

# DANVILLE FLYER

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## NRHS Update

A few weeks back I got notice that the Board was going to vote on committee recommendations for major changes in the NRHS. This past summer President Malloy appointed a committee to look at a difference "business" direction for the NRHS. If you check the Trains web site daily you may have notice that this change was presented to the press before any of the NRHS Board members saw the report. Needless to say, this did not go well and at a Board meeting held on September 27<sup>th</sup> the changes were voted down. I won't go into detail on the recommended changes but just say it would have, in my opinion, eliminated the NRHS. As this is being written (October 3) I do know that a method of notifying members of 2015 dues coming due has not been put forward. The Danville Junction Chapter will send out notices for local dues, which you will note have been increased to cover costs (it has been many years since we increased dues). Should we learn of any details prior to publication of the newsletter we will let you know.



October 19<sup>th</sup> – Monthly meeting at Jocko's on Williams Street – 1:00 PM

October 26 Kankakee – Kankakee Model Railroad Club Train Show. Gov. Small Memorial Park, Civic Center, 803 South 8th Avenue. 9-3.

November 1<sup>st</sup> – Rossville Operating Session 1 PM

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

November 16th - East Peoria - Peoria Train Show. Illinois Central College, Route 24. 1 mile east of Route 116. 10-3. Ron Brown 309-369-3515. pepper7190@yahoo.

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

## CSX (Monon) Semaphores Stolen

I wanted to bring to light the unfortunate news that SEVEN of the semaphores on the Hoosier Sub were recently stolen by thieves. This was confirmed by a CSX Special Agent I spoke with yesterday. Neighbors in the area where the blades were taken (Orleans, Smedley) have been interviewed and folks all along the line have been warned to watch out for suspicious activity. The thieves looked "official," driving a white truck and wore hard hats.

**CSX** Not only is this a federally-punishable offense, but it's stupid and disgusting for several reasons:

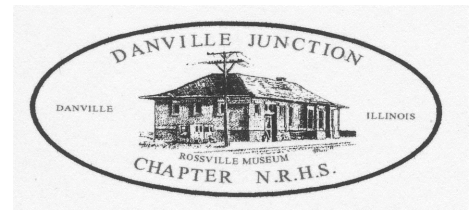
- 1.) Like I said, I learned this from a CSX Agent -- so CSX management is well aware of it; they're taking down what signals remain ASAP. This is a huge black-eye for the railfan community in the eyes of railroad management.
- 2.) The Special Agent I talked to along with other employees were going to make every effort to see that some of these signals make their way to museums -- the Monon Society at Salem, KRM in Kentucky, etc. It will be much harder to get this done now.

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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 \$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 2014—our 46th Year

Allen Cooke – President  
 Doug Butzow – Vice President  
 Dick Brazda– Secretary  
 Doug Nipper– Treasurer  
 Al McCoy – Programs  
 Jess Bennett – Historian  
 Bob Gallippi – Museum Director  
 Rick Schroeder – Editor  
 Cooke Business Products - Publisher



## Notes from the Treasurer

What a difference seven months makes. In my last article in this capacity, I was telling you what changes NRHS was planning to make in regards to dues collections. That has now been scrapped. Some wise folks realized that it was untenable. And we as a membership voted out a long-term president of the organization, which I believe to be a good thing. New blood is needed to right the ship.

That said, the prospects for the long-term survival of the NRHS don't look good. As it said in last month's article, the NRHS is no longer primarily a social organization. As much as I dislike to agree with the outgoing president, Mr. Molloy's statement about not needing the local club to get railroad news is valid. The Internet killed that club purpose.

But for our group, with a museum and monthly meetings in the off-season, there is still a social component. The museum serves as a gathering place for like-minded people, and the monthly meetings with a meal is a similar fellowship venue. Perhaps the

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## September 21, 2014—Meeting Minutes

The meeting was called to order at 1345 by Allen Cooke.

