

Danville Flyer

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Homer Mine to Begin Construction

Sunrise Coal of Terre Haute has plans to begin construction of their proposed mine, to be located south and east of Homer, Illinois, in 2014. The 400 acre site will hold the preparation plant and coal loop for loading rail cars. The site will be similar to their site at Carlisle, Indiana. The coal loop will connect to Norfolk Southern just east of Homer near the east end of the siding. This will be an underground mine but to date we do not know which direction coal will be headed on NS.

At the Carlisle, Indiana site the coal loop connects to the new siding that we designed for CSX. The mainline was shifted to the west so the new control point for the mine connection could be added to the siding. This allows trains to leave and enter the siding under dispatcher control and does not require them to stop and hand throw switches. It is assumed that the connection to NS will be the same allowing direct moves into mainline traffic.

Upcoming Evnets

- April 15 - Monthly Meeting at Jocko's, 1 PM
- April 21 - C&EI HS meeting at Watseka, IL 10 AM to 9 PM. Operating Session at Rossville 1-4 PM
- May 3- Annual Spring Trip to Chicago—see Page 4 for information.
- May 12-15—Thorw Momma on the train at MRM.
- May 20—Monthly Chapter meeting at Jocko's.

CN to Add 161 Units to Fleet

Yesterday, (March 23) CN announced plans to acquire 65 new high-horsepower locomotives and 96 secondhand, high-horsepower locomotives.

In 2013 and 2014, the Class I expects to take delivery of 35 new ES44AC locomotives from GE Transportation and 30 new SD70ACe locomotives from Electro-Motive Diesel Inc. (EMD). The 4,400-horsepower GE units and 4,300-horsepower EMD units will be alternating-current (AC) locomotives — a first for CN, said Executive Vice President and Chief Operating Officer Keith Creel in a

prepared statement.

"Our current fleet of approximately 1,900 locomotives employs direct-current traction technology, which has served us well because of the overall favorable grades of our network," he said. "We will harness the key advantage of AC traction — much higher adhesion or train-pulling ability at low speeds — in assigning the new AC units to heavy-haul coal service in northern British Columbia and Alberta, where steep grades and sharp rail curvature make heavy demands on our locomotives."

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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 op-

erating 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 \$36.00 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 2012—our 44th 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 & National Director
Cooke Business Products - Publisher



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The new locomotives also will be equipped with distributed power (DP) technology, which is designed to improve train handling and fuel efficiency. Half of CN's high-horsepower locomotive fleet will sport DP by 2013's end, said Creel. "A robust, fuel-efficient locomotive fleet is critical to CN's plan to take advantage of the traffic growth we expect in the years ahead, and to

ensure we have the motive-power assets to improve the supply chains of our customers and enhance their competitiveness in domestic and global markets," he said.

Later this year, CN also plans to purchase 42 secondhand GE Dash 8-40C locomotives, 11 leased GE Dash 8-40C locomotives and 43 secondhand EMD SD60 units. The 3,800- to 4,000-

horsepower Dash 8s will be upgraded to CN specifications. The acquisitions will enable to the railroad to retire older, high-maintenance locomotives and reassign less fuel-efficient mainline units into less-demanding yard and local switching operations, said Creel

Via Progressive Railroading

March 18, 2012 Meeting Minutes

JOCKO'S PIZZA

Meeting opened at 2:00 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved. Treasurer's report read and approved. Bank balances are \$2684.98 checking, \$3493.53 CD for total assets of \$6178.55

OLD BUSINESS

Tree removal at Rossville still on hold. Spring Trip plan has been finalized. Will drive to Manhattan, IL on May 5th and ride the ex-Wabash line into Chicago. Will leave the Cooke Business Products parking lot at 8:00 AM, and pick up others at Rossville. With possible side trip to railfan afterwards, still should be back in Danville by 6. Train leaves Manhattan at 11:00 A.M. Dwell time in Chicago is only an hour and five minute. It was noted that this day would have otherwise been an operating session at Rossville.

NEW BUSINESS

None!

GOOD OF THE ORDER

None! Meeting adjourned at 2:17 P.M. Al McCoy presented a videotape that he had taken at the Lincoln Square model railroad show in 2002.

Amtrak to Triple PTC Miles by End of Year

By year's end, Amtrak expects to more than triple the number of track miles on its system featuring positive train control (PTC).

Currently, PTC is in operation on about 530 track miles, including some sections of the Amtrak-owned Northeast Corridor (NEC) and the entire Michigan Line. By Dec. 31, Amtrak plans to install PTC on an additional 1,200 track miles, which will cover all remaining Amtrak-owned sections of the NEC and the entire Keystone Corridor in Pennsylvania.

"This new territory will be fully functional when the locomotive fleet is PTC-equipped in 2013," Amtrak officials said in a prepared statement.

Later this year, Amtrak also plans to begin installing PTC components in 50 locomotives that will operate on tracks owned by other railroads. In addition, the national intercity passenger railroad is working closely with freight and commut-



er railroads that operate on Amtrak-owned tracks and its host railroads to ensure the different types of PTC systems being deployed across the nation are interoperable, Amtrak officials said.

For example, Amtrak locomotives used for the state-supported Heartland Flyer service in Texas and Oklahoma now are PTC-equipped and Amtrak is working with the BNSF Railway Co. to ensure interoperability. Plus, Amtrak expects to operate

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110 mph service on a section of the Lincoln Service route between Chicago and St. Louis in fall under a cab signal and Incremental Train Control System installed on tracks owned by Union Pacific Railroad.

