

DANVILLE FLYER

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November 16th – Monthly meeting at Jocko's on Williams Street – 1:00 PM

November 15-16 - Midwest Central Railroad Club's N Scale Open House at the Urbana Free Library. Sat 10-5 and Sunday Noon to 4PM.

November 16th - East Peoria - Peoria Train Show. Illinois Central College, Route 24. 1 mile east of Route 116. 10-3.

December 6th – Rossville Operating Session 1 PM

December 7th – ANNUAL MEETING at Jocko's on Williams Street – 1:00 PM

January 3 & 4, 2015 – Indianapolis, IN – Great Train Show, Indiana State Fairgrounds, 10:00 – 5:00 each day.

CREATE Moves Foreward on Projects

Chicago Region Environmental and Transportation Efficiency (CREATE) program partners and Federal Highway Administration (FHWA) officials have announced the availability of a combined Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for the 75th Street Corridor Improvement Project.

The issuance of a ROD by the FHWA marks the completion of a process to identify and minimize or mitigate the project's potential impacts to the community and natural resources. In addition, the publication of the combined Final EIS and ROD by the FHWA represents a major step forward for the CREATE program and, specifically, the 75th Street project, program officials said in a press release.

The program's largest project, the 75th Street improvements (CREATE projects P2, P3, EW2 and GS19) involve two passenger-rail and four freight-rail lines in the Chicago-area communities of Ashburn, Auburn Gresham, Englewood and West Chatham.

The project will address conflicts in the area between CSX Transportation, Belt Railway Co. of Chicago (BRC), Norfolk Southern Railway, Union Pacific Railroad and Metra. The work might involve reconfiguring BRC's main tracks between the Dan Ryan and Belt Junction, where four freight railroads conflict with each other and Metra's SouthWest Service operations. In addition, a second main track for the SouthWest Service operations might be built from near Wrightwood Station to Western Avenue.

Other work under consideration includes reconfiguring and building a third main BRC track; constructing a



flyover to connect the Metra SouthWest Service to the Rock Island Line; constructing a bridge that significantly reduces conflicts between CSX and BRC, Metra and NS; and building a grade separation involving 71st Street and a CSX line.

The 75th Street Corridor Improvement project would eliminate the most congested rail chokepoint in the Chicago terminal district — the Belt Junction — where more than 80 Metra and freight trains cross each other's paths daily, according to a project fact sheet. The flyover at 75th Street would eliminate conflict between 30 Metra trains and 35 freight trains operating on the Western Avenue Corridor, while the construction of an additional mainline for Metra and the flyover connection would help reduce congestion and freight conflicts.

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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 any-

one having an interest in any aspect of railroading. Dues per year are \$30.00 for Chapter membership in addition to \$53.00 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 2014—our 46th 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



NS Coal Train and Power in Powder River area

GILLETTE, Wyo. – No you are not dreaming, Norfolk Southern locomotives are running to the Powder River Basin. But just for a while. The runs are a first for the road, which typically operates Wyoming coal trains with motive power from partner BNSF Railway. This situation is unique in that it is the first train interchanged between the two railroads that is equipped with only electronically controlled pneumatic brakes.

According to Mike Allran, Norfolk Southern's manager of wayside detector development in the research department, the unit train will run between Macon, Ga., and several mines in the Powder River area of Wyoming. The first empty train departed Memphis and headed west on Oct. 13.

Allran says that NS research car No. 32 is cut in between the head end locomotives so members of the railroad's research, mechanical, and transportation departments, as well as officials from BNSF and New York Air Brake, can observe the train's performance during the run. Additional trips are expected in October and November. *Via Trains On Line 10-21*

October 19, 2014—Meeting Minutes

The meeting was called to order at 1404 by Allen Cooke.

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

The treasurer's report was provided. It showed a checking account balance of \$4482.53. The report was approved. Significant expenses were noted for the month: water/sewer, \$100.

Summer attendance at the depot was highlighted; Jim Hile was best at 32 days. Second was Skylar Brown.

A new President, Al Weber, was elected for NRHS. There has been considerable discussion about the direction of the national organization. Until now, no clear renewal process has been identified for national dues. Chapter dues are currently being collected.

Dave Sherrill is replacing Al McCoy as program chair. Dave will have a backup DVD for each meeting. However, programs will be provided by members by signing up for a particular month. A signup sheet was circulated.

A need for a nominating committee was discussed, but attendance at the meeting was low, so it was tabled.

Winter operating sessions will begin Nov. 1. The remaining concessions will be cleaned out at that time.

A few ideas were discussed for a spring trip. The Urbana RR show will also resume in the spring.

Dave reported that Bill Wright was in a nursing home in Bement.

