

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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Number 1

The *DANVILLE FLYER* is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

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 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. 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 2010 - Our 42nd Year

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Visit our Chapter WWW Home Page On-Line - <http://www.danvillejct.org>



Saturday December 12 I decided, since Barb was going to quilt shops with her friends, to head down to Tolono after having my coffee and reading the paper. Usually by the time I get there all traffic is gone. Upon arrival a WB grain train was sitting in the siding at the east end of Tolono. On the scanner I heard Roadrailer #260 approaching. What is usually a NS or BNSF unit was a surprise this time (to me at least) with UP 8408 heading a mile+ long train of trailers. A phone call to member Doug Nipper in Danville captured the same train a few hours later in Danville.

Coming Events

January 17, 2010

Danville, IL - Monthly Chapter Meeting at Jocko's Depot Restaurant, 1:00 PM

January 2 & 3, 2010

Indianapolis, IN - 10 AM to 4 PM each day \$7, Indiana State Fairgrounds

January 10, 2010

Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Frdgs. County Farm Road and Manchester. 9:30-3.

Feb 20-21, 2010

Hoopeston - 4th Annual Model Train Show 2010. Hoopeston JC's, McFerren Park Civic Center on Route 1. Sat 10-4; Sun 10-3.

Feb 20-2, 2010

Mattoon - Twelfth Annual Cross County Model Railroad Days. Cross County Mall, Exit 190, I-57, 3.4 mile west of Route 16. Sat 10-9; Sun 12-5.

Feb 2, 2010

East Peoria - Illinois Valley and River City Railroad Clubs' Peoria Train Fair. Illinois Central College, Rts 116 & 24. 10-3.

April 10 & 11, 2010

Urbana, IL - Annual Train Show and Swap Meet, Lincoln Square Village in downtown Urbana 10-6, 11-4, Free

April 17, 2010

Watseka, IL - Chicago and Eastern Illinois Railroad Historical Society meeting, Watseka Depot 10 AM to 10 PM, tables, tour, dinner and speaker Mark Vaughn talking about the C&EI piggyback service.

Next Meeting

Our next meeting will be held Sunday, January 17 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

By the time you read this the January operating session may be over, we moved it one week due to the holiday and the show in Indianapolis. There are additional sessions listed through May each being on the first Saturday of the month. As always, weather can play an important part during the winter. If we have more than 6" of snow or ice the night before we have probably canceled the session.

Remember that 2010 dues statements have been sent out and 2010 dues should be in by the end of March to keep you on the roster. We want to let those know that have donated that the society appreciates the donation in these tough economic times. Please return to Allen Cooke as soon as possible. We look forward to having you as a member for another year.

You will note several train shows upcoming in the area in February. This year we have moved the Urbana Train Show to April 10 & 11. This is a result of schedule issues for dealers, the Mall and members of the sponsor group. Hopefully with the warmer weather we still will have a good turnout. The show lost one of the larger store areas for display but will still have the same number of layouts and dealers.

Rossville Operating Sessions

The CI & ERR will operate on the first Saturday of each month, unless noted change below, starting in October and beginning around 1:00 PM.

Saturday, January 9, 2010 - note this is the second Saturday due to New Years Day (plus Indianapolis Train Show)

Saturday, February 6, 2010

Saturday, March 6, 2010

Saturday, April 3, 2010

2010 sessions on the Danville and Western are not set yet. I have been contacting operators via Email of sessions that have been held so far. Dates will not be published as I have not been able to schedule in advance, thus usually I decide a week or two before the session. If you have not been on my previous Email list contact me to get on the notification list at rickschro1@gmail.com.

January Program - "The Rule 281 Series" - "Guide to Realistic Signaling & Operations - CTC Machine Operation



Eastbound NS #260 at Williamsport, IN on December 18. In the background is the tourist platform to view the "highest waterfall in the State of Indiana". Photo by Rick Schroeder



Danville Chapter, NRHS

Minutes - 11/15/09

The meeting was called to order at 1358.

The Treasurer's report shows the following balances:

Checking	\$1468.67
Savings	\$3871.43
Total	\$5353.10

The minutes were approved as printed.

The treasurer's report was read.

Membership cards were discussed for local members.

Old Business

The NYC crossing was removed on north Bowman.

New Business

Plan to work with TV public event for museum in spring.

Warren Buffet is buying BNSF.

The Urbana train show is scheduled for 4/10-11.

Election

The current officers were proposed for another term. A motion was made to close the nominations and it passed. The current officers were re-elected (railroaded).

The Meeting was adjourned at 1408.

Rick Schroeder presented Mark Vaughn's presentation to the Prototype Modelers Convention: Grain Processing and Rail Traffic.

