

DANVILLE FLYER

Inside this issue:

Amtrak's Moorman	1
Chicago Rail Ops	2
About Us	2
November Meeting Notes	3
BNSF-KCS Joint Service	4
TP&W Trains	5
Grade Crossing GPS	5
UP Acquired Tier 4	6
CREATE Project	6
Hi-speed to Columbus	7
611 Steam Schedule	7
Photo of the Month	8

Moorman not at Amtrak for the Long Term

Wick Moorman says he does not have a long-term future at Amtrak. Moorman took the top spot at the national passenger railroad in September.

"My wife has told me that," Moorman said at a conference on Thursday.

Moorman's goals at Amtrak include making the company highly efficient, developing a stronger safety culture, and finding the right executive to lead the company over the long term.

"Amtrak's not broken. There are things to be fixed," Moorman says, likening the railroad to an old house that needs tender-loving care but not radical change. "Think of me as the plumber," he says.

Moorman retired as CEO of Norfolk Southern in mid-2015 and stepped down from the freight railroad's board of directors on Dec. 31, 2015. He and his wife moved to Charlottesville, Va., to be closer to their children and grandchildren in retirement. Then Amtrak called, asking for help finding a new CEO after Joseph Boardman announced he would be step down. One thing led to another and Moorman was offered the job. He said, "no," but re-learned after the Amtrak board persisted in asking for his help.

"To my wife's absolute disgust...I agreed to take the job," Moorman says, noting that "disgust" probably was not a strong enough word. "I am not doing this for the money," says Moorman, whose salary is \$1 per year. "I am doing this because the future of Amtrak is important to this country."

Moorman has brought in a few fellow NS retirees, including former Chief Operating Officer Mark Manion, to help him make the company more efficient. It's easier to get lawmakers and others behind Amtrak when it is efficient and well-managed, Moorman says. And by becoming more efficient, Amtrak can reduce operating losses while providing better service, he says.

Amtrak is safe, and getting safer, Moorman says. "But there's still work to be done go build a stronger safety culture," he says.

Amtrak has a lot of great people who work hard and believe in the company's mission, Moorman says. He will listen to their suggestions while developing training programs that aim to make on board service more consistent. The railroad needs to focus on its product, which is tired and frayed in places due, in part, to its aging equipment and belt-tightening that led to coaches being cleaned less frequently, Moorman says. Replacing the railroad's worn fleet of P42 locomotives can be done relatively quickly. But there's no quick solution to replacing Amfleet I and II equipment, which needs a funding source and a new design. "We want to nail down what the cars should look like first," Moorman says.

The replacement for Acela Express train sets, announced in August, will be a game-changer for high-speed rail in the Northeast Corridor when delivery begins in 2021. "It's go-

(Continued on page 3)

January 15th – Monthly Meeting to be held at the Jocko's Pizza, Williams & Gilbert – 1 PM.

January program video - CSX Appalachian Conquest

February 4/5th Indianapolis – Great American Train Show, Indiana Fairgrounds 10-4 each day.

February 4th Operating Session at Rossville

April 1st and 2nd – Urbana Train Show, Lincoln Square Village 10-6 and 11-4, free admission

April 8th – C&EI HS Annual meeting, Watseka, IL depot 10 AM to 9 PM

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 2017—our 49th 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



Chicago Rail Operations—solving the traffic problem

The Chicago Integrated Rail Operations Center (CIROC), opened a year ago this week, is helping its participating freight railroads to improve train management in the highly congested Chicago region, Association of American Railroads (AAR) officials said yesterday.

Railroads that make up the Chicago Planning Group and the Chicago Transportation Coordination Office established the CIROC to monitor and facilitate efficient rail operations within Chicago. The facility operates around the clock, and includes direct connections to each carrier and track views that assist employees with resolving operational and congestion issues to reduce train delays.

The CIROC was opened as part of ongoing railroad efforts to improve freight mobility in the region, including the completion of railroad capital construction projects designed to reduce chokepoints and increase capacity, AAR officials said in a press release.

2016— November Meeting Minutes

The meeting was called to order at 1346 by Rick Schroeder.

