

DANVILLE FLYER

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October 21st –

Jocko's Pizza Restaurant on Williams St —Chapter monthly meeting 1:00 PM.

November 3rd – Rossville Depot Museum – operating session beginning at 1:00 PM.

November 10-11th Trainfest at the Wisconsin State Fair grounds in West Allis, WI

November 18th— Chapter monthly meeting.

One Person Crews the Future on CSX?

CSX Transportation will eventually seek to operate trains with one-person crews on lines under the protection of positive train control, Chief Financial Officer Frank Lonegro told an investor conference this week. When PTC is fully operational by the end of 2020, CSX will have invested \$2.4 billion in the federally mandated safety system.

“It’s clearly important that we leverage that investment,” Lonegro says. “One of the clear ways to do that is through one-person crews and ultimately, way down the road, perhaps autonomous trains.”

Railroads are expected to face increased competition from the trucking industry, which is rapidly advancing technology that will permit platooning and driverless operation. That will significantly cut the cost of trucking and enable truckers to further siphon traffic from railroads. From a technology perspective, it will be safer and easier for railroads to deploy autonomous operations because they operate a closed network where they control all of the traffic, Lonegro says. The highway environment is vastly different, with multiple users and the lack of a fixed guideway like railroads enjoy.

The U.S. Department of Transportation under the Trump administration is taking a more balanced approach to technology and automation issues between modes, Lonegro says. The Obama administration, by contrast, sought to advance technology in trucking while favoring regulations that would mandate two-person crews.

“I don’t think technology is ultimately going to be the holdup,” Lonegro says, pointing to fully autonomous railroad operations that have begun in Australia.

Rather, a host of labor, regulatory, and public policy issues will have to be addressed first. The full rollout of PTC by the end of 2020 likely will bring those issues to the forefront, Lonegro says.



The CFO says that he’s about to turn 50 and expects to see single-person crews by the end of his career. Lonegro’s comments, which came in response to a question at the Cowen & Co. Global Transportation Conference on Sept. 5, are a reversal for CSX. Last year, then-CEO E. Hunter Harrison said he didn’t understand the industry’s desire to move toward one-person crews.

“I’m not a one-man crew advocate,” Harrison said on CSX’s earnings call in April 2017, although he noted that there are situations where they might make sense, such as switching at mines.

“But today to take a 20,000-ton train on line of road, with one person, I don’t think it’s good business,” Harrison said, citing safety concerns and the value of an extra set of eyes and ears in the cab.

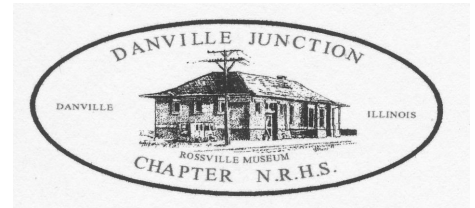
Plus, he said, it would pose unacceptable delays when a lone crew member has to con-

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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 \$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 2018—our 50th 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
 Cooke Business Products - Publisher



CN to Purchase Additional GE ES44AC Locomotives

GE Transportation announced today that Canadian National has ordered 60 more locomotives, adding to an order of 200 placed in December 2017. The units will be built at GE Transportation's Fort Worth, Texas, plant. They will meet Tier 4 emission standards, and feature Locotrol distributed power and Trip Optimizer systems, along with GE's GoLINC computer platform.

"With strong demand across our business, we continue to invest for the long haul with these locomotives that further expand the reliability and size of our fleet," JJ Ruest, president and chief executive officer of CN, said in a press release. "With expanded infrastructure and new equipment, we are giving our industry-leading transportation team the tools they need to provide higher levels of service with greater operating efficiency."

The first locomotives in CN's initial order of 200 ES44AC were scheduled to be delivered this year, with the remainder arriving in 2019 and 2020. No delivery date for the new order was mentioned in today's release.



2018— September Meeting Minutes

The September 16, 2018, meeting opened at 1338 at Monticello.