2010 DUES
ARE DUE
NOW

Canadian Pacific 3Q report

Here's a sampling of what CP senior folks said:

"We managed employee counts very aggressively despite some volumes returning and the need to cover summer vacations. Our average expense employee counts came in at 13,352, slightly better than the estimate I laid out last quarter. Looking forward to the fourth quarter, I expect these expense employees will be slightly higher than Q3 due to winter conditions and the flip over of some capital employees to expense employees. For modeling purposes, 13,600 is a good estimate." — EVP & CFO Kathryn McQuade

"Turning to the DM&E, as of Oct. 13, we completed the integration of our IT systems, which combines all DM&E train data and operating statistics with CP. The implementation of these systems gives us visibility to drive even more operating savings. Earlier this month, our total cars online as reported to the AAR began including the DM&E. Starting in January, we will also begin reporting combined train speeds and terminal dwell." — McQuade

"Our network expansion to Kansas City has generated new business as well as extended length of hauls on existing volumes. A significant amount of traffic previously routed over Minneapolis and Chicago has been converted to the Kansas City route, and we've landed a new business over the gateway that on an annual basis represents a double-digit growth rate over previous volumes, and we've only just scratched the surface." — VP of Sales Ray Foot

"We're already the industry leader in the development and implementation of distributed power, with 17 percent of our locomotive fleet equipped with DP operations. Our most recent breakthrough has come from the integration of DP technology with our new train area marshalling, or TrAM software tool. This is giving us the ability to safely run even longer trains, further reducing train starts, extending rail asset life and saving fuel. Our testing

started in early July and ... it's having [an impact] on our productivity express and train weights. We are now running some of our trans-continental intermodal trains consistently at 10,000 feet and we expect to maintain that through the winter, when historically we have had to reduce train lengths for cold winter operations." — SVP of Operations Brock Winter

"With the train design improvements and our lean process improvements, we will not be bringing back resources on a one-to-one basis as volumes of return. Our focus continues to be on flexibility in all aspects of our business, this position us well to quickly respond to any volume recoveries." — President and CEO Fred Green

CN and Positive Train Control

A \$10-billion unfunded mandate regarding "positive train control" — wherein trains will need to be outfitted with GPS technology that'll detect when trains are near each other — may hamper the railroad industry as a whole, but as far as Canadian National's plans for Northwest Indiana go, it's full steam ahead, the *Gary Post-Tribune* reports.

The railroad company has big plans for the city's Kirk Yard during the three-year upgrade and expansion of its \$300-million EJ&E acquisition, Canadian National Senior Manager for Governmental Affairs Kevin Soucie told the Gary Chamber of Commerce at its monthly luncheon Monday.

Those plans have yet to be ironed out, he admitted, but \$100 million has been earmarked for the upgrade to the Blue Line, which circles Chicagoland's outermost rim and ends at Kirk. Another \$60 million will go toward mitigation.

"We're still looking at the logistics, particularly around stations near Bartlett and Mundelein, Ill.," said Pat Waldron, public affairs manager for CN's southern region. "As far as commuter rail goes, those com-



I got a call from Rick about #260 having a UP unit in the lead as well as 20T behind him with 3 units and 117 tables. Having some spare time I decided to head to Cooke's warehouse on Williams Street. Upon arrival I had westbound train 17K, then 272, an eastbound intermodal, met him on the double at Williams Street. I waited and behind #272 was the #260 with UP power. As Rick noted, this was a very long Roadrailer as most of them are today. . 12/12/09 photo by Doug Nipper

CSXT introduces GenSet switchers at Indiana yard

Yesterday (11-19-09), CSXT unveiled two ultra-low-emission GenSet locomotives at Avon Yard near Indianapolis.

CSXT is the first railroad in Indiana to use GenSets, according to the Class I. The locomotives can reduce nitrous oxide and particulate matter emissions by 80 percent, and carbon dioxide emissions by up to 50 percent compared with a conventional switcher. In addition, the GenSets are quieter than other locomotives and can switch to a "sleep" mode after a period of inactivity, CSXT said. National Railroad Equipment Co. has retrofitted the Class I's entire GenSet fleet, including the two Avon Yard locomotives. The retrofits were jointly funded by the Class I and Federal Congestion, Mitigation and Air Quality Improvement program. The town of Avon also applied for state funding on CSXT's behalf.

By year's end, the Class I expects to upgrade 1,200 locomotives to reduce emissions and cut fuel consumption by nearly 10 million gallons.

Via Progressive Railroading

panies tend to go where tracks already exist, so there's that to consider as well."

Freight transport will continue to be the fastest, least expensive way to transport items as long as Congress keeps regulation at bay. Freight and rail transport prior to 1980 was sluggish and expensive, and customers abandoned it as a reliable method in droves, Soucie said.

Once the Staggers Rail Act of 1980 was passed, railroads were able to phase out across-the-industry rates, establish contracts outside of Interstate Commerce Commission review and work with each other on reciprocal switching, among other provisions. The act turned the rail industry into the leanest transport mode there is, and it's remained as such for the last 30 years, Soucie said. It moves hundreds of millions of freight tons per year, keeping it off the roads.

