

# Danville Flyer

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## Amtrak Previews New Long-Distance Cars

Production of Amtrak's new long-distance passenger rail cars is nearing completion, with field testing expected to begin this summer, Amtrak officials announced yesterday.



The railroad's \$298.1 million order for 130 single-level cars includes 25 sleepers, 25 diners, 25 baggage/dormitory and 55 baggage cars. CAF USA is building the cars at its Elmira, N.Y., plant, which hired more than 400 employees to manufacture and assemble the cars.



"Amtrak long-distance service connects America and so, too, does this equipment order in the form of jobs and economic opportunity in communities across the country," said Amtrak President and Chief Executive Officer Joe Boardman in a press release.

All 130 cars are expected to be delivered by the end of 2015. They will replace and supplement the existing fleet and allow Amtrak to retire cars that were built in the 1940s and

1950s. The sleeper, diner and baggage/dorm cars likely will run on eastern routes, such as Lake Shore Limited, Cardinal Crescent and Silver Service, while the baggage cars will be used nationwide, Amtrak officials said.

The railroad's long-distance trains feed riders onto the growing state-supported corridor services. They carry about 500,000 passengers to the Northeast Corridor each year. In fiscal-year 2013, all long distance routes combined posted the best year for ridership — 4.8 million passengers — in 20 years, according to Amtrak



November 17 – Monthly Meeting at Jocko's, 1 PM

November 23 - Danville, Indiana Free Train Show & Sale (NRMA/CID)

December 1 – Annual dinner meeting at Jocko's – 1 PM

December 7 – Rossville Operating Session 1-4 PM

December 8 – Great Midwest Train Show – Wheaton, IL

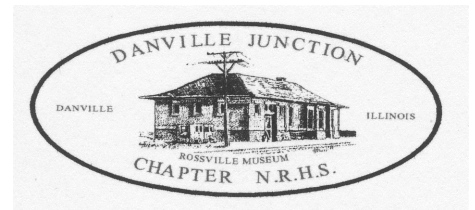
January 4<sup>th</sup> & 5<sup>th</sup> - Great Train Expo in Indiana Fair Grounds

## 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 2013—our 45th Year

**Dick Brazda – President**

**Dave Sherrill – Vice President**

**Doug Nipper – Secretary**

**Allen Cooke – Treasurer**

**Al McCoy – Programs**

**Jess Bennett – Historian**

**Bob Gallippi – Museum Director**

**Rick Schroeder – Editor**

**Cooke Business Products - Publisher**



## CN—Indiana Rail Road open Indianapolis Terminal

Indiana Gov. Mike Pence and Indiana Rail Road Co. (INRD) President and Chief Executive Officer Tom Hoback helped mark the opening of a new intermodal terminal yesterday in Indianapolis by driving a locomotive through a ribbon.

The Senate Avenue Intermodal Terminal represents a multi-million-dollar investment by INRD and CN to serve Indiana shippers who move goods to and from Asia. INRD and CN plan to provide an all-rail service for trans-Pacific containerized freight moving from Canadian ports in Vancouver and Prince Rupert, British Columbia, to Indianapolis, that will bypass congested Chicago terminals.

Located less than a mile south of downtown Indianapolis, the terminal features a U.S. Customs-bonded container

*(Continued on page 4)*

## October 2013—Meeting Minutes

Meeting opened at 1:57 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved. Treasurer's report had our checking account at \$1561.93 and CD balance of \$3505.78, for total assets of \$5067.71. This report was also approved.

### OLD BUSINESS

First model railroad operating session at Rossville of the 2013-2014 season will be on November 2nd.

### NEW BUSINESS

Mark Ziebart gave his account of working for the BNSF in North Dakota when the early snowstorm hit that sate. Freezing rain, snow and power outages stranded him in a hotel room for one weekend. But the following Friday, his crew went out and worked in more wind and rain. "Soaked to the bone" was his way of describing it! Not a great way to make a living, perhaps.... Jess Bennett had called Bob McQuown before the meeting saying he was in the Hoopeston Community Hospital. We wish Jess the best and hope to see him next month... The Secretary reminded the President and members that we have elections next month and he does not want the secretary's job again. (Three years is enough!)... Al McCoy talked to the manager about getting a TV and curtains for "our" room, and she was going to talk with the powers that be.

### GOOD OF THE ORDER

Nickel Plate #765 will make trips from Ft Wayne to Lafayette and back next weekend, October 26th and 27th...

