

DANVILLE FLYER

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NRHS Faces Change—Weber Elected President

One of the largest railroad enthusiast groups in the world must brace for “fundamental change” or face extinction, according to its president. This week, a five-person committee tasked with reinventing the National Railway Historical Society in less than three months convened near Philadelphia for the first time since being formed earlier this summer.

NRHS President Greg Molloy tells Trains News Wire that it is too early to know what changes will be made to the organization in the coming weeks and months, but notes something must be done before it's too late.

“The business model we have is not practical for the modern era,” Molloy says. “Changes have to be made.”

The initiative to reinvent the 80-year-old nonprofit comes as its membership dwindles and its financial coffers continue to shrink. In 2013, the NRHS had 11,573 members, a 7.2 percent drop from the previous year and nearly half the number of members it had in 1994, when the group reached an all-time high of 21,842. Meanwhile, the group lost \$72,000 in 2013 and more than three times as much in 2012.

The number of chapters also continues to ebb and flow. In 2013, according to the June 2014 NRHS News, the organization added two new chapters in Kentucky and Tennessee.

However, four other chapters either disbanded or disassociated from the NRHS. In the same issue of NRHS News, the organization states it “has at most a year to reinvent itself.”

The beginning of that reinvention arrived this week, when the NRHS announced the formation of a New Business Model Committee, headed up by five members of the board of directors: Molloy, Wes Weis, Bob Ernst, Jeff Smith, and Steve Barry. Molloy says the committee has two months to come up with a new vision and business model for the organization that will be presented to the full board of directors for an up or down vote no later than Sept. 15. Meanwhile, a second committee, made up of the president, vice president, secretary, treasurer, and general counsel, will reevaluate the NRHS's finances to ensure that it “stays afloat” for the next few months, according to Molloy.

Molloy insists that it is far too early to know what type of changes would be made to the organization and he was hesitant to speculate what the new business committee would do, not-



September 21st – Monthly Meeting at Jocko's on Williams Street – 1:00 PM

September 13th – Operating Session at Rossville- 1:00 PM

September 18-21T—Terre Haute – L&N HS/C&EI HS Convention.Holiday Inn, 3300 U.S. 41 South.

September 20-21—Decatur - Decatur Train Fair ,Decatur Civic Center.Sat 10-5; Sun 11-4.

September 20-21—Monticello – Monticello Railway Museum's Railroad Days with steam, .Interstate 72, Exit 166.MRYM.org

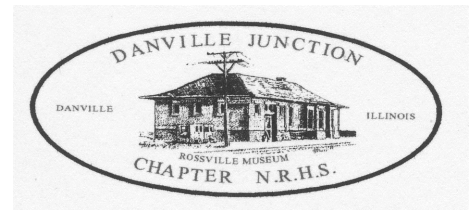
October 4th – Operating Session at Rossville – 1:00 PM.October 19th

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

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



Amtrak—IDOT Allow Pets on Trains

Amtrak and the Illinois Department of Transportation (IDOT) are extending a pilot program that allows travelers to bring small pets onboard to include the Chicago-Champaign-Carbondale route on the Illini and Saluki trains.

Small pets have been carried between Chicago and Quincy on Illinois Zephyr and Carl Sandburg trains since April, with nearly 20 small animals safely transported, Amtrak officials said in a press release.

Although the pilot was scheduled to end in November, Amtrak and Illinois officials agreed to extend the trial through April 26, 2015.

Advance reservations for pets are required and a surcharge of \$25 is assessed for travel. Dogs or cats up to 20 pounds each will be accepted in carriers such as those used in airplane cabins and placed under the seat of each pet owner, officials said

Progressive Railroading 8-06-14

May 2014—Meeting Minutes

The meeting was called to order at 1408 by Allen Cooke.

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

The treasurer's report was provided. It showed a checking account balance of \$729.92 and a CD of \$3508.44, for a total of \$4238.36. The report was approved. Several significant expenses were noted for the month: insurance, \$444, power bill, \$200, faucet repair, \$85, summer food and drink inventory, \$209.

Dick Brazda reported on the spring trip to Centralia on Amtrak.

Doug Butzow reported on the work over the last two weekends at the museum. The platform was cut one weekend with a saw and a jackhammer was used the next weekend to remove concrete near the downspouts. A portion of the north end of the platform was also removed. It is planned to purchase rock to fill in over the drains from the downspouts up to the level of the concrete. The remainder of the rock would resurface the driveway. Doug moved to purchase the rock, seconded by Dave Sherrill; the motion was approved. Further work will take place on May 24.

The 24th will also see more cleanup at the museum to prepare it for summer opening. Removal of the winterization and other work will begin around 900. It was also suggested to have a cookout on Saturday since many folks would be there much of the day.

