

DANVILLE FLYER

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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. Rossville Depot Museum membership is \$20 per year. Meetings are held on the third (3rd) Sunday of each month (except June July, August and December) at the Jocko's Depot Resturant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, Il. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2012 - Our 44th Year

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



WB 121 NS 9592 Bement, IL 3-9-2012

As the photo's self caption says, this is westbound #121 with NS 9592 at Bement, IL on 3-9-12. And Rick adds this: "Had only 22 autoracks on train and following on #145's block into Decatur." Photo by Rick Schroeder

Coming Events

March 18, 2012

**DANVILLE - MONTHLY MEETING
AT JOCK'S PIZZA - NOTE CHANGE
IN DATE DUE TO TRAIN SHOW. 1
PM**

March 17-18

Cisco, IL - CISCO Junction Model Rail-
road Group's Train and Circus Show
Cisco Center, 325 N. Eldon Street.

May 19-20, 2012

Monticello, IL - Steam on at the
Monticello Railway Museum, first one
of the season.

Next Meeting

The March meeting will be on the
18th beginning at 1:00 PM.

The next Operating Session will be held
on Saturday, April 7. A May session will
probably be held. The C&EI Historical
Society meeting will be held in Watseka
on April 21st but an operating session
for members of that society will be held
the afternoon of the 21st. We will need
a few of our members present to help
those in attendance become familiar with
the layout.

The program this month will be an-
nounced at the meeting.

**C&EI HS Annual Meet-
ing, April 21 at Watseka.
Display tables, sale
items, Op Session at
Rossville for C&EI
Members, modeling
program after meeting.**



MEETING MINUTES February 26, 2012

PIZZA INN

Meeting opened at 2:01 P.M., President Dick Brazda presiding. Secretary's report as printed in the Flyer was approved after motion by Allen Cooke to do so. Treasurer's report read and approved. Bank balances are \$2775.11 checking, \$3490.93 CD. Treasurer also noted that our table at the Hoopeston show last weekend netted \$274.50 for the Chapter.

OLD BUSINESS

Hoopeston Show was good. Not sure how much more we will have to sell next year. Bob McQuown reported that his sales were good as well... Tree removal still waiting on warmer weather.

NEW BUSINESS

Spring Trip possibilities were discussed. The President and Treasurer are conspiring to set an itinerary. One possibility is to Drive to Manhattan, IL and ride the ex-Wabash line into Chicago and back. Another is to go to Matteson and see the new connection there. Date was the most contentious issue, with the last weekend in April and May 12th being good candidates. The decision will be announced in the next newsletter...

GOOD OF THE ORDER

Al McCoy went to Stout's Auction House yesterday and was amazed at some of the prices that items fetched. Many were going to overseas buyers. Rick reported that Ebay sales were also good and many items shipping to international destinations... Operating session is next Saturday.

Meeting adjourned at 2:15 P.M. Program was a computer presentation by Rick Schroeder including a Power Point show on the NYC's "Jet Powered RDC Car" and shots of recent trains at locations in the area, with the recent RPCA excursion on the CN and INRD featured.

**Rossville Op Session
April 7, 1-4**



Amtrak gets OK to Run 110mph in Michigan

The Federal Railroad Administration (FRA) has given Amtrak and the Michigan Department of Transportation approval to operate passenger trains at speeds up to 110 mph in western Michigan and northern Indiana.

During the past several years, the national intercity passenger railroad has been installing an Incremental Train Control System (ITCS) on the track it owns between Kalamazoo, Mich., and Porter, Ind. The system was developed by GE Transportation, with assistance from Amtrak, the Michigan DOT and FRA. Last year, Amtrak extended the ITCS installation to the western and eastern ends of the line between New Buffalo and Porter, and Oshtemo and Kalamazoo. Now, 97 track miles are equipped with the system.

Amtrak plans to launch the faster service on Feb. 15. The 110-mph operations will shave 10 minutes off the current schedules for the Amtrak Wolverine service, which operates between Pontiac and Chicago via Detroit and Ann Arbor, and the Amtrak Blue Water, which operates between Port Huron and Chicago via East Lansing.