Meeting adjourned at 2:10 P.M. Program provided by Rick Schroeder, which was a DVD about railroads and trains in the Lafayette, IN area.

## Next Meeting— November 17 2013

Operating Sessions at Rossville started with the first one on Saturday November 2<sup>nd</sup> and we will plan on one each month on the first Saturday until May of next year. As we enter winter weather should we have more than 6 inches of snow we may cancel the session.

The society extends its thanks to Skylar Brown and Jim Hile for being the top volunteers at the museum this past summer. Doug N, Allen C and Bob G were close in 2<sup>nd</sup> place with Dave and Dick there 10 days. We also thank the others that were there to help on weekends and run trains during the open hours. Thanks to Dave Sherrill for additional painting this summer on the building and signs in the yard.

This month we will have election of officers. Secretary Doug Nipper has indicated he does not plan to run for that office again. If you would like to step up for an office please let Dick know prior to the meeting.

Our program this month will be a follow up from last month, Lafayette, Indiana new alignment. Well, Rick should say you will see the before as last month you saw the after, trains running the new corridor. In addition, if we have time, Rick will show a video of the Judyville Branch taken by the L&N in 1969.

(Continued from page 2)

yard and is designed to handle up to 24,000 containers annually.

"[This is] a landmark moment for the Indiana business community, and not just importers and exporters," Hoback said at the event, according to a press release. "Having an intermodal facility near the heart of Indianapolis is an excellent economic development tool for the city and state, which translates to job growth."

The railroad partners have marketed to Indiana importers a total transit time goal of as little as 20 days from Asia to Indianapolis, once portside volume-based efficiencies "reach critical mass," INRD and CN officials said.

"CN is pleased to be part of this supply chain story with INRD. CN's objective is to be a true supply chain enabler through its agenda of operational and service excellence," said Jean-Jacques Ruest, CN's executive vice president and chief marketing officer. "This helps our customers compete more effectively in their own markets in North America or abroad."

*Via Progressive Railroading 10-11-13*

## Indians are Steamed at FCC

On Sept. 12, 2008, a Los Angeles commuter train collided with an oncoming freight train, killing 25 people and injuring more than 100. Federal investigators found the operator was texting while driving the train and ran a red signal—prompting Congress to pass a law requiring railroads that operate in the U.S. to install a warning system on all routes that carry passengers or certain hazardous materials. The technology will flash speed restrictions and approaching signals to the operator; it can also automatically slow or stop a speeding train.

The government has given railroads until December 2015 to put transmitters on 23,000 locomotives and build antenna towers along 60,000 miles of track— a

(Continued on page 5)

## CE&I HS 2014 Calendar

The C&EI Railroad Historical Society calendar for 2014 is now available. This year features another 13 photos of the C&EI from steam and diesel to the people of the railroad. The price is \$7 each picked up or \$9 each which includes postage. Order from Rick Schroeder, 1819 Coventry Drive, Champaign, IL 61822. They will be available at the November meeting.



2014 CALENDAR

No. 27

## Illinois HrSR Update

The construction work includes the installation of new premium rail with concrete ties and ballast; upgrades to bridges, culverts and drainage; signal and wayside equipment installations and upgrades and roadway-rail grade crossing improvements.

For five days starting October 16, track improvement work south of Normal and bridge and culvert upgrades south of Springfield will lead Amtrak to charter buses for Lincoln Service passengers at St. Louis, Alton and Carlinville, Springfield and Lincoln.

On October 21, 22 and 23, Lincoln Service trains will originate and terminate in Springfield, instead of St.

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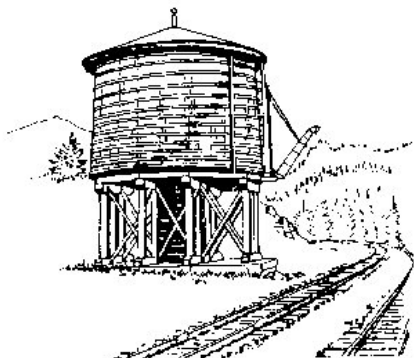
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third of the country's rail network. It's estimated the massive undertaking will cost the industry \$13.2 billion, and railroads face tens of thousands of dollars in fines for missing the deadline.

Yet in May construction abruptly halted when the Federal Communications Commission, which oversees the antennas, called "positive train control towers," said railroads must first seek clearance from American Indian tribes—for fear that some of the structures might disturb sacred ground. The nation's 565 tribes have sovereign powers, and among them is the right to review the construction of FCC-regulated towers anywhere in the U.S. that may affect cultural and historic sites, even outside tribal lands. Apparently neither the authors of the law nor the FCC realized until early this year that the towers were subject to tribal review. Now railroads, which have already erected more than 8,000 antennas, have been told that Indian tribes must approve each of the remaining 22,000.