JD Cooke visited the Elmurst Model RR club and recommended a visit. This will be investigated.

Dave and Bill went to the Tuscola show.

It was noted that Henry Schmitt was at the meeting. He recently retired and expects to be able to attend more regularly.

The meeting adjourned at 1427.

A program was presented on the ex C&EI in 2010, between Chicago Heights and Momence, showing all trains in a 24 hour period.

NS Acquires more Locomotives

Norfolk Southern has purchased an additional 16 secondhand locomotives as it continues to acquire a mix of new and used power for its fleet. The locomotives are all former BNSF Railway units that had been returned to the lessor at the expiration of their lease. NS has purchased nine former BNSF SD60Ms, ex-BNSF 8100-8108, and seven ex-Santa Fe SD75Ms, the latter being a new locomotive model for Norfolk Southern. The SD60Ms were purchased new by Burlington Northern in 1989 and feature the distinctive three-piece windshield that was standard on early SD60Ms. The 4300 hp SD75Ms were built for Santa Fe in 1994 and were constructed as a request from Santa Fe to EMD for a higher horsepower locomotive than the 4000 hp SD70Ms offered at the time.

Norfolk Southern will renumber the SD60Ms to Nos. 6807-6815 while the SD75Ms will receive Nos. 2800-2806. According to Allen Rider, Norfolk Southern's manager of locomotive engineering, all 16 locomotives will be routed to Altoona for any needed repairs and minor modifications once they are received. Rider also says they will not be repainted prior to entering service. The SD60Ms will eventually find their way into NS's SD60E rebuild program, giving this distinctive looking locomotive cab a limited life in Norfolk Southern's locomotive fleet.

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ing that the other four members will be making most of the decisions. However, he says it is possible that the NRHS will move away from being a “social” organization and focus more on supporting railroad preservation projects. In a press release issued Wednesday, the organization said it intends to continue its Railway Heritage Grants program, the RailCamp summer program for young enthusiasts, and its annual “Most-At-Risk” list of endangered railroad landmarks. The organization also plans to continue to produce its two publications, NRHS News and the Bulletin, but the frequency and format may change in the future. It also says that the 2015 NRHS convention, being held in Rutland, Vt., will go on as planned.

“We want to move in a direction that does more to support rail preservation,” Molloy says. “Railroad preservation often happens in small corners and there are few centralized voices to support it.”

Molloy says one of the reasons the NRHS may move away from being a social club is that fewer and fewer people, especially younger people, are interested in joining such an organization in the internet age, especially when the membership base is predominantly older.

“There was a time when you needed to join a local club because if you wanted to know what was going on at your local railroad you needed the club’s newsletter to find out,” he says. “Now you can find out on the Internet.”

Molloy says the past few years have seen some changes to the organization and its structure, most notably the board of directors. In previous years, the board of directors had one representative from every chapter and at times had as many as 180 members. Today, the board of directors has 25 members.

Molloy has been involved with the NRHS for more than 30 years and has been president since 1994. He is up for reelection this year and, for the first time ever, is facing a challenge from Al Weber of the St. Louis Chapter. Ballots in the biannual election are due Aug. 1 and the results will be announced two weeks after.

Via *TRAINS On-Line 7-10-14*

Editor: Al Weber has been selected to be the new President

of the NRHS. Speaking as your Editor I believe this change will take the NRHS in a different, and much better, direction.

At the summer NRHS meeting the plan for electronic payment of NRHS dues was voted down. A committee has been created to review the procedure and to propose a process for 2015 NRHS dues payment. Chapters may proceed to notify members of local Chapter dues and this may occur starting in October. We should have an update on the NRHS process by the end of September.

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TRAINS On-Line 7-14 Trains newswire

Via Midwest Rail Scene - NS also acquired three NYS&W SD70M's, #4250, 4252 and 4254, to be numbered NS 2797-2799. The three were quickly patched with new numbers and placed in service, still in NYS&W yellow and black. By the way, NS expects delivery of 50 more SD70Ace's, #1125-1174, during 4th Quarter, 2014

Central Illinois News

Canadian National and Kansas City Southern began interchanging small blocks of five to ten cars at Cockrell Station, located southwest of Springfield in late 2013. By March, 20+ cars were being exchanged between the two carriers here. This follows considerable track upgrades by KCS not only on its Springfield Subdivision east of Murrayville (upgrades including welded rail were noted from South Jacksonville through to Roodhouse for new unit grain train operations beginning in the summer of 2013) but also on the Roodhouse and Mexico Subs across Missouri. There have been rumors that CN and KCS intend to operate run-through intermodal trains between Kansas City and an unknown eastern point (Chicago?) using this route. There is also talk of an automotive mixing center to be located in Jacksonville, Illinois. This facility would be located on

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BNSF and NS lines east of town, but KCS would have track-age rights on BNSF to reach this facility. That's because much of the traffic would be coming out of Mexico on KCSM/ KCS. Right now, however, this new interchange traffic is an exciting addition to the Springfield rail scene. For several years, the KCS local (LRH101) served Springfield once a week (Wednesdays), but now makes trips to Cockrell on Mondays and Fridays as well to handle the new business. The CN local (L58591) is running daily out of Clinton, Illinois.