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

The treasurer's report was provided. It showed a checking account balance of \$4405.23 as the CD was closed and combined with the checking account. The report was approved. Several significant expenses were noted for the summer: internet service, \$240, power bill, \$200, water/sewer, \$100, and rock, \$72.22.

A recap of work done at the depot during the summer was provided. The EJ&E letters were installed near the depot, cleaned and painted. It was noted some of the soffits need to be looked at and some painting would also be advisable.

A cookout was held at the end of the summer season during labor day to wind up the open days.

A discussion was held on local dues, which have not changed in a number of years. Jim moved to increase them to \$30, seconded by Tony. It was approved and will be in effect for the 2015 year.

Ryan requested support for his Eagle Scout project. It was decided this would not be a chapter function, but that some individuals would be willing to assist.

Al McCoy indicated he had a continuing commitment for Sunday afternoon which was going to leave him unable to make many meetings. He wanted to relinquish his program duties. It was agreed that the program duties would be rotated among the members.

Initial discussion was held on a spring trip.

Dick gave a brief report on the L&N/C&EI convention in Terre Haute.

The meeting adjourned at 1414. A video program was presented on the South African Blue Train.

## NS Acquires more Locomotives—AGAIN

*Bruce Bird said it right – "NS may end up having the most unusual collection of locomotives of any U.S. Railroad."*

MARSHALLTOWN, Iowa – Norfolk Southern will acquire 100 former Union Pacific SD9043MACs from EMD this year. The purchase continues NS's acquisition plan of buying both new and second hand locomotives when available. The locomotives come from Union Pacific's fleet of 309 SD9043MACs that were constructed in the late 1990s and were recently acquired by EMD. EMD is in the process of performing frame modifications to all 100 SD9043MACs in Marshalltown prior to delivery to NS. While in Marshalltown, the locomotives will also be renumbered into the NS system prior to their release. While stored, some of the units received "WP" reporting marks to free up space on the active UP roster.



Allen Rider, Norfolk Southern's manager of locomotive engineering, tells News Wire that the company will refer to the units as SD90MACs, which was EMD's official designation for the units when constructed.

The SD9043MACs were constructed with the intention of eventually installing EMDs 6000 hp 265H prime mover in the loco-

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3.) The last time Monon semaphores were made available to the public via quasi-legal means (a local official sold the blades) was the early to mid-1990s. Anybody who's trying to sell these blades to you now, I would either a) make sure you know them well, and trust that the signal was acquired by legal means or b) you'd better ask a lot of questions, but the odds are higher that you're receiving stolen property.


It's just a shame, and just stupid. The thieves who did this will either have to keep these signals tucked away forever - or give them/ sell them to friends who will likewise live with the knowledge they have stolen property. And we all look bad as a result of their actions.

Eric Powell, INRD



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tives once it became available. This swap never occurred. As constructed, the units were similar mechanically to a SD70MAC with a 4300 hp 16-710 prime mover installed. The "43" in the SD9043MAC designation is derived from the 4300 hp rating of the prime mover.

 The first units in the program have begun frame modifications at Marshalltown and Norfolk Southern is expected to receive about 10 units per month until all are delivered. Although the units have cab signals already installed, the signal equipment is incompatible with the type used on Norfolk Southern. Until this can be modified, the units will be assigned to the coalfields on the Pocahontas Division for service where cab signaling is not required.

The units are expected to stay in Union Pacific paint for the time being. Norfolk Southern is planning a major overhaul program on the locomotives beginning in 2015 at its Juniata locomotive shop in Altoona, Pa. The details and scope of the overhaul are still being finalized. The 100 locomotives will be the first 90-series locomotives owned by NS and will be assigned road numbers Nos. 7230-7329

## Another tower closes

Time has caught up with the famed "BO" tower in Kalamazoo this week. On Tuesday morning, signal crews working on Amtrak's Michigan Line upgrades retired the 44-lever Saxby & Farmer interlocking machine, marking the end of the tower era in western Michigan.