"If rail can't move it, the highway will, and I don't have to tell you what that's like during rush hour," Soucie said. "A single train takes hundreds of trucks off roads.

UP improves Donner Pass tunnels to bolster double-stack operations

Last week, Union Pacific opened the Donner Pass route to double-stack traffic after completing a 12-month tunnel improvement project. The project called for improving clearances in 15 restricted tunnels between Rocklin and Truckee, Calif.; upgrading 30 miles of signals to centralized traffic control standards to eliminate dark territory; lowering floors in two tunnels; and increasing stability in five tunnels.

The Donner Pass route is about 73 miles shorter than UP's Feather River Canyon intermodal route. The project enables the railroad to reduce transit time by up to three hours, improving service to northern California and the Port of Oakland. In addition, the project enables UP to operate up to 9,000-foot trains, a 58 percent increase compared with 5,700-foot trains that run through Feather River Canyon.

AAR Notes - 11-30-09

NICTD to end street running by 2015

NICTD, the South Shore line, will have to end street running in Michigan City by 2015. That is the deadline for Positive Train Control as set by the government. All railroads that have passenger trains operating on their lines must have PTC by that point in time and in order to comply the street running will have to end. The railroad is looking at moving the line south and will be required to purchase homes and property in order to relocate the 2 miles of line.

Oct.-Nov BNSF and other rail news

NEW POWER - The BNSF continued to receive new power during October. There were not many delivered on the latest order of ES44ACs but a few graced the BNSF rails this month. They included the 6350 & 6352 – 6362. The 6351 was not on the property as of the end of October leaving a gap in the series. BNSF should get more of the new GE's during November as well.

As I mentioned last month, the newest SD70ACe's have been seen running on the Southern Transcon in through freight service. As of the first of November, the 9300 – 9329 with the exception of the 9301, 9320 & 9327 are all in freight service rather than coal service. They have been seen in all sorts of service from grain to Z trains with many of them leading the train. One such train was seen on October 15th at Wellington, KS when the Z-SBDWSP2-13 rolled into town with the 9306 leading Dash 9-44CWs 4411, 4175 & 4424. On November 1st, the Z-WSPNBY8-31 had the ES44C4 6602 leading Dash 944CW 4066, ES44DC 7261 & SD70ACe 9304 for power as it departed Wellington. On October 18th, train X-BARABE1-16 was seen departing Amarillo, TX with BNSF SD70ACe 9313 & Dash 9-44CW 4177 for power.

One more of the GMTX GP38-2s has been delivered to BNSF from Paducah. The 2677 has been delivered to BNSF at Topeka and re-numbered to BNSF 2050 as of November 3rd. In addition to the engines that have been repainted with the BNSF white logo on the blue paint scheme they were delivered in, two of the engines have gone to Mid America Car in Kansas City for paint. BNSF 2040 was sent to MAC on October 29th. The 2045 is also scheduled to go to MAC for paint. Both should receive the new BNSF Logo paint scheme. So far, only two of the former GMTX engines have been released to actually work in revenue service on BNSF. The 2047 has been assigned to Amarillo and working on a road switcher at Dalhart,

TX. The 2049 is assigned to Joplin, MO and as of November 1st was working between Joplin, MO and Columbus, KS on a local.

RENUMBERED POWER - During October, the BNSF renumbered a few more engines into the new Cascade Plan. They include:

New #	Old #	Model	HP
257	1818	TEBC6	slug
258	1819	TEBC6	slug
1544	1594	GP28-2P	
1881	6772	SD39-2	2999
1907	6859	SD39-2	2999

Also during October two BNSF engines were re-lettered to GN. BNSF SD39 1925 was re-lettered to GN 1925 and SD39-2 (SD40-2) 6398 was re-lettered as GN 6398. The 6398 was the last of the SD40-2s still in the 6300 number series making way for all the new ES44ACs.

The BNSF also released 2 more of the GP39-3s rebuilt from GP35s. Two engines were released from Relco at Albia, IA during October. BNSF 2663 was released on Oct. 20th being rebuilt from the former BNSF 2611 (ATSF 2911), and the 2664 was released on October 27th being rebuilt from the former BNSF 2589 (ATSF 2889).

SD40-2'S - BNSF is in the processing of moving the FURX SD40-2s that have been stored at Fort Worth's Saginaw yard. During October they have been moving the engines to Northtown where they get a lease turnback inspection, then to make things interesting, they are getting shipped back to Fort Worth for short term storage until First Union Rail takes possession of them. These are making some very interesting consists moving back & forth. On Oct. 16th, BNSF train H-GALNTW1-16 was seen passing Savannah, IL with a really interesting power consist and head end cars. The train had BNSF SD70MACs 8826 & 9595 for working power, followed by FURX SD40-2s 7227, 7256, 7225, 7258, 7254, 8106, 7250, 7931, & 8094. Immediately behind the power were 10 loads of diesel fuel for Glendive, MT that included four ex



BN Fuel tenders; BNFT 18, 37, 20 & 4. I am sure that the FURX ex BN 7200 class SD40-2s were probably at one time coupled with these fuel tenders on coal trains several years back.

