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**CSX to put Predecessor Logos on Locomotives**

CSX Transportation will recognize its rich history with commemorative predecessor logos applied to locomotives beginning this year. Last week, photos from the railroad's Waycross, Ga., locomotive shops showed freshly painted GE AC44CW No. 256 displaying a Seaboard Coast Line emblem on the locomotives engineers side nose. The locomotive had just emerged from the railroad's paint booth wearing CSX's YN3b scheme.

CSX spokesperson Kristin Seay tells Trains News Wire that CSX plans to feature at least 10 individual predecessor logos, but a final number has not yet been determined.

"Over the last 187 years, railroad mergers and acquisitions formed CSX's present day 21,000 mile, 23 state rail network that connects every major metropolitan area in the eastern U.S. and links more than 240 short-line railroads and 70 ocean, river and lake ports. In honor of the predecessor railroads that built our company, CSX is displaying their logos on its locomotives," she says. "The Seaboard Coast Line is one of the first predecessor logos CSX has displayed. It will be followed by others that have contributed to CSX's heritage dating back to the country's first common carrier, the Baltimore & Ohio Railroad, chartered in 1827."

Each predecessor logo will be applied to one individual locomotive. The total number of railroads to be featured is to be determined and locomotives will be selected as they come in for scheduled repaint and repair.



CSXT No. 256 was still at the railroad's Waycross facility on Monday.

For more stories like this, check out our special "Locomotives" page, powered by Locomotive magazine!

*Editor: First, this is called protection of the logo and thus the licensee agreements with model and railroadiana companies. Would be nice to see a C&E I logo on one unit (better one unit in orange and blue) as the Evansville to Chicago segment is one of the critical lines in the CSX system. Since CSX picked the SCL for the first logo we wanted to run the logos of the two railroads that formed the SCL combination. Looks like the Heritage web site is going to be adding more locomotives to follow.*



September 20th – Monthly Meeting will be held at the Monticello Railway Museum. Check page 3 for all of the details.

September 19<sup>th</sup> & 20<sup>th</sup> – Monticello Railroad Museum – Railroad Days weekend - steam, 3 trains, motor car rides.

September 19<sup>th</sup> & 20<sup>th</sup> – Decatur Train Fair at the Civic Center in Downtown Decatur 10-4 and 11-4.

October 3<sup>rd</sup> – Watseka Museum open for Fall Festival Days 10:00 to 4 PM.

October 18<sup>th</sup> – St. Charles, IL Railroadiana Show at Kane County Fairgrounds 10:00 to 3:00.

## May 2015—Meeting Minutes

The May 17th meeting was called to order at 1351.

The treasurer's report was provided. It showed a checking account balance of \$4494.79. The report was approved. Major expenses for the month were insurance, \$451, concession supplies, \$208, hosting server charge, \$160 and Lou O'Brien memorial, \$50. The secretary's report as reported for the March meeting was approved.

The spring trip was reviewed. 5 people took the trip to Centralia on 5/16. Extra baggage cars were in each train consist, apparently for signal activation. 3 trains and a good lunch were had in Centralia.

Doug Butzow reported on work on May 2 at Rossville. Lincoln and Doug, along with Skyler, investigated the soffit leaks and problems with the drip edge. The edge was modified. If the leak is eliminated, the soffit can be rebuilt using approx. 3 sheets of sheathing. It could be painted before being installed.

The Rossville depot will be open for the summer starting 5/23, when a cleanup effort will be undertaken in the morning. If time and manpower permit, work can be started on the soffit. The next work date will probably be 6/6.

Bill Wright was able to attend the meeting; it was good meeting with him.

There was a discussion of a trip to Matteson where the new viewing tower is in use at the IC/EJE crossing. Concessions are stocked at the depot.

The meeting adjourned at 1416.

A video was presented by Dave on the Bloomer Line.

## Indy to Chicago *Hoosier State* off and running—sort of

Following a flurry of eleventh-hour contract negotiations this week between Amtrak and the Indiana Department of Transportation, Iowa Pacific Holdings and INDOT, and between Iowa Pacific and CSX Transportation, the Indianapolis-Chicago Hoosier State's debut with Illinois Central paint scheme-inspired rolling stock is now scheduled for the northbound run Sunday morning. But both INDOT and Amtrak must confirm completion of a switch relocation in on CSX Transportation trackage in Indianapolis Saturday afternoon, according to Indiana Department of Transportation spokesman Will Wingfield.

