over the past five years.

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During Amtrak's 2014 fiscal year, which began in October 2013, the Hoosier State carried 33,930 passengers. That number dropped to 27,876 in the 2018 fiscal year, which ended Sept. 30. Ridership was up 4.3 percent during the first three months of the current fiscal year (July-September). For the 2018 fiscal year, gross ticket revenue totaled \$902,000. Low ridership numbers mean government support subsidizes about 75 percent of the cost of each Hoosier State ticket sold, Indiana Department of Transportation spokesman Scott Manning told IBJ in February.

Put another way: For every ticket sold, Amtrak receives \$32.85 from passengers (including train fare and on-train food and beverage sales) and \$100.89 in state and local funding.

Ridership has been holding fairly steady as of late, according to Magliari, with 11,059 riders from October to February, compared with 11,085 in the same period a year ago. Hoosier State supporters say losing the line would have ramifications. The reduced frequency of passenger service between Indianapolis and Chicago would also hurt operations at Amtrak's Beech Grove heavy maintenance facility, which employs about 500 people.

The facility is one of three such operations in Amtrak's system, and it does work for Amtrak and other rail companies. If service drops to three days a week, Magliari said, the Beech Grove facility would lose flexibility to ship equipment back and forth on the line. Magliari said Amtrak also supports about \$80 million in payroll and procurement in Indiana that could be reduced if the line disappears.

*Indianapolis Business Journal 4-9-19*



(Continued from page 2)

es related to braking and pulling, as well as to help move trains more efficiently on territories with significant grades. Distributed power locomotives are remotely controlled by the crew from the lead locomotive.

In January 2018, when Ed Harris joined CSX as chief operating officer, distributed power was in minimal use on CSX, limited to three or so coal trains per day at most, Boychuk says. "We actually almost wound down to nothing," he says.

By December 2018, 28 to 32 trains across the system were scheduled to use distributed power every day, including a dozen intermodal trains, 14 merchandise trains, and up to six coal trains. That's still a small fraction of the 600 or so road trains operating across the CSX system at any time. And it's a far lower percentage of road trains that use distributed power than you'd find on, say, Union Pacific. UP helped pioneer the concept in the U.S. and moves more than 60 percent of its tonnage with distributed power.

Harris has been a proponent of distributed power since his days at Canadian National and Canadian Pacific, which routinely spread power throughout trains to improve train handling, save fuel, reduce train pull-aparts, and speed brake-charging times.

After increasing use of distributed power in the coal fields, CSX began experimenting with distributed power on intermodal trains, says Boychuk, a CN veteran. CSX first tested distributed power on Chicago-Jacksonville intermodal trains Q025 and Q026, which typically run between 12,000 and 14,000 feet long. "This obviously helped with the handling of it as well as maintaining track speed on some of those days when it was long and heavy," he says.

The longest, heaviest intermodal trains on all three legs of the CSX triangle linking Chicago, New Jersey, and Jacksonville now regularly run with distributed power.

CSX introduced distributed power to the manifest network in late 2018. The rollout of distributed power has enabled CSX to reduce train starts by moving traffic in longer trains. And fewer trains, as well as fewer meets in single-track territory, reduces congestion and improves transit times, Boychuk notes.

Distributed power has enabled CSX to handle as much

(Continued on page 5)

as 30 percent more tonnage per train with the same number of locomotives and horsepower, Boychuk says.

Trains operated in distributed power mode also can better maintain track speed than when all the power is on the head end. "Just by us going two on the head end, one in the middle, we were able to pick up track speed without having to add any horsepower and maintain the same tonnage," Boychuk says.

CSX also identified trains that struggled to maintain track speed with two units. Shifting to distributed power brought the trains up to speed without having to add a third unit to the consist, Boychuk says.

Over the winter CSX focused on using more distributed power on its northern tier, the former Baltimore & Ohio out of Chicago and the former New York Central Water Level Route east of Cleveland. "We find that when you put a train together in the cold weather, DP cuts down more than half the time of pumping air when you make any type of a lift or double up," Boychuk says.

For all the service and efficiency benefits of distributed power, it's safety improvements that are the technology's biggest advantage, Boychuk says. The longer and heavier a consist, the more prone the train becomes to separations en route. "Train separations can occur for many different reasons, and when they do ... it could cause a derailment," Boychuk says.

CSX prioritized distributed power use on trains and territory where separations were more common. Now separations are nearly unheard of when distributed power is used, Boychuk says. "We really wanted to go after some train reductions, moving more tonnage and more footage," he says. "But that safety aspect is even greater than anything for us."

