

Danville Flyer

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Visiting Quebec—by Dick Brazda

My brothers, Jim and Tom, and I planned some train riding in New York and Quebec in August. The common element on almost all the rides was Late.

We left New York on Saturday on Amtrak #69, the Adirondack. It was delayed near Poughkeepsie due to track work, but arrived in Saratoga Springs about 40 minutes late. We were to make connections with the Saratoga & North Creek train there. We need not have worried; the S&NC was not running due to a derailment the previous day.

However, the CSX business train was in the station. It turned out to be the first day of racing at the Saratoga racetrack. That was also why lodging was scarce and expensive in Saratoga. We were staying the night in Schenectady. We had planned to ride the train from Rutland south to Schenectady in the evening, but with no S&NC, we switched to the earlier SB Adirondack. We got to Schenectady only around 2 hours late. Incidentally, there is a Great Northern Alco RS-3 displayed in a small park not far from our motel location in Schenectady.

On Sunday, we again boarded the NB Adirondack, headed for Montreal. It is scheduled for about 1.5 hours customs stop at the border. It took over 2 hours and several people exited the train and never returned.

Then about 6 miles from Central Station in Montreal, we were stopped due to a freight train ahead which apparently had gone into emergency. Consequently, we arrived over 1.5 hours late.

Monday morning at 815, we boarded VIA #603 to Senneterre. This train is combined with #601 to Jonquiere as far as Hervey, about 100 miles from Montreal. In some cases we had to double stop the train since passengers were boarding for each destination. The train split at Hervey; each train was a locomotive, a snack bar coach and a baggage car, coupled with #603 behind #601. From Hervey, it is about 230 sparsely



VIA 601/603 splitting train at Hervey, ONT. Head end power is 6424, a F40PH-2

September 15— Monthly Meeting at Jocko's, 1 PM

September 21 & 22 — Monticello Railway Museum Railroad Days with Steam

September 21 & 22 — Decatur Train Show at Civic Center..

October 20 Monthly meeting at Jocko's in Danville.

October 5, C&EI museum open in Watseka .

October 12—Operating Session at Rossville.

October 13—Great American Train Show at Wheaton, IL.

October 20—22nd Annual Railroadiana and Train Show, Kane Co, St. Charles, IL.

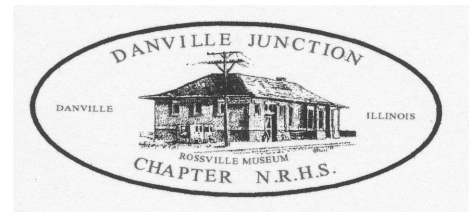
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About Us

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 anyone 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 2013—our 45th Year

Dick Brazda – President

Dave Sherrill – Vice President

Doug Nipper – Secretary

Allen Cooke – Treasurer

Al McCoy – Programs

Jess Bennett – Historian

Bob Gallippi – Museum Director

Rick Schroeder – Editor

Cooke Business Products - Publisher



NKP 765 on the move again—this time to Lafayette, IN

For the first time in over twenty years, a passenger excursion train will depart Fort Wayne.

On October 26th and 27th, restored steam locomotive no. 765 will operate a round-trip excursion between Fort Wayne and Lafayette, Indiana, retracing the route of the famous Wabash Cannonball passenger train.

Sponsored by the railroad historical society in cooperation with Norfolk Southern Corp, the excursion will feature economy and coach class seating aboard vintage passenger cars. Passengers will enjoy a day long trip behind steam locomotive no. 765, lunch and layover in downtown Lafayette along the Wabash River, onboard entertainment, and more. Visitors to the Fort Wayne Railroad Historical Society's Open House this weekend at 15808 Edgerton Road, New Haven will be able to tour the locomotive up close.

Tickets will go on sale at 6:00PM EST on September 1st.

May 2013—Meeting Minutes

Meeting opened at 2:00 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved. Treasurer's report showed our checking account at \$1623.89 and CD balance of \$3500.55, for total net assets of \$5124.44. This report was also approved.

OLD BUSINESS

The President thanked the officers for their service... Trip report was given from May 6th. Small group, but ran in some places at 110MPH and saw UP and BN trains.