For the time being, operators still work around the clock at BO, operating signals from a control panel in the tower. The signals will eventually be remote-controlled, once responsibility for MDOT's Kalamazoo-Dearborn route is handed from Norfolk Southern's dispatchers in Dearborn, Michigan to Amtrak's train directors in Chicago.

The installation of the interlocking by Michigan Central, a New York Central affiliate, was approved by the Michigan Railroad Commission in January 1915, leaving BO's original interlocking machine to end its service life just four months short of its centennial celebration.

The tower once controlled lines affiliated with the Grand Trunk Western, New York Central, and Pennsylvania, along with an interurban. Both of the lines remaining today were conveyed to Penn Central in 1968 and then split between Amtrak and Conrail in 1976. Norfolk Southern acquired both remaining Conrail routes in 1999, and then spun off the north-south alignment, the former Pennsylvania route, to Watco-owned Grand Elk Railroad in 2009. The state acquired the former New York Central route east of the tower in 2013 with NS retaining freight rights.

Amtrak and the state of Michigan are in the process of upgrading the Kalamazoo-Dearborn corridor for 110 mph speeds, which includes major track upgrades along with a complete replacement of the signal system to modern hardware that provides positive train control.



BO Tower , photo by Jon Roma

## CP after IHB and BRC?

TORONTO (Reuters) - With his push to turn around Canadian Pacific Railway Ltd ahead of schedule, Chief Executive Hunter Harrison has his eye on another challenge: the logistics nightmare that is Chicago. CP has offered to buy, lease or at least operate the small switching lines that knit together North America's major railways at Chicago, Harrison said in an interview on Thursday.

The Indiana Harbor Belt Railroad and the Belt Railway Company of Chicago are currently owned by consortia of major railways, including CP Rail.

"We think we're pretty good at operating terminals, and we could do a better job," Harrison told Reuters.

He said a single company would be able to focus on improving Chicago's railroad interchange, which is the busiest in the country. Serving six of the nation's seven major or "Class 1" railroads, the city is a gateway between networks in the East and in the West.

Bad weather, disabled trains and anything else that slows traffic around Chicago can quickly ripple through the continent's rail network, hitting grain shipments especially hard.

Harrison took over CP in 2012, after a proxy fight launched by activist fund Pershing Square Capital Management. Before the high-profile battle, he was best known for transforming CP's main rival, Canadian National Railway Co.

On a conference call in April, Harrison recounted how he had tried to buy Indiana Harbor and the Belt Railway when he was at CN Rail, but could not clinch a deal. Instead, CN Rail bought a line that goes around Chicago, which has given it an advantage over rival CP Rail in the area.

The Belt Railway's other owners include Berkshire Hathaway's Burlington Northern Santa Fe, Canadian National Railway Co, CSX Corp, Norfolk Southern Corp and Union Pacific Corp. CP's stake is 8.3 percent. Indiana Harbor is 49 percent owned by CP, with the balance held by Norfolk Southern and CSX. Harrison spoke during a two-day event for investors and analysts in New York. On Wednesday he unveiled ambitious new revenue and earnings targets, and CP said it was on track to meet previous targets two years ahead of schedule.

## Hi-Speed to Louisville?

The Indiana Passenger Rail Alliance's (IPRA) board on Wednesday voted to hire Transportation Economics and Management Systems Inc. (TEMS) to prepare a business plan and economic study of a passenger-rail corridor from Chicago to Cincinnati to Louisville, Ky.

The route would run between the three major cities by way of the following Indiana cities: Dyer, Rensselaer, Lafayette, Crawfordsville, Indianapolis and Connersville. Funding has yet to be raised for the proposed study, which would cost \$150,000 to \$200,000, according to an IPRA press release.

The study would determine capital costs, projected revenue and operating expenses of a high-speed rail system. It also would include projections of the economic impact on Indiana and the communities along the route. The study is a prerequisite for an environmental impact study (EIS) of the corridor, and for securing the federal funding for capital improvements.