Midwest Rail Scene from PeoriaRails, Central_IL_Rail groups

Enbridge Rail Terminal—maybe

Enbridge Mulls Midwest Rail Terminal to Ease Pipeline Congestion Canada's largest pipeline company Enbridge Inc. may build a 140,000 barrel per day unit train unloading terminal in Pontiac, Illinois to relieve congestion on its crude oil export network. The terminal would be able to handle two unit trains a day and could be in service by the first quarter of 2016, according to a filing with the Federal Energy Regulatory Commission.

Pontiac is the origin of Enbridge's new 600,000 bpd Flanagan South pipeline to Cushing, Oklahoma, and the rail terminal would allow shippers to bypass congestion on pipelines in the Canadian portion of Enbridge's export network. Enbridge Energy Partners LP, the company's U.S. arm, is also petitioning to build a new receipt point on the network, known as the Lakehead System, at Flanagan Illinois, which would allow crude to be loaded from rail cars onto Flanagan South. Enbridge spokesman Graham White confirmed an affiliate of Enbridge is exploring the potential to establish a rail unloading facility near Pontiac. He added the project is still in development.

"It is expected to provide regional refineries access to growing supplies of crude oil from North American producers and to also provide relief during periods when upstream apportionment prevents those barrels from moving via an all-pipeline route," he said.

Apportionment, when the amount of crude shippers can transport on a pipeline is rationed, is a regular source of frustration for Canadian crude traders, who are often left scrambling to sell barrels in Alberta as a result. Enbridge has been rushing to expand its 2.5 million bpd export network as surging production from the oil sands outpaces pipeline capacity, creating crude bottlenecks in Alberta and trading at a discount to U.S. grades.

But construction schedules and unexpected delays in securing a presidential permit for the expansion of the cross-border Alberta Clipper pipeline means once Flanagan South starts up later this year, there will be mismatched capacity between the southern and northern parts of the network.

Via Midwest Rail Scene 9-14

Maintenance of Dyer Station

Dyer, Indiana municipal officials, concerned over the mounting cost of maintaining the town's Amtrak station, say it's almost not worth the effort to do so, the Northwest Indiana Times reports.

Amtrak's Cardinal and Hoosier State both stop at the small shelter, morning and evening, and Amtrak has contracted with the town to maintain the shelter and platform for \$1,000 a month. The contract expired last year, but municipal employees continue to care for the site and Amtrak continues to pay.



Amtrak recently extended the platform, making it several times longer than originally. The longer platform will mean public works employees will have to spend more time at the station, according to public works manager David Proud. He is concerned that extra time at the station means less time for workers on other duties.

Council members say that extra time may be a factor as they consider whether to continue the town's arrangement

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with Amtrak.

Amtrak spokesman Marc Magliari tells Trains News Wire the railroad is in talks with the city regarding the maintenance of the facility.

Trains On-Line 6-3-14

NS "Connections"

Norfolk Southern has released its latest "Connections" sustainability report, which details ongoing efforts to improve environmental performance.

The seventh annual report discloses the railroad's environmental, economic and social impacts, and highlights performance in such areas as locomotive fuel efficiency and emissions, energy usage, land conservation, waste management and water conservation.



Environmental achievements from 2013 show NS:

- reached nearly 79 percent of a five-year goal launched in 2010 to reduce greenhouse-gas (GHG) emissions by 10 percent per revenue ton-mile;
- saved an estimated 10 million gallons of locomotive diesel fuel and avoided around 110,500 metric tons of GHG emissions by employing LEADER train-handling technology;
- completed 65 percent of a five-year, \$5.6 million partnership begun in 2011 with GreenTrees® to reforest 10,000 acres in the Mississippi Delta; and
- collaborated with The Nature Conservancy in support of the largest-ever longleaf pine reforestation effort in Virginia.

"From our earliest beginnings, our commitment always has been to deliver customers' freight safely, efficiently and economically, and in doing so to provide fair returns to our shareholders and a desirable workplace for employees,"

said NS Chairman and Chief Executive Officer Wick Moorman in a press release. "Today we understand that everything we do must respect the planet [and] that environmental sustainability is smart business."