Another train with several of the FURX SD40-2s was seen arriving at Galesburg on Oct. 28th. Train H-TULGAL3-26 had BNSF ES44DC 7644, Dash 9-44CWs 698 & 5221 leading FURX SD40-2s 7273, 7236, 7239, 8127, 8090, 8107, 8109, 7249 & 7927.

The FURX SD40-2s were seen heading back to Fort Worth in early November. Train M-KCKNYF1-01 was seen passing Arkansas City, KS on Nov. 2nd with BNSF Dash 9-44CWs 4021, 5325 & 4306 leading FURX SD40-2s 7252, 7285, 8104, 8091, 7258, 7246, 7259, & 8106. Seen passing Arkansas City on Nov. 3rd was train M-KCKNYF1-02 with BNSF Dash 9-44CWs 4334, 746 & 4353 leading FURX SD40-2s 7281, 7886, 8099, 7931, 7254, 7266, & 8128.

In addition to the FURX SD40-2s moving around, BNSF has also began the proceedings to terminate the lease on the Alstom rebuilt SD40-s that were originally CN SD40s. The engines had been stored in Topeka and were given complete inspections prior to being shipped to Fort Worth for storage until they are returned from BNSF lease. Train M-KCKNYF1-30 was seen in Arkansas City, KS on Oct. 31st with BNSF Dash 9-44CWs, 5428, 5466, & 4967 leading BNSF SD40-2s 6997, 6964, 6998, 6975, 6971, 6965, 6987, & 6990. None of the 8 SD40-2s were working power. The following day, Nov. 1st, train M-KCKNYF1-31 was seen departing Arkansas City with BNSF Dash 9-44CW 4163 leading CSXTES44DC 5455 & CSXTSD40-28571 leading BNSF SD40-2s 6972, 6991, 6973, 6970, 6983 & 6999. These BNSF SD40-2s were all delivered to BNSF between July and Oct. 1999 from Alstom with all of them being in the current BNSF original Heritage paint. Between November 2006 & March of 2008, they were renumbered from 6961 to 6999 in order except for the 7305 that had been wrecked in Washington and taken off the roster. All were originally CN or GTW SD40s prior to their rebuild.

On Nov. 5th, BNSF had an unusual move of SD40-2s out of Topeka. BNSF uses the

empty Lawrence/Tecumseh coal trains heading back to the Powder River Basin via Denver to move engines out of the shops at Topeka back to the main line in many cases. Train E-LRTWTM0-90 had BNSFES44AC 6430 & SD70MAC 8904 as power for the train. Following the working power was BNSF Dash 9-44CW 4730 & SD40-2s 6967, 6979, 6992, 6984, & 6988. GN SD40-2 6398 (ex BNSF 6398) brought up the rear of the consist.

The 6900s are all moving to Saginaw for storage while the 6398 is showing to move to Alliance, NE for storage. The 4730 will be used for power on some train out of Emporia. Also on the 5th, train H-KCKTPL1-05 was seen passing El Dorado, KS with BNSFES44DC 7217 leading Dash 9-44CW 5289 & GP40 3011 then SD40-2s 6978, 6980, 6977, 6996 & 6961.

From Sonny Burchfield railnews blogs Nov 2 to Nov 12, via "Brass Switchkey railnews, V.16, #50, November 15, 2009"

UP cuts over new signals at Woodland Junction

From Doug Butzow and Doug Nipper

The Union Pacific cut over the new signals the middle of this week (11-25) at Woodland Junction.

The first photos shows them getting ready to pull out the last signals for north bounds off of the cut off. The second photo shows that northbound CSX crews will have to pull up and block this crossing immediately south of the junction to see their signal unless several trees disappear on the adjacent private property. Sight lines probably explain why the C&EI set up such a long plant south of the crossovers.

The new signals at Coaler are also in service now. Doug Butzow found that the new signals at the road crossing north of Bryce where lit, but still turned to the field.

Doug Nipper comments that he thinks that CSX will have to put in a repeater

signal of some kind since there is nothing close to stopping distance from the time you see the signal. Or it will be a permanent 10MPH slow order unless they can really trust the last northbound signal they had. On 11-21 Doug N. went to Woodland/Watseka to check out the changes: While things were working, I was able to decode some data and the new radio code line will be monitor able with the right equipment.

About 4:15, a CSX northbound came up and stopped short of the signals, predictably blocking that road crossing. He had to wait for a NB UP to cross over in front of him, and then a SB UP ran straight down the UP side. He finally moved on an advance approach after ignoring the simple approach for a few minutes. These three trains were all I saw on the second trip, but the first one with a non-working data radio system saw a three-way meet at Wellington and a southbound UP at Woodland right as I arrived.