NEW BUSINESS

Clean up day at the Rossville Depot Museum will be this coming Saturday, the first day of the opening weekend... Dave Sherrill recently went to Linden, IN for a swap meet there... It is planned to have summer operating sessions at Rossville on the second Saturday of each month, so folks running the layout should make a best effort to keep car cards with the cars if they switch.

GOOD OF THE ORDER

None...

Meeting adjourned at 2:11 P.M. Program given by Dick Gill, who told a very interesting group of stories of his days as a tower operator on the IC and Metra in the suburban Chicago area.

Allen Cooke – acting secretary

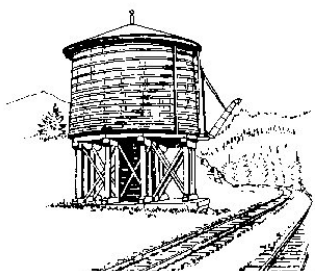
Next Meeting— September 15, 2013

Here it is, September already, and we all wonder where the summer went. The museum was staffed each weekend and thanks to those that kept it open, especially during the hot days of August. We did have operating sessions on the 2nd Saturday of each month and usually we had 5-6 operators. Most of the time locals were run but in August we were able to run the through trains.

Be sure to check out Monticello Railroad Days for steam trains and motor car rides. Those of you that are members of the NRHS your dues statement will be coming earlier this year than normal. In addition the annual dues has been raised to \$50. Our President will be spending time (and not our money) in Alaska at the NRHS annual convention, held the first time in this state and later than usual. Dick should have a great program for our annual dinner in December.

Our program this month will feature a DVD from Jesse Bennett entitled "Trains of Illinois", which includes Union Illinois & more.

Rick



populated miles to Senneterre. There are 48 stops to Senneterre, almost all flag only. We stopped at 15 or 20 of them and also got later. We arrived in Senneterre around 2130, 1.75 hours late. They did not speak much English at the motel, but we were up and out to catch the 545 return train.

The return to Montreal was similar to the outbound trip, arriving Montreal about 2.25 hours late, partly due to having to wait for the train from Jonquiere at Hervey. Overall, however the trips were very interesting with people getting on or off at stops in the woods or along a lake. There was a lot of baggage business in most cases as well as roads are few in much of the area. We had a friendly Service Manager who took tickets, worked the snack bar and helped the baggageman. The food was sandwiches and some microwave entrees and was satisfactory.



On board VIA 602-4 passing SB CN 8947 (SD70M-2) at St. Justin, Que.

On Wednesday, we took a round trip on a suburban train from Lucien D'Allier station (near the former CP station) to Candiac on new Bombardier double deck coaches. This round trip was made on time! Later we boarded the subway for the short trip over to the bus station and rode the Greyhound to Burlington, Vermont. They have 30-45 minutes in the schedule at the border, but it took over an hour and we were about 30 minutes late into Burlington.

Thursday morning was our final ride, Amtrak #55,

the Vermonter, from Essex Jct. As we were proceeding south, we were scheduled to meet a NB freight at White River Jct. Over the radio we heard the freight had derailed entering the siding, fouling the main track. It took employees a little while to determine what the damage was and to work out a strategy to get the Amtrak train past the location after we had pulled into the White River Jct. station. At least we did not have to get bussed! After that and some further delays on Metro North, we arrived at Penn Station about 1.5 hours late. From there we got on a SRO Long Island train to Jamaica where we connected with the train to my brother's city and found seats on it.

While timekeeping was bad all around, ridership was good on almost all of the trains. We even saw a moose in Vermont about 50 yards from the track.

New Car Shop of former NYC

Appalachian Railcar Services is building a railcar repair shop on Norfolk Southern's old Egyptian Line north of Sheff, Indiana. R-O-W has been cleared from Sheff seven miles to just south of Kentland. The old NE quadrant connection has been restored to the KB&S.