*Editor: First it was some of the environmental issues that stopped the installations, now the Indians. The chairperson of the STB has stated that the railroads must meet the deadline, no "ifs ands or buts". At least some in Congress have realized they have created another mistake law (similar to the one now being thrust upon the American public) and have started some bills through Congress to extend the deadline dates.*

By Angela Greiling Keane and Todd Shields October 24, 2013



(Continued from page 4)

Louis, and Amtrak will continue to charter buses for passengers at St. Louis, Alton and Carlinville. The Amtrak Texas Eagle will detour between Chicago and St. Louis for the entire period, October 16-23, with alternate transportation in both directions between Joliet and St. Louis.

These infrastructure improvements will enable Amtrak to operate service at speeds up to 110 mph in the future, an increase from the current maximum of 79 mph in effect over most of the route. Starting last Thanksgiving, the Dwight to Pontiac segment became the first part of the corridor to regularly experience trains traveling at speeds up to 110 mph.

In the 11 months since October 2012, ridership on the Chicago-St. Louis corridor has increased by nearly 67,000 when compared with the same period a year ago, totaling nearly 627,000 passengers – an increase of 11 percent that sets the stage to break the record of 675,295 set last year.

RT&S 10-15-13

## UP—NS Revenue Adequate

The Surface Transportation Board in an Oct. 17 decision found that Norfolk Southern Railway and Union Pacific Railroad were the only two "revenue adequate" Class I's in 2012.

The designation means those two Class I's achieved a rate of return equal to or greater than the board's calculation of the rail industry's average cost of capital last year. The STB determined that the industry's cost of capital in 2012 was 11.12 percent.

The board calculated a revenue adequacy figure for each Class I — other than BNSF Railway Co. — by comparing the cost-of-capital figure with return-on-investment (ROI) data obtained from the railroads. BNSF's revenue adequacy will be determined at a later date, STB officials said in the decision.

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The board's ROI figures for the six other Class I's are CSX Transportation, 10.81 percent; CN, 10.19 percent; Kansas City Southern, 9.54 percent; NS, 11.48 percent; Soo Line Corp. (including Canadian Pacific's U.S. affiliates), 5.15 percent; and UP, 14.69 percent.

The STB previously determined that NS and UP were the only revenue adequate Class I's in 2011, and that UP was the only revenue adequate Class I in 2010.

*Via Progressive Railroading 10-22*

## NS Converts GP38-2 to CNG

Norfolk Southern has started a project to convert one of its GP38-2 locomotives to burn compressed natural gas. The locomotive will be converted at the railroad's Juniata Shops in Altoona. The railroad has been studying the concept for several years and has decided to move ahead with field testing, according to a source close to the railroad.

The CNG conversion system, provided by Energy Conversions Inc., is the next generation of the system that Energy Conversions has in use on the Napa Valley Wine train in California. NS officials visited the Napa Valley Wine train to view the Alco FPA-4 locomotive equipped with an EMD prime mover and CNG conversion kit. The locomotive, No. 73, has been powered by 100 percent CNG since 2003.

NS has selected GP38-2 No. 5053 for conversion to CNG. GP38AC No. 2847 will become the CNG tender and slug for No. 5053. It will receive a new "Admiral" cab and an eight-tube CNG storage rack mounted inside the long hood. Energy Conversions will supply the CNG storage system for the tender and CNG conversion system for the GP38-2. The system is designed to accommodate eight tubes made from 1-inch thick steel measuring 24-inches in diameter and

27-feet long. Along with storing the CNG, the tanks will provide the necessary ballast for the slug to add weight and tractive effort.

The storage tanks on the slug are designed to provide enough CNG to give the locomotive the equivalent energy of 1,200-gallons of traditional diesel fuel. This is called diesel gallon equivalent and is used to rate the storage capacity needed for natural gas to equal the energy content of an equivalent amount of diesel fuel.

Although designed to hold the longer tubes, the initial mother-slug set NS is constructing will use eight 22-foot-long tubes with 1.5-inch-thick steel and have a 1,000-gallon DGE. These tubes were selected due to their immediate availability from the supplier. Any future CNG-powered sets will use the 1-inch-thick and 27-foot-long tubes.

