

DANVILLE FLYER

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Oct 15—MONTHLY MEETING at Jocko's on Williams Street, 1:00 PM—program by Doug Butaow.

Oct 22 Kankakee – Model Train Show & Swap Meet. Small Memorial Park Civic Center, 803 South 8th Avenue. 9:30-3.

Oct 28 Indianapolis – 37th Annual Railroad Artifact Show & Sale. Rodeway Inn, 6999 E. 21st Street. I-70 East, Exit 89. Shadeland Ave. 9-2. 317-506-8186

Nov 4—Operating Session at Rossville depot, begin around 1:00 PM.

Nov 19 Peoria - Peoria Trainfair. Illinois Central College, Rt 24, 1 mile east of Rt 116, East Peoria. 10-3. Ron 309-369-3515

High Speed White Paper

The Midwest High Speed Rail Association this week released a 50-page white paper which describes how a combination of high-speed trunk lines and upgraded feeder rail routes coupled with dedicated bus services can increase mobility throughout the U.S., and especially the Midwest.

Rather than only concentrating on point-to-point fast train systems between major cities, the “phased network approach” spells out ways to integrate a variety of services to conveniently link many station pairs — big city, suburban, and rural — all at once.

The blueprint for systems that serve multiple markets and as many constituencies as possible already exists, the proposal outlines, in France, Germany, and Japan. Although noted for their speedy trainsets and dedicated routes, the real strength of these systems are the multiple connections provided to the main stems.

After describing in detail how those countries use coordinated multiple-speed services to boost usage, the paper then goes on to show how a combination of upgraded Metra Electric tracks from O'Hare International Airport through Chicago, a high-speed trunk connecting the Windy City with Indianapolis, and conventional feeders to other communities could reduce Chicago-Indianapolis rail travel times from the current five hours, ten minutes to 90 minutes. With upgraded freight railroad tracks continuing on to Cincinnati (along the former route of New York Central's James Whitcomb Riley) three-hour Chicago-Cincinnati overall travel times could be achieved compared with today's lethargic eight hours, thirty minutes on the Cardinal.

“The core point is that rather than only trying to keep projects affordable, we should be figuring out how to put more people on trains,” Rick Harnish, Midwest High Speed Rail Association's Executive Director, tells Trains News Wire. “We need a new ridership and revenue model that combines commuter, feeder, and intercity trips in a way suited to the geography and demographics to the Midwest.”

The proposal outlines a series of specific recommendations, including:

- Increasing compensation to host railroads, combined with publicly-funded infrastructure improvements, but limiting top train speeds to 90 mph on these routes
- Identifying and constructing big networks, but implementing fast, dedicated right-of-way segments with a high-impact first phase that serves many markets at once through feeders

“With such a model in place,” says Harnish. “we can define a funding and financing plan to convince elected officials that high speed rail incorporated into a phased network is not only feasible, but essential to the economic states and communities.”

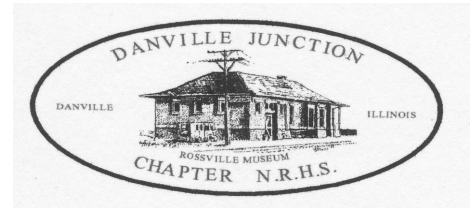
TRAINS On-Line 9-8

Editor: Interesting, I did not know Metra Electric line went to O'Hare.

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 \$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 2017—our 49th 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



Great Lakes Basin Transportation Status

The Surface Transportation Board on Aug. 30 rejected an application filed by Great Lakes Basin Transportation, Inc. (GLBT) for authority to construct and operate a rail line in the states of Wisconsin, Illinois, and Indiana. STB cited that it found GLBT's application "incomplete" and has discontinued environmental review.

A few highlights:

- "GLBT has failed to provide the Board with accurate financial information upon which the Board can rely to make a determination on the transportation merits of the project ... The Board must authorize the construction and operation of a new line 'unless the Board finds that such activities are inconsistent with the public convenience and necessity.' In making this determination, the Board considers the financial condition of the applicant and the financial feasibility of the project ... The Board's purpose in do-

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2017— September Meeting Minutes

The meeting was called to order at 1300 in Stair Tower at the Monticello Railway Museum.