The ITCS installation in western Michigan also sets the stage for expanding 110mph service from Kalamazoo to Dearborn, along the track segment the Michigan DOT is purchasing from Norfolk Southern Railway, according to an Amtrak press release.

In the coming years, Amtrak plans to extend 110-mph service from Kalamazoo to the state's central and eastern regions, the railroad said.

Via Progressive Railroading

New UP Bridge over Osage River in Missouri

Missouri transportation officials approved a project that will remove the last single-track bottleneck on the Union Pacific line between Jefferson City and St. Louis, Mo. The Missouri Highways and Transportation Commission awarded a contract for a new railroad bridge over the Osage River to OCCI, Inc., a construction company based in Fulton, Mo. When completed, the new bridge will significantly improve freight and passenger rail service.

The Osage River Bridge is the first major rail infrastructure project to be awarded in Missouri under the American Recovery and Reinvestment Act.

"This is an unprecedented achievement for freight and passenger rail in our state," said Gov. Jay Nixon. "When the bridge is completed, rail service in Missouri will become an even more valuable transportation asset."

The project, estimated at \$20 million, will construct a second railroad bridge over the Osage River, adjacent to the existing Union Pacific bridge at Osage City. It also includes a new second mainline track on both sides of the new bridge, totaling about one-half mile. The new track will connect to the existing line, providing approximately 130 miles of double track from Jefferson City to St. Louis.

"This project eliminates the last bottleneck on the eastern half of the St. Louis to Kansas City corridor," said Ben Jones, Union Pacific's director of public affairs. "Removing this last single track portion will improve the velocity of both Amtrak and freight trains."

Once complete, the project is expected to increase the reliability of Amtrak's on-time performance.

Via Railway Age

Indiana Rail Road Realigns Departments

The Indiana Rail Road Co. has realigned its marketing and sales department in an effort to extend the regional's 26-year streak of double-digit growth.

The railroad appointed Bob Babcock vice president of business development and Larry Kaelin, VP of coal and energy marketing. Babcock will report to INRD President and Chief Executive Officer Thomas Hoback and be responsible for developing new business opportunities in merchandise traffic, transload and strategic carrier relationships, as well as helping manage traffic growth by facilitating service design and the operating plan. A former coal sales executive and 10-year INRD veteran, Kaelin will focus exclusively on developing energy sector business.

In addition, Babcock will oversee a team of marketing staff who will assume new roles:

- Dave Long, assistant VP of marketing, will serve as the primary marketing contact for existing non-coal customers and a principal marketing liaison to connecting carriers;
- Tony Kazakevicius, senior manager of marketing administration and services, will be responsible for contract administration, coordination of carload movements with interline carriers, pricing strategies and tariffs; and
- Brian Jonaitis, manager of sales, will focus on growing outside sales, including development of new online and transload customers.

INRD also named Eric Powell manager of economic development. He will report to VP of Corporate Affairs James Merritt and be responsible for identifying and assembling a portfolio of prime industrial development property along INRD corridors.

Even after 26 years of exponential growth, I've never before seen us at the threshold of such diverse and significant new business opportunities," such as industrial development and transload or warehousing operations to extend rail service to underserved markets, said Hoback in a prepared statement

Via Progressive Railroading

CN Delays Amtrak?

Amtrak has filed a complaint with the Federal Surface Transportation Board against the Canadian National Railway over delays to its passenger trains caused by freight transportation. Amtrak spokesman Marc Magliari says CN's performance in dispatching Amtrak trains has been dismal. Amtrak is asking the board to investigate and make recommendations for improving the on-time performance of Amtrak trains operating over CN's tracks.

There were nearly 4,100 instances where freight trains slowed 2 Amtrak routes last year...the Chicago-New Orleans route and the Chicago-Carbondale route. Freight train delays were imposed on 99% of the Chicago-New Orleans trains that year.

Canadian National Railway Co. spokesman Patrick Waldron says the railroad is disappointed Amtrak filed the complaint instead of pursuing further negotiations.