Compressed natural gas has less energy, but is potentially more attractive for use in local or yard service applications with its lower cost compared with liquefied natural gas. Liquefied natural gas holds 2.4 times more energy per DGE compared with CNG and is more expensive to make due to the increased cost to liquefy the fuel.

The railroad plans to have the CNG-powered set ready for testing in the first quarter of 2014.



## New Illinois Inland Port

Elwood, Ill., trustees recently voted unanimously in favor of creating an international inland port authority to promote the village's intermodal distribution center, and manage traffic and public safety issues in the area.

The new Elwood International Port Authority will govern an inland port, protect the village's local self-governing powers and enhance business opportunities at the Deer Run Industrial Park, Elwood officials said in a press release. The Elwood International Port comprises BNSF Railway Co.'s Logistics Park Chicago intermodal facility and the Deer Run Industrial Park, which features about 10 million square feet of warehousing, said

Massimo "Max" Bosso, the village's director of engineering and public works.



The authority will route traffic to minimize the inland port's impact on residential neighborhoods and local passenger vehicle traffic; promote the efficient movement of freight and heavy truck traffic; and address environmental and safety concerns related to traffic congestion and other issues, village officials said.

The authority's seven-member board will include Village President William Offerman, three village trustees and three individuals representing industrial park businesses. Board members will have the authority to increase fees on businesses within the industrial park, but any action would require a three-fifths supermajority vote to gain approval.

The village's action is different than state legislation proposed last year that also proposes to create an inland port, Elwood officials said. The village's inland port plan differs because no tolls will be charged, they said.

Progressive Railroading On-Line 10-31-13

## Chapter Annual Luncheon

Sunday, December 1, 2013

Jocko's Pizza Resturant

1:00 PM

Program

NRHS Convention in Alaska

By Dick Brazda

## Amtrak Dome to Quincy

CHICAGO – Amtrak is operating its sole remaining dome car in northern Illinois throughout November. The former Great Northern Railway full-length dome, No. 10031, will operate between Chicago, Galesburg, and Quincy on the Illinois Zephyr from Nov. 5 to Nov. 22.

The car will operate eastbound from Quincy in the morning on train No. 380, departing at 6:12 a.m., and westbound from Chicago on train No. 383, departing at 5:55 p.m.

The Budd Co. built the car in 1955 as Great Northern No. 1391, one of six full-length domes the for the Chicago-Seattle/Portland Empire Builder operated by GN in partnership with the Chicago, Burlington & Quincy and Spokane, Portland & Seattle Railway. It will be operating in November on the original route of the Empire Builder from Chicago to Aurora



## Ferromex/UP launch service

Ferrocarril Mexicano S.A. de C.V. (Ferromex) and Union Pacific Railroad earlier this month initiated a new intermodal service between Monterrey, Mexico, and Chicago.

The "Eagle Premium" service targets customers and carriers that currently move \$473 billion worth of goods across the U.S.-Mexico border using 6 million trucks, Ferromex officials said in a press release. Trains will run Monday through Saturday to and from Monterrey and Chicago, with transit times estimated at four days for south-bound traffic and five days for north-bound loads.

The service offers lower logistics costs and reduced travel times between Nuevo Leon and Illinois, as well as neighboring states, Ferromex officials said.

A Grupo Mexico subsidiary, Ferromex moves 17 percent of Mexico's total cargo by tonnage. The railroad plans to spend \$450 million this year to increase capacity and velocity as part of a five-year, \$2.5 billion capital plan.

*Progressive Railroading 10-24.*



## Iowa Rail Relocation

BNSF Railway Co., Union Pacific Railroad, CBEC Railway Inc. and Iowa Interstate Railroad Ltd. (IAIS) jointly filed a verified notice of exemption with the Surface Transportation Board (STB) late last month to relocate lines in Council Bluffs, Iowa, for the reconstruction of Interstates 80 and 29.

Managed by the Iowa Department of Transportation, the interchange project involves a joint line reloca-

tion initiative among the four railroads and IAIS' acquisition of a BNSF-owned line.

Among the moves planned by the four railroads:

- BNSF would close its Council Bluffs yard and convey the underlying land to the state of Iowa, and abandon/relocate two line segments in its Council Bluffs Subdivision;
- CBEC would abandon its 2.8-mile mainline and relocate it to the west bank of Mosquito Creek;
- UP would reassign trackage rights to CBEC's newly constructed mainline;
- BNSF and CBEC would establish a crossover connection between their newly constructed and parallel mainlines on the west side of Mosquito Creek, and create an opposite-direction crossover;
- BNSF would grant certain overhead trackage rights to IAIS; and
- BNSF and IAIS would establish new connections to enable the Class I to cross IAIS' line to reach its Bayard Subdivision through a dual switch arrangement.