The minutes of the previous meeting were in the newsletter and were approved.

The treasurer's report shows income of \$1152 and expenses of \$1251 since May. The largest expenses were for repair/upgrades to the building (\$601) and utilities. Balance as of 9/15 is \$5032. The following details were also provided by the treasurer:

We did pretty well this year despite a spate of vandalism that saw three of the depot's windows broken out on the north side back in early June. Only one had both the upper and lower panes broken, so there were a total of four panes to replace. The work crew endeavored to first board up the openings so nothing could get in. Then over the next month or so, we improved the lighting all around the building, added more substantial fence material to supplement the hardware cloth over all windows, and of course got the broken windows re-glazed.

I am pleased to report that we covered all expenses involved in this incident with donations. Thanks not only to the donors, but also to the fellows that helped with the work. Hopefully, with the improved lighting and heavier wire fence over the windows, this won't happen again any time soon. Also, all the loose bricks were removed from around the structure, hence denying any future vandals "easy ammunition".

You see a category on the main report called "Earmarked Donations" and all of the window expenses were charged to that category. We have a small surplus in the Motorcar fund now, since one member's donation for the windows just needed to make up about 2 bucks to complete the category to "break even". The rest he said to let go to the motorcar fund. Plus what was already in there from another member.

It was reported that vandals had been caught at another building in Rossville. It is likely that they were the same ones that vandalized the depot.

Various other topics were briefly discussed, most relating to the Monticello museum.

The meeting adjourned at 1317.

Members then enjoyed ride on various trains at the museum.

Kodak to Produce Ektachrome 100 Again

Kodak says it will make good on a promise it made earlier this year to start making 35mm color slide film again, news that is sure to make old-school railfans happy. In January, Kodak Alaris – a UK based company that owns the legendary filmmaker's still-film division — announced the return of Ektachrome 100.

In recent days, Kodak has posted on social media that it plans on having a "limited supply" of the fine grain film available for market testing in 2018. The film's return is a joint effort by Kodak Alaris and U.S.-based Eastman Kodak, PetaPixel reports.

While Fuji continues to make film, the effort by Kodak shows that there is an interest in more traditional photography. Earlier this year, there was a rumor that Kodak would even consider bringing back railfan-favorite Kodachrome, but that was quickly dispelled.

Scott Lothes, executive director of the Center for Railroad Photography and Art, says it's unlikely railfans will return to slide film in droves mostly because contemporary digital photography offers so much more creative freedom. However, there is area where film can't be beat: Storage. Lothes, who oversees the center's collection of more than 200,000 images, says it's still too soon to see how long digital images will survive but that there's no question about the longevity of film.

"From a preservation standpoint, we know how to handle slide film," he says. "Stored properly, it should last for decades if not centuries."

Metra Heritage Unit

One of Metra's oldest passenger locomotives is sporting a color scheme to match the one it came with in 1977.

About 100 Metra officials, passengers, and railfans gathered at Chicago's LaSalle Street Station on Thursday to celebrate 40 years of continuous service for the EMD F40PH unit by wrapping it in the sea foam blue-orange-black colors of predecessor agency, the Regional Transportation Authority.

"I'm not sure anyone could have predicted in 1977 that the locomotives then being delivered would still be in everyday use after four decades," says Bruce Nelson of the Shore Line Interurban Historical Society. "How many people drive a 40-year-old car several hundred miles every day at speeds up to 79 miles per hour?"

Metra officials say members of the Shore Line society raised all the money necessary to buy materials and pay for labor to wrap the locomotive. Metra crews completed the job during a few days in early September.

EMD built No. 100 for RTA along with 27 other locomotives in the late 1970s to replace older E and F units in commuter service in the Chicago area. The first group of F40s would go on to serve the entire system of commuter lines that would be joined under the Metra banner in the 1980s. They would also be joined by 90-more F40s of various designations — currently more than any other railroad, Metra officials say.