NS First Railroad to use Renewable Fuel

Today (2-14), Norfolk Southern Corp. announced it obtained agreements from Dynamic Fuels L.L.C. and Mansfield Oil Co. to supply renewable diesel to the Class I. Since Early January, NS primarily has been using Dynamic Fuels' renewable diesel at its yard in Meridian, Miss.

A 50-50 venture owned by Tyson Foods Inc. and Syntroleum Corp., Dynamic Fuels recently signed agreements with Mansfield Oil to market renewable diesel to fleet customers. Dynamic Fuels produces renewable and synthetic fuels from animal fats and greases that are designed to reduce emissions of carbons, particulates and nitrous oxides when combusted in existing diesel engines.



The company's Geismar, La., plant produces renewable diesel as "drop in" fuel that can totally replace petroleum diesel without a diesel-engine modification, NS officials said in a prepared statement.

"Norfolk Southern is pleased to be the first fleet user of renewable diesel in the United States," said Gerhard Thelen, NS' vice president of operations planning and support. "Our locomotive engines are completely compatible with the pure renewable diesel provided by Dynamic Fuels and Mansfield. This effort exemplifies Norfolk Southern's commitment to reducing carbon and other emissions, while further integrating sustainability throughout the operations of the company."

Via Railway Age

Chicago-St. Louis HSR route testing to begin in fall, IDOT secretary says

On Feb. 27, Illinois Department of Transportation (IDOT) Secretary Ann Schniieder spoke at an event hosted by the City Club of Chicago, a nonprofit organization that provides a forum for civic and public affairs. Among the topics of discussion: high-speed rail.

IDOT expects to have a segment of the Chicago-St. Louis high-speed rail line ready for testing in fall, Schneider said.

As for those who question the investments being made in such intercity corridors? One need only look at the demand for service in Illinois, Schneider said, adding that during the past five years, ridership on Amtrak trains in Illinois has jumped 85 percent. On the Chicago-St. Louis corridor, ridership has skyrocketed 210 percent.

"Many times, Amtrak trains are sold out, and that's on old, outdated equipment with spotty reliability and few rider amenities," Schneider said. "When the Chicago-to-St. Louis route is complete, trains will become more reliable, more convenient and — with the new equipment — will have new amenities leading to an enhanced passenger experience."

Rising fuel prices will add to the line's success — and make it even more important to have alternatives to highway travel, Schneider added.

"We have to think beyond our roadways to provide viable and economical transportation alternatives," she said.

Troop Train to Memphis

In conjunction with the 150th anniversary of the Civil War Battle of Shiloh, March 30 to April 1 in McNairy County, TN, a group of Civil War re-enactors will ride a special train powered by Union Pacific No. 844. The train will operate from Omaha to Memphis on March 26-28 with 325 Confederate, Union and civilian re-enactors and guests from the Division Cavalry Brigade Inc. Check the UP web site for more details on the special train.

Norfolk Southern to debut heritage fleet

NORFOLK, Va. — To celebrate the 30th anniversary of the Norfolk & Western/Southern merger in 1982, Norfolk Southern plans to honor many of the railroads that make up the present day NS system. As Union Pacific did a half-decade ago, NS plans to create a fleet of heritage locomotives, though NS's plans are bigger: 18 units honoring a wide variety of predecessor roads.

The locomotives will be 10 SD70ACes on order from EMD that are being constructed at its Muncie, Ind., plant, and eight ES44ACs from an upcoming order for 25 units from GE. While EMD will paint all 10 heritage units in-house, NS forces will paint the eight GEs. The railroad's Altoona, Pa., shop will paint five, while the Chattanooga, Tenn., shop will handle three heritage units.

The 18 predecessor railroads selected for heritage paint are:

- Central of Georgia
- Conrail
- Erie
- Erie Lackawanna
- Lehigh Valley (red)
- New Haven (not definite yet)
- New York Central
- Nickel Plate Road
- Norfolk & Western (blue)
- Penn Central
- Pennsylvania (Tuscan Red)
- Pittsburgh & West Virginia
- Reading
- Savannah & Atlanta
- Southern
- Tennessee, Alabama & Georgia
- Virginian
- Wabash

NS plans to recreate the paint schemes as accurately as possible. By contrast, UP used the old railroads' logos and colors, but created new interpretations on the old liveries.