TEMS was chosen to conduct the new study to complement the firm's recently completed feasibility study and business plan for the Northeast Indiana Passenger Rail Association in Fort Wayne. The study focused on a corridor from Chicago to Fort Wayne and Columbus. Sponsored by the Indiana Department of Transportation, that study has since paved the way for an application to the Federal Railroad Administration for matching funds for the corridor's environmental impact study.

IPRA's board believes that improved passenger-rail service must be part of Indiana's transportation vision.

"The airlines are moving away from short haul flights, and intercity highways are becoming increasingly congested," board members said. "The addition of modern rail corridors would enhance the viability and reliability of the state's transportation system."

*Editor: Interesting, the present route to Indy seems to lack ridership and requires maximum funding. The attempt to go to Louisville failed, mostly due to lower speed, and the present route to Cincinnati is a tri-weekly train. I cannot imagine if you wanted to go to Louisville from Chicago you would go via Cincinnati, even at 200 mph. How many billion would this*

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cost when you look at the cost in California in a corridor that is more densely populated than this proposed route. Of course this would be all new right of way and, well, it is only tax money. If only politicians would look at how to improve an existing route to increase existing speed and eliminate delays with freight rail, such as add sidings, add double track, bypass some yard areas. The Louisville route failed due to poor track, no sidings, bad connections and had some millions been spent between Chicago, Indianapolis and Louisville the speed would have been increased and running time cut down, thus maybe people would have ridden the line. Now the answer is to build a billion dollar line on new alignment, displace people and farmers and hope people would ride. Illinois would do well to spend money to add sidings and capacity on the Chicago to Carbondale segment instead of complaining the trains are always late. Work to solve the problems now.

## Crude by Rail—CBR

The U.S. energy industry has had a dramatic change very recently in the way it ships crude oil. Once confined to transportation through pipelines, more and more crude oil is being transferred through railways.

Initially conceived of as a stopgap measure until pipelines could be constructed, and plagued by high-profile safety problems, crude by rail has nevertheless become a permanent part of the nation's energy infrastructure, according to the Wall Street Journal.

Today, 1.6 million barrels of oil, close to 20 percent of the total pumped in the U.S., are being shipped by rail per day.

Anything can run by through the railroad as long as terminals are built to load and unload the crude, which can cost \$50 million for a large one.

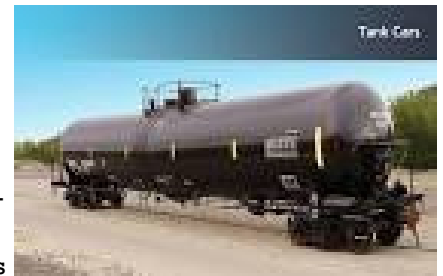
Revenues for the railroads have increased from \$25.8 million in 2008 to \$2.15 billion in 2013.

Crude by rail has been accelerated by the fact that new oil fields in Texas, North Dakota, and Colorado can move their product to the highest bidder. And, despite the fact that

using railways are a little more expensive than shipping via pipelines, rail lines are more flexible and can reach the highest bidders.

Further accelerating crude by rail is the fact that there have been large protests against the creation of new pipelines. The most visible example of this is the Keystone XL pipeline, which will connect crude oil from Canada to parts of the United States, has been stalled due to protesting. Instead, crude producers have switched to simply shipping by rail. Moreover, the cost of building a large terminal -- about \$50 million -- is the cost of building only one mile of the Keystone Pipeline.

Critics of several communities claim that crude by rail is a hazard to public safety, as trains can spillover and dump oil leading to many environmental concerns. However, regulators have proposed new rules to require sturdier cars



to carry crude as well as requiring lower speed limits on rail lines. Additionally, rail lines have the added benefit of not intruding on property rights of landowners that would otherwise be required to build pipelines.