The minutes of the previous meeting were in the newsletter and were approved. The treasurer's report was provided and approved. The largest expenditure for the month was \$200 for electricity.

The chapter Facebook page is now working with some limited content on it. It is listed as Rossville Depot Railroad museum. Thanks to Doug N for completing this.

Doug N. presented a list of parts needed for repairs on the CEI motorcar. The body has been removed from the frame. Parts are likely to total at least \$800-1000. More may be needed as teardown continues. Donations for the project may be made to the chapter, noting it is for the motorcar.

It was noted that Kevin Gilpatrick, a former member, had passed away.

Bob Davison, a new member, was at the meeting and was introduced.

The Urbana train show was scheduled for April 1-2, 2017. The C&EI annual meeting will be April 8 at Watseka. Dave attended the large Milwaukee train show. He and Henry are planning to attend the show in Crown Point, IN. The next operating session in Rossville will be 12/3, with the Christmas meeting at Jockos on 12/5.

The current officers were unanimously elected for another year.

The meeting adjourned at 1403. Rick presented a program on Horseshoe curve in the Conrail era which had been part of Al Hintz's collection

(Continued from page 1)

ing to be a better product in every way," Moorman says.

Long-distance trains are the system's "political glue" and are essential for underserved areas of the country, Moorman says.

The railroad understands the growth opportunity of its regional trains as well as state-supported services in shorter corridors, Moorman says. They are particularly attractive compared to the hassle of flying and dealing with airport security. "Amtrak's bag fees are very low," Moorman quipped. "And, you'll hear this in our marketing, there's no middle seat."

Adding new regional service will require cooperation from Class I host railroads. Moorman aims to improve the partnership and dialogue between Amtrak and each of the Class I systems. Moorman wants, for example, NS chief dispatchers to know Amtrak operating officials so that they can solve problems together.

Moorman spoke at the RailTrends 2016 conference, sponsored by analyst Anthony Hatch of ABH Consulting and the trade publication Progressive Railroading.

TRAINS On-Line 11-23



NRHS and Local 2017 Dues Payment.

For those of you that are NRHS members you will be getting a notice about paying for 2017 dues. For almost all NRHS members this will be completed on line.

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.

We welcome Robert Davison of Westville to the museum group. Bob worked with Henry Schmitt at Olin and recently joined the C&EI HS.

(Continued from page 2)

"Chicago is the epicenter of the nation's freight- and passenger-rail system with about 25 percent of all U.S. freight rail traffic going through the region," said AAR President and Chief Executive Officer Edward Hamberger. "Freight railroads have long taken steps to identify critical factors impacting rail operations in the area. Coordination between Chicago railroads is key to achieving the benefits of the extensive planning, particularly during challenging



Chicago Center—AAR Photo

winter weather."

The volume of imported and exported goods moving by rail in Chicago is forecast to increase about 150 percent between 2010 and 2040, according to the U.S. Department of Transportation.

Progressive Railroading 12-2

BNSF—KCS Joint Service to Chicago

BNSF Railway Company (BNSF) and Kansas City Southern (KCS) announced on Nov. 16 a new joint service to offer intermodal transportation connecting the Chicago and Dallas/Fort Worth markets and other major markets on the BNSF network with consumer and industrial regions on the Kansas City Southern de México network.

The new service offerings, which start Dec. 1, will provide intermodal transportation five days a week.

Northbound, the service will operate from Toluca, San Luis Potosí or Monterrey, Mexico, to Dallas/Fort Worth or Chicago. Southbound, the service will originate from Chi-

cago or Dallas/Fort Worth to Laredo, Texas or to Monterrey, San Luis Potosí or Toluca, Mexico. Customers using this service can also connect to the West Coast to and from Los Angeles, San Bernardino and Stockton, Calif., and Seattle and Portland, Ore., in the Pacific Northwest. In addition, customers will have the ability to connect to other regions along BNSF's 32,500-mile network from Dallas/Fort Worth or Chicago as well as other railroads to reach northeastern and Canadian markets.