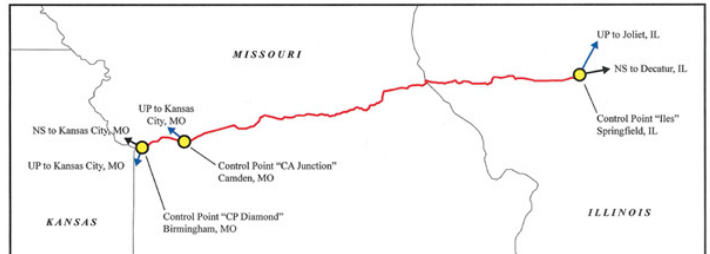
For years CSX and NS limited their use of distributed power to the Appalachian coal fields. NS has increased its use of distributed

power in recent years and now about half of its road fleet is equipped with GE's Locotrol distributed power system, including units coming out of its DC-to-AC conversion program. CSX has about 700 locomotives equipped with Locotrol. GE says Locotrol, which is far and away the dominant distributed power system, offers fuel savings of 5 to 15 percent, reduces stopping times by 22 percent, cuts stopping distance by up to 30 percent, and in cold weather can reduce brake-charging times by 60 percent.

*TRAINS On-Line April 1*



## UP Trackage Rights on Former Wabash



WASHINGTON — Norfolk Southern's former Wabash main line across Missouri and Illinois may be getting a little busier as part of a new shortcut for Union Pacific.

UP is seeking Surface Transportation Board approval for a 288-mile trackage rights deal over NS between the Kansas City, Mo., area and Springfield, Ill. UP's regulatory filing, dated April 8, was posted to the STB website on Wednesday.

The agreement would begin May 29 and remain in effect for at least two years before expiring in 15 years, according to UP's regulatory filing.

"These trackage rights will provide UP with an alternate route between Kansas City and Springfield, Illinois, providing for increased efficiency in operations," UP said in its filing.

The former Wabash route will create a shortcut for UP between Kansas City and Chicago via Springfield. The impetus for the trackage rights deal was UP's desire to reach its Global IV intermodal terminal in Joliet, Ill., using its former Alton route without having to go via St. Louis, according to a person familiar with the matter. It was not clear whether UP plans to divert two pairs of high-priority intermodal trains that currently run between Kansas City and Joliet, Ill., on BNSF Railway trackage rights. A UP spokeswoman did not immediately respond to an email seeking comment.

The public version of the filing did not provide traffic volume expectations or what types of traffic might be excluded. The deal has been in the works for a while: The railroads signed a memorandum of understanding in February 2017 and then signed the trackage-rights agreement on April 30, 2018, according to the filing.

UP will be able to route trains between Control Point Dia-



*(Continued on page 6)*



## Rossville Depot Museum

Opens May 25th & 26th for the summer

## C&EI HS Watseka Depot Museum

Opens 1st Saturday, May through October

Museum times at both—Noon to 4:00 PM

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mond at Birmingham, Mo., on NS's Kansas City District and Control Point Iles at Springfield, Ill., on the NS Springfield District. UP trains also could enter and exit the trackage-rights route at Control Point CA Junction in Camden, Mo.

UP trains will change crews in or near Mark Twain's boyhood hometown of Hannibal, Mo., where the former Wabash line curves through tunnel and emerges to cross the BNSF Railway Hannibal Subdivision diamond before spanning the Mississippi River.

*TRAINS On-Line 4-12*

## G&W Expands Indiana Operations

Genesee & Wyoming Inc. (G&W) subsidiaries Toledo, Peoria & Western Railway Corp. (TPW) and Central Railroad Company of Indianapolis (CERA) have signed long-term agreements to lease and operate the Winamac Southern Railway (WSRY) and Kokomo Railroad (KR).

Together, the WSRY and KR own 57 miles of track in Indiana. The Surface Transportation Board approved the authority of TPW and CERA to lease and operate the short lines as of Feb. 27, according to a G&W press release.

TPW and CERA are expected to handle about 5,000 carloads annually. Commodities to be transported consist primarily of agricultural products, chemicals, plastics and metals. About 3,000 of those carloads are interchanged with CERA, according to G&W.

WSRY and KR share common ownership with Kokomo Grain Co., which is a large customer of WSRY and the only customer of KR, they said.

"TPW and CERA have been operating WSRY and KR under

a short-term agreement for the past three months and providing excellent rail service," said Scot Ortman, president of Kokomo Grain. "Considering that prior to G&W's ownership of CERA, Kokomo Grain evaluated building its own track to bypass CERA, the turnaround in our relationship is a testament to G&W's customer focus and commitment to mutually beneficial partnerships."



Since acquiring CERA and TPW in 2012, G&W has "worked hard to repair their relationship with Kokomo Grain, and these long-term leases of WSRY and KR are a direct result of those efforts," said G&W Senior Vice President Martin Pohlod.

"We're planning immediate upgrades to the WSRY and KR lines to support the business and further enhance our customers' routing options, interchange locations and geographic reach through G&W's footprint of contiguous railroads," Pohlod added.