There were no corrections to the secretary's report.

The 9/14/18 treasurer's report records utility expenses, concession supplies and postage for a total of \$405.39. Income, including donations and sales of concessions, material and lenses totaled \$517.51 The balance in the account stands at \$6183.07.

It was noted the 50th anniversary picnic went very well. Many thanks are due Henry. An article and pictures were submitted for the NRHS newsletter.

A group of 5 rode Amtrak to and from Carbondale. A fine lunch was obtained a short distance south of the depot where we met SIU attendee and member Lincoln Butzow.

A group of members visited the Haley tower museum in Terre Haute and had a knowledgeable guide.

Dave Sherrill reported the Hoosier Traction meet was well done.

The October operating session is partially set up and will be on 10/7.

On Sunday, Oct. 14, there will be a 50th anniversary re-enactment of President Truman's speech in Danville at the Wabash depot. A mock up is being made of the rear platform of the presidential car Magellan and actors will replay parts of the speech. The event is being sponsored by the Illinois Humanities Council.

Terry Bodine's outdoor railway in Indiana has seen a lot of work over the summer and Henry had a chance to participate recently. Henry will check to see if there will be another operating day.

Meeting was adjourned at 1350.

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tend with a broken air hose or a knuckle failure. Harrison's predecessor, Michael Ward, said that one-person crews were inevitable.

"There's going to be autonomous vehicles out there. There's no question. The only question is when and how much they will be deployed," Ward said during the railroad's earnings call in January 2017. With main lines under the protection of PTC, "one does have to question why there has to be two people in the crew," Ward said.

"Longer term, that's something we're going to have to address," Ward added, saying that he expected the industry to face challenging negotiations with labor unions. But he said one-person crews are "inevitable. It's just a question of when."

TRAINS On-Line 9-6

Editor: Norfolk Southern officials made a visit to the autonomous railroad operations that have begun in Australia and have indicated a similar interest in the future.

UP to Implement Precision Railroading

Union Pacific's plan to implement Precision Scheduled Railroading caught the attention of the Surface Transportation Board, which on Sept. 20 sent a letter signed by Chairman Ann Begeman and Vice Chairman Deb Miller to UP chief executive Lance Fritz requesting that the railroad's senior management engage in weekly calls with the Board's Rail Customer and Public Assistance office during the implementation process. The purpose of the calls is "to keep the agency fully informed of UP's operating changes and impacts to customers and others."

"We are well aware of UP's service [problems] during this year, and believe it is essential that all carriers strive to provide efficient and reliable rail service to their customers," STB's letter said. "Therefore, we request that you and your team keep the Board informed throughout implementation of these planned operating changes" that will result from the UP 2020 Plan.

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PTC at Risk on 9 Railroads

Nine railroads — all passenger — have been determined to be "most at risk" of failing to qualify for an extension of the Dec. 31 deadline to implement positive train control (PTC), Federal Railroad Administrator Ronald Batory told a congressional panel last week.

Railroads that had installed less than 90 percent of its PTC system hardware as of June 30 are most at risk of failing to qualify for an "alternative schedule" for PTC implementation, Batory told the House Subcommittee on Railroads, Pipelines and Hazardous Materials during a hearing held Sept. 13. Qualifying for the alternative schedule would provide those railroads with up to another two years to complete the process.

The nine at-risk railroads are: New Mexico Rail Runner Express, Capital Metropolitan Transportation Authority, New Jersey Transit, Altamont Corridor Express, Maryland Area Regional Commuter, Trinity Railway Express, South Florida Regional Transportation Authority (SunRail), Peninsula Corridor Joint Powers Board (Caltrain) and Central Florida Rail Corridor (SunRail).

The Federal Railroad Administration (FRA) has made more than \$2.5 billion in federal grants and loans since 2008 to help railroads cover the cost of implementing PTC. That amounts to nearly 20 percent of industry estimates for PTC implementation, Batory said, according to his written testimony.