It was mentioned that CSX is gradually replacing street crossings on the P&E line thru town.

The meeting adjourned at 1417.

A video program was presented on the Duluth, Missabe and Iron Range RR.

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Meanwhile, NS and Metra officials, Illinois Gov. Pat Quinn and other dignitaries are scheduled to attend a dedication ceremony Oct. 23 in Chicago for the CREATE program's Englewood Flyover.

The \$133 million project — which began in October 2011 — involved the construction of a triple-track bridge in Englewood, Ill., to carry three of Metra's Rock Island District Line tracks over four NS tracks. The CREATE program's second-largest project, the flyover will eliminate a choke-point where NS and Metra tracks intersect.

The program's public/private partners include Amtrak, the Association of American Railroads, BRC, BNSF Railway Co., CSX, CN, Canadian Pacific, Indiana Harbor Belt Railroad Co., Metra, NS, UP, and the Illinois and Chicago Departments of Transportation.

CN Opens Training Facilities

CN yesterday officially opened a new \$25 million employee training center in Homewood, Ill. The 55,000-square-foot suburban Chicago facility will host up to 250 CN students from across the United States each week.

The center will offer classroom and hands-on courses for all key railroad jobs, ranging from conductor to car mechanic to track supervisor to signal maintainer. Employees will receive hands-on training in learning laboratories featuring such equipment as locomotive simulators and dispatcher stations, and field training in outdoor labs with dedicated rolling stock and other equipment.

"The opening of this state-of-the-art training center is a cornerstone in CN's workforce renewal, which this year will

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see the hiring of more than 3,500 employees across our North American network," said CN President and Chief Executive Officer Claude Mongeau in a press release. "Our training campus in Homewood, adjacent to CN's Woodcrest mechanical shop, will enhance our railroader training programs, help us instill a strong safety culture amongst our new hires and reinforce it across all current employees who are learning new skills or upgrading existing ones."

The center is the second of two modern employee training facilities to open on CN's network in a little more than a month. On Sept. 9, the Class I opened CN Campus in Winnipeg, Manitoba, a \$35 million, state-of-the-art training facility. The 100,000-square-foot facility, which will be used to train up to 350 students from across Canada every week, features laboratories, dispatcher stations and six locomotive simulators.

Progressive Railroading 10-15

Moline Service Construction

Construction has begun on a new passenger-rail route between Chicago and Moline, Illinois Gov. Pat Quinn and the Illinois Department of Transportation (IDOT) announced yesterday.

The \$23 million effort underway at the BNSF Railway Co.'s Eola Yard in Aurora, Ill., consists of track, grading and drainage improvements, as well as signal and capacity upgrades. The work is necessary to accommodate the additional trains that are expected to use the yard daily after the Chicago-Moline passenger service begins, according to an IDOT press release.

"This project marks the start of better transportation between these two vital areas of the state," Quinn said. "Passenger rail is creating jobs and opening new economic development opportunities across Illinois, and will help travelers get to their destinations quickly and efficiently for years to come."

Funded by federal and state dollars, the Eola Yard project will facilitate additional passenger trains on the 109-mile stretch between Chicago and Wyanet, and help improve operational efficiencies for existing service between Chicago and Quincy. Work is expected to be completed during summer 2015.

"[We're] pleased to be partnering with the state of Illinois on this important project," said D.J. Mitchell, BNSF's assistant vice president of passenger operations safety and technical training. "We look



forward to working with state and federal officials to complete this segment of the Chicago-Quad Cities Passenger Rail program."

Earlier this year, the state reached an agreement with Iowa Interstate Railroad Ltd. (IAIS) to begin designing the signal system, as well as the track and tie improvements, to permit passenger trains on the 53 miles from Wyanet to Moline. Once that process is completed later this year, IDOT can begin finalizing an additional agreement with IAIS that spells out maintenance and operations responsibilities, as well as a construction timeline, department officials said.

Via Progressive Railroading 10-22-14

America's Inland Port—Illinois

America's Central Port held a ground-breaking ceremony on Monday in Granite City, Ill., for the second phase of the South Harbor project.

The U.S. Army Corps of Engineers recently approved the project, enabling construction on the South Harbor terminals to get underway, port officials said in a press release.



The second phase calls for installing a conveyor system for loading barges with commodities brought to the inland port via rail and truck.

"Currently the port district's operators move more than 2.5 million tons of fertilizer, steel, agricultural products and petroleum annually," said America's Central Port Chairman Bob Shipley. "The completion of this phase, and project as a whole, will enable us to transport more goods, and have an even greater impact on the region."

