

DANVILLE FLYER

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50 Years—Where has it gone?

Did you check the masthead on the January issue? We are entering our 50th year as a chapter of the NRHS. Where has it gone? Some of us are still around but many members have moved on or are no longer with us. I recently got an email from a friend I went to Danville High School with that talked about the “winter of life”. He to is approaching 76 and realized the day we looked at friends of our dads as old, we are there. So, come back with me a few years as I recount some of my railroad memories and how the hobby got me to where I am – I hope I don’t bore you but this is something I must do.

First, as my friends know I am a C&E fan helping found the Society with Bob Gibson in 1982. We celebrated that event last year at the annual meeting. I never saw, that I can remember, a C&E steam engine. May 1951 the last fire on a C&E steam engine was dropped and even though in the previous 5 years we may have taken the train to Chicago, I don’t remember seeing a C&E steam engine. The first Lionel set came at Christmas 1948 so little time in between “playing” with trains and demise of steam. For several years the train was around the dining room floor at Christmas (not the tree), but eventually the layout was built in the basement. We lived on the northwest side of town, grandparents and an uncle lived on S Kimball near the Grape Creek line, but by then it was minimal traffic and visits were usually evening as I was taken there while mom and dad went out. My uncle who worked for the C&E lived next door and that got my start with the railroad when he gave me his passes.

My dad was not into trains in anyway. He did help setup the basement work area for a layout, but by then this was just before high school. We used to go to the Chicago museum once or twice a year and drove up. I remember one trip coming back, as we crossed which must have been the NKP, I saw a steam engine coming and said let’s pull over to watch. His response was to much traffic and I remember looking out the back window as the eastbound crossed the street. We used to take the one trip a year to Dearborn but return was always on the night train and I am sure always diesel by then.

We all know that in the early 1950’s hometown football was the entertainment on Friday. Danville was no exception and around probably 1952 we would go to football games at the high school. The NYC was on the elevated portion next to the football crossing over Fairchild. The double track started there and went north about 20 miles while it was single track to then parallel the P&E through Danville to Wyton, single track through the interlocking and back to double heading to Lyons Yard. Southbound coal trains would stop and watch the game waiting for the clear from Wyton. The best part was when the northbound came by wide open with 50-75 loaded hopper cars putting smoke down across the field. I still remember seeing flash from the firebox door open and closed. I went to high school in 1956 and by then the NYC had dieselized this segment and something was gone.

I remember dad taking me to see the wreck in front of the NYC Vermilion Street station when two steam engines hit head on, mashing the pilot only. There was a wreck on the Wabash at Dan-

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February 18—MONTHLY MEETING at Jocko’s on Williams Street, 1:00 PM—program by TBA.

March 3, 2018—Operating Session at Rossville—check the weather for this one on.

March 3 - Indianapolis - Indianapolis Model Railroad Show & Open House. Manual High School Gym, 2405 S. Madison Ave.

March 25 - Springfield Model Railroad Club’s Springfield Train Fair 2018. Illinois State Fairgrounds. Orr Building. 10-4

April 7-8, 2018—37th Annual Train Show, Lincoln Square Village, Urbana, IL 10-6 and 11-4, admission Free.

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 2018—our 50th Year

- Henry Schmitt – 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



Amtrak Rebuilding Amfleet cars

For Amtrak's 450-odd, 40-something-year-old Amfleet I passenger car fleet, the Budd-built cars are newsworthy yet again, and the news is passenger comfort. The new interior redesign brings the 21st century to the Northeast and the Midwest. *Trains News Wire* recently toured Amtrak Business class car No. 81546 at Penn Station New York; it's one of more than 90 cars with the new Amtrak interior, and it was sitting along side an unmodified Amfleet I coach for a stark comparison. Duncan Copland, director of industrial design at Amtrak, and Alison Simon, director of Amtrak's Northeast Corridor Business Development Group, explained the new interior.

"What had been done with the previous interior modifications of the cars took 9 years to finish all the work. This time around, we intend to complete all the work in 12 months," Simon said. She indicated that the refresh for more than 450 cars would be done at

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2018— January Meeting Minutes

The meeting was called to order at 1358.

The minutes of the previous meeting were in the newsletter and were approved.

The treasurer's report shows income of \$400 and expenses of \$401 for the last 2 months. Balance as of 1/19 is \$5308.66. \$65 of the income was earmarked for heat.

Doug Nipper also presented a detailed estimate of motorcar restoration expenses. It totaled \$525.99 for mechanical work. There would be some additional expenses for body restoration.