The Appalachian Railcar Services, Inc. of Eleanor, West Virginia, a company that specializes in the maintenance and storage of rail cars, found that the 3 1/4 mile long disconnected Norfolk Southern line that extends from 700N. to 900N. and into Newton County would be an ideal fit for its railcar services. When a new building is completed and the old tracks are restored, an investment of circa 1.1 million, the spur will connect with the Kankakee, Beaverville & Southern Railroad (KBSR) north of Earl Park. There will be approx. 20 new jobs with good salaries. Welding skills might be helpful, but the State is also committed to helping to train new employees. When hired and trained workers will be maintaining railcars such as: covered hoppers, coal cars, open-top hoppers, boxcars, gondolas, center beams, air operated bottom dumps and coil cars

Illinois East-West Passenger Train

Illinois lawmakers are pushing for a study of a new east-west passenger rail route through the state, the Mattoon Journal Gazette reports. The route would run from the Quad Cities to Danville through Galesburg, Peoria, Bloomington-Normal, and Champaign-Urbana and would have connections with existing state-supported rail passenger corridors.

The bill is sponsored in the state house of representatives by Rep. Don Moffitt, who says the route could start as state-supported bus service and eventually transition to rail passenger service. "This doesn't compete with the other corridors," Moffitt tells the paper. "It enhances because it gives you more options for connecting and going different places."

Supporters note the new route would be a boon to college students as it would connect 14 college and universities across the state.

"Imagine the boost Illinois tourism will receive when families can hop by rail to the Lincoln sites, and when college students can make the Champaign trip in an easy, affordable and Wi-Fi enabled train," Richard Harnish, executive director of the Midwest High Speed Rail Association, says. "Not to mention the commercial advantages of a direct link to the Quad Cities, which is now one of the faster growing economies in our region."

Amtrak plans to begin the study this summer. If the service goes forward, it would be the only Amtrak service in the state not anchored by Chicago.

Currently, the state funds two daily round trips between Chicago and East Quincy and between Chicago and Carbondale as well as a portion of the Chicago-Milwaukee Hiawatha corridor. The state is also working to add two new passenger rail routes between Chicago and East Dubuque and Moline this decade.

Editor: I remember the days of the Illini-Swallow bus line and this was before everyone had 2-3 cars. They had problems filling the bus. Next, do you think that a student in Danville would ride to the U of I? Like the East Quincy service maybe once a day? I am sure

they would load up all of their stuff and wait for a train that would not take them direct from home to dorm. But the real test of the idea is much of the rail is gone on rail banked. The rest of the routes would require 12 hours to make the trip that by car, or bus, would take about 4 hours. Once again they want to use public money to support a service for the few. The subsidies on the East Dubuque train are over \$100 per rider. This state is broke and now a politician wants to spend more money for a service that would never succeed.

New Chicago Bypass?

CHICAGO – "Make no little plans," said famed architect and Chicagoan Daniel H. Burnham. Software developer and former Union League of Chicago President Frank Patton has taken that message to heart. Earlier this week, the rail industry learned of Patton's proposal to create a new \$3.5 billion Chicago bypass route, known as the Illiana Rail Bypass. Yesterday, Trains News Wire interviewed project consultant Jim Giblin of firm Flak International on the specifics of the proposal.

The proposed project would create a new 90-mile, two-track rail corridor through Indiana and Illinois to bypass congestion in Chicago, much like the Elgin, Joliet & Eastern once did. The new line would link the existing lines of five of the six Class I railroads serving Chicago: BNSF Railway, CSX Transportation, Canadian National, Norfolk Southern, and Union Pacific. The eastern end of the corridor would begin at Wellsboro, Ind., where CN and CSX main lines already cross. The west end of the line would be at Coal City, Ill., on BNSF's former Santa Fe main line. The line would pass north of Kankakee and near the proposed South Suburban Airport at Peotone. Future extensions could also reach Rochelle, Ill., and St. Joseph County, Ind.

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A map of the proposed line, shown at a lunch hosted by DePaul University's Chaddick Institute for Metropolitan Development, shows the line sharing right-of-way for about 50 miles with the proposed Illiana Expressway, a far-south suburban highway bypassing Chicago. The line is also shown using the right-of-way of the Chesapeake & Indiana railroad in Indiana, an acquisition Giblin says the venture is working on. That railroad would make up the new line's eastern leg between LaCrosse and Wellsboro. Other proposed line segments include branches to Kankakee and in Indiana to spur economic development.