Chapter Spring Trip—Ride the ex-Wabash to Chicago

Saturday, May 5, 2012

Meet at Cooke Business Products on Vermilion at 8 am. The train is scheduled to leave Manhattan at 11:00 AM with arrival in Chicago at Union Station at 12:25 PM. We will have lunch in Union Station at one of the many restaurants.

Departure is scheduled out of Union Station at Chicago at 130 pm with arrival back in Manhattan at 2:55 PM.

If on time, we may take a look at the nearby Logistics Park intermodal terminal of BNSF, check out other train watching areas and then stop for supper.

Tentative arrival back in Danville at 6-7 pm.

\$ 7 buys you a weekend METRA pass which will be used on the rail in both directions. We will make a stop in Rossville at the museum for any who want to park there for a ride to Manhattan. At the April meeting be sure to contact Dick Brazda and let him know you want to go—and especially if you want to be picked up at Rossville. The number going will determine the number of vehicles needed—we also ask that those riding chip in on the gas money.

BNSF News

The BNSF continues to get new power this month. Quite a few of the GE ES44C4s were delivered in February. On Jan. 31st there were 2 more that showed up at Chicago after 23:00 that I missed on last month's report. They are the 6901 & 6902.

During the month of February, the following units were delivered to BNSF: 6900, 6903 6904, 6906 – 6923, 6925 – 6927, 6931, 6932, & 6934. It appears that several of the engines went to the KCS and probably to MAC for paint in Kansas City. I think the following have gone to MAC, 6909, 6913, & 6917. The following appear to be there at the end of February: 6928 – 6930. All were delivered to the KCS by the NS and do not show in service on the BNSF as of yet.

BNSF re-numbered a couple of SD40-2s again this month. On Feb. 23rd, BNSF 8012 became BNSF 1663. On Feb. 24th BNSF 8090 became BNSF 1793. The 8090 had been re-numbered from BNSF 8112 in Nov. 2007 due to conflicts with the re-numbered SD60Ms. That leaves just 11 of the SD40-2s that have not been re-numbered. They are the 8011, 8013, 8015 – 8018, 8022, 8023, 8025, 8064 & 8091. The 8091 was re-numbered in Nov. 2007 from the 8167 also to avoid a conflict with the SD60Ms.

This may be the beginning of the end for the SD60Ms. Three of the ex BN units have been sent to Paducah, KY for lease return inspections. Train L-SPR6551-05 is a local that runs from Beardstown to Centralia, IL. The morning of

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March 5th it departed Beardstown with ex ATSF Dash 8-40BWs – BNSF 527 & 547 leading SD60Ms 8123, 8140 & 8134. All 3 are eventually heading to Paducah. The train had 42 cars trailing the power. In addition to those three, there are 14 more that are showing as lease expirations on March 26th, 2012. They are showing to move to Northtown or Paducah for lease inspection returns and are the 8119, 8122 – 8124, 8134, 8136, 8139 – 8142, 8144, 8147, & 8148. All of the other SD60MS have been put in storage for either the surge fleet or are bad ordered.

Via Brass Switchkey Railnews, V.19, #11, March 29, 2012



Branson Scenic Express Damaged

Branson Scenic Railroad officials were seeking replacement glass for the railroad's F9PH, which was damaged when a tornado struck Branson around 1 a.m. Wednesday, Feb. 29. The tornado [hit] several businesses in the city, including the Branson Scenic Railroad depot and excursion passenger train.

Branson Scenic F9PH No. 98 and GP30M No. 99 sustained broken windshields, side glass, and headlights. The stainless grills and grab irons on No. 98 were bent, and flying glass and other debris damaged the paint on the locomotives. Passenger cars Silver Terrace, Silver Chef, Silver Garden, Silver Lake and Westport suffered window damage due to the flying debris. The restored 1906 depot next to Branson Landing in downtown Branson had all its roof shingles stripped off, windows broken, and paint damaged.

The railroad has resolved to repair all equipment for the season opener scheduled for March 5. Branson Scenic President Alan Kamp told Trains News Wire that the search replacement glass for the F-unit is difficult. The railroad is seeking a waiver from the Federal Railroad Administration and its host railroad, the Missouri & Northern Arkansas, to temporarily use auto safety glass for the windshield. If the waiver is not approved, the train cannot run. Branson Scenic operates over the Missouri & Northern Arkansas Railroad's ex-Missouri Pacific route. Missouri & North Arkansas personnel have been on site helping inspect the locomotives and equipment, and clean up the mainline and surrounding property.

By Steve Weith, via Brass Switchkey Railnews, V.19, #11, March 29, 2012

Norfolk Southern Historic Paint Schemes

I would assume all of you are aware that Norfolk Southern will be painting 19 new locomotives in schemes of some of the predecessor railroads that have formed NS over the years. The first out was a Conrail GE ES44AC, next a Southern GE ES44AC. The third unit, and featured photos in this issue, is NKP ES44AC #8100. NS expects to have all units on the road by June 1 for the 30th anniversary celebration. Coming soon for our area will be the Illinois Terminal and Wabash Railroads. Go to the NS web site to check out what each locomotive will look like. Painting is being done at Altoona and Chattanooga for the GE's, Progress Rail in Muncie for the EMD SD70Ace's

Other schemes include Central of Georgia, Central Railroad of New Jersey, Delaware, Lackawanna and Western, Erie, Interstate Railroad, Lehigh Valley, New York Central, Norfolk Southern (original), Pennsylvania, Reading, Savannah and Virginian. Get your camera ready.

Danville Junction Chapter, NRHS

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

Photo of the Month

