

DANVILLE FLYER

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DJC Chapter September Meeting—Monticello Railway Museum

Last year we moved our September meeting to the Monticello Railway Museum to enjoy train and motor car rides along with visiting the display area. We will do the same again this year on Sunday, September 18th. Remember, there is a fee for the rides but also MRM's steam locomotive will be running that weekend. Arrive at Montecello around noon and we will plan to all meet to ride one of the trains and hold a "meeting" on the move to Monticello.

New Illinois Grade Crossing Law

Illinois motorists who attempt to drive through a grade crossing when the gate is down or lights are flashing will see fines doubled under legislation signed last week by Gov. Bruce Rauner.

Sponsored by Illinois State Sen. Karen McConnaughay (R-St. Charles) and Rep. Mike Tryon (R-Crystal Lake), the bipartisan legislation was drafted to deter drivers who ignore signals and gates when trains are approaching a crossing, the lawmakers said in a press release.

The new law calls for fines to be doubled to \$500 for a first offense and \$1,000 for subsequent offenses of failing to stop at least 15 feet from the closest rail when an electric or mechanical signal device is activated or a crossing gate has been lowered, or when an approaching train is plainly visible.

"Illinois ranked second in the nation last year with regard to rail crossing fatalities, and it is my hope that these new, steeper fines will make motorists think twice before making the foolish decision to cross railroad tracks when it is unsafe to do so," said McConnaughay. The commuter railroad Metra worked with lawmakers to get the bill passed.

Motorists who ignored crossing signals and gates were involved in 140 crossing collisions, which resulted in 24 fatalities and 79 injuries, according to Metra.

Via Progressive Railroading 8-2

Sept 18th – Monthly Meeting to be held at the Monticello Railway Museum – 12 to 4 PM

Sep 17th to 18th Decatur – Decatur Train Fair 2016. Civic Center, 412 North Jackson St. Sat 10-4; Sun 11-4.

Sep 17th and 18th Monticello – Monticello Railway Museum's Railroad Days. Steam trains and motor car rides

October 1st – Rossville, IL – Operating Session on the model layout – 12:30 to 4 PM.

Oct 9th St. Charles, Ill. – 25th Annual Chicago Railroadiana and Model Train Show. Kane County Frgs., 525 S. Randall Road. 10-3. Russell 847-358-1185.

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 2016—our 48th 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



Last Amtrak Cities Sprinter Released—an End of an Era out East

On Thursday, June 2, 2016, Amtrak and Siemens marked completion of the 70th and final Amtrak Cities Sprinter (ACS-64) electric locomotive at the Siemens rail manufacturing hub in Sacramento, Calif., when No. 670 rolled out of the plant, bound for the Northeast.

“The milestone marks the culmination of a more than five-year partnership as the final high-efficiency locomotive heads to the Northeast Corridor for commissioning and revenue service,” Siemens said. “The locomotive, built by Siemens in Sacramento with components from more than 60 U.S. suppliers, is part of a new fleet of 70 high-efficiency vehicles that have helped usher in a new era of mobility and improved performance and reliability along the heavily traveled Northeast and Keystone Corridors.”

Siemens employees spent an average of 7,000 hours building each locomotive, equaling nearly half a million total hours for all 70 ACS-64s. “The locomotives have been designed and built with advanced technology including a state-of-the-art microprocessor system that performs self-diagnosis of technical issues, and takes self-corrective action and notifies the locomotive engineer,”

(Continued on page 4)

2016— May Meeting Minutes

The meeting of May 15th was called to order at 1245 by President Cooke at Olin.

The treasurer's report was provided and approved. Depot insurance was the big expenditure for the month.

The minutes of the previous meeting were approved.

Members expressed enjoyment with the trip on the Vermilion Valley and thanked the railroad for the food and rides. Thanks also to Doug N. for rolling out the motor car.

The spring trip will be May 21. A drive to Matteson will feature the viewing platform near the CN loop connections. A ride on Metra will be taken to Homewood for the Homewood Rail Fest. Metra Saturday service is hourly. Departure is scheduled for 800 from Cooke on Liberty. Lunch will be in Homewood.

The depot opening is scheduled for Saturday, May 28, with cleaning scheduled to start by 9 am. Allen has procured soda and candy supplies for the depot.

The meeting adjourned at 1250.

The group returned to the rails to go back to Foster.

Former NS CEO Wick Moorman to become Amtrak President

Amtrak announced today (August 19th) that Charles "Wick" Moorman will be the national intercity passenger railroad's next president and chief executive officer, starting Sept. 1. Moorman retired last year as chairman, president and CEO of Norfolk Southern Corp and a short time as the Class I's executive chairman.