He declined to speculate at the end of the business day Friday as to whether an Amtrak train would operate if the switch was not completed.

Amtrak's latest extension to supply passenger cars and locomotives for the Indiana-supported train was for one month: through July 31, 2015. The contracts that all parties executed this week begin on Aug. 2, because the tri-weekly Chicago-Washington-New York Cardinal travels in both directions through Indiana on Saturdays. Amtrak conductors and engineers will continue to operate all trains, but on days the Hoosier State runs, they will staff Iowa Pacific-provided equipment. Since March, there have been a series of inspections of the GP40FH-2 locomotives; heritage coaches; and full-length, ex-Santa Fe dome car Iowa Pacific plans to use.

A test run occurred on June 28, 2015, just before the previous contract extension expired, but too many responsibility and cost details remained unresolved for the transition to take place on July 1. Those issues included who would maintain potable water dispensers at Indianapolis and a request by CSX Transportation to relocate a switch leading from its line to the newly-established Iowa Pacific servicing facility there.

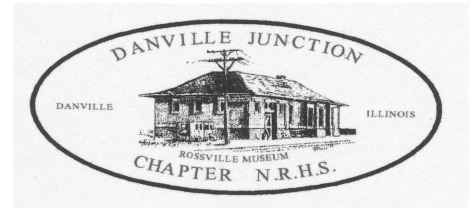
Because so many extensions of the current service had taken place since the first one occurred in October, 2013, none of the parties was anxious to announce a start date or promote the takeover in advance until the signatures were dry on the new contracts. Trains News Wire has learned that the final snag Friday involved the Indianapolis switch relocation.

(Continued on page 4)

## 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 2015—our 47th 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



## September Meeting—at Monticello Railway Museum

**For the September DJC meeting we are doing something different. The meeting is on Sunday, 20<sup>th</sup> which is also Railroad Days at the Monticello Railway Museum. Featured that weekend are trips powered by steam engine #401 on one of three trains that will be running. There will also be motor car runs to White Heath. For a \$20 entry pass you get to ride all trains and motor cars all day—what a bargain!**

**Members will meet at the new Cooke Business Products office at 103 E. Liberty Lane, north side next to the CSX (C&EI) tracks to car pool to Monticello. Meeting time will be 11:00 AM with departure shortly after and arrival in Monticello around 12:30. The group may stop for lunch in Champaign and then head to MRM. This is your chance, if you have not been there, to visit the museum, ride behind steam (normally a \$12 ticket), ride motor cars, visit the Stair Tower and the collection of equipment the museum has under roof.**

(Continued from page 2)

Once the takeover is complete and Iowa Pacific equipment begins running, travelers between Indianapolis and Chicago will face service options that vary depending upon the day and direction of travel.

Iowa Pacific's equipment will feature Wi-Fi, a dome with café service downstairs, and leg-rest seating in heritage coaches in both directions on Sunday, Wednesday, and Friday. Those cars and locomotives also run Monday evening to Indianapolis and back Tuesday morning to Chicago. Amtrak had previously offered bare-bones, coach-only trains on these trips, except for a three-month period between Oct. 1 and Dec. 31, 2014, when it added Wi-Fi and business class seating – but no full café service – to show the state and community stakeholders a possible alternative to going with a non-Amtrak third party.

Amtrak's Cardinal continues to run in both directions on Thursdays and Saturdays, as well as north to Chicago on Monday mornings and south out of Chicago to the East Coast on Tuesday evening. It operates with a "Diner-lite" Amfleet II café car that also serves breakfasts and dinners, respectively, along with typical Amtrak snack bar food. But full meal table seating preference is always given to sleeping car passengers, whose food is included in the sleeper prices. Accommodating all of those passengers is a challenge when the train operates with two (usually sold-out) sleeping cars as it does through the spring, summer and fall months. As with all long-distance trains except the Palmetto, the Cardinal does not offer Wi-Fi to coach passengers.