Together with G&W's Illinois & Midland Railroad Inc. and Tazewell & Peoria Railroad, Inc., the new leases create a contiguous 400-mile, four-railroad footprint spanning from eastern Indiana to western Illinois with connections to six Class Is.

*Progressive Railroading 3-25*

## CSX Special Scheme on Locomotives

CSX Joins the Special Locomotive Paint Scheme Arena CSX has painted a GE locomotive in a camouflage scheme to honor veterans, becoming CSX ES44AC 1776. It has a blue nose with a yellow number, along with a script "Spirit of the Armed Forces." The blue sweeps back onto the lower hood a bit, with a yellow separator stripe, and the majority of the hood in a pixilated-style camouflage design (very similar to the camo used on contemporary military uniforms).

Lettering on the hood was in the process of being applied, stating "CSX ★ PRIDE IN SERVICE" with the "wheel" dots underneath. The vinyl lettering's paper backing was still in place, so the color of this lettering is indeterminate. Another report comes that a diagram for CSXT 911, another late-model GE (the art has it labeled as an ES44AC, which is to be painted for First Responders. In this concept art, the primary color on this engine is maroon, but it may be a brighter red - however, there is some bright red in one of the logos, so maybe they did choose maroon.

(Continued on page 7)

## Lincoln Library Celebrates Trains

'All Aboard' as new exhibit on railroad history opens **May 10** at former Springfield train station

SPRINGFIELD, Ill. – A new exhibit celebrating the history of railroads through models, photographs and children's activities opens May 10 at the Abraham Lincoln Presidential Library and Museum.

"All Aboard: America's Love of Railroads" will be housed in historic Union Station, a former train depot that is now part of the presidential library's campus in downtown Springfield.

The grand opening marks the 150th anniversary of the first transcontinental railroad, a project championed by Abraham Lincoln. The exhibit will include a detailed model showing trains from east and west meeting as the railroad was finished with a ceremonial golden spike. The exhibit also features toy trains for children to play with, learning stations explaining how the transcontinental railroad changed the nation, a model of the funeral train that carried Lincoln's body, and a place for visitors to share their own railroad memories.

"All Aboard" opens with free activities in Union Square Park from 10 a.m. to 1 p.m. Admission to the exhibit will be free that day.

Children can ride around the park in a "barrel train" and learn about railroad safety from Clifford THE BIG RED DOG. Visitors can watch a blacksmith and meet Harvey Girls, the waitresses who worked at a groundbreaking restaurant chain along western railroad routes. There will also be a photo booth, craft table and telegraph station.

Union Station, a former railroad depot that is listed on the National Register of Historic Places, will house "All Aboard" for the rest of the year. The exhibit is included in the regular admission price for the Lincoln museum.

The HO gauge 1:87 scale model of the golden spike ceremony was created by the Springfield Railroad Society Inc. A team of nine members donated 900 hours of work designing, building, molding and painting the replica for guests to enjoy.

"This is a truly fun exhibit. It celebrates railroads, explains their connection to President Lincoln, brings new energy to a beautiful building and engages children of all ages," said Alan Lowe, executive director of the Abraham Lincoln Presidential Library and Museum. "We're so grateful to

the Springfield Railroad Society for their help in making it a reality."

The Lincoln Presidential Library and Museum uses a combination of rigorous scholarship and high-tech showmanship to immerse visitors in the life and times of Abraham Lincoln. Visitors can see ghosts come to life on stage, watch TV coverage of the 1860 presidential election, roam through the Lincoln White House, experience booming cannons in a Civil War battle and come face to face with priceless original Lincoln artifacts.

The library holds an unparalleled collection of Lincoln books, documents, photographs, artifacts and art, as well as some 12 million items pertaining to all aspects of Illinois history.

For more information, visit [www.PresidentLincoln.illinois.gov](http://www.PresidentLincoln.illinois.gov).



On Sunday April 28th member Doug Nipper was on his to an Op Session on the D&W Railroad and spent some time along NS and the UP near Sidney. He caught a number of trains on both but a UP oil train had a new set of Trinity tankers with this one in the consist noted as the 100,000th railcar constructed by the company.

*(Continued from page 6)*

This engine a white lighting stripe along the side, and a smallish [CSX] logo on the side. The cab number is yellow, as is the "Spirit of our First Responders" on the side of the nose. There are three logos on the inverter cabinet behind the cab (fire, police and paramedics). The upper portion of the cab is white, as is the front windshield and roof. The pilots are maroon with white inverted chevron striping.

*Via Midwest Rail Scene Report*

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

## Photo of the Month



The date is July 16, 1965 and northbound New York Central F3A #1617 leads two F7-B's 2439 and 2404 and coal loads from southern Illinois through the cut at Tilton, Illinois. The weeds are taking over the mainline and siding track between Wytton (Danville) and Lyons Yard (Belgium) and in a few short years the units will become Penn Central. Photo by Rick Schroeder