He will succeed Joseph Boardman, who announced earlier this year that he would retire in September.

"We are very pleased that someone with Wick's experience and vision will lead Amtrak during this critical period as the company charts a course for future growth and improvement," said Amtrak Chairman Anthony Coscia in a press release.



Board members believe that Moorman will build on the success that Amtrak achieved during Boardman's eight-year tenure by launching initiatives to further enhance safety and customer service, modernize operations and guide the implementation of FAST Act requirements.

Moorman considers it an "honor and privilege" to assume Amtrak's leadership role, he said in a statement.

"I look forward to working with its dedicated employees to find ways to provide even better service to our passengers and the nation," he said. "At Norfolk Southern, our team fostered change by placing a solid emphasis on performance across all aspects of our business which helped develop a stronger safety and service culture throughout the company. I look forward to advancing those same goals at Amtrak and helping to build a plan for future growth."

A native of Hattiesburg, Miss., Moorman served NS for more than 40 years, rising from management trainee to CEO and chairman. In 2013, Moorman received *Progressive Railroading's* "Railroad Innovator Award" in recognition of his achievements in the rail industry.

The Association of American Railroads (AAR) commended Moorman's appointment.

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Siemens noted. "In addition, the energy efficient locomotives use a regenerative braking system to feed energy back into the power grid. Together, the locomotives could save over 3 billion kilowatt hours of energy and could result in more than \$300 million in savings over their intended lifetime."



The first ACS-64, No. 601, was unveiled at the Siemens manufacturing plant in 2013, followed by a rigorous testing program at the U.S. Department of Transportation (DOT) Transportation Technology Center (TTC) facility in Pueblo, Colo. The locomotive first entered revenue service in February 2014. Vice President Joe Biden was on-hand to mark the locomotive's debut and

emphasized the importance of next-generation rail transportation for the country's infrastructure.

Amtrak 670The Sacramento manufacturing plant has been in operation for more than 30 years and employs nearly 1,000 people. The 583,000 square-foot rail plant has full manufacturing capabilities including design, engineering, testing, carshell, bogies, subassembly and final assembly. To meet growing demand for its passenger rail locomotive and coach technology, Siemens recently opened a new 125,000-square-foot expansion at the plant and has hired more than 100 employees during the past year, including more than 60 welders. The plant is currently engineering and building ACS-64 electric locomotives for SEPTA; diesel-electric Charger locomotives for the Departments of Transportation in Illinois, California, Michigan, Missouri, Washington and Maryland; light rail vehicles for four cities; and higher-speed trainsets consisting of Charger locomotives and coaches for Florida's Miami-Orlando Brightline service to be operated over Florida East Coast Railway trackage.

"We've been extremely honored to be a part of Amtrak's core mission to connect cities and communities with efficient rail passenger rail service" said Michael Cahill, President of Siemens Rolling Stock. "Marking this important manufacturing milestone today, and our ability to produce these 70 locomotives ahead of schedule and on-budget is a testament to the strong partnership and collaboration between Siemens and Amtrak throughout the project. We will

be proud to watch these workhorses continue to come to life on the Northeast Corridor."

"Amtrak is integral to the daily life of the Northeast and our new locomotives will keep the people and businesses of the region connected and on the move," said Joseph Boardman, President and CEO of Amtrak, who plans to retire in September. "These new locomotives deliver the reliable and efficient Amtrak service our passengers depend on as well as support the growth of the region."

Railway Age 6-5-16

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"Wick Moorman is a proven railroader whose track record of success demonstrates his commitment and adherence to rail safety, efficiency and service to customers. His contributions and leadership in the freight rail industry, I believe, will advance the working partnership the freight railroads have with Amtrak," said AAR President and CEO Ed Hamberger.

The Southern Rail Commission also praised Moorman's selection as the next Amtrak CEO.

"His appointment extends a long tradition of presidents with a track record of supporting a national, holistic passenger rail network that includes the booming northeast corridor, state-supported routes and critical long distance service," said commission Chairman Greg White. "As the group responsible for the development and expansion of passenger rail in Mississippi, Alabama and Louisiana, the Southern Rail Commission is also proud to see a native Mississippian take the helm of our nation's passenger rail system."

Progressive Railroading August 19



CSX to Add Trains—Speed on L&I RR

Train speeds will gradually increase over the next few weeks for CSX trains operating between Louisville and Seymour, Ind., on a section of track operated by the Louisville & Indiana Railroad.