"We are excited to be partnering with KCS to offer our customers a new, efficient and reliable way to access some of Mexico's largest metropolitan markets," said Katie Farmer, group vice president, BNSF Consumer Products. "At BNSF, we are focused on providing our customers with options that can strengthen their value proposition in the marketplace. These new services leverage our strong intermodal product and KCS' expertise south of the border to enhance customers' supply chain efficiency into and out of Mexico."



This new service offers customers moving consumer goods, including appliances, foods and beverages and other cross-border shipments, a secure and direct connection to some of the most important consumer and manufacturing regions in Mexico. Trains moving in both directions carrying 53-foot intermodal containers will interchange at Robstown, Texas.

"The Kansas City Southern Railway Company in the U.S. and Kansas City Southern de México are proud to partner with BNSF to expand the portfolio of services we offer in our cross-border product, enabling our shippers to compete more effectively in the market and provide enhanced supply chain logistics to the customer," said Erik Hansen, KCS vice president intermodal.

Railway Age 11-16



TP&W (G&W) Ethanol Trains

About a month ago (October), the Toledo Peoria & Western Railway started handling 96-car unit ethanol trains from East Peoria to the CSX Transportation interchange at Lafayette, Indiana.

The trains are loaded at Pacific Ethanol's Pekin wet corn and dry corn mills. Lacking facilities for unit train loading, cuts of tank cars are loaded and accumulated into a unit train elsewhere. That these trains are being handed off to CSX suggests a southeast destination, possibly Florida.

On November 4th the TP&W operated the fifth unit ethanol train since service began. A trio of SD40-2s (TPW 3440, TPW 3441 and TPW 3442) that parent Genesee & Wyoming Inc. acquired from Canadian Pacific Railway in 2014 led 98 cars, including buffers at either end.

TP&W is running these trains once per week. Empty ethanol trains are coming back as CSX delivers them. If this new business is part of a long-term contract, and 96-car trains are operated year-round on a weekly basis, then TP&W has snatched about 5,000 carloads of new business. This probably represents a significant increase in traffic, likely up to 15-20%. Track improvements have been noted in both Illinois and Indiana, and the new business should provide a necessary shot in the arm for a carrier that is but a shadow of its former self.

Grade Crossing GPS Recommendation

The National Transportation Safety Board (NTSB) is recommending that technology companies such as Google incorporate grade-crossing geographic information system (GIS) data into their navigation applications to provide drivers with alerts when they're approaching crossings.

The NTSB made its recommendation in a recent report on its investigation into a February 2015 Metrolink train crash. In the incident, the commuter train collided with a truck stuck on rail track near a grade crossing in Oxnard, Calif. The train engineer died a week later from his injuries. Thirty-two passengers and crew members also were injured.

The truck driver, approaching an intersection and grade crossing, had intended to turn right onto another street. Instead, he turned too soon and entered into the railroad right of way, according to the NTSB report. The driver's vehicle became lodged on the track; after he couldn't get the truck off the track, the driver left the vehicle. The Metrolink train collided with the truck about 12 minutes later.

The NTSB later determined that fatigue may have caused the truck driver to turn mistakenly onto the railroad right of way rather than the road. Data on his cell phone indicated the navigation application was supplying information to up to the time of the crash.

"It is possible that he relied on the navigation application to find his destination and subsequently misinterpreted the visual and audible cues available to him," the NTSB report stated.

Last year, the Federal Railroad Administration (FRA) announced that Google had agreed to integrate FRA-supplied GIS data on 250,000 public and private railroad crossings into its mapping and navigation applications, which would provide drivers and passengers with additional alerts when they're approaching a grade crossing.

The FRA encouraged other tech companies to do the same. In April, the FRA informed the NTSB that Apple, Garmin, HERE and TomTom also have agreed to incorporate grade crossing GIS data into their navigation systems, according to the NTSB report.

In June, the FRA informed the NTSB that it was reviewing its grade-crossing data for accuracy and expects to have it ready for integration into mapping and navigation applications by the end of the year.