Pricing between the two operations also varies wildly, because Amtrak must maximize long-distance revenue at the expense of Chicago-Indianapolis travelers who would occupy a seat for a shorter distance. For instance, the top-priced "Flexible" Indianapolis-Chicago adult coach fare is \$48, but that was not high enough to keep the Cardinal arriving into Chicago on Aug. 1, to sell out completely on Friday afternoon (though one \$206 roomette was available). Most seats for Amtrak's Hoosier State have sold at the "Saver" price of \$24.

Iowa Pacific Holding's president Ed Ellis tells *Trains New Wire* that for the first month while Amtrak incorporates new pricing into its reservation system, passengers may sit in the dome and will pay for meals and beverages served there instead of having food included in the ticket

price.

"We want to give people a chance to sample our version of business class," which will be similar to breakfasts and dinners served on Pullman Rail Journeys excursions from Chicago to New Orleans and other destinations," Ellis says. "It will be quite different than other Midwest business class service, which only includes a newspaper and a soft drink or coffee," he adds.

Via *TRAINS On-Line* 7-31-15

## Hoosier State Rough Start

Iowa Pacific had to cancel its southbound Hoosier State run on Monday evening because it missed a connection earlier in the day with Amtrak's northbound Cardinal. As a result, passengers booked aboard the Hoosier State rode a bus that night.

"A process failure resulted in the Cardinal leaving the train behind," said Iowa Pacific President Ed Ellis. "A subsequent conference call among Amtrak, Iowa Pacific and the Indiana Department of Transportation addressed the issue to prevent a recurrence."

On Monday mornings, the Iowa Pacific equipment must deadhead to Chicago from Indianapolis on the Cardinal so as to be in position to operate southbound that evening. Indiana is only paying Iowa Pacific to operate the Hoosier State on the four days a week that the Cardinal does not operate.

Amtrak's contract with CSX does not include a provision for running a separate Hoosier State over the route on days that the Cardinal operates. The tri-weekly Chicago-New York train operates to Chicago on Monday morning, but doesn't depart from Chicago for New York until Tuesday evening. The Iowa Pacific equipment that arrived in Chicago on Tuesday morning must deadhead to Indianapolis on the rear of the Cardinal on Tuesday evening as well.

During the deadhead moves, no passengers are permitted to ride in the Iowa Pacific equipment. On Thursdays and Saturdays, the Cardinal operates to and from Chicago from Indianapolis so the IP equipment does not need to deadhead. On Tuesday morning, the Iowa Pacific-operated Hoosier State departed Indianapolis on time and arrived in Chicago 36 minutes early, largely due to schedule padding.

*Akron Railroad Club* 8-9

## PTC and Railroads

WASHINGTON – Trains NewsWire has sought the reaction of several railroads to the revelation that the Federal Railroad Administration will begin fining railroads Jan. 1, 2016, for positive train control implementation violations.

First, Ed Greenberg, spokesman for the Association of American Railroads said that, “Positive Train Control has been an unprecedented technological challenge, it is not off-the-shelf technology and has had to be developed from scratch. What the FRA report illustrates is the complexities involved with the development, installation and testing of PTC before it can become fully operational across the U.S. The nation’s freight railroads have been going all out for years to progress on PTC deployment and have been working through any technological or installation challenges before submitting reports to the FRA. There have been ongoing discussions with the FRA about the various provisions required by the agency as part of PTC certification. Reaching deadlines is important, but even more important is that when PTC is turned on it is fully operational and enhancing safety. This is a comprehensive process and the freight rail industry remains 100 percent committed to getting this complex ‘system of systems’ safely installed and thoroughly vetted and tested.”

Melanie Cost, spokeswoman for CSX, said, “PTC is an important safety upgrade, but it is an unfunded mandate that requires development of an entirely new technological system that must operate seamlessly across all U.S. railroads. CSX and the entire rail industry are working diligently to safely implement PTC as quickly as possible. The industry has been consistent in its commentary that the December 2015 deadline is not achievable. Any deployment of PTC must recognize that seamless, safe operation is imperative to maintain the fluidity of the national rail network and prevent adverse impact on customers, communities and passengers.”

Rick Harris of Norfolk Southern said, “The FRA report includes data through the end of 2014. The current number of completely equipped PTC-equipped locomotives in Norfolk Southern’s fleet is 115, and we expect to have more than 500 units completely PTC-equipped by the end of 2015. In addition, we have more than 2,000 locomotives that are partially PTC-equipped.”