And in keeping with Metra's custom of naming locomotives after significant individuals or nearby villages and cities, railroad officials re-named No. 100 Village of LaGrange, after LaGrange, Ill., historic home to EMD where this locomotive and thousands of others were made in the 20th century.

Metra CEO Don Orseno told the crowd about his days as an engineer for Metra and how the locomotive quickly became the backbone for the railroad.

"These F40PHs have been in commuter service longer than any other locomotive type in North America," Orseno says. "Their longevity is both a tribute to the excellence of our maintenance program and a commentary on the need to provide public transportation systems with a level of capital funding that allows us to continually renew our assets."

Officials say Metra has rebuilt No. 100 three times in 40 years: 1987, 1996, and 2009.

"The stop-start nature of commuter service wears very hard on a locomotive," says Metra Chairman Norm Carlson. "The fact that Metra's Mechanical Department has maintained these locomotives to a standard that enables Metra to maintain a 95 percent on-time performance record month after month is impressive to say the least."

F40s, with their lighter axle loads, are exclusively used on former Chicago & North Western lines to accommodate older infrastructure. Officials say that the locomotive will tour the entire Metra system in the coming months.

The Model Railroad Hobby

The Model Railroad Hobby in 50 Years' Time

By Doug Nipper

I have been in and out of the model railroad hobby for nearly 50 years now. Maybe I didn't start exactly when I was 5, but it was probably close. In the last couple of decades, I can mostly count myself as "in" the hobby. And here are my observations about the last half-century...

We all can probably remember the first train set we got. Mine as I recall was a Tyco set. Tyco was one of the main players back in the late 1960's and early 1970's. When I think back to that set, I am amazed it ran at all. Locomotive was probably rubber-band drive. All the rolling stock used horn-hook couplers. I don't recall the road name on the loco or caboose (do modern sets even include a caboose?), but it was probably Santa Fe. Somehow, that line was embedded into all brands of model railroad sets back then.... Tyco came in white and brown boxes.

I had a 4x8 layout on my bedroom wall that folded down over my bed and was suspended with chains. I'm certain my dad helped with that contraption. For a kid who liked electricity and lights, it was the first chance to get some real wiring experience. I'm sure some of the buildings on that early layout had lights. Mom's only interest was seeing what her child had "created".

After the Tyco junk, I did save enough money to get some Atlas "yellow box" engines and at least one Athearn "blue box" motor. Also, a few Athearn cars as well, and once I bought out a fellow who was getting out of the hobby. Some of those cars are still in use on my home "test

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layout” and maybe a couple are still at Rossville.

As my interest in the prototype picked up in the late 70’s, thanks to my friendship with my former bus driver Bob Barker that was encouraged by Rick Schroeder, my interest in modeling somewhat abated. But it was probably always in the back of my mind. When I joined the Chapter in 1976 at the age of 14, I was introduced to scale models like I had not known before. I helped build the layout at Rossville and was somewhat instrumental in the electrical design, hence the use of signal type terminals behind the main panel.

The 80’s and 90’s were very much focused on 1:1 scale railroading, both as a railfan and as a volunteer at the Monticello Railway Museum. I did build a few throttles for the Rossville layout, and tried to use my job as an electronics tech to incorporate more electronics up there. A few signals were put in on switches, and a couple survive even today. But sadly, all the others were removed or destroyed by visiting children.

I had helped Rick with his initial benchwork construction, but after that it was pretty much all prototype stuff. When Rick started having operating sessions, I was not really into running trains around a layout at that time. It was his foray into signals that really got me back into the hobby, and then once I was familiar with DCC I knew we had to go to that at Rossville if we wanted the layout to survive another decade.

So that was really the catalyst to get me back into the hobby. DCC and much easier ways of having a signal system were the real attractions. And with the inclusion of computers in the mix, it was a natural way to satisfy my evolving interests.