One key component of the proposal is open access for local customers. Planners envision the line as a 90-mile linear industrial park with more than 50,000 acres of rail-served property, equal to one-third the land mass of the city of Chicago itself. Class I railroads would have open access to operate trains over the line, shortening cross-country transit times considerably, but local customers would also benefit. The rail line would offer local switching service, giving on line customers the flexibility of short line service with the options of many Class I railroad connections.

The Illiana Rail Bypass would be financed entirely with private money, backed by federal loan guarantees. Private infrastructure funds from Australia, Canada, Spain, France, and Germany have expressed interest in funding all or part of the project. The Create project, however, is funded almost entirely with public funds.

"After careful review of the issue with our members and their operating partners, we cannot identify any benefits to the construction of an additional heavy rail main line connecting our various members rights of way within any of the alignments being proposed in the Illiana Corridor Study," says Joseph Ciaccio, president of the Illinois Railroad Association, a trade group representing the railroads of the state. "Our members believe their efforts are better focused on completing the projects in the Create program versus the construction of a new rail right-of-way within the Illiana Corridor."

"Contrary to what some in the industry believe, the Illiana Rail Bypass and Create are complimentary not competitive projects," Giblin says. "The combination of Create and the Illiana Rail Bypass would make the Chicago Region the nation's leading surface transportation hub for the rest of the 21st century."

But the projects backers believe traffic will materialize. The line, projected to open by 2020, could host 50-100 trains daily, they say. Expansion plans include adding a third track in the future, especially if local business takes off as projected. Rail traffic through Chicago is expected to increase by 70-100 percent by 2035, which would demonstrate the need for a project such as this. Giblin says the new line, if completed, would enable eight hour runs between BNSF's Galesburg, Ill., yard and CSX's North Baltimore, Ohio, facility. "That's a game-changer," he adds.

Editor: Interesting, open the line by 2020, in other words 6 years. It has taken 4 years to do the environmental work for the Dolton project and still not ready for any construction. All of the bridges required on this route, both highway and railroad, would take more than 2 years to build (remember, the Fairchild overpass is taking 2 years and that is a highway over two railroads), so 2020 seems a little soon for completion, probably more line 2030. In addition an agreement between CSX and NS at Dolton for track changes has been in the works since 2005. Think all of the railroads could agree on everything by 2020? Recent word is that the Class I's are not interested.



Amtrak #22 at Block, Illinois during the detour.

N&W 611 to steam again

Famed Norfolk & Western Class J No. 611, one of the most famous 4-8-4s in American railroad history, will steam again — if a \$3.5 million fund raising campaign is successful. The Virginia Museum of Transportation announced today its intention to return the iconic Roanoke-built locomotive to excursion service.

“We are pleased to say that we can Fire Up 611! But the time is now and it will take 611 fans around the world to stoke her fire,” says Beverly T. Fitzpatrick, Jr., executive director of the Virginia Museum of Transportation. “Today we are kicking off the official capital campaign.”

The Fire Up 611! Committee determined that \$3.5 million would be needed to return the locomotive to service. The costs include a complete mechanical restoration of the locomotive, a shop maintenance facility and support to develop the excursion program.

Ultimately, the goal is to raise \$5 million so that No. 611 has an endowment to keep it running for years. “The Virginia Museum of Transportation does not have the resources to fund this project alone,” Fitzpatrick says. “We are asking her fans across the globe who want to see her run again to be a part of this important capital campaign. Her appeal extends to people everywhere who value heritage, craftsmanship and the thrill of bringing an American icon to life.”

The inspection and restoration would take place at the North Carolina Transportation Museum roundhouse at Spencer, N.C., pending the conclusion of a formal agreement with North Carolina Transportation Museum Foundation. Work would be done by a combination of paid contractors and experienced volunteer labor. “We are lucky that the guys who did this work in the 1980s and 1990s were in their 20s and 30s then,” Preston Claytor, chairman of the Fire Up 611! Committee tells Trains News Wire. “While they are older, we can still use these guys.”