The report also states that NS last year helped locate 67 new industries and expand 25 existing businesses, representing more than 136,000 carloads of new business; opened regional intermodal facilities in Charlotte, N.C., and Greencastle, Pa.; reduced serious workplace injuries by more than 5 percent; and hired more than 1,000

Sen. Durbin and CN Battle

U.S. Sen. Dick Durbin of Illinois has written a letter to Canadian National President and CEO Claude Mongeau calling on the railroad to address ongoing issues, including CN's lack of cooperation with the state of Illinois and Amtrak.

The state of Illinois and Amtrak have been negotiating an agreement with CN to bring passenger service from Chicago to Rockford and Galena, Ill., and Dubuque, Iowa. In May, the state of Illinois announced it would be pursuing an alternate route between Chicago and Rockford along Union Pacific, in part because of a lack of cooperation from CN. Because the only feasible route west from Rockford to Galena and Dubuque runs along CN, the state and Amtrak will not be able to provide service to Galena if CN "continues to slow walk negotiations and makes unreasonable capital demands," the letter says.



Durbin says CN has not responded to safety issues brought to its attention by communities along its lines. The Senator says Richton Park, Ill., recently requested an easement from CN to install safety fencing, using funding the community received through a grant from the Illinois Commerce Commission. Although the Surface Transportation Board in several locations along the former Elgin, Joliet & Eastern, required these easements CN rejected Richton Park's request and has been unresponsive to appeals to reconsider, the letter says.

The letter also criticizes CN for increased delays and

crossing blockages along from EJ&E lines. In the first quarter of this year, Durbin says, there have been 5,267 instances of crossings being blocked by trains for 10 minutes or more.

CN spokesman Mark Hallman tells Trains News Wire the railroad has received the letter from Sen. Durbin and is preparing a response for him, however it has no additional comment at this time.

Via *TRAINS On-Line*

Editor: Let's see, CN does not want passenger trains to interfere with their freight trains. On the Chicago to Carbondale route the single track CN has seen an increase in business and thus more freight trains to put in the siding for Amtrak. Those of us in the Champaign area know very well this is a major bottleneck. So to run trains to Dubuque they want sidings and upgrade of signals and there is a cost. As a result the Chicago to Rockford segment will move to the UP line where there will be a major upgrade from the Elgin area to Rockford. Beyond that they will have to use the CN to get to the Mississippi River. After all, for every rider from Rockford to Chicago the taxpayers will foot the ticket at around \$100 per person for the service. The cost from Dubuque is much higher. In addition to the above article Sen. Durbin is not after the CN for delay time on the Chicago to Carbondale route. Remember this is an election year for Sen. Durbin.

Passenger Trains to Moline

Iowa Interstate Railroad Ltd. will perform design work for a portion of a proposed new passenger-rail route between Chicago and Moline, Ill., under an agreement signed earlier this week, the Illinois Department of Transportation (IDOT) announced.

Next month, IDOT will begin making improvements to accommodate service on the BNSF Railway Co. portion of the route, IDOT officials said in a press release.

The agreement permits Iowa Interstate to begin designing the signal system and plan the execution of the track and tie improvements that will accommodate passenger trains on 53 miles of track between Wyanet and Moline.

After the work is completed later this year — and upon agreement between IDOT and the railroad with respect to

the project's scope and responsibilities for maintenance and operations expenses for the service — IDOT and Iowa Interstate will determine a construction timeline and start date for service along the entire route between Chicago and Moline, state officials said.

"This agreement is another significant milestone in re-establishing passenger service between two great Illinois cities," said Acting Illinois Transportation Secretary Erica Borggren.

Construction is scheduled to begin in September at BNSF's Eola Yard in Aurora to facilitate additional passenger trains on the 109 miles between Chicago and Wyanet.

The Chicago-Moline service will be funded in part by a \$78 million from the "Illinois Jobs Now!" capital program and \$177 million in federal dollars.

The agreement between IDOT and the railroads will return passenger rail to the Quad Cities for the first time since 1979. Service will begin with two daily round-trips, with stops in LaGrange, Naperville, Plano, Mendota, Princeton and Geneseo, which will receive a new \$1.7 million station as part of the project, IDOT officials said.

Editor: I like passenger trains but the cost of \$225 million of taxpayer dollars to add passenger service beyond Princeton (already served by passenger trains) to get to Moline (Davenport area) is really concerning. Iowa Interstate will get a new railroad from the connection into Moline, not bad.



Long time friend and NS signal maintainer Jim Sinclair was spotted actually working on a turnout at Attica.

Danville and Western RR

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

Photo of the Month



NS 9236 leads Roadrailer #260 at Johnsonville, IN on August. Walt Baselt and Rick made a one day trip to Indiana to photograph NS and some shorlines. Rumor has it that NS will begin phasing out the Roadrailer trains around the end of the year. Two were seen on the 28th, both with over 125 trailers. Photo by R. Schroeder