Source: Wall Street Journal, "Dangers Aside, Railways Reshape Crude Market," September 21, 2014

Editor: Over the last 5 years the railroads in our area have really changed in what we see hauled. NS now haul coal from southern Illinois eastward along with ethanol out of Decatur and Iowa. CN is handling new stack trains but also CBR moves in trains and in unit trains. The UP and CSX have run CBR trains out of Chicago area headed for the southern states. Five to 10 years ago tank cars were only seen hauling products out of the Louisiana and Texas area northward, today they are going both directions.



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younger members will get more information from online sources, but some face-to-face time with your fellow enthusiasts is also a healthy thing.

Still, attrition of older members and not having enough new young members is going to be a problem for all railroad hobby organizations. As someone told me at Watseka earlier this year, we are running out of people that remember getting on the C&EI trains and going shopping in Chicago. Or watching a family member board the train for military service. Time is cruel in this respect. I suppose as long as there are trains there will be fans, but whether or not those folks seek out others that share their passion is questionable.

In the short term, here's what I do know: Regardless what the NRHS does as far as dues collections, we are on our own for local dues. They will not prepare consolidated statements for our mutual benefit, and we will not be collecting funds on their behalf. With this issue of the Flyer you either received a paper renewal application or notice to get it online from our website. I politely ask that you make payment in a timely manner.

I believe it has been the better part of fifteen years since we increased local dues. We had been reluctant to increase Chapter dues since the NRHS was increasing their part so often. But the time came to make a significant change in the dues structure. 20 bucks is ridiculously low in this day and age. Even before taking on the treasurer's position formally, I was preparing spreadsheets to show the financial transactions and most years we have run a deficit. John Cooke's large gift from a long time ago is running down. We recently closed the CD that we had and moved those funds to the checking account. No loss in interest with the lousy rates, and maybe it's best for us not make anything in interest income anyway given our lost non-profit status.

At the September meeting, the members present did vote for a \$10 increase in dues. I promise, as your treasurer, to be fiducially responsible, but there's only so much one person can do with limited assets. Things like the power bill and rent and insurance must be paid if we want to continue operating the museum at Rossville. So perhaps this increase will help us run closer to break-even each year.

I hate being Mr. Doom and Gloom, and I truly hope things

are not as bad as I think. If the NRHS survives, it will be a radically different organization than it has been for as long as I can remember. Change is inevitable, and is the only constant in the universe. I guess we have to embrace it rather than curse it, but as humans we always resist it. And so it goes...

Now, a report on what was done at Rossville this season. Before the museum was opened to the public on Memorial Day, Doug Butzow rented a concrete saw for a couple of Saturdays and an electric jackhammer on another. Between sawing and breaking up the sections where the drains needed to be, and the use of my utility tractor to move debris and new rock to cover the drain pipes, we got the job done with a bonus: Much of the debris was used to make a sloping display for the EJ&E concrete letters that arrived near the end of the project. There should be a picture in this issue of the letters, and maybe a story about them.

Thanks to Doug B. for the power tool rental and skills to operate them. Son Lincoln was also helpful, as were Dick Brazda, Bob Gallippi, Skylar Brown and Jesse Bennett. Thanks to Bob in particular for engineering the slope and making steel brackets to hold the concrete letters that were broken up in pieces, and also arranging to get the new "road pack" rock delivered. And Jess did a great job painting the tops of the letters which really made them "pop" as viewed from the driveway! If I left anyone out in these credits, I apologize. It was a rather hectic couple of weeks since I had to transport the tractor back and forth twice.

So as you have read, things still do get done at the museum despite all of us getting older. At some point we are going to have to address water damage that is occurring to the fascia and soffit both on the west and south sides of the roof. Need to see why the water is not getting into the gutters at those points. And now that the front downspout drains are not throwing water back on the bricks, some tuckpointing is seriously needed on the worst spots. We may have to pay to get this done as no one in our group is particularly skilled in this work or anxious to perform it. That may also apply to getting a new wax ring on the leaking toilet. No shortage of effort needed on any structure to keep it maintained. We can always use help if you know how to do these things...

Doug N.

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

## Photo of the Month



Ever wondered what the depot would look like from above the track? Photo by Drone – flown by Doug Nipper