Claytor says the goal is to have enough money to

see the project through before rebuilding work begins. “We have to feel we can make it go without negatively impacting the rest of museum operations,” Claytor says, “because museum operations simply can’t bankroll the locomotive.”

The Virginia Museum of Transportation must reach its fundraising goal by Oct. 31, 2013 for the locomotive to join NS’s 21st Century steam program in 2014. “If her supporters bring No. 611 back to life, NS will be eager and excited for this incredible part of rail history to join the 21st Century Steam Program,” says Norfolk Southern spokesman Frank Brown. “The return of 611 would represent a great opportunity to celebrate our heritage while educating a new generation about the critical role railroads play in today’s economy.” Currently the 21st Century Steam Program includes Tennessee

Valley Railroad Museum’s Southern Railway 2-8-0 No. 630, and the Fort Wayne (Ind.) Railroad Historical Society’s Nickel Plate Road 2-8-4 No. 765.

Claytor says the committee feels that having the locomotive running next year is a realistic goal. “We feel very confident, especially with the work that was done in the late 80s and early 90s, about what we will have to do and what we won’t have to do, says Claytor. We are the real beneficiaries of the work that was done in the 1980s and 1990s. Realistically it needs some engine truck work, and it needs the form 4 (federally mandated inspection), and of course all the other things that must be done after this much time has passed, such as air brake work. But with the right amount of volunteers and labor and some good luck, six months is very realistic,” he says.

As far as mechanical condition, Claytor says one area that would need attention is the wheels. “The wheels are approaching the end of their useful life to where they would not be FRA compliant,” Claytor says. Replacing the wheels was work that was planned over



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the winter of 1994-95 that was never conducted with the end of the original NS steam program. "One of the main mechanical focuses will be to put new wheels on the locomotive," he says. At the same time all the wheel bearings will be inspected. All N&W J class locomotives were roller bearing equipped.

The new shop would be built on the museum grounds in Roanoke, but it could be a year to 18 months before it is constructed. It will include one track with a drop pit, while another will be just rails and concrete. The building will be designed to handle other purposes such as special events, where tables and displays could be set up as needed.

When the locomotive isn't undergoing maintenance, it will not remain in the shop but be put on display at the museum, although it may swap display positions from its current location so the J is more prominent, Claytor says. "We would prefer to keep it closer to the main displays as opposed to people having to go over to the shop to see it, where they can get up close and touch it as opposed to just looking at it through glass," he says.

One nod to the 21st Century will be the return of a twin seal beam headlight the engine had when it was returned to operation in 1982. Claytor says the original single bulb headlight the engine was built with is too dim to allow crews to see adequately during night operations.

N&W built No. 611 in its Roanoke shops in 1950, and the engine was in regular service until its retirement in 1959. It was placed on display in Wasena Park in 1962 and withdrawn in 1981 for overhaul and mainline excursion work for Norfolk Southern from 1982 to the conclusion of its steam excursions in December 1994. NS announced its return to a limited excursion program in 2010 and trips began in 2011.

Via *TRAINS On-Line* 6-28-2013

EMD Passenger Locomotives

Caterpillar Inc.'s Rail Division, which includes Electro-Motive Diesel, Inc., (EMD) a subsidiary of Progress Rail Services Corporation, announced today it has signed an agreement with the Southern California Regional Rail Authority (Metrolink) to supply up to 20 EMD F125 low-emission Spirit series passenger locomotives for operation on Metrolink, the commuter rail service provider in Southern California. With this announcement, Metrolink becomes the first passenger railroad to purchase new transit locomotives designed to meet U.S. EPA Tier 4 emissions standards in North America. Delivery will begin in 2015.

The EMD Spirit is compliant with the Passenger Rail Investment and Improvement Act's (PRIIA) 305-005 Next Generation locomotive specifications, and meets or exceeds all of Metrolink's requirements for procuring highly-reliable, fuel-efficient locomotives for passenger rail service. The Spirit is capable of operating at speeds of up to 125 mph, enabling it to satisfy potential increased speed requirements. In addition, the locomotives reduce emissions over the current Tier 0 fleet by more than 85 percent, per the U.S. EPA's Tier 4 emissions standards for new diesel locomotives.