The FRA is authorized to assess fines against railroads that fail to implement PTC by the Dec. 31 deadline or that fail to qualify for an extension, Batory said. The FRA's civil penalty schedule recommends, as guidance, a \$16,000 civil penalty for failure to timely complete PTC implementation on a track segment where it is required.

"For any violation of a federal rail safety statute, regulation, or order, however, the current statutory minimum civil penalty FRA may assess is \$853, and the ordinary statutory maximum is \$27,904," Batory told the panel. "FRA may assess a civil penalty for each day the non-compliance continues, but FRA may elect to take enforcement action on a one-time basis or each month, quarter, year, or other interval of time during which the noncompliance continues."

FRA officials are considering all options to determine the enforcement action that will be most effective and appropri-

ate, he said.

Progressive Railroading 9-17

Editor: So lets see, a law was passed to install PTC, which is a good idea once it is tested and up and running, but in the initial law no money was set aside for public owned commuter railroads. We all know the private railroads were on their own to come up the system and billions to install and implement the system. Only within the last couple of years has funding been made available to public transit so the cost is totally born by the agency who get money from tax payers and revenue, which is in short supply on most transits. An now they will get fined, even more lost from the daily revenue

KCS Christmas Train Announced

Kansas City Southern announced today its schedule for the 18th annual Holiday Express train, which will stop in 22 communities in eight states on 27 dates. At each stop, visitors can board the train, visit with Santa and his elves and tour the inside of three cars of the festive six-car train. Each event is free and open to the public.

In addition to free, public events, KCS' Holiday Express has a charitable component. Over the past 17 years, the project has raised well over \$2 million to purchase gift cards, which are donated to The Salvation Army at each scheduled stop. These gift cards are used to purchase warm clothing and other necessities for children in need in the local community.



"KCS is proud to continue this long-standing tradition of bringing joy to communities throughout our network with the Holiday Express train," said KCS President and Chief Executive Officer Patrick J. Ottensmeyer. "This project brings people together, helps build relationships in the community and supports our corporate vision and values."

Anyone interested in making a tax-deductible contribution to the 2018 KCS Holiday Express fundraising campaign may do so by visiting www.kcsouthern.com > Corporate Responsibility > Holiday Express or by clicking here. The campaign will close Oct. 31.

The KCS Holiday Express was built on the tradition of the

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“As you know, CSX Transportation implemented precision scheduled railroading across its network last year, which resulted in serious service disruptions not only for its customers, but also other railroads,” STB wrote. “In order to facilitate CSX’s recovery efforts, the Board engaged in several forms of oversight, including a public [hearing] in Washington, D.C. In light of those events, we trust that UP will work in a transparent manner to avoid similar disruptions to the nation’s rail system.”

Fritz had contacted STB by telephone prior to UP’s announcement the evening of Sept. 17 (after close of business at the New York Stock Exchange) of the new operating plan.



“During your call, we were pleased by the contrast you drew with regard to UP’s planned implementation, including retention of sufficient employee resources and active communication with your customers,” STB said. “We also appreciate that next month, Kenny Rocker, Executive Vice President

Marketing and Sales, will meet individually with us and Board staff to provide more detailed information on UP’s operating plan changes.”

Rocker is among several UP executives assuming new responsibilities under a senior management reorganization announced Aug. 15. STB Director, Office of Public Assistance, Governmental Affairs and Compliance Lucille Marvin is the Board’s main liaison with UP.

Railway Age 9-23

Editor: In other reports by analysts they are noting that the UP does not, in their opinion, have the staff with the experience as Hunter Harrison had in CN, CP or CSX to implement the system. In addition some even have noted this may be the prelude to the UP-CSX merger which would drive the next round of mergers ending up with UP-CSX-CP and a BNSF-NS-CN railroad with KCS on the outside. Interesting thought.

Saturday November 3rd
Rossville Operating Session
1:00 PM

BNSF and PTC issues

BNSF Railway engineers who are prevented by positive train control from passing a stop signal or exceeding a speed limit may face an investigation and discipline similar to if the system had not prevented an incident.