The Tri-City Regional Port District, which governs the port, plans to build the South Harbor and connecting rail lines for a multimodal inland waterway facility in Madison County, Ill. The harbor is projected to handle export agricultural products from Midwest growers and shippers, and various import products.

To be constructed by Korte-Luitjohn and TWM Engineers, the new South Harbor terminals will be operated by SCF

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Lewis and Clark Marine.

America's Central Port is served by BNSF Railway Co., CN, CSX Transportation, Kansas City Southern, Norfolk Southern Railway and Union Pacific Railroad, and connects with regional switching carrier the Terminal Railroad Association of St. Louis. Local switching services within the port are provided by the Port Harbor Railroad.



NS Posts Records

Norfolk Southern Corp. today reported third-quarter net income jumped 16 percent to a record \$559 million compared with the same period last year, while railway operating revenue rose 7 percent to just over \$3 billion — a new 3Q record and the second consecutive quarter the company topped the \$3 billion mark.

In addition, diluted earnings per share climbed 17 percent to a record \$1.79, income from railway operations jumped 18 percent to a 3Q-high \$998 million and NS' operating ratio improved 4 points to a record 67.

"Norfolk Southern reported another record-setting quarter," said NS Chairman and Chief Executive Officer Wick Moorman in a prepared statement. "Higher traffic volumes along with continued gains in productivity drove these excellent financial results."

Overall volume increased 8 percent to 2 million units, driven primarily by double-digit increases in merchandise and intermodal categories, which offset a decline in coal traffic, Moorman said.

Third-quarter revenue by commodity group shows growth in every sector except coal, with intermodal up 10 percent to \$667 million; chemicals up 14 percent to \$488 million; metals and construction up 11 percent to \$414 million; agriculture up 5 percent to \$364 million; automotive up 12 per-

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2015 Dues

2015 Membership

In the last newsletter we let you know that the NRHS would be working on getting the 2015 dues notice out to NRHS members. To date we have not been informed on how that will work so have patience, they will let us know in the next few weeks.

That said the local Chapter dues are due and the renewal notice along with a form to fill out has been sent out to local members. Please complete the form and forward with your check to Doug Nipper at the Post Office box, or bring it to the next meeting. If you did not get the notice, or have trouble filling it out on line, let Doug know. Starting in 2015 the local dues will be \$30 per year to cover expenses of the newsletter and the museum in Rossville.

NO DECEMBER ISSUE OF THE FLYER

**ANNUAL DINNER
SUNDAY, DECEMBER 7
JOCKO'S ON WILLIAMS ST
1:00 PM**

**PROGRAM: L&N HS/C&EI HS
JOINT MEETING
AND
THE NS RATHOLE LINE IN
THE FALL
BY RICK SCHROEDER**

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cent to \$254 million; and paper/forest up 3 percent to \$210 million.

Coal declined 2 percent to \$626 million, driven down primarily because of a weak export market, mild summer weather and lower natural gas prices in the utility market.

On the expense side, railway operating costs were up 3 percent to \$2 billion.

In addition to bolstering financial performance, NS is focused on improving customer service that has declined because of congestion caused by heavy traffic moving through Chicago and the railroad's northern region, executives said during this morning's third-quarter conference call with analysts.

"We remain focused on ensuring we can support continued demand for freight-rail transportation by hiring additional employees, investing in new equipment and completing capacity projects in order to provide our customers with the freight-rail service they expect today and in the future," Moorman said.

The Class I has been hiring and training new train and engine-service (T&E) workers and transferring crews from other regions to the northern region to address higher traffic volumes. By year's end, NS expects to have hired an additional 716 T&E employees for 2014. Key infrastructure projects also are underway, such as the Bellevue yard expansion in northern Ohio — slated to be completed in December — that will help improve capacity and operation flexibility. In addition, the railroad is investing in additional locomotives, and — when possible — routing traffic around Chicago, NS execs said. .

CN Sells the IC E units

Iowa Pacific Holding is the top bidder for two Illinois Central E units from Canadian National. The two units, E9s Nos. 100 and 101 were put up for sale earlier this year after CN deemed them surplus.



Both units were constructed for the Chicago, Burlington & Quincy and once served in commuter service between Chicago and Aurora. No. 100 was built in December 1949 as Burlington E8A No. 9938A. It was renumbered 9938 by Burlington Northern following the 1970 BN merger. In 1973, Morrison-Knudsen began an extensive rebuild program on BNs E-unit fleet, which had been sold to the West Suburban Mass Transit District in 1972. Following rebuilding they were leased back to BN for operation.

No. 9938, along with five BN E8As and 16 E9As, had their original 567B and 567C engines replaced with new 645EC engines. All the rebuilt locomotives were rated at 2,400 horsepower and designated E9s or E9Ms. Rebuilding included replacement of steam generators with Detroit Diesel HEP generators for the bi-level cars. In 1978, four more E8As were similarly rebuilt.