Doug N had commented about the pull off area near the crossing. Doug B. said he thought the rock is a remnant of the material stockpiled that was used to "improve" the crossing on the UP south of there. Lights and gates are coming for there (the skewed crossing on the curve) and the Coaler crossing too. I am not sure exactly when, but the 12 month clock has been ticking a while on the ICC order - expect the flashers to show up at Coaler first as that one was executed first. Further on this vein, orders are in the works that would provide active protection at all of the remaining cross buck-protected crossings between 1200 North Road and the Kankakee County line. I am sure there is a correlation to this and the work that UP has been performing.

(Photos mentioned in this article not shown in this issue.)

Editor: There is a plan to improve signals from Woodland Junction to Yard Center. Some work has been done on the line in pieces, like the crossovers at Ben, but work has been slow due to funds. CSX will be paying 1/2 of the cost of the installation. The very north will be the changes at North Yard Center and Dolton interlockings, which are part of the CREATE program.

CREATE partners modify Central Corridor portion of Chicago program

The Federal Highway Administration, Illinois and Chicago departments of transportation, and Association of American Railroads (AAR) recently agreed to modify a portion of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program "in response to changing needs," according to a statement released by program partners.

Most of the Central Corridor, as defined in the original CREATE feasibility plan and preliminary screening, no longer is required. However, major portions of the corridor's southern half will be retained to provide freight trains an alternate route and free up capacity over the existing "NS Chicago Line" for Amtrak trains moving from New Orleans and Carbondale, Ill., into Chicago's Union Station. The change will minimize impacts to Amtrak and freight trains already using the line, CREATE partners said.

In addition to the Illinois and Chicago DOTs and AAR, the program's partners include Amtrak, BNSF Railway Co., the Belt Railway Co. of Chicago, CN, Canadian Pacific, CSX Transportation, Indiana Harbor Belt Railroad Co., Metra, Norfolk Southern Railway and Union Pacific Railroad. The nearly \$3 billion CREATE program calls for building grade separations and upgrading track, switches, signal systems and grade crossings in and around Chicago to reduce train delays, relieve rail and highway congestion, and improve public safety.

Progressive Railroading 11-18-09

2010 DUES ARE DUE NOW

Bad News on Milwaukee #261

The “Friends of the 261” was unable to accept the final offer for an extension of its lease agreement for Milwaukee Road 261 from the National Railroad Museum of Green Bay, Wis. As a result, the famous steam locomotive, which was built in 1944 and used by the “Friends” in excursion service from 1993 to 2008, will eventually return to the Museum as a display.

The National Railroad Museum, which owns the 261, and the “Friends” have been attempting to negotiate a new lease for the past several years. The Friends asked for at least a 15-year lease agreement while the NRM’s final offer was for a 10-year term. Friends of the 261 and North Star Rail Chief Operating Officer Steve Sandberg said the decision to return 261 was based on simple economics. “The Museum’s latest offer would only extend us a 10-year lease, but under current Federal regulations boiler overhauls have a 15-year term. The cost for the 10-year lease was \$20,000 per year with a 4% increase annually compounding.

After incurring the cost of rebuilding the locomotive, the Friends would be paying in addition an average of \$25,000 per year for the 10-year period. After 10 years we would have to give the locomotive back with

33% of its service life still left. It’s hard to amortize the cost of a 15-year boiler overhaul in a 10-year time frame. We just could not economically justify spending \$400,000 to \$600,000 on an overhaul, plus paying a substantially increased lease payment, for only a 10-year lease term.”

For several years the “Friends” has been cross subsidizing the cost of 261 operations by leasing or chartering passenger cars from a fleet of cars it has built up over the years. This has enabled the not for profit Friends of 261 to keep the 261 in operation – the only privately sponsored mainline steam organization to do so, year after year.

Even with the conclusion of 261 opera-

tions, the Friends of the 261 plan to remain active. The group will continue to charter and lease its extensive fleet of passenger cars for Amtrak and excursion trips. In 2010, the group is working to bring another main line steam locomotive to Minneapolis for several excursions, and, in the long run, may acquire another steam locomotive to restore to operation.

Via Brass Switch key Railnews, V.16, #51, November 23, 2009

Southern Indiana tourist train could be rolling by spring

FRENCH LICK, Ind. - A train that would ferry tourists between French Lick and Jasper in restored antique passenger cars could be rolling down the tracks by next spring for an envisioned year-round service through scenic southern Indiana.

Indiana Railway Museum president and general manager Alan Barnett said he expects that all of the details can be worked out by early spring to get the tourist train moving. But the train is already making excursions, including recently taking members of the Orange County Development Commission on 16-mile trip from French Lick to Dubois County and back. Jasper Mayor Bill Schmitt, who rode along on that three-hour trip, believes the train service would be popular with tourists drawn to the area’s resorts and hotels. He said that a train service could increase the length of tourists’ visits to the area.

“We think the train ride would be a good attraction because America just has a nostalgic love affair with train rides. Many people hear the train stories and never had the opportunity to ride on a train,” Schmitt said.