Noted rail consultant Forrest Van Schwartz commented, “The inability of some railroads to meet the pending

PTC deadline is hardly ‘news.’ While I understand that FRA needs to keep the pressure on, I think they will eventually soften their stand and realize the realities. Were FRA to actually levy fines, the railroads have a good case that one branch of government can’t levy fines when another branch is a major reason for noncompliance,” referring to the year-long moratorium on antenna installation by the Federal Communications Commission on historic preservation grounds.

The enforcement measures are a key point in the FRA’s report to Congress on the status of positive train control implementation released on Friday. “For railroads that are not in full compliance with the PTC statute and regulations on the date of the implementation deadline, and in keeping with the clear direction of the [Rail Safety Improvement Act] statute, FRA will pursue enforcement efforts against the railroads,” the report says.

The report goes on to list 61 potential violations ranging from \$1,500 to \$25,000 per violation (categorized as “violations” or “willful violations”) that can be levied on the railroads per violation per day. The report also points out that the FRA has the discretion to weigh various factors around “which instances of noncompliance merit penalties and the amount of penalties that should be imposed.”

*Via TRAINS On-Line 8-10-15*

## A Senator speaks again

U.S. Sen. Charles Schumer (D-N.Y.) this week called on the Federal Railroad Administration (FRA) to step up safety measures at rail crossings and review safety procedures for unattended rail cars, following two separate incidents in New York.

On the latter, Schumer urged the FRA to review policies and procedures for unattended trains in order to project residents from runaway rail cars. Schumer’s call for action followed a July incident in Oneida County, N.Y., in which a teenager set free an unmanned rail car, which proceeded to roll 3 miles down the track through various neighborhoods until it crashed into Union Station in Utica, N.Y. No one was injured, but the incident caused more than \$1 million in damage and put lives in danger, Schumer said in a press release.

*(Continued on page 6)*



## NS Hometown Hero #911

Hundreds gathered along Chattanooga city streets on Friday afternoon to pay their respects to the funeral procession of U.S. Marine Corps Staff Sgt. David Wyatt, one of five military personnel killed in the July 16 shootings at the Naval Operations Support Center and Marine Corps Reserve Center in Chattanooga.



John Ferrell Photo

Among those who paid their respects included Norfolk Southern, who placed specially painted "Hometown Heroes" SD60E No. 911 on display for Friday's procession. Equipped with a large American Flag on the locomotive's front handrails,

No. 911 sat adjacent to the National Cemetery for most of Friday, coupled to NS EMD SD40-2 No. 3530. The locomotives were tied down on the East Chattanooga Belt Line Railroad for the duration of Friday's services.

A source close with the railroads tells Trains News Wire that NS "Honoring our Veterans" SD60E No. 6920 is expected to be on display in Chattanooga for Tuesday's funeral services of U.S. Navy Petty Officer 2nd Class Randall Smith.

Via TRANS On-Line 7-27-15

On rail-crossing safety, Schumer cited the need for new technology at rail crossings in response to the FRA's investigation of 81 at-grade crossings in Rochester, N.Y. In June, Schumer asked the FRA to investigate the crossings in reaction to a fatal accident between a driver and an Amtrak train. In the incident, the driver was attempting to drive his vehicle around dropped crossing gates when he was hit by the Amtrak train.

The incident prompted reports from Rochester residents who said the crossing gates often drop down when a train is not approaching, which conditioned motorists to ignore the gates and signals. Although the gates were functioning properly at the time of this particular accident, Schumer said the FRA's examination of the gates in Monroe County found 88 minor defects at the crossings, which are owned by four railroad companies that run through the county.

The defects have since been corrected, but the FRA has agreed to re-inspect the crossings to make sure the defects don't occur again, Schumer said. The FRA also discovered that some gates were triggered to close at the wrong times because they went into a "fail-safe" mode that can be triggered by weather, vandalism or interference from track maintenance teams. As a result, Schumer called on the FRA to examine ways to reduce false activations of rail-crossing warning systems.