The proposed joint relocation project will not disrupt service to shippers or expand the railroads' services into a new territory, the STB determined in an Oct. 30 decision, adding that there are no shippers located on the rail segments proposed for abandonment.

"The board will exercise jurisdiction over the abandonment, construction or sale components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track or transfer of existing track involves expansion into new territory," board members said in the decision. The transaction can be consummated on or after Nov. 13, the exemption's effective date, STB members ruled.

*Editor: If you have not been in Council Bluffs it is a great place to watch trains plus visit the museum in the former Rock Island depot. Once these changes are made it may be more difficult to view some of the rail areas.*



## Indiana Rail Road Santa Train

The Indiana Rail Road will operate its 24th annual Santa Train in on Dec. 6-8. The train will visit 12 southern Indiana and Illinois communities during its three-day run. Admission is free.

Cities on the schedule include Bargersville, Morgantown, Helmsburg, Solsberry, Bloomfield, Linton, Dugger, Jasonville, and Sullivan, Ind., and Newton, Oblong, and Palestine, Ill.

In 2012, 8,835 people visited the train, shattering the previous attendance record set in 2011 by more than 2,000. Nearly 50 Santa Train sponsors also delivered a record \$33,000 in contributions, making it possible for the railroad to assist families in need of winter clothing.

For more information and a complete schedule, go to at [www.inrd.com](http://www.inrd.com).



## Grizzly Bears on tracks?

BANFF NATIONAL PARK, Alberta – In an effort to keep endangered grizzly bears off the Canadian Pacific tracks in Banff National Park, Parks Canada has started a pilot study at two test sites built to mimic a fenced railway line. Electrified mats, called “electromats” are placed at the fence openings. When a bear walks up to the mock up of railroad tracks and steps onto the mat, it retreats after being shocked.

The mats are part of an ongoing project between Parks Canada and Canadian Pacific to prevent grizzly bear deaths on railroad tracks, the Calgary Herald reports. Since 2007, the railway has become the most common threat to bears in Banff National Park – with a total of 13 grizzlies killed by trains. There are only about 700 grizzly bears throughout Alberta, leading the province to declare the species threatened.

In the study, the bears who stepped onto the electromats appear to have learned an important lesson

that could save their life. “So far, we’ve had four attempts by grizzly bears, three different animals. One tried twice and, in all cases, they were repelled from the site,” says David Gummer, wildlife biologist with Banff National Park. “They didn’t test the mat again, but some of them did come back to the area. They were clearly still attracted, but unwilling to try the mat again. So that’s a promising result.”

In 2010 Canadian Pacific said it would spend \$1 million toward a five-year project to find solutions to the growing problem. Now in its third year, CP has made efforts to reduce the amount of grain spilling from its trains, added audible warning in high-risk areas, and added on-board camera systems to record collisions.

Parks Canada has also brought in teams of internationally recognized experts in the fields of conservation biology, animal behavior, transportation research and bear biology. They have identified some of the “hot spots” along the tracks where bears have been killed and started to look for reasons.

“The electromat is one example of really innovative solutions,” says project lead Colleen Cassidy St. Clair, a biological sciences professor at the University of Alberta. “The preliminary results are mind-blowing.” The electromat results are considered a potential way to prevent wildlife from entering the rail line at fence ends.

“We’re very encouraged by the results,” says Chris Bunce, chief environmental engineer for safety, environment and regulatory affairs with Canadian Pacific. “There’s a lot of really strong fundamental science going on in terms of the vegetation assessments and bear habitat assessments. Parks Canada is working really well on identifying what areas the bears are using, both along the railway tracks and off.”

Other components of the overall project, which includes both Banff and Yoho national parks, have included fitting 11 grizzly bears with GPS collars to better monitor their movements, and attaching GoPro cameras on locomotives to record how bears react

TRAINS On-Line 11-4-13

*Editor: Looks like our deer problem is minor.*

## Danville Junction Chapter, NRHS

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

## Photo of the Month



Who would have thought we would see fan trips on Norfolk Southern again to Lafayette, Indiana. On Saturday October 26 NKP 765 powered two trips from Ft. Wayne to Lafayette and return. In 1969 Dave Sherrill, Jesse Bennett and I shot steam at Buck Creek elevator when the Golden Spike train headed west. Steam is once again at Buck Creek and the elevator still looks the same as it did in 1969. Photo to R Schroeder.