Three Jasper-based railroad cars will be used for the excursions along rehabilitated tracks between the city and French Lick. The city of Jasper acquired the surplus cars, which have heating and air conditioning, from the Crane military base and refurbished them. A replica of a 1909 depot has also been built in Jasper to add

a bit of charm for arriving and departing passengers. Jasper and a group called the Redevelop Old Jasper Action Coalition has worked with other partners and private investors to push forward the train, which was proposed three years ago.

The groups have asked the Orange County Development Commission for \$200,000 over four years to help the Indiana Railway Museum with the track rehabilitation, said Commission Chairman Ray Walker. He said that money was used to match transportation enhancement grants from the Indiana Department of Transportation.

Despite some safety regulation issues, the antique cars have already been rented for a convention. And Barnett said the museum’s staff is working with the Jasper chamber of commerce and other Dubois County leaders to offer Christmas-season excursions. One federal regulation that’s impeded the train project involves safety features of glass used in the cars’ windows. Windows on two of the cars have passed inspection, but the windows on the third car, built in 1947, are subject to a different set of standards.

“We’re applying for a waiver,” Schmitt told the commission. “You can’t knock it, because it’s all for safety reasons.”

LaHood champions HSR for manufacturing, job prospects

U.S. Transportation Secretary Ray LaHood gave the opening address Friday at a conference in Washington, D.C. convened to address domestic high speed rail manufacturing potential, and hammered at rail manufacturing’s potential to put Americans to work as an extension of the American Recovery and Reinvestment Act (ARRA).

Perhaps mindful of criticism in recent days suggesting a large portion of federal stimulus dollars targeted for alternative energy development was reportedly generating jobs outside the U.S., LaHood stressed that no such scenario would occur for U.S. high-speed rail. “If this program is per-

ceived as not creating American jobs, it is not going to succeed,” he asserted. “This a tremendous opportunity for the rail industry to capitalize on a historic achievement.”

DOT noted the Federal Railroad Administration has received 45 applications from 24 states totaling about \$50 billion to advance large HSR corridor programs, while 214 applications from 34 states, totaling \$7 billion, were submitted for corridor planning and smaller projects.

LaHood noted that 30 rail manufacturers and suppliers, “foreign and domestic, have established or expanded their base of operations in the United States,” cognizant that in all likelihood they would be “required to build in the U.S.” if they hoped to capture any significant business.

DOT released a list of those rail industry manufacturers and suppliers, which included: GE Transportation; Wabtec; Columbus Steel Castings; Bombardier Transportation; Alstom; Talgo; Kawasaki Rail Car; Siemens; Hyundai Rotem USA; Motive Power; National Railway Equipment Co.; CAF USA; US Railcar; Nippon Sharyo; Electro-Motive Diesel; Ansaldo STS USA; Lockheed Martin; Safetran Systems Corp.; Tangent Rail; Amstead Rail; AnsaldoBreda; American Railcar Industries; CXT Tie; Railroad Controls Ltd.; A&K Railroad Materials; Cleveland Track Material, Inc.; New York Air Brake; Plasser American; Simmons Machine Tool; Ellcon-National; Harso Rail; and ORX Railway.

“This is a significant achievement for America, and a positive sign of things to come for our country,” LaHood said. “This will be a real win-win for private industry, American workers, and the traveling public.”

Questioned aggressively by one meeting attendee on the slow pace of spending the \$8 billion for HSR in particular and transportation needs in general, LaHood, polite but bristling, defended DOT’s performance in 2009. “The money that hasn’t been spent is the \$8 billion for high speed rail; this notion that the ‘recovery money [in general] hasn’t been spent is nonsense,” he declared.

Citing funding commitments to numerous modes, including light rail transit, LaHood asserted, “Our money is out the door, it is being spent, people are being put to work.” He added, “When it comes to DOT, I don’t care what anyone says; I know what’s going on. ... I make no apologies; our money is out the door. We’ve done our job [so far] at DOT.”

Another questioner asked whether identifying manufacturing states with high unemployment was a form of favoritism. Replied LaHood, “There are places in America that are really hurting. This money could be used to put Americans back to work.” And, too, he added, the states themselves have been proactive in submitting HSR proposals, further limiting the concept of political favorites in the HSR development process. “What we want to do is what the Recovery Act is supposed to do; use the money to put people back to work.”

LaHood also lauded the current Congress, which he said was the most pro-passenger rail assemblage in recent memory. “High speed rail is a priority; this Congress gets it,” he said. “They understand that the \$8 billion is a down payment.” It’s only a funding start, he acknowledged, “but it’s \$8 billion more than we ever had.”

FRA Associate Administrator Mark Yachmetz echoed LaHood’s belief in opportunity for the private sector. “Success for us is development of a long-term program that transforms the way Americans view intercity traveling options,” he said.

“Rail capital investment was once one of the engines that drove the U.S. economy. That is not the case today,” but it could be once again, Yachmetz said, driven in large measure by the “development of the high speed rail program.”

