

DANVILLE FLYER

Inside this issue:

Metra Update	1
Ft. Wayne News	2
About Us and Dues	2
NS Bridge Replacement	3
October meeting notes	3
S00 Line 2719	4
RI Turntable to MRM?	4
Louisville & Indiana RR	6
BNSF LNG units to NS	6
Tax Man Commoth	6
Warning Device Upgrade	7
Photo of the Month	8

**NOVEMBER 17TH
– MONTHLY MEETING AT JOCKO'S PIZZA BEGINNING AT 1:00 PM.**

**DECEMBER 1ST
ANNUAL DINNER AT JOCKO'S PIZZA AT 1 PM— PROGRAM BY RICK SCHROEDER**

DECEMBER 7TH— ROSSVILLE DEPOT MUSEUM OPERATING SESSION, BEGINS AT 1:00 PM

Metra Capital Investment and New Motive Power

Metra, a passenger rail service that connects the Chicago suburbs to the city of Chicago, announced a record-breaking capital investment over the next five years. The financial boost comes with no increase in train fares.

With the help of Illinois' recently passed capital bill, Metra expects to spend \$2.6 billion through 2025. It will be the largest investment in Metra history. In 2020, the commuter line is looking to invest just over \$331 million in new railcars and locomotives, locomotive and car rehabilitation, stations and parking, yard rehabilitation and bridges. Metra has almost 500 bridges that have been in operation for more than 100 years. A portion of the \$22.6 million will go towards the next phase of the UP North bridge project that includes the design and replacement of bridges that cross over 11 streets between Fullerton and Addison in Chicago. Yard rehabilitation at the Western Avenue Yard, the North Central Service and Heritage Corridor and the California Avenue Yard will expand Metra's service capacity.

Metra also will be leaner in the coming years. The passenger rail service identified \$6 million in system efficiencies and will save another \$12 million by not filling vacancies and by reducing overtime and other expenses. Metra will use the \$18 million to offset a \$23 million increase in operating expenses in 2020. A portion of the increase will help the rail service implement Positive Train Control. Via RT&S 10-15

Commuter carrier Metra has unveiled its latest commemorative locomotive, EMD F40PHM-2 No. 211 in a faux-stainless Chicago, Burlington & Quincy paint scheme. The locomotive shares many paint features with the classic stainless steel diesels of the Burlington, including E5 No. 9911A that resides at the Illinois Railway Museum in nearby Union. That includes the locomotive designation, in a vertical format, just ahead of the cab door.

The 3,200-hp model, unique to Metra, is a derivative of the classic F40PH passenger locomotive. It is used on the railroad's BNSF Railway service between Aurora and Chicago Union Station.

The locomotive follows other such commemorative paint schemes honoring Chicago area fallen flags including MP36PH-3S No. 405 painted for the Milwaukee Road and No. 425 painted for the Rock Island.

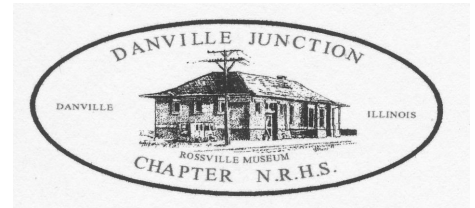
Via TRAINS News Wire 10-8



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



Ft. Wayne, Indiana—Trolley News

FORT WAYNE, Ind. — Headwaters Junction, the planned hub for railroad history, culture, and Nickel Plate Road 2-8-4 No. 765, says it will host and operate an Indiana interurban car in the future. In a Tuesday news release, Headwaters Junction and Hoosier Heartland Trolley Co. announced their intention to operate interurban car No. 429 on a proposed tourist railroad at in Fort Wayne.

No. 429 is a former Union Traction Co. and Indiana Railroad interurban car built by St. Louis Car Co. in 1925. It was named Noblesville and regularly served the Fort Wayne area in the 1920s and 1930s. The Hoosier Heartland group rescued No. 429 and sister car No. 437 Marion from the Indiana Transportation Museum site in 2018, which was being liquidated.

Cameron Nichols, Hoosier Heartland's vice president, spoke to Trains about this news, and provided an update on the restoration of No. 429.

(Continued on page 5)

2019— October Meeting Minutes

The Oct. 20, 2019, meeting opened at 1348 at Jockos.

There were no corrections to the secretary's report.

The 10/18 treasurer's report shows expenditures only for the annual rent to the CSX. The balance in the account stands at \$4779.48. Dues statements for the chapter for 2020 were distributed.