And what I can say about now compared to those early Tyco days? Modelers in the 50’s and 60’s were stuck making pretty much everything they needed. Toilet paper rolls and paper towel centers became grain silos if a modeler was skilled. If you look at the refinery model at Rossville, it’s very dated. But it was built by a craftsman and has stood the test of time.

Nowadays, all the building kits you can buy are laser etched and precision cut parts. Rolling stock is very detailed, and Kadee couplers are the norm. Locomotives run very well and sound even better with the great sound systems that are in them. And with computer tools, you can now design your layout in detail before the first board is

cut. Computers also make programming those sound decoders much easier with a program like JMRI.

So just like all the other improvements in technology for the common man, model railroading has come along for the ride. It still seems to attract some young men that aren’t buried in their phones and games. Virtual modeling never really caught on that much, mainly because you can’t interact with other guys at an operating session.

And on the operating sessions, I had a co-worker look at me in disbelief when I described one. He said: “You mean to tell me that a bunch of grown men spend half a day or more playing with trains?” He’s even a railfan and can’t comprehend it! But I described it like this: When I sit at that computer screen, it’s very much like what a real dispatcher would see. I talk to trains on the radio and to the yardmaster on a phone. It’s all in the mind’s eye as to what a person gets out of a session. Imagination is a big part of enjoying what you do. And to my knowledge, no one has ever been seriously injured or killed when working on a 1:87 scale railroad. Case closed!

GATX in Terre Haute

GATX Corp., a railcar leasing and maintenance company, may be looking to expand its Terre Haute maintenance facility, the Terre Haute Tribune-Star reports.

In the past year-and-a-half, the company has already invested \$1.5 million and additional plans call for a \$28-million to \$38-million expansion, according to a GATX executive who recently discussed expansion plans at a local public works meeting.

The newspaper reports that the company was also given permission from the city to use a portion of its property to build a rail line connecting the 104-acre site with CSX Transportation and Indiana Rail Road lines. According to the article, the company’s interest in expanding its Terre Haute site is driven by demand for railcar repair work and potential tax incentives.

The company has added eight employees at the Terre Haute facility since 2016 and the upcoming expansion calls for up to 60 new jobs, according to the article. GATX did not specify when the expansion work would begin.

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ing so is not to protect the applicant or possible investors, but rather, 'to protect (1) existing shippers from financial decisions that could jeopardize the carrier's ability to carry out its common carrier obligation to serve them, and (2) other affected communities from needless disruptions and environmental impacts if the applicant were to start construction but not be able to complete the project and provide the proposed service.'

- "The financial information provided in GLBT's application, as supplemented, is fundamentally flawed, making it impossible for the Board to determine whether GLBT can meet the statutory criteria. Specifically, [GLBT's] balance sheet ... contains an unexplained line item for 'net income' (amounting to negative \$1.2 million) that appears to account for a substantial difference between its assets and its land stockholders' equity ... Because GLBT provides no underlying information to explain the basis for this line item or its calculations, it is not possible for the Board to determine the cause of this discrepancy or evaluate the information provided. The financial information submitted by GLBT therefore cannot reasonably be relied upon by the Board to determine the financial condition of the applicant under the statutory criteria."

- "The Board does not require that construction projects be fully funded at the outset of a construction application proceeding [However], the financial fitness of the applicant is part of the application process ... GLBT's current assets ... are so clearly deficient for purposes of constructing a 261-mile rail line that the Board will not proceed with this application given the impacts on stakeholders and the demands upon Board resources."

Via Railway Age 8-31



Midwest Amtrak Units

The first Amtrak Midwest Charger locomotives were unveiled Monday in Chicago, and have started revenue operations in Illinois and Wisconsin.

The Siemens SC-44 locos, purchased by a group of five state transportation agencies and maintained by Amtrak, carry the new Amtrak Midwest logo to promote the five-state network of connecting trains.

Siemens is building the Buy America-compliant SC-44 at its facility in Sacramento, to be deployed on state and Amtrak services in Wisconsin, Michigan, Missouri, California and Washington. The Midwest states will receive and own 33 of the 4,400-horsepower locomotives, which were purchased through \$216.5 million in federal funding and are being assembled by Siemens in Sacramento.