Via Railway Age 12-7-09

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Rail News

Amtrak Move? - The BNSF has asked Amtrak to consider moving the Southwest Chief from the current route on the former ATSF Northern route via Dodge City, La Junta, Trinidad and Albuquerque. The new route would be via the former ATSF Southern Transcon via Wellington, Woodward, Amarillo and Belen. This is just a proposal by BNSF at this time and nothing is set for certain in any way. BNSF has sold the former Northern Route between Albuquerque and Raton to the State of New Mexico. The remaining track between Newton and La Junta could be downgraded from the current 79 MPH track speed to 55 or 60 MPH if Amtrak was moved off this route. There is not an abundance of freight traffic on this line currently with little or no prospect of increased traffic. Between La Junta and Lamy, NM, there is currently no freight traffic on the line.

CN and Plainfield - CN has reached a voluntary mitigation agreement with the Village of Plainfield, Ill., located 35 miles southwest of Chicago, addressing the municipality’s environmental issues with CN’s acquisition of the principal lines of the former Elgin, Joliet and Eastern Railway Company. With this agreement, CN has VMAs with 21 municipalities of the 33 communities situated on the EJ&E in Illinois and Indiana.

CN’s latest VMA will provide funding for environmental measures including maintenance of an existing quiet zone, operations mitigation, emergency response training, safety initiatives and improved communication. CN completed its EJ acquisition on Jan. 31, 2009, and, while traffic volumes overall remain down owing to general economic conditions, CN has rerouted a limited number of its trains over the rail line.

CN is also working closely with communities along the EJ&E that do not have agreements with CN to ensure implementation of safety and environmental conditions in accordance with the requirements of the STB. Integration of the CN and EJ&E networks is well under way, and, as contemplated in the original plan, the com-

The President's Corner

Gosh, the last year of the first decade in the 21st Century. Yes, folks, despite my knowledge of things “digital”, I don’t start counting at zero. Thus 2010 is the tenth and last year. But isn’t it odd that no one used the aught or naught prefixes when describing the last nine years? It was always oh-eight or oh-nine, not aught-eight or naught-nine. That’s what a hundred years does to the lexicon... Will they refer to the next ten years as the teens?

I was thinking about when I started out in the railroad hobby how there were so many railroads to learn about. Even post BN merger, the acquisition of NKP and Wabash by N&W and the demise of local favorite C&EI, there were more railroad logos to memorize than a young man could comprehend. Thankfully, there were guides and maps to inform me. Now we have seven major roads (CSX, NS, UP, BNSF, CN, CP & KCS) and various regional and short lines. Yet I look today at the models that various manufacturers produce and the prior variety seems to continue. That link to the past is hard to break.

To me there were always the “Eastern Lines”, like D&H, Lehigh Valley, EL and others that got wrapped into Conrail. Of course, Penn Central had gobbled up the two roads of its namesake before all those others. Chessie System still had B&O and C&O on its engines. In the south you had the Southern, N&W, SCL (by then ACL and SAL had merged) and the L&N and Clinchfield. To the north were C&NW, Milwaukee, BN and Soo. In the Midwest were IC(G), Frisco, KCS, MoPac, RI and a few others. The West still featured SP, UP, WP, and roads that eventually went into BN like the SP&S. All of these I remember as once independent railroads and at one time or another saw locomotives and rolling stock with their names and logos.

I know I left some out, but compare this to what we have today and it is so much less variety. Yes, I’m glad that UP paints some modern power in the various heritage schemes, but it’s not quite the same, is it?

Topic 2: Did you read about how it will be several years before the subway is replaced? They are also trying to plan overpasses on Bowman on both sides of Fairchild. Think about how this would change the landscape of Danville! All of the train photos that have been taken in those areas previously would be instantly historically valuable. And would the new overpasses allow for overhead photographs? Given the area they will be in, I’m sure high fencing will be required if sidewalks are provided.

Somewhat related, I think you’ll see the Voorhees Street bridge over the old Conrail line finally will get replaced with fill this year. But unlike a truly abandoned line, the rails, ties and ballast are all still in place on the old NYC. That’s a bizarre way for NS to leave the railroad, but as an “inherited” asset they just don’t seem to care about its value for scrap, especially now that the price has gone down for metals. Once the fill is complete, it is pretty much de-facto abandonment in my book.

Doug

Rail News - continued

pany continues to expect it will be completed within three years of its acquisition of control.

Schneider National - On December 16 trucking giant Schneider National announced that its Intermodal division has completed a three-year conversion of its trailer/container mix to an all-container fleet. Current economic realities require that shippers scrutinize every aspect of their supply chain in search of energy efficiencies and cost savings,” said Schneider’s Bill Matheson, president, Intermodal Services. “Our 53-foot container-focused service makes it even easier for customers to leverage Schneider Intermodal’s truck-like service and the environmental benefits that come with shipping by rail.”

He said the multimillion-dollar conversion included more than 12,000 units.