An article in the Courier-Journal newspaper says track speeds will increase in segments from the line's current 25 mph restriction to a top allowable speed of 49 mph. Train speeds aren't the only things increasing, either. CSX says train frequency and the length of those trains will also increase. Trains will be able to operate up to 14,000 feet and as many as 10 trains per day may use the route. Currently, the line sees about three or four daily trains.

Recent track improvements and a permanent easement between CSX and the Louisville & Indiana Railroad has allowed for the Class I railroad to beef up infrastructure along the route.

"This is a critical route that improves CSX connectivity to Midwest markets and offers more efficiency and routing options for automotive and intermodal trains. This agreement also enhances rail access for the Port of Indiana-Jeffersonville and increased efficiency service for both LIRC and CSX customers," says a CSX spokesman quoted in the newspaper.

Via Trains On-Line 8-5-16

Illinois Bridge to Intermodal Facility

A new bridge will link the nation's largest inland port directly to Interstate 80. Local and state officials, including Illinois Gov. Bruce Rauner recently gathered to announce the agreement between, local, state governments and CenterPoint Properties. The proposed Houbolt Road bridge will provide direct access to intermodal facilities in Joliet with nearby I-80. Joliet and Will County make up the country's largest inland port.

Union Pacific's Global 4 and the BNSF Logistics Park Joliet intermodal facilities are both in the region. The first-of-its-kind project in Illinois will cost a combined \$170 to \$190 million. The bridge will be built and operated by Center-

Point properties and will span the Des Plaines River and BNSF Railway tracks.

"The project is long overdue and will only enhance the region's position as a freight hub for North America and an economic engine for the state," Gov. Rauner says. "Illinois needs more projects just like these creative solutions to fund infrastructure and keep Illinois competitive far into the 21st century."

TRAINS On-Line 7-14

Metra Extension West of Aurora

Work has begun again on plans to extend Metra commuter service past Aurora and west into Kendall County, Ill. Metra is resuming work on engineering and environmental studies to extend trains on the BNSF Railway-owned line after local officials say they strongly support the planning work despite funding challenges.

In the mid-2000s, local officials secured \$7.5 million in federal funding to begin preliminary engineering and environmental assessment studies on the proposed BNSF extension toward the towns of Montgomery, Oswego, Yorkville, and possibly Plano and Sandwich. Those studies were to determine costs and environmental impacts so local stakeholders could find funding for the extension.

Metra suspended those efforts in June 2015 to determine if



there was a consensus among local officials to spend the remaining \$6.6 million on the unfunded extension or on other infrastructure needs. The agency says an extension of commuter service could cost more than \$200 million during a time when Metra is also looking at more than \$11 billion in state-of-good-repair needs in the next decade.

Now, local leaders say they want to continue the engineering and environmental studies for the project that would also require creation of a dedicated funding stream by Kendall County residents.



"I am impressed by the deliberate and thoughtful way the leaders of Kendall County came

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together to show their support for the extension of the BNSF extension,” says Metra Chairman Martin J. Oberman.

“They clearly understand the financial demands that will be facing them and I look forward to working with them in the future.” The two studies will be finished in about 18 to 24 months.

TRAINS On-Line 5-20

NS Acquires Tier 4 Motive Power

Norfolk Southern will become the fifth Class I railroad to receive Tier 4 freight locomotives with the arrival of the first ET44ACs from General Electric this spring. The 47-unit order is the first new power for the company since the strengthened emission regulations took effect last year.

The locomotives are being produced at General Electric's Fort Worth facility, with the first ET44AC, NS No. 3600, shipping from GE's plant to Southwest Research Institute in San Antonio in May for testing prior to delivery. As of mid-May, over a dozen locomotives have been completed. Road numbers for the new locomotives are Nos. 3600-3646.



Also on order are three 'credit' locomotives, ES44AC (T4C) from General Electric. These locomotives are essentially

pre-2015, Tier 3 locomotives that are allowed under current government regulations by having the builder apply emission credits already banked toward the locomotives. The credits were earned by applying energy-saving design technologies to locomotives already built and in operation. Road numbers for the credit units will be Nos. 8166-8168. Those units will be built in Erie, Pa.

Canadian Pacific and Kansas City Southern are now the only Class I railroads that have not purchased Tier 4 freight locomotives.

TRAINS On-Line 5-19

Questionable Future of Railroad History

That's a provocative title, eh? Well, I wanted to get your attention. Now that I have it, here's the point I want to make right off:

Railroading is no longer an integral part of American culture. It's just another industry.

Think about it. Railroads once touched nearly every community and almost every family in the 20th Century. It was a huge base of employment, and nearly every family had someone who worked for the railroad in their midst. In towns where there were multiple railroads, you often had cross-town rivals among families that “worked for the other guy”.