The Charger is powered by a U.S.-made Cummins 4,400-hp QSK95 diesel engine, with a rated top speed of 125 mph. Siemens touts the Charger as the first higher-speed passenger locomotives to meet Tier IV emissions standards.

Delivery of all 33 locomotives is expected to be completed by the end of 2017. They will operate out of Chicago on Lincoln Service, Illini/Saluki and Illinois Zephyr/Carl Sandburg to and from Downstate Illinois; Hiawatha Service in Illinois and Wisconsin; Wolverine Service/Blue Water/Pere Marquette to and from Michigan, and Missouri River Runner between Kansas City and St. Louis.



"Our individual Amtrak Midwest routes are made even stronger by being part of a network of connecting trains, stations, and reservation systems, which are a product of our state partners working together under the Amtrak umbrella," said Michael Franke, Amtrak Senior Director - State Contracts. "These locomotives will power the Amtrak Midwest brand, bringing even better service to our customers."

"We're building these locomotives in California, for the U.S., bringing the latest technologies to life for riders," said Armin Kick, Siemens Mobility Vice President for Locomotives. "These are among the nation's cleanest locomotives and we're proud to have not only worked closely with Amtrak and the state DOTs to bring these to the Midwest, but also our robust chain of suppliers from across the country."

Indiana Rail Road Expands Intermodal

The Indiana Rail Road Co. and CN on Sept. 8 announced two key developments affecting their international intermodal service partnership.

According to Eric Powell, INRD Manager, Business Development, "the long-awaited increase in capacity at Prince Rupert (B.C.)—one of our strategic gateways to/from Asia on Canada's West Coast—is now available. The Port of Prince Rupert can now handle almost 1.4M TEUs per year, double the capacity of just a year ago, thanks to the addition of a second ship berth, four Super Post-Panamax cranes and on-dock rail. For [our customers], this means the same fast, reliable Asian service with room to grow and, soon, more ocean service options."



INRD was represented at ceremonies marking completion of construction at Prince Rupert on Aug. 28-29. "At the same time, we learned plans have already been drawn up for a third phase of expansion: a third berth with another 700K in container capacity, and several more CN tracks added to the dock," Powell noted. "Prince Rupert is the closest North American port to Asia, with an ice-free, deep-water harbor that can handle ships of any size."

There have been construction-related dwells at Prince

Rupert this spring and summer, but CN and the Port "expect to get back to average dwells of less than 48 hours as soon as possible," Powell said.

On the INRD end of the intermodal service, lights and a second crane are coming to the Indianapolis ramp. "Our Indiana intermodal business to/from Asia and Europe has grown an average of 37% year-over-year since we opened in 2013," Powell said. "It's time to expand our operating capacity, and we're doing that with new stadium lights and a second container lift crane) at the Senate Avenue Intermodal Terminal this fall. Lights are set to be operational no later than Nov. 15; the Taylor-made crane, similar to the workhorse we're currently using, should be ready at the same time." "Our partners at CN—along with Port Metro Vancouver, Port of Prince Rupert, the Port of Montreal and Port of Halifax—view the Indianapolis service as a truly unique, successful and growing partnership. We at Indiana Rail Road are proud to link Indiana with Asian and European trade – and we look forward to growing with [our customers]."

NRHS and Local 2018 Dues Payment.

For those of you that are NRHS members you will be getting a notice about paying for 2018 dues. The NRHS has changed providers of this service and we will be getting information sometime this month on the process for renewal. 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 are sending out the renewal notice and for payment please send your check (or pay at a meeting) to the Treasurer at PO Box 1013. Renewal is required by the April meeting to continue to receive this newsletter.

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

Photo of the Month



Whose railroad is it? CP 9812 leads CN 2015 and 8840 with a northbound empty potash train on the UP, ex-C&EI, at Fountain Creek, IL on June 5, 2017. Rick Schroeder photo