Aaron Ratledge, BNSF’s general director of operating practices, explained the practice during a seminar at the Railway Supply Institute conference last week.

Ratledge said that on an average day the railroad runs about 2,500 train trips with PTC and experiences about 100 penalty brake applications. This number includes penalties caused in error as the technology is tested and refined. BNSF investigates all heavy braking incidents, which includes PTC penalties as well as emergency brake applications initiated by the crew.

When this investigation involves a PTC application, Ratledge said the question naturally arises: what was the crew doing? BNSF’s approximately 1,600 inward-facing cameras often hold the answer. Ratledge said that contrary to the sleep or inattention one might assume, the majority of investigations showed the crew to be awake and engaged doing their jobs. He said that this discovery softened some of the resistance the railroad faced to the cameras.

Even if the crew was paying attention, they may still face repercussions. Discipline is based on the engineer’s actions leading up to the penalty application. Ratledge gave a hypothetical situation of a crew approaching a slow order exceeding the speed allowed by the PTC system. If the engineer had applied the brake and was slowing the train, just not quickly enough, the railroad would be more lenient than if no brake application had been made. Consequences may include revoking the engineer if a certain threshold is met.

According to the federal regulations governing locomotive engineers, these decertifiable events include passing a stop signal, exceeding the speed limit by at least 10 mph, occupying main track without authority, failing to conduct proper brake tests, or tampering with locomotive safety devices like deadmen’s pedals or alerters.

Ratledge said that Trip Optimizer, a cruise control-like system, helps reduce speeding events. PTC penalty applications are typically service brake applications. The system only applies the emergency brakes if it calculates that a service application won’t stop the train within a safe distance. On

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Santa Train, which ran on a segment of the network bought by KCS in 1997. In 2000, a group of warm-hearted KCS employees noticed that the Santa Train was the only Christmas some kids had, and that some kids did not have essential items like coats, hats and gloves, so they committed to elevating the project. In 2001, volunteers transformed a retired freight train to the experience that communities throughout KCS' U.S. service territory enjoy today.

Led by KCS' Southern Belle business train, the Holiday Express train includes a smiling tank car "Rudy"; a flat car carrying Santa's sleigh, reindeer and a miniature village; a gingerbread boxcar; an elves' workshop; the reindeer stable; and a little red caboose. Each car is dressed in lights. The following is the part of the schedule that is close to DJC members:

6-Dec 4 p.m. Sallisaw OK West Port Arthur Place

7-Dec 4 p.m. Pittsburg KS Elm and Monroe Streets

8-Dec 4 p.m. Drexel MO 123 West Main

9-Dec 4 p.m. Godfrey IL Pearl Street

10-Dec 4 p.m. Jerseyville IL Illinois Route 16 & Mo-rean Street

11-Dec 4 p.m. Roodhouse IL Depot

12-Dec 4 p.m. Mexico MO 326 South Jefferson Street

13-Dec 4 p.m. Marshall MO Lyon Avenue

14-Dec 2 p.m.-5 p.m. Kansas City MO Union Station

(Open to Public)

NRHS and Local 2019 Dues Payment.

For those of you that are NRHS members you will be receiving a notice about paying for 2019 dues sometime this month or so. 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 will send out renewal notice this month and for payment please send your check (or pay at the next meeting) to the Treasurer at PO Box 1013, Danville, IL 61834.

Amtrak On-Time Performance

A federal appeals court ruled last week that Amtrak and the Federal Railroad Administration (FRA) should be allowed to set their own standards for measuring on-time performance of passenger-rail service.

The 2-1 ruling by the U.S. Court of Appeals for the District of Columbia Circuit is the latest in a legal dispute over whether Amtrak has a right to be involved in the rulemaking process for determining on-time performance.

The Association of American Railroads brought the suit several years ago by arguing that Amtrak should not be allowed to determine regulations that affect freight railroads.