“The benefits of moving freight via intermodal containers are so significant that there’s no doubt containers will become the intermodal standard in the very near future,” Matheson said. “Shippers want to stack containers and move more freight—in an energy-efficient manner—at one time. They also want a simplified process for trailer/container management, both for their shipping department and the truck drivers moving their freight. Our new containerization approach delivers on both fronts.”

Vermilion Valley Railroad - this shortline, running between the east side of Danville and the former Olin plant near Covington, will soon receive an American 250ton selfpropelled wrecker from CSX. The Erwin wrecker is presently in Mt. Pleasant, TN and will be delivered to the railroad in the coming month. These beasts are no longer used in wreck service and what the VV RR will use it for is not known, but keep your eyes open for an unusual move from CSX to the VVRR at Daisy Lane.

Cold ride on CP

WETASKIWIN, Alta. - Dec 18 — A 29-year-old who nearly froze to death after hopping a Canadian Pacific freight wants the world to know: His ordeal was no laughing matter. In an interview with Canada's CTV, Jonathan Hambler said he realizes the seriousness of his decision to try riding a freight train home on a cold winter night.

"Everybody kind of thinks I'm joking about it, but it's really nothing to joke about," he said. "I feel pretty stupid."

On the night of Dec. 11, Hambler left a bar in Wetaskiwin to escort a drunk friend home; the temperature was below zero Fahrenheit. Upon seeing the train, "I just wanted to get across town a little quicker than walking," he said. However, after climbing aboard the train, it began to pick up speed, and he was unable to jump off where he'd planned. About 15 minutes out of town, Hambler realized he was in trouble and dialed 911.

The operator called the Royal Canadian Mounted Police, who called CP and discovered two trains were operating in the area at the time, on CP's Edmonton-Calgary line. The police asked each train's engineer to blow the horn at a different time, and when they heard the horn through Hambler's cell phone, they knew which train he was aboard.

When emergency responders found him, Hambler was in hypothermia and had to be carried off the train. CP police fined Hambler C\$287, which he plans to pay. "It changed me, opened my eyes quite a bit," he said. "I could have fallen off. Anything could have happened.... Reality kicked me in the face."

Via TRAINS On-Line

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Ski Train won't run

DENVER - A U.S. District Court Judge Wednesday refused to order Amtrak to run Iowa Pacific Holding's Rio Grande Scenic Ski Train, which was scheduled to start a three-month operation on Sunday. Judge Robert Blackburn issued the ruling late in the afternoon. Iowa Pacific, in a statement, said further hearings on the matter could take place Jan. 6, leaving the Ski Train in limbo. "We remain hopeful that the Rio Grande ski train will operate in 2010," said General Manager Julie White.

Amtrak said in response to Judge Robert Blackburn's decision, "It is the right result not to force the ski train into operation with so many unresolved operational, financial, and safety issues." Amtrak said the train cannot run until safety issues the Federal Railroad Administration raised must be addressed and liability and operating requirements have been met. Amtrak says it raised concerns in October about federally required rest periods with the Chicago-based company that took the national passenger carrier to court to force the start of a new Denver-Winter Park Ski Train.

In a response to the suit seeking a temporary restraining order filed in U.S. District Court in Colorado, Amtrak says it lacks Denver-based crews to operate the Ski Train for Iowa Pacific Holdings, which planned to start the service Sunday using Amtrak crews and Iowa Pacific equipment [see TRAINS News Wire, Dec. 22, 2009]. Additionally, according to court documents obtained by TRAINS, Amtrak says it still has questions about insurance and Iowa Pacific's ability to pay for Amtrak's services. The carrier said its charter agreement is for one-time use, not a regular service using non-Amtrak equipment, thus requiring additional liability insurance. It also said that a credit report provided by Dunn & Bradstreet said Iowa Pacific poses a "high risk of severe payment delinquency over the next 12 months." The carrier also said Union Pacific, over whose tracks the service would run, has not agreed to allow the train on its rails.

Amtrak's filing also said the locomotives and cars for the service failed inspection

on Dec. 21 with 48 violations, and that Federal Railroad Administration inspector John Manutes concluded the braking systems of the locomotives were non-compliant. According to the railroad, Manutes determined they could provide a brake pipe pressure of only 90 pounds (Amtrak requires 110 pounds) and a style of braking inconsistent with Amtrak's.

In a response to Amtrak's filing, Ellis said in court documents that Amtrak never said it needed more crews and that the carrier could temporarily reassign crews to cover the service. Ellis told Amtrak's charter department repeatedly that he was selling tickets and promoting the service and nobody told him it was premature to sell tickets. Mechanical issues, including window glazing, could be completed before Sunday's operations. Amtrak could lease Iowa Pacific a locomotive to solve the engine problems. Ellis said his company has spent \$800,000 preparing for the operation and having pre-sold tickets is capable of paying Amtrak \$13,000 per train.

Via TRAINS On-Line 12-23

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APRIL 10 &
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