EMD's 4,700 horsepower Spirit locomotive consists of a streamlined Vossloh Rail Vehicles (VRV) designed monocoque (or single shell) carbody with one control cab equipped with Crash Energy Management; a turbocharged, 20-cylinder; 4-stroke Cat® C-175 20 diesel engine; an AC traction propulsion system; VRV high-speed running gear; inverter controlled head end power and all the accessories necessary for single and multiple unit operation suitable for commuter and intercity service. EMD plans to assemble the locomotives at its Muncie facility in Indiana.

"We are delighted to be working with Metrolink, a visionary agency, and now a leader in the pursuit of new, cleaner operating passenger locomotives. EMD is

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pleased to provide Metrolink with the first passenger locomotives designed to meet Tier 4 emissions standards, marking EMD's re-entry into the passenger rail business. We are proud to say we are back, and excited to be on the forefront of passenger rail technology," said Billy Ainsworth, President and CEO of Progress Rail Services and Electro-Motive Diesel. "From EMD's first record setting Zephyr, topping 112 mph in 1934, to our latest F125 Spirit capable of speeds up to 125 mph, we will rely on the combined strengths of Caterpillars Rail Division including EMD and Progress Rail to mark a new era of progress in the passenger rail market."

EMD's high-horsepower Spirit locomotive addresses Metrolink's future performance needs and anticipated ridership growth. The fuel-efficient locomotive will be used with Metrolink's new Rotem Bi-Level passenger cars - also equipped with Crash Energy Management - which will yield one of the highest levels of commuter rail passenger safety, crew safety and passenger comfort in the country.

"We are very excited to have reached this critical milestone upgrade our locomotive fleet with the latest state-of-the-art low emission technology," said Mike DePallo, Chief Executive Officer of Metrolink. "Metrolink has consistently stayed on the front end of trends as it relates to both environmental and safety technologies, and we are proud to state that this acquisition of Tier 4 locomotives puts Metrolink in a leadership position among commuter rail systems across the country when it comes to sustainable operations."

The F125 Spirit includes an SCR-only after-treatment system to meet U.S. EPA Tier 4 emissions standards. Equipped with an electronic fuel injection system, a Cat® C175 series diesel engine provides exceptional train acceleration advantages, compared to other less powerful locomotive products or older technologies, while maintaining Tier 4 emissions performance.

Caterpillar, Progress Rail and EMD have taken an enterprise approach to identify the optimal technology

that can be applied to locomotives to achieve Tier 4 emissions standards. With the companies' experience as a worldwide leader in locomotive technologies, EMD will offer Metrolink innovative solutions benefiting fleet performance and satisfying the need for increased capacity. Caterpillar, Progress Rail and EMD are the only OEMs to have designed and sold new locomotives designed to meet Tier 4 emissions standards.

As part of the Spirit locomotive procurement and its commitment to clean air, Metrolink will donate up to five F-59 locomotives for alternative fuels research and development programs in hopes of realizing emissions-free commuter rail operations in the future.

UP Big Boy on the Move

Omaha, Neb., July 23, 2013 – Union Pacific Railroad today announced it reached an agreement with the Southern California Chapter - Railway & Locomotive Historical Society in Pomona, Calif., to transfer ownership of one of the world's largest steam locomotives, Big Boy No. 4014, back to Union Pacific.

Union Pacific plans to relocate No. 4014 to Cheyenne, Wyo., where Union Pacific's Heritage Fleet Operations team will work to restore it to operating condition. Details regarding those efforts will be made public at a later date.

Union Pacific donated No. 4014 to the historical society December 7, 1961. The locomotive arrived January 8, 1962, at its current display location at the Rail Giants Train Museum in Pomona.

An update—the process has already started and the locomotive is in the process of being moved to Cheyenne. Weight restrictions will determine the operating range of the locomotive once it is restored. Check the UP web site for updates.

Danville Junction Chapter, NRHS

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

Photo of the Month



In August Doug Nipper caught a Southbound coal train at Rossville with No. 8942 leading two Canadian Pacific units on the point.