*Editor: Interesting, Schumer wants to reduce ways for false indications. Don't you think the railroads would love to have less false indications? Maybe if we stop the weather or vandalism it would help – MofW crews are always a problem but they really do try to minimize incidents. Then the car rolled away issue. A padlock to lock the brake wheel? Or install a redundant braking system? How about going after the 13 year old kid and parents who caused the accident? How many times a year has this happened? None! He is the same senator who said, after the Metro wreck last year, having a camera in the cab looking at the engineer would stop the over speed on curves and would prevent accidents. It comes from the same thought that an FRA person noted a few years back to the IHB that for PTC you only needed to put the equipment in the lead locomotive. Really?*

**The above comments are your editors comments and not those of the DJC.**

(Continued from page 5)

"The fact that this accident did not seriously injure anyone is nothing short of a miracle," said Schumer. "But questions still remain over how an unattended freight car could be so easily accessed and sent barreling into a busy community. If a 13-year-old could do it with such ease, imagine what an individual wishing to inflict harm on local residents could do."

Schumer suggested the FRA consider changing existing policy to include installing locks on rail-car handbrakes, requiring more redundant braking systems and other practices to prevent people from being able to access a train.

## UIUC opens RAIL to advance better track designs

The University of Illinois at Urbana-Champaign (UIUC) hosted a ribbon cutting ceremony for its Research and Innovation Laboratory (RAIL) located at the Harry Schnabel, Jr., Lab.

The university said the work being done at RAIL is critical as the industry continues efforts to move freight across the continent safely, efficiently and economically and with rail transit systems are undergoing substantial expansion.

The 3,500-square-foot lab, which is part of the UIUC's Rail Transportation and Engineering Center (RailTEC), began initial operations in 2014 and recently became fully functional. It was established through grants and support from the U.S. Department of Transportation's Office of the Assistant Secretary for Research and Technology, the Federal Railroad Administration, railroads and rail industry suppliers.

"This laboratory is an important new tool to develop a fundamental understanding of how track components and track systems respond to heavy-axle loads, high-speed trains and rail transit vehicles," said Christopher Barkan, who is a professor and George Krambles Faculty Fellow in the Department of Civil and Environmental Engineering, and Executive Director of RailTEC. "Such understanding is critical to improved future designs."

The August 19th ceremony included dignitaries from government, such as Gregory Winfree, assistant secretary for Research and Technology for the USDOT; Michael Franke, senior director of State Government Contracts for Amtrak and Joseph Leader, senior vice president for New York City Transit.

"We can experimentally control key variables that relate to how the track structure is loaded, and measure and quantify its response under various conditions," added Riley Edwards, a senior lecturer and research scientist. "These specific laboratory capabilities did not previously exist in North America."

The university notes that more recent investment in RAIL is for research on rail transit tracks due to expansion of these systems in such cities as New York, Denver, Salt

Lake City, Seattle and others. Next month RailTEC will begin a new \$2.4 million project for the FTA developing improved track components for rail transit systems. The project, "Resilient Concrete Crosstie and Fastening System Designs for Light Rail, Heavy Rail, and Commuter Rail Transit Infrastructure," involves partners that include the American Public Transportation Association, New York City Transit, MetroLink (St. Louis), TriMet (Portland, Ore.), Metra (Chicago), Amtrak, CXT Concrete Ties Inc., GIC Inc., Pandrol USA, Amsted RPS and Hanson Professional Services Inc.

"We're adapting methodologies and procedures that we've developed through prior research in the railroad industry and applying them to solve rail transit problems," said Edwards. "As is the case with the railroad research, the objective is to engineer transit infrastructure components so they better perform their intended function and at the same time reduce costs for these public agencies."

"Thanks to the research conducted at RAIL, we will see better designed track and components," concluded Barkan. "It will be engineered to withstand the increased demands on the track system from higher speeds and heavier-axle loads. If you're a passenger, it will mean you're riding on safer and more reliable infrastructure, that is less likely to have outages that delay service."



Illinois Central 31563 at Villa Grove, circa 1957, being moved DIT from storage in Champaign to a factory west of Tuscola to provide steam heat for a short period of time. C&EI HS Archive Collection

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## Photo of the Month



The date is July 31 and on a trip to Rockford for a weekend of operating on layouts I stopped at Rochelle for lunch and a couple of hours watching and photographing trains. Note the signal bridge above the EB UP train. On Sundays return home trip I stopped again for lunch and the UP signal department had already erected the new cantilever signals behind this bridge. PTC is coming. Photo by Rick Schroeder