Henry confirmed the March meeting be with Terry Bodine in Fountain County. He has agreed to host, showing off his 1/5 scale narrow gauge RR and looking in on some of the old RR grades. It was suggested to meet at the fireworks store off I-74 and carpool to location. Henry will arrange for pizzas and drinks for the meeting.

The chapter was notified about a sale of the depot internet business. It is unclear if the new owner would honor the existing low rate for the chapter. The normal rate would increase the cost significantly. Bob Gallippi will contact the owners to see if our rate can be continued.

It was announced that Jess Bennett was the recipient of a 50 year pin as a member.

The chapter received a letter from national NRHS about the 50th anniversary of the chapter to see if we would like a visit from an officer. At present no 50th anniversary event has been planned. Consideration will be given to having an event.

Rick in an email suggested sale of any surplus items at the depot in the next Urbana show. It would help clean up the depot. Also, this year's show may be the last one due to dwindling participation and other factors. It was mentioned that Allen Cooke had indicated any of the material he left at the depot could be considered donated for sale. It was suggested that a session to determine which items can be sold be held before the March operating session.

It was mentioned that last year's spring trip was not well attended. There was discussion of whether a different date would be useful in obtaining more participation, but it appears that any date is likely to have conflicting events.

The meeting adjourned at 1426.

Dave Sherrill presented pictures of the Illinois Terminal.

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a multiple Amtrak shops to get the job done faster.

Copland says more cushioning was added to the seats; a quick test shows them to be more comfortable than the current Amfleet seats and firmer. Fabric is out, and imitation leather is now the material of choice, with seat frames untouched. The seat back cushions have a slight rounding at the top, instead of being straight, and should be easier to clean. Business class seats are light and dark grey, with a blue accent in the middle top of the seat; coach seats are solid light gray.

New overhead LED lighting provides sufficient light for reading after it gets dark; cove lights above the luggage racks are to be refitted with LED lighting as well in the future. The lavatories will also boast of LED lighting.

The last part of the \$16 million dollar project will refurbishment of the cafe cars. Focusing on the galleys, Copland indicated the front counter of the galley will be made of a tougher plastic, which is easier to keep clean. With a highly restricted budget, Amtrak has undertaken a Cinderella transformation, taking the railcar of the past to the passenger car of today.

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ville Junction, but I don't remember that much. Through high school my dad had an old Exacta camera I could use, but limited driving, and of course by then dating, trains were a secondary item. I carried papers (yes kids we carried papers in bags and delivered to every home then) and each Saturday I would peddle down to the Commercial-News to pay my "bill". Yes, they billed us, and every Friday and Saturday I had to go house-to-house to collect. When I was lucky I would catch a P&E train on Gilbert Street

Life takes many turns and in 1960 I spent a year at the University of Illinois. This gave me connections to the IC but never much of a fan. I did not do a lot of railfanning like others that have their photos published everywhere. Should have, but that time is gone and so be it. Back in Danville I met some other modelers that had formed the Family Model Railroad Club. We met at homes, went on some local trips, had picnics at Garfield park but very few had any kind of a layout, and I never had a place to start another one. In 1964 I met a guy named Ray Curl. Ray worked for the C&EI and we used to take an evening to go the C&EI station, watch trains, then go to Tilton and watch the Wash. Ray never took photos, but he recorded every train and since as a kid living next to the NYC he had a record of every steam engine that came to Danville. When the Mo Pac acquired the C&EI he was transferred to St. Louis and later, upon being requested to move to Omaha, he retired. He was an authority of both NYC and C&EI equipment. Ray and I became good friends, one of the founding members of the C&EI HS and his passing was a loss to our society.

So how did we get to be a chapter of the NRHS?

In 1965 I had joined the St. Louis Chapter of the NRHS. In discussion with the members of the Family Model Railroad Club I suggested we investigate forming a chapter to promote more of the history and become better known. We proceeded to form the Danville Junction Chapter in 1968. Two of us are still members of the NRHS, Jesse Bennett of Rossville and myself. Dave Sherrill is the other original member of the chapter. It is hard to imagine that 50 years have gone by already. The "Winter of Life" is here.

Over the next few months we will cover some of the history of the chapter. For those of you that came along later I would like to hear from you of how you found out about us and when you became a part of the group.

Rick Schroeder

Steam in 2018

This year, 2017, brought many chances to see big steam locomotives making excursions onto main lines. While it is too early in the operating season for most organizations to announce their operating schedule, steam aficionados can count on some old favorites returning to the rails in 2018 and some underrepresented organizations attempting to organize more frequent excursions.