As a result, the NTSB is now recommending that Google, Apple, Garmin, HERE, TomTom, INRIX, MapQuest, Microsoft Corp., Omnitracs, OpenStreetMap US, Sensys Networks, StreetLight Data, Teletrac and UPS of America incorporate grade crossing related GIS data, such as those being prepared by the FRA, into their navigation applications to provide drivers with additional safety cues to reduce the likelihood of crashes at or near public and private grade crossings.

Editor" Good idea but you can't prevent stupid.

UP Acquires Progress Rail Tier 4 Motive Power

Progress Rail is shipping the first two production SD70ACe-T4s to Union Pacific this week. They will be the first EMD Tier 4 units ordered by a customer to be placed in revenue service. The locomotives, UP Nos. 3012 and 3014 were shipped from Bombardier's Sahagun, Mexico, plant, arriving in Laredo on Dec. 10. The locomotives are being moved to Union Pacific's Fort Worth diesel shop for inspection and to put the locomotives in service.

These are the first of 88 Tier 4 units ordered by Union Pacific, with a portion built by Bombardier and the balance by Progress Rail's Muncie, Ind., plant.

Union Pacific has also committed to purchasing 12 of the 15 SD70ACe-T4 demonstrators from Progress Rail when they are no longer needed by the builder. The first four demonstrators are being readied for delivery to Union Pacific this month. EMDX Nos. 1502 to 1505 are currently at Progress Rail's Tacoma, Wash., shop receiving Union Pacific equipment and full Union Pacific paint and reporting marks. These units will become Union Pacific Nos. 3000 to 3003. The balance of the demonstrator fleet will continue to test or demonstrate throughout the North American rail network.

The three demonstrators not being acquired by Union Pacific are SD70ACe-T4 EMDX No. 1501 and SD70ACeP4-T4s Nos. 1603 and 1604.

TRAINS On-Line 12-15

URBANA ILLINOIS TRAIN SHOW.

April 1 – 10 AM to 6 PM

April 2 – 11 AM to 4 PM

Lincoln Square Village in downtown Urbana,
Illinois

Sponsored by:

Midwest Central Railroad Club

Urbana Free Library

Another CREATE Project Completion

A new grade separation, part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, opened at 25th Avenue over Union Pacific's line in Bellwood, Ill., on Dec. 22.

The \$41 million project began in September 2014 and eliminates a conflict point between 52 freight trains, 59 Metra trains and 19,000 vehicles per day. Not only does the grade separation reduce congestion and improve safety, but it also saves 28,400 hours per year of motorist delay and ensures better response times for emergency vehicles.



"This new overpass pays immediate dividends for communities nearby, but its impact will be felt for years throughout the region," said Illinois Transportation Secretary Randy Blakenhorn. "This project is what CREATE is all about: All parties coming together to find a solution that benefits everyone."

The overpass accommodates two lanes of traffic in each direction over the railroad tracks and included resurfacing Main Street between 25th and 19th avenues.

"This project, many years in the making, will benefit all residents by serving as a conduit for economic development, quicker emergency vehicle response times and a safer traffic flow," said Bellwood, Ill., Mayor Frank Pasquale. "This is much more than a railroad overpass. This is a bridge to a better quality of life for our communities."

"Union Pacific is thrilled to commemorate the opening of the 25th Avenue grade separation -- an enhancement that benefits motorists, Metra commuters and freight railroads. We commend the involved parties for their collaboration and commitment, and look forward to continued success on future CREATE projects," said Liisa Stark, Union Pacific Assistant Vice-President.

(Continued on page 7)

Hi Speed to Columbus

The Federal Railroad Administration (FRA) will conduct an alternatives analysis and solicit public input on a proposed higher-speed rail line between Chicago and Columbus, Ohio, the Northern Indiana Passenger Rail Association (NIPRA) announced early last week.



Trains on the corridor also would stop in Fort Wayne, Ind. Although initial plans call for the trains to travel 75 mph, their speed eventually will increase to 110 mph, according to an NIPRA press release.

The alternative analysis and public engagement process will include an examination of preliminary engineering, technical analyses, service planning and environmental impacts along the proposed route. The study is slated to start early next month and be completed by late fall 2017.