It was reported there were 4 days during the summer when the depot was not opened on scheduled days.

Henry reported on a trip to the Nickel Plate Express in Atlanta, IN, on Nov. 2 at 1000 (EST). No brunch seats remain, but there is other seating at \$22.75. Henry will obtain tickets for those who are going. There is also an O gauge layout being assembled in Atlanta. Those going will meet at Henry's house at 630 CST. The operating session in Rossville will be moved to 11/9.

Skyler indicated parts may be on hand for the motor car with the exception of the head gasket.

The Dec. meeting will be at Jockos on 12/1, with Rick presenting the program **The Nov. program will be provided by Danny Honn. Elections will also be held.**

It was reported the C&EI magazine was in the mail.

Some sample RR patches were received from the war museum. They will be put on sale.

Henry and Dave are going to the Danville, IN show in November and will be taking some chapter items.

Meeting was adjourned at 1407.

Doug Butzow presented some pictures of UP 4014 at West Chicago. That was followed by a video on the Milwaukee Road electrification in Montana.

NS Completes Bridge Replacement

Norfolk Southern train service between Moberly and Kansas City, Missouri, suspended as a result of the Grand River Bridge outage in Brunswick, Missouri, following structural damage from heavy rain and debris, is expected to be back in service this evening, Oct. 28.

NS Engineering is completing the final repairs today and service across the bridge will be restored. NS Operations is evaluating all traffic and train plans and will adjust to accommodate the restored service throughout the day. Customers do not need to update any shipping instructions and can view all shipment routing and ETAs via AccessNS.

As service is restored, customers with traffic originating or terminating in the Kansas City area may see up to a 48- to 72-hour delay. We expect to return to normal operations by mid-week.

Norfolk Southern appreciates your patience as we work through this extraordinary event.

NS Web Site and photo – 10-28

Editor: If you saw the video of the log jam taking three spans of the bridge out on October 2nd you would think it would be months. An early estimate was the middle of November, but rail bridge crews and contractors know how to get a bridge rebuilt in a short time. The process went on 24 hours a day and as noted, back in service on the 28th. Trains had been detoured via the Kansas City Southern, former GM&O, from Mexico, MO to Kansas City.



Soo Line 2719 to Duluth Museum

"Unable to find a better offer or an affordable way to return it to Eau Claire, the city decided to sell its historic steam locomotive to a Duluth, Minn. museum for \$8. The City Council exercised its right to buy the locomotive, which had long resided in Carson Park, for \$4 last year but voted 10-0 Tuesday to sell Soo Line No. 2719 and its tender to the Lake Superior Railroad Museum.

"Over the past 15 months of city ownership, the locomotive has been stored at the museum," city attorney Stephen Nick noted. The locomotive had been on display at the museum since 2006 under a prior agreement with the Locomotive and Tower Preservation Fund, a local volunteer group that had refurbished the engine after it was taken out of Carson Park in 1996. Ownership of No. 2719 went to the city in 2015, and the City Council opted to sell it to the museum for \$2. But the city retained its right to buy back the locomotive and opted to do that in July 2018 in the hopes of returning it to Eau Claire for display.

Councilman David Strobel had been the main supporter for returning the locomotive and tender to Eau Claire, but relented as cost estimates for transporting No. 2719 grew. "All of them well exceeded the \$100,000 budget," Nick said Tuesday. Leaving office in April after serving six years on the council, Strobel had hoped the city could retain ownership of the locomotive and lease it to a museum where it would reside.

But Nick said the museum didn't want that arrangement. The city also sought other offers for the locomotive, with some showing interest in it, but nothing materialized. "The outside parties never made any formal proposals of any sort," Nick said. Councilman Jeremy Gragert had co-sponsored Strobel's push to get the locomotive back to the Chippewa Valley and acknowledged the efforts of his former colleague and city staff that tried to accomplish that. "A lot of different options were explored but none of them were viable with the budget we had," Gragert said. He added that the train museum was very ambitious in its desire to keep the locomotive there.

"Ultimately it is probably in the best interests of the locomotive itself that it stay in a museum," Gragert concluded. The city's agreement to sell No. 2719 does mention that it be preserved as a historic artifact and the hope that it could be restored to working order again. The steam locomotive was built in 1923 and operated until the mid-1950s. It came

out of retirement in 1959 and hauled the last steam trains on the Soo Line tracks. It was given to the city of Eau Claire and was on display in Carson Park from 1960 to 1996. In 1994, it was the first train locomotive in Wisconsin to be named to the National Register of Historic Places."