[Via TRAINS 2-16-2012](#)

Editor: Check out the NS web site to see the paint schemes that NS will use. The Illinois Terminal has been added and the New Haven and Penn Central dropped. Reports on the Internet are that some of the locomotives have moved through Danville on their way to Kansas City for painting. Most of this model of locomotive has been assigned in the eastern part of NS but look for them to travel the system.

Union Pacific, Photo Policy Clarified

Union Pacific stirred some buzz last month when it announced a new photo policy. and many railfans assumed that UP was cracking down on railfan photography. However, it turned out that UP had something else in mind. The new photo policy sounded pretty), tough on the surface, particularly a paragraph that said "Violators are subject to a citation for trespassing on railroad property. Union Pacific will seek removal from publication any photograph or video that violates this policy." There also was a stern warning against setting up cameras between the rails for head-on run-over shots.

However, Mark Davis, a spokesman for the Union Pacific in Omaha- said those policies are not aimed at the vast majority of railfans. Less than 1 percent of railfans would deliberately do something so foolish or dangerous as digging a hole in the ballast to plant a camera Davis acknowledged. The last time that happened, UP's safety team saw the posting of the video on YouTube and reported it to Davis. Davis pointed out that planting a camera within an active railroad track was automatically trespassing.

More importantly, the big problem is imbedded in the first sentence of the policy, and was not aimed at railfans at all. It seems that a fad has begun among professional photographers to use railroad tracks as a setting for high school graduation photos. These photographers set up their tripods in the middle of mainline tracks and pose students on the tracks. in at east one case, the photographer set up inside a tunnel with the student inside, highlighted by the tunnel portal in the background.

Union Pacific police and safety teams are quite concerned about this fad, which seems to be growing rapidly. Plans are now being discussed for what to do in the upcoming graduation season. Among other things, the entire railroad police force and other UP officials may give hundreds of talks at high school convocations asking students to be careful and to report any photographer who suggests

such a shot. Those photographers could get a visit from UP cops pointing out the penalties for such blatant trespassing. For railfans, the UP is not the old, hostile UP. Davis said the Union Pacific welcomes fans and welcomes the thousands of photos they take. In fact, in the same part of the website where UP warns of dangerous trespassing, is another set of advice for railfans.



That advice, which can be found at <http://www.uprr.com> begins:

“Union Pacific Railroad has always valued the countless numbers of persons that have taken photographs of our trains and structures over the years. While we appreciate all of the photographers’ efforts, we also want them to follow their passion or their profession safely.”

That statement, which got little notice, explained why; the new policy was articulated, including a reference to the problem with graduation photos. It even offered some advice on how not to trespass inadvertently.

“While it is easy to determine rail yards and rail structures such as bridges would be off limits – along the tracks, it may not be so easy to determine what is or is not railroad property.” the statement said. “When in doubt, take the safe way and photograph from identifiable public property, such as the shoulder of a public road.”

Davis said that even if IIP police see railfans trespassing inadvertently or in some non-threatening way, they will merely point out where the property line is and guide them to public property. No one at UP is looking to harass or be unfriendly to railfans, he said. Davis also said the UP understands that railfans can be another set of eyes for dangerous or threatening situations.

[Trains Newswire 1-4-12](#)

Appalachian Coal Production to Drop

On Friday, leading U.S. coal producer Alpha Natural Resources announced plans to reduce coal production by 4 million tons through early 2013. The reduction will most impact CSX Transportation’s coal traffic, causing about a 2 percent drop in year-over-year tonnage, and minimally impact Norfolk Southern Corp.’s traffic, according to a report issued yesterday by Robert W. Baird & Co. Inc. About 80 percent of Alpha Natural Resources’ volume originates on CSXT.

Overall, Baird analysts