Consider of all the classes of jobs that have disappeared. From steam fitters to carpenters and from tower levermen to telegraph operators, those occupations on the railroads are gone forever. Fast forward to today and the employment base that railroads provide has decreased on the order of 70-80 percent. Other than in crew change towns, you won't have much of the local population employed by the railroads. A big yard might have a good employment footprint (think Galesburg), but how many of those employees live in the actual town the yard is in? We are a mobile society, and workers can commute many miles to get to their jobs. *(Editor: I know an engineer that lives in Lafayette and works out of Danville and travels the 1.5+ hours to get to work. This would never have happened 50 years ago.)*

As railfans, we used to be proud of our railroad contacts. Now, we're lucky to know anyone except for a retired worker or someone who works for a shortline. And in towns where railroads have disappeared altogether, only someone living there for the “bedroom community” quality of the neighborhood may be a railroad worker.

The other thing is that we are losing generations who had first-person experience with riding passenger trains in their prime. And even those who watched someone get on a train in some small community to go to basic training or maybe to go shopping in a nearby larger town are getting to be a smaller percentage of the general population as time moves forward.

All of this leads to a lack of knowledge about railroads

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in current and future generations. That "first person" narrative isn't there to pass on. This doesn't bode well for railroad museums, especially smaller ones in smaller towns.

One museum I'm involved with used to have a weekend where they ran a bunch of cabooses on the weekend trains to please the kids. Everyone wanted to ride in the cupolas. But several years ago, they discontinued this weekend because the kids had no idea what a caboose was, and therefore didn't care about riding in one. Even the parents today aren't really sure what they were used for. It is no longer relevant.

Since Amtrak still runs in many areas, passenger trains are still known by the younger generations. But when they get on an "old-timey" car to find there's no air conditioning, it's a shock to them. This is why many operating railroad museums now have air-conditioned coaches in their trains. People expect it.

With the general public being a fickle lot, it takes a huge draw to get families to stop at a local attraction. Since small museums often feature stuffy old depots filled with ancient artifacts, I can almost assure you that these won't be on the top of their lists. An operating museum will fare a little better, as long as they have those air-conditioned cars!

There will always be a few younger people, mostly boys, who get "bit" by the railroad bug. But they aren't going to be enough to keep small non-operating museums running in the communities they inhabit. My prediction is that most of these small operations will close up shop in the next decade or so.

So this, my friends, is my take on things as they stand now. In preparation for the closure of these small museums, two in this area that I can think of, it's time to take a look at the collections and see what's really valuable or historically important, and get those things in private hands or those of good general museums, like the VCM.

I'm truly sorry to be the voice of despair, but I'm also the voice of reason. What can't go on forever, won't. It's that simple, and we have to prepare for it.

Doug Nipper

Indiana Rail Road Supply Center

Indiana Rail Road (INRD) officials hosted a ribbon-cutting ceremony on July 14 to officially open the railroad's new Merom Transload, designed to provide efficient movement of commerce for current and future customers in the Wabash Valley.

Located near Merom, Ind., 35 miles south of Terre Haute and adjacent to Hoosier Energy's Merom Generating Station, the rail-to-truck transload will serve companies that want to take advantage of the economic benefits of long-haul rail coupled with the flexibility of short-haul trucking.

INRD connects Indiana and Illinois shippers with the entire North American rail network via strategic rail connections at Chicago, Indianapolis and other gateways.

"We've opened Merom today to serve our partners at Hoosier Energy and Nelson Brothers mining services, to help them create more efficient supply chains," said Peter Mills, INRD president and chief executive officer. "However, Merom will offer operational efficiencies and superior service to agricultural and manufacturing companies across the Wabash Valley – in Indiana and Illinois – so we look forward to creating new partnerships through this great asset."

Merom is the third rail-to-truck (and truck-to-rail) transload facility on INRD's system, along with Senate Avenue Terminal in downtown Indianapolis and the Odon Transload, located three miles east of the Interstate 69-State Road 58 interchange in Odon, near Naval Support Activity Crane in southwest Indiana.

INRD is also about to commence service to Venture Logistics new 405,000 square-foot warehouse and cross-dock on the south side of Indianapolis. A grand opening will take place for that facility later this summer.

Via RT&S 7-18



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We're on the Web!
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Photo of the Month



Norfolk Southbound UP 5005 (SD70M) and 4071 (SD70) cross the TP&W diamond at Watseka on September 3, 2016. The track panes in the foreground is ready to be inserted at the highway crossing just north of the diamond on September 6 as the UP will spend 8 days rebuilding the crossing

Photo by Rick Schroeder