For starters, the Fort Wayne Railroad Historical Society is developing plans to take the Nickel Plate Road 2-8-4 No. 765 out on the road again in 2018. Vice President Kelly Lynch says that the organization is planning several excursions in the coming year and is considering opportunities to take the locomotive to **Illinois, Michigan, Ohio, and Missouri**.

"About half of the possible locations are places to which we have been before, but some of them are new," Lynch says. "We had been considering going to some of these destinations in 2017, but we ran out of time to do the marketing. It didn't look like we were going to have our ducks in a row soon enough to allow for that if we had tried those additional excursions in 2017."

A little further west, Santa Fe 4-6-2 No. 3415, operated by the Abilene & Smoky Valley Railroad in Abilene, Kan., will continue to pull regularly scheduled excursion trains, and will participate in additional trains scheduled on holidays and for special occasions. Smoky Valley's Manager Mary Jane Oard says that the train is also available for private charters, and that the group is actively seeking volunteers to expand its operational capacity.

Next year will also see the Southern Pacific 4-8-4 Daylight No. 4449 return to the rails at least to head the Christmas Trains. Martin Hansen, counsel for the Oregon Railroad Heritage Foundation, tells Trains News Wire that there may be additional trips at some point in 2018, but the organization is not ready to release details. Hansen also says that work to restore the Spokane, Portland & Seattle 4-8-4 No. 700 will continue through the year.

The Friends of the 261, operators of the Milwaukee Road 4-8-4 No. 261, maintained a busy operating schedule in 2017 and plan to expand upon it in 2018.

"In 2018 we are planning more trips with 261," Steve Sandberg, Chief Operating Officer of the Friends of the 261, wrote in a recent membership update."

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Sandberg wrote that 261 equipment will be traveling west this winter, heading to a private event in Seattle on Jan. 27, 2018, with tickets available to 261 group members and their friends.

In 2017, certain locomotives that rarely travel beyond their home grounds ventured farther into the field. In August, the Steam Locomotive Heritage Association in Hartford, Wis., took the Soo Line 2-8-2 No. 1003 to Chicago. The group doesn't have any firm plans on the books this early in the 2018 season, but says that a large public turnout has encouraged them to consider a more frequent operating schedule. "We saw a much higher turnout at this year's Santa Trains compared to previous years," says Zach Hall, the association's mechanical manager. "We think that a lot more people are getting interested in this locomotive now that they realize it exists, so we are hoping to create opportunities to bring it out more often in 2018."

Late in 2017, the Louisiana Steam Train Association, based in Jefferson, La., brought the Southern Pacific 2-8-2 No. 745 on a rare Christmas excursion into downtown New Orleans. The sold-out train and the reaction from onlookers demonstrated strong support for future excursions, Louisiana Steam Train Association president Richard Jacobs says.

"This locomotive was built locally and people were wiping tears off their faces because their dad or their grandfather had worked for the Southern Pacific," Jacobs says. "So, we'll definitely be pushing to do more events of this type. We will at least continue to fire the engine up quarterly and move it around our yard."

The Federal Railroad Administration-mandated 1,472-day inspection has come due for at least one big steam locomotive, the Santa Fe 4-8-4 No. 3751, operated by the San Bernardino Railroad Historical Society in Los Angeles. The locomotive will be disassembled to permit a thorough visual and ultrasonic inspection of the boiler.

"The work will include a hydrostatic pressure test in order to check staybolts and seams," says Wolf Fengler, a spokesperson for the group. "The information will be used to determine if any repairs are needed and recalculate boiler stresses as necessary to complete an updated Form 4 report for the FRA. The crew will also continue its evaluation of what may be needed to allow 3751 to be outfitted with PTC equipment. With the locomotive disassembled, the increased access will also be used to do a more in depth inspection of other systems as well with repairs affected as necessary."

Fengler says that the "1,472" inspection process could be completed in as little as eight months if no significant flaws are discovered.

In Albuquerque, N.M., 2018 will bring the New Mexico Steam Locomotive and Railroad Historical Society closer to placing the Santa Fe 4-8-4 No. 2926 back to operating condition.

"Our all-volunteer crew has been busy installing steam and air lines in the cab for the bell ringer, stack lifter, dynamos, sanders and more," says Mike Hartshorne, the association's president. "Sheet metal and insulation for the boiler continue to be difficult work but progress is being made weekly. Plans are to make steam for testing of appliances after the holidays."