From the Eau Claire (Wisconsin) Leader Telegram - 10/23/19 via Brass Switchkey Railnews #41, V26, Oct 24, 2019.

Rock Island Turntable to MRM?

A historic piece of Peoria's history could be moving to a museum in 2020. The railroad turntable located at Riverfront Park has been selected by the Monticello Railway Museum to become a part of the living museum. A meeting was held Thursday (10/17) night at the Gateway Building to allow the public to make comments about the turntable leaving Peoria. Past President and volunteer of the Monticello Railway Museum John Sciutto said that he knew it would be controversial.

"But then at the same time it would be refurbished, restored, and we would have it eventually back in operation at our museum," Sciutto said.

The turntable was made in the early 1900s and was a part of the Rock Island Railway. Currently, the turntable is not connected to any working railways.

"Even though it looks like it's totally unusable, it's just a gem that's waiting to be restored," Sciutto said.

Sciutto said they would make sure to honor the citizens of Peoria and the turntable's history with the city.

"We would have some signage and a plaque on the turntable that it was donated by the city of Peoria, it was formally the Rock Island Railroad heritage," Sciutto said.

The self-funded museum would take care of the cost of moving the turntable to Monticello, and there would be no cost to the citizens of Peoria said Assistant City Manager Deborah Roethler. However, the community members who attended the meeting were concerned of what would take the place of the turntable once it leaves the area.

"There were a lot of great suggestions around the future of the Riverfront Park," Roethler said. "We got the feedback that they really want the city to follow that commitment to



(Continued from page 2)

“Our group is ecstatic to partner with such a well-known and professional group,” Nichols says. “Collaboration is the key to sustainable railway preservation, and to have such an opportunity after just recently turning one-year-old, is monumental.”

According to the Headwaters Junction website, the site will not only be the new home for No. 765, but will also showcase the other equipment owned by the Fort Wayne Railroad Historical Society, as well as a recreated vintage rail yard and a city park, as well as an “area with operating vintage trains, annual programs, events, excursions and more.”

Kelly Lynch, the Fort Wayne group's vice president and head of the Headwaters Junction project, says that this will all be part of an “atmospheric experience” that they are trying to create for the general public, while also providing a public service aspect. He says that a U-shaped 1-mile route is planned as a pilot program for the interurban aspect of the project, and will also provide a transit option for the public as well an experience with the past, as Indiana at one time was truly “interurban country” as Lynch calls it, having had one of the largest interurban rail networks in the Midwest.

Nichols also says that this will be a great experience for those who want to take a step back into history.

“Once No. 429 is operational, [Hoosier Heartland], and its Headwaters Junction presence, will provide the only place where one can experience electric railway travel that has been absent from the state for nearly 80 years.” He added, “Additionally, [Hoosier Heartland] is exploring technology and programming to make the rider experience truly authentic and unique.”

According to Nichols, negotiations began about bringing No. 429 to the site in early 2019. And he believes it will be a great benefit to both organizations. While they *still plan on their own site for operations of No. 429 and their other equipment in the future, this gives them a good starting point.*

“While [Hoosier Heartland] develops its long-term plan and home, the car has a definitive home and vibrant future for which we can fully contribute the finished product,” he says. “Headwaters Junction will feature the car as an additional attraction connecting the riverfront and downtown area to the new site, while [Hoosier Heartland] will gain vital community exposure and work towards fulfilling its mission. It is truly a mutually beneficial partnership.”

Progress on No. 429 is proceeding well thanks to their “Electrify 429” Fundraising Campaign. Nichols says that volunteers are already well into Phase 1 of the restoration project, which involves parts acquisition/inventory, interior lighting/wiring, and cosmetic work on the car’s smoking section, including a faux wood grain finish.

“The team will keep working earnestly through the fall in anticipation of Phase 2, which is mechanically oriented, in 2020”, he says. The full restoration is projected to be complete within roughly two years

(Continued from page 4)

maintain that as open space to perpetuity.”

Roethler said that community members also brought up the idea of commemorating the space.



“Because of the significance of rail travel and transportation to Peoria. The suggestion was made that there was an opportunity to possibly have some kind of educational or informa-

tive plaque or signage in the area,” Roethler said. “I think that’s a fantastic idea that we should definitely look at as we consider how we’re going to refurbish that space.”

Roethler said that no definite date has been set for this process to begin, but spring of 2020 is anticipated.

Via 1470 WMBD/Kristina Leahy

NRHS and Local 2020 Dues Payment.

For those of you that are NRHS members you will be receiving a notice about paying for 2020 dues. For NRHS members this will be completed on line but they will also accept checks and PayPal with the new system.