No. 9938 was rebuilt in 1973 and renumbered BN 9901. After retirement from commuter operation in 1992 it was sold to IC and numbered 100.

No. 101 was built by EMD in September 1953 as Burlington E8 N. 9977, and became Burlington Northern No. 9977 in

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After a seamless transfer of the latest wind train Vermilion Valley Railroad Engineer Jim Montgerard shakes hands with CSX Engineer Ed Dowdy at the UPDS Wind Distribution Center on the east side of Danville Illinois on 10-22-14. By the end of October most of the windmill parts have arrived and crews are in the process of moving the parts to the wind farm located west of Rossville. As of November 1 there were 3 large cranes erecting the windmills and smaller cranes were unloading and setting the bases and first sections in place. Some 10+ windmills were totally erected and crews are beginning to remove the access roads and level the farms around the base. The facility should be in service early in 2015. Photo by William Carlton

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1970. Following rebuilding for commuter service in 1973 it was renumbered BN 9904, and was sold to the IC following retirement in 1992.

These are not the first former CB&Q/BN E units to join Iowa Pacific's roster. The company also owns ex-BN Nos. 9906, 9915, 9921, and 9925. Other E units acquired by Iowa Pacific include five former Chicago & North Western E8s, an original Illinois Central E9B, and two ex-Pennsylvania Railroad E8s.

New Metra Station

Illinois Gov. Pat Quinn yesterday announced the state will provide \$21.5 million for the construction of a new 79th Street Metra station on the Rock Island District Line in Chicago's Auburn Park-Gresham neighborhood.

The new Auburn Park Station at 79th Street is designed to increase transit accessibility and commuter ridership for the neighborhood, and help reduce congestion on the nearby Dan Ryan Expressway. The project will include two eight-car asphalt platforms, platform lighting, elevator access to the platforms, heated

stairs and ramps, sheltered passenger warming facilities on both platforms, and two stair and elevator operation towers, according to a press release issued by Quinn's office.



The project also will include track improvements, retaining wall and viaduct improvements, visual information and station signs, an entry plaza with landscaping, bicycle parking and a vehicle parking lot. Construction is expected to begin in 2016.

"We need to ensure residents and visitors on the South Side of Chicago have every opportunity to ride the Metra," Quinn said. "The project will also improve our transportation infrastructure, reduce congestion on our highways and create jobs."

The station funding is part of Illinois Jobs Now, the state's \$31 billion capital infrastructure program.

Progressive Railroading 10-14

Chicago Amtrak Panel

Amtrak is establishing a blue ribbon panel of rail and transportation leaders to identify infrastructure and operational improvements to address the rail traffic gridlock in Chicago. Amtrak said the unprecedented level of rail congestion is causing major delays for Amtrak passengers and freight shipments.

Panel members on the Chicago Gateway Initiative include Jack Quinn, former U.S. representative and past chairman of the U.S. House Railroads Subcommittee, Linda Morgan, former chair of the Surface Transportation Board and Tom Carper, Amtrak board member and past chairman. The freight railroads, which operate in Chicago and other stakeholders will be invited to participate in panel activities and are key to implementing recommended solutions.

Because Chicago is the hub of the U.S. rail network and the key gateway between East and West rail traffic, gridlock in the Chicago area is causing major delays throughout the United States. The congestion problem is caused by a combination of rising demand on the East Coast for more inter-modal freight and crude oil shipments, which originate west of Chicago.

The panel is charged with identifying and evaluating infrastructure investments and operational actions that will optimize Amtrak on-time performance and improve freight rail service. Its objectives are to minimize disruptions and delays and accelerate the construction of infrastructure projects. A final report on recommendations is expected by the end of May 2015.

"The rail gridlock in Chicago is causing unacceptable delays for Amtrak passengers while reducing revenues and driving up operating costs for Amtrak," said Amtrak President and Chief Executive Officer Joe Boardman.

The CREATE program has been a concerted effort by freight railroads, Amtrak and other stakeholders to address rail congestion issues in Chicago and it has achieved several successes. The Chicago Gateway Initiative will build on the CREATE program by re-energizing the conversation, stimulating new discussion about next steps for securing funding to implement CREATE projects and seeking to improve cooperative efforts among the railroads.

RT&S 11-3-14

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

Photo of the Month



The Union Pacific is short of power and grain cars so they leased some 100+ grain cars and 2 units from Ferromex. The train was loaded at Royal, Illinois on November 1 and on the following day Doug Nipper caught the consist leaving the loading siding.