The 2018 calendar year may hold even more excursions, as not all of the organizations Trains News Wire reached out to offered a comment. No matter how you slice the cake, big steam locomotives are looking to make a strong showing.

TRAINS News-Wire

CSX to cut 8,000 Miles of Track

CSX Reviewing 8,000 Miles of Rail Lines for Potential Sale
CSX Transportation is reviewing 8,000 miles of rail lines as potential candidates for sale or lease, Trains News Wire has learned. People familiar with the situation do not expect all 8,000 miles to go on the block. But they say the sheer amount of mileage under review - more than a third of CSX's 21,000-mile network - is an indication of management's intent to leave no rock unturned in a drive to cut costs and boost profitability. Last year, CSX executives said everything's for sale at the right price. "Everything we've got out there is going to go through some scrutiny. If it creates shareholder value to sell it, we're going to sell it," then CEO E. Hunter Harrison told the Credit Suisse Industrials Conference on November 29. "If it creates share-holder value to keep it, we're going to keep it." The review effort is continuing under new CEO Jim Foote. The first four subdivisions were put out to bid last week, including a pair of routes in Illinois and Florida. CSX is expected to put a handful of subdivisions on the block every few weeks, according to people familiar with the matter. Routes under review include:

The former B&O from Greenwich, Ohio, to Baltimore.

The former Boston & Albany main and related branch lines in Massachusetts.

The former Louisville & Nashville between Cincinnati and Atlanta.

Most of the former Baltimore & Ohio main linking East St. Louis, Ill., and Cincinnati.

Former Pere Marquette trackage in Michigan.

CSX's cross-border incursions into Canada and related U.S. trackage.

The railroad's hard-hit Appalachian coal network, including portions of the former Clinchfield.

Large sections of the Florence Division in the Carolinas.

The Dothan sub in Alabama and Georgia.

The Auburndale sub in Florida.

Branches and redundant trackage scattered around the system, including some in Alabama, Connecticut, Georgia, Illinois, Indiana, Ohio, and New York.

Trains newswire (January 22)

Editor: Various sources indicate that CSX has decided to place the Decatur and Danville Subdivisions along with the PA Subdivisions in the Florida Panhandle up for bids first. Vermilion Valley Railroad has tried for several years to purchase/lease the Danville Secondary from the NS in Danville to the south side of Tilton. Presently those plants are served 2-time a week. Sale of property is handled by CSX Real Property, Inc and they are (my past experience) not easy to deal with as they want top dollar. With the railroad wanting to drive up stock price this will probably be the case here. Two years ago, CSX rebuilt the line and in fairly good shape for 20 mph service. The Decatur sub should be a good line to purchase, however depends if this also includes the Chrisman to Paris and Paris to Terre Haute segment, which would allow interchange of traffic there. Only 3-4 major elevators on these lines anymore and the competition with NS and CN in Decatur will affect business from that point or origin. CSX is said to be communicating with its customers on these rail lines, as well as union representatives and employees.

A follow up via TRAINS 1-23

CSX Transportation is no longer considering the former Baltimore & Ohio main line between Greenwich, Ohio, and Baltimore as a potential candidate for sale or lease, *Trains News Wire* has learned. The route initially was among the 8,000 miles of rail lines under review as CSX aims to cut costs and boost profitability. But Executive Vice President of Operations Ed Harris, who joined the railroad this month, insisted on its removal from the list of lines under review, according to

people familiar with the matter.

The 500-mile line segment, which serves Pittsburgh and includes the Sand Patch grade, is a core main line for CSX. It handles about two dozen trains per day and at Greenwich connects with CSX's main line linking Chicago and New Jersey. A CSX spokesman would not confirm the decision and claimed the list of lines under review that *Trains News Wire* has published was not accurate, without providing further details. People familiar with the situation do not expect all 8,000 miles to go on the block. But they say the sheer amount of mileage placed under review – more than a third of CSX's 21,000-mile system – is an indication of management's desire to prune the railroad to a highly profitable core network. Line sales were expected, but extent of the review caught some analysts by surprise.

“Whoa!,” Anthony Hatch of ABH Consulting says of the mileage tally. “Of course, the operative word is ‘potential,’ but that’s some serious stuff.”

How tomorrow moves

It's likely that CSX will provide greater detail on potential line sales at its investor day, scheduled for March 1 in New York City, Hatch says. Short line consultant Roy Blanchard says there are likely candidates to operate many of the lines on CSX's review list.