Last week's ruling overturned a previous appellate court decision from 2015 that found a section of a 2008 law unconstitutional and allowed Amtrak to set standards that benefited its own interests, according to a press release issued by the Rail Passengers Association (RPA), which has filed an amicus curiae brief in the long-running case. In a prepared statement, Amtrak officials expressed satisfaction with the ruling.

"Since this law was first overturned, we have seen continued deterioration of on-time performance over freight railroads driven primarily by freight-train interference," Amtrak officials said in an email. "This decision will allow the FRA to set on-time and other performance standards that would help ensure that our customers and the American taxpayer get the high-quality passenger service they deserve."

Arguing that it violated due process, the court also removed a portion of the law allowing Amtrak to create regulations for others in the "market" for rail right of way capacity, effectively viewing Amtrak as a competitor, RPA officials noted.

"With on-time performance today at record lows, American passengers have been waiting for years for the courts to step in and protect the rights of the traveling public," said RPA President and Chief Executive Officer Jim Mathews.



CSX Scheduled Railroad Moves Cars?

Editor: The new plan for CSX, and looks like some of which may be coming to the UP, is to move cars for the customer. Stands to reason, the customer needs a certain number of cars each day, either loaded or empty, and trains should be moving those cars. The first Saturday in September I headed to Watseka to have the C&EI HS museum open and on the way stopped at Rossville. I always have the scanner tuned into the UP or CSX on the way and in this case as I was getting close to Rossville I had locked in on CSX.

A northbound autorack was apparently arriving at Brewer Yard in Danville and one of the "desks" was contacting the crew. She told them they could not be over 10,000 feet to enter the UP/CSX joint line at Woodland Junction so they needed to set off enough autoracks at Brewer to get to the 10,000 foot point. Interesting I thought, a hot item like autos and they will be sitting in a yard for some time, at least for the next northbound train.

I also know a CSX engineer that lives in the Lafayette area that works out of Danville and most of the moves are to taxi to the Chicago area to get the train into Barr Yard or beyond. In either case so much for moving the customers cars. What used to be a busy line from Danville to Woodland Junction now sees only about 10 trains a day. Rick S.

(Continued from page 5)

BNSF, the train must make a complete stop before the brakes can be reset to continue.

An audience member at the presentation in Nashville asked how many wrecks PTC had already prevented. Ratledge said that any of the decertifiable events could have resulted in a wreck, but it's impossible to say what would have happened without PTC intervention.



Amy Casas, spokesperson for BNSF, says PTC-related investigations offer a "learning opportunity" for everyone involved.

"We use all these instances as learning opportunities and try to better understand why the PTC system didn't engage properly," Casas tells Trains News Wire. "In instances when the crew's actions contribute to the issue, we take the opportunity to have a discussion on why it occurred so we can all learn from the experience."

Unions however are less than thrilled with the prospects of additional investigations. John Risch, national legislative

director for SMART, says railroads are using new technology to punish crews.

"The freight railroad industry is using all these new technologies to dramatically increase the surveillance of our operating crew members. PTC, inward cameras, trip optimizer, leader and drones. All of it is being used for the extreme surveillance of our members and with it they are issuing petty discipline to crews that are working 60 hour work weeks at all hours of the day and night and the vast majority have no set work schedules," he says.

TRAINS On-Line 9-19-18



Chapter member, and Monticello Railway Museum officer, Doug Butzow assists in lining turnouts for movement of trains during September Railroad Days. The minutes of the September meeting are included in this issue as the meeting was held in Stair Tower, located in the back of this photo. If you have not attended Railroad Days at MRM you need to go next year. The only group not in the Photo of the Month is the motor car group that heads to White Heath. Bruce Bird photo.



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We're on the Web!
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Photo of the Month



During September Railroad Days Bruce Bird captured this view from the stairway of Stair Tower at the Monticello Railway Museum. On the left is the Wabash F7 ready to depart the station. In the center is the incoming train from Monticello. On the right is the outbound train to Monticello that will get departure clearance to head south. .