For your local renewal we appreciate those of you that will be joining for another year. The renewal notice has been mailed to those not at the meeting so mail in to the address on the envelope or give to Doug Nipper at the next meeting.

Louisville & Indiana Railroad

Louisville & Indiana Railroad overpass project begins in Columbus. Railroad, city and state officials gathered yesterday (11-5) in Columbus, Indiana, to break ground on a \$35 million railroad overpass on the city's west side.

The new overpass and cloverleaf interchange at State Road 46 and State Road 11 will enable motorists to avoid being stopped or slowed due to increasing rail traffic that's projected to occur on the Louisville & Indiana Railroad tracks that pass through Columbus, city officials said in a press release.

Planning for the overpass project has been in the works for nearly four years. Louisville & Indiana, which leases the tracks to CSX, notified the city that longer, heavier and faster CSX trains will begin operating through Columbus starting this month, The Republic newspaper reported.

The overpass project is expected to be substantially completed by the end of 2020. Landscaping and other finishing work will continue through 2021.

In April 2015, the two railroads received federal approval to jointly use Louisville & Indiana's 106-mile mainline between Louisville, Kentucky, and Indianapolis and upgrade the steel rail to continuous welded rail. The project allows heavier and faster trains to move through Columbus and other cities along the line, the newspaper reported.

Progressive Railroading 11-6

BNSF LNG units to NS for Testing

Possibly one of the bigger stories this month is that BNSF is sending the two EMD SD70ACe's that were converted to run on Liquefied Natural Gas as well as diesel fuel, to the NS for testing. The BNSF 9130 & 9131 were conditioned at Alliance, NE during September then sent to Kansas City and on to Galesburg to be sent to the NS at Cicero, IL. Train H-KCKGAL1-26 was seen departing Kansas City late on the evening of Sept 25th with BNSF Dash 9-44CW 5261 & SD70MAC 9764 for working power leading the BNSF 9131 & 9130 along with CN SD70M-2 8946.

The pair of LNG engines were assigned to the H-GALNS18-27. The engines will go to La Grange, IL where they will be mated with a newly designed fuel tender. The new system is being called Compressed Natural Gas (CNG instead of LNG)

Chapter Annual Dinner
Sunday, December 1st at 1:00 PM
No meeting
Program by Rick Schroeder
"Towers — a Historic Look Back"

and the new fuel tender is lettered as GCNX 5001. The new tender was developed by Kasgro Rail Corp. of New Castle, PA. The car resembles a cross between a double stack car and a hi-cube boxcar. The car has black ends with a white center section. Kasgro is the company that has the red flat cars for transportation damaged cars lettered with KRL reporting marks. Kasgro also operates a fleet of Schnabel cars to move gigantic loads such as transformers or refinery vessels.

BNSF had two fuel tenders that had been built for BN when they tested LNG in the early 90s. They also had four double stack well cars built to handle a portable LNG fuel tank that were never used. BNSF also had the 5815, an ES44AC that was converted to run on LNG. The trio of BNSF engines had been put back in regular service operating on diesel fuel.

Via Brass Switckey Railnews #41, V26, Oct 24, 2019. Dick Wilson, Editor, Omaha, NE

The Tax Man Commoth

Lehigh Gorge Scenic Railway to end Jim Thorpe rides over tax dispute

A tax dispute with the local government has prompted the Lehigh Gorge Scenic Railway (LGSR) to end passenger train rides out of Jim Thorpe, Pennsylvania.

LGSR officials announced yesterday that Andy Muller Jr., president and chief executive officer of the LGSR and its sister railroad and operator Reading, Blue Mountain and Northern Railroad (RBMN), has decided to end the passenger rides out of the community starting in late November.

Muller's decision followed the Jim Thorpe Borough Council's efforts to collect an "amusement tax" from the railroad.

(Continued on page 7)

(Continued from page 6)

After railroad officials — who say the railroad is not an "amusement" — declined to pay the tax, the council sued to recover close to \$100,000 in alleged back taxes for 2016-2018, LGSR officials said in a press release.

The LGSR began offering passenger rides out of Jim Thorpe 15 years ago. The railroad invested "hundreds of thousands of dollars in facilities and equipment, including its open air cars and its bike train," LGSR officials said.

As a result of the tax dispute, the Borough Council and the local mayor have made "false and misleading" statements about the two railroads and Muller, LGSR officials said.