Pan Am Railways is the logical operator of the Boston cluster of branchlines. Conrail had these routes on the block before line sales were halted in the wake of the agreement between Norfolk Southern and CSX to split Conrail, he notes. The former Louisville & Nashville between Cincinnati and Atlanta “has R. J. Conman's name written all over it,” Blanchard says. Carolina branch lines would be a good fit for Gulf & Ohio Railways, which operates five area short lines. Pinsky, which operates short lines in Florida, would be a natural for CSX's Auburndale Subdivision, he says



**Urbana Train Show—April 7 & 8, 2018
Lincoln Square Village, downtown Urbana**

Metra's Additional Locomotives

At the end of 2017 Metra issued a request for proposals (RFP) for new or remanufactured locomotives to start replacing its aging fleet. The RFP calls for a base order of at least 12 new locomotives or 15 remanufactured ones, with options for up to 30 additional new locomotives or 27 additional remanufactured units. The railroad is seeking proposals for new and remanufactured engines because it wants to evaluate the costs and benefits of each, Metra officials said in a press release.

Metra has about \$125 million allocated for locomotive purchases over the next five years. The railroad's board has asked staff to consider financing alternatives, such as leasing, to maximize the use of available capital resources. The agency's 2014 modernization plan called for the purchase of 367 rail cars and 52 locomotives. However, that 10-year plan hinged on Metra receiving new funding through a state bond program that never materialized. As a result, Metra is attempting to acquire as many cars and engines as possible with existing funding.

"We are trying to do the best we can with available resources," said Metra Chief Executive Officer and Executive Director Jim Derwinski. "Clearly, however, we need more capital dollars to continue to invest in our system and upgrade our assets."



The Regional Transportation Authority of Chicago estimates that Metra needs to spend \$1.2 billion a year for the next decade to achieve and maintain a state of good repair on its system. In 2018, the railroad has one-sixth of that amount available, Metra officials said. The railroad expects to award the contract for locomotives later in 2018, with the delivery of the first locomotive in 2020. In April 2017, Metra issued an RFP for at least 25 new rail cars. The agency is evaluating responses and aims to approve that contract later this year. The last time Metra received new rail cars for lines other than the Metra Electric was in 2006.

Progressive Railroading 1-18

MRM to Recreate IC Passenger Train

After 13 years of work by one member who made the restoration of an E8 his personal mission, the Monticello Railway Museum is on the verge of a breakthrough: an Illinois Central-painted unit to match its amazing collection of restored IC passenger cars.

Former Pennsylvania Railroad E8 No. 5764, last used by the Tennessee Central Railroad Museum in Nashville, Tenn., was turned earlier this month so that work can focus on the engineer's side of this classic covered wagon. The unit will be painted in chocolate brown and orange and lettered and numbered IC No. 4044, one unit above the last IC E-unit.

"That's how we came up with 4044 as a road number," says John Downing of White Heath, Ill., who bought the engine in 2002. "I had to install a headlight nose door and handrails and fabricated steel eyelashes for class light hoods — all key to an authentic Illinois Central replica.

Downing, a 71-year-old retired United States Air Force Master Sergeant who spent his career in missile development, says he bought an extra truck from a scrapper in Little Rock, Ark., and three sets of axle motors and wheel sets for insurance. He calls himself a perfectionist, which is why the project began in 2004 and is just now finishing up. John Sciutto, museum past president, says he hopes to see No. 4044 in service by November 2018 to power the museum's popular Polar Express Train. Wabash F7 No. 1189 has pulled the train. Trains will feature classic cab units like No. 4044 in a 10-page feature in its February issue, arriving at subscribers' homes soon and on sale everywhere Jan. 9

NRHS and Local 2018 Dues Payment.

For those of you that are NRHS members you should have gotten a notice about paying for 2018 dues. For NRHS members this will be completed on line but they will also accept checks and PayPal with the new system.

For your local renewal we sent out the renewal notice and for payment please send your check (or pay at a meeting) to the Treasurer at PO Box 1013. Renewal is required by the April meeting to continue to receive this newsletter.

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

Photo of the Month



Over the last year NS has downgraded the Bloomington District from Bement north to Gibson City. This segment of the Wabash is still CTC but speeds and train numbers have been reduced. This is a difficult time to catch a train but with luck, checking the ATCS at the right time, I noted a SB had left Gibson City. Around noon on the 26th I caught NS 9786 and 4038 leading 55 covered hoppers on one of the ADM shuttle trains to Decatur at Lodge, IL. Rick Schroeder photo