The FRA will provide technical assistance throughout the process. Cities and business along the corridor are paying \$350,000 for the analysis.

After the study is completed, crews can begin engineering and design to upgrade existing tracks, pending funding.

Service could begin as soon as 2020, NIPRA officials said

Progressive Railroading 12-27



(Continued from page 6)

The railroad overpass project was made possible by a \$22.2 million contribution from Illinois Department of Transportation (IDOT), \$2.4 million from the villages of Bellwood and Melrose Park and \$16.4 million from federal, railroad and other state sources.

The \$4.4-billion CREATE Program is a public-private partnership between IDOT, the Chicago Department of Transportation, U.S. Department of Transportation, freight and passenger railroads. It comprises 70 rail and highway improvements, 27 of which are complete, that are designed to improve the regional transportation network.

Via RT&S 12-27

NS 611 Steam Schedule Released

ROANOKE, Va. — Norfolk & Western Class J 4-8-4 No. 611 will polish mainline rails in 2017 with excursions in its home territory in Virginia and North Carolina.

The Virginia Museum of Transportation announced Wednesday plans for the following excursions:

From Greensboro, N.C., to Roanoke, Va., via the former Southern Railway main line to Altavista, Va., and the former Virginian into Roanoke, Va., on April 22 to 23.

On home N&W rails out of Lynchburg, Va., to Petersburg, Va., May 6 and 7.

And out of its birthplace and hometown, Roanoke, May 27, 28, and 29 with daily trips to Lynchburg, Va., up the Blue Ridge grade in the morning and Walton, Va., up Christiansburg grade in the afternoon.

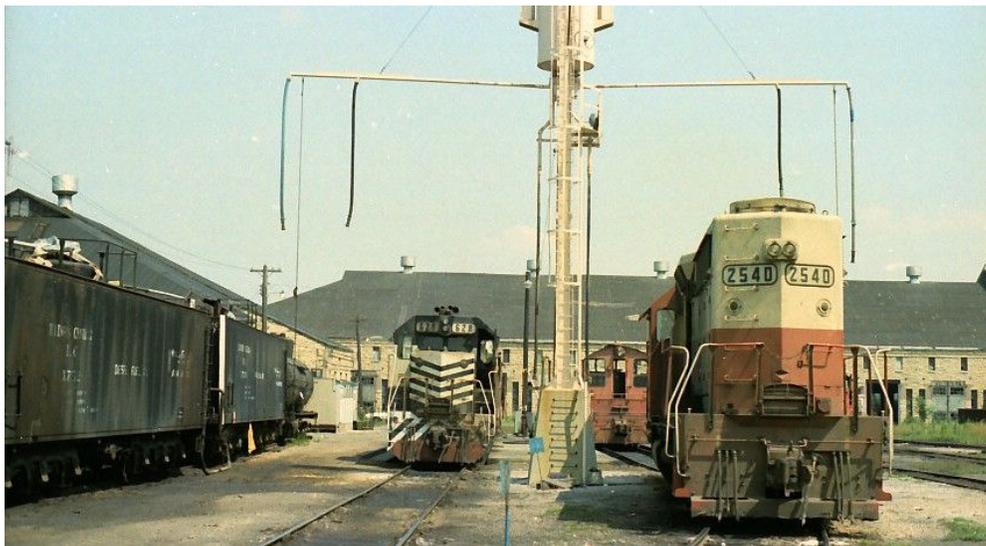
More trips are pending, and the locomotive is scheduled to run Roanoke to Spencer, N.C. Jan. 6 for annual maintenance. Ticket sales will begin in January.

Danville Junction Chapter, NRHS
PO Box 1013
Danville, IL 61834-1013

Phone: 217-552-6514
Email: rickschro1@gmail.com

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

Photo of the Month



The year is 1977 and the former GM&O facilities in Bloomington, IL are still open and working, at least some of the buildings were. IC 2540 and GM&O 628 plus a switcher are at the sanding/fueling facility. Note the former IC tenders on the adjacent track. Nothing in the scene is there today.

Photo by Rick Schroeder