"RBMN is a freight business. That is where we make our money," Muller said in the press release. "I have offered passenger excursion rides to local communities as a way of thanking them for their support over the years and to educate young and old in the glorious role railroads in this region played in our country's industrial revolution."

But because the local government has not been supportive of the railroad, "I have decided to focus our energies on communities that want to work with the railroads," Muller said.

The decision will not affect RBMN passenger operations from other locations to Jim Thorpe, with a new schedule to come later, railroad officials said.

Progressive Railroading 10-17

Moving Old Warning Devices

As safety equipment stands idle at dormant railroad crossings, Ohioans question why the state does not recycle. If it cannot be used here, reuse it somewhere else.

Across the state of Ohio there are dormant tracks with operating safety equipment at crossings. Crossing gates and lights sit with nothing to do, and officials and residents now want to see them moved to crossings that currently do not have safety equipment.

The Ohio Rail Development Commission (ORDC) says it can cost up to \$300,000 to put lights and gates on a passive crossing.

Ohio railroad safety expert Bob Comer believes this is tax money wasted every year, and is questioning why state

and federal officials will not move used safety equipment to another crossing in need.

The ORDC and the Public Utilities Commission of Ohio (PUCO) say they can work a contract to move gates and lights from a closed crossing, but cannot order railroad companies to recycle the equipment to another site. PUCO adds the Federal Railroad Administration prohibits the reuse of safety equipment on federally funded projects.

Comer wants to see change at both the federal and state level, and says where there are crossing gates and lights the chance of a train vs. car accidents drop 90 percent.

Editor: Like traffic signals, there is a continuous upgrade of the signal heads to comply with updated guidelines. In the case of railroad warning devices some have probably been in place for 20+ years and longer. We did a study on the former NYC/Conrail/CSX, and later Indiana Rail Road line, southeast out of Terre Haute for possible upgrade to Clay County for industrial park use. All crossings had warning devices but under Indiana DOT requirements all required cantilever signals, separate gate mounts and LED lights. Thus all required replacement and our estimate was in the area of \$250,000 per crossing. Illinois has gone the same direction and all equipment must meet new standards. In addition, equipment in the control cabinets are for a specific location and the process to change would cost more to tear out and rewire than build new. Once again the public and those in government do not understand the rules and regulations that apply.



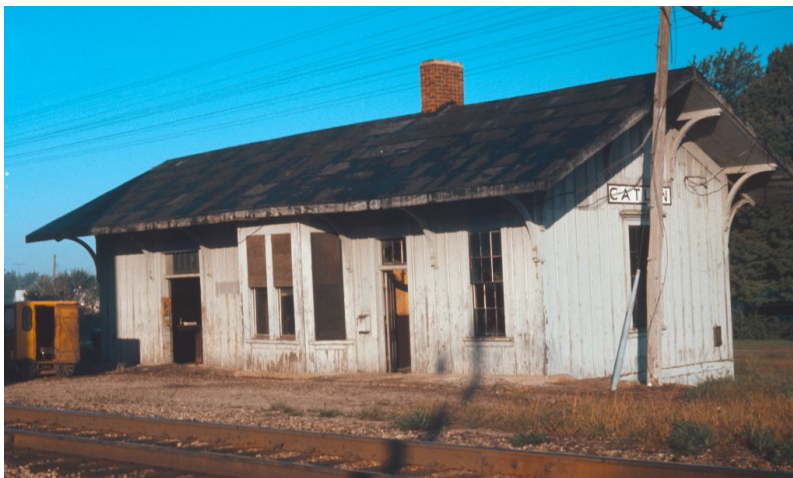
Peoria and Eastern Railroad Hillary Yard west of downtown Danville in this April 1976 by Rick Schroeder. Even the VW next to the building looked new. A new yard office was built, the P&E disappeared into Conrail, then CSX, the line was abandon and this year the "new" yard office was destroyed and almost all track removed. Preserve now—it will be gone someday.

Danville Junction Chapter, NRHS
PO Box 1013
Danville, IL 61834-1013

Phone: 217-552-6514
Email: rickschro1@gmail.com

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

Photo of the Month



Catlin, Illinois. In the early 1970's the Chapter rented the upstairs room above "Mary's Tap" for our first museum. The rent actually was "we will rehab the upstairs" and we did, installed a new ceiling and then built an HO and O Scale layout along with setting up our collection of C&EI historic material. In 1976 we moved as a new owner wanted to rehab the area or charge rent and thus the move to Rossville. But in late 1971 the Catlin depot was still home to a motor car and operator. Member Randy Rippey will remember this location very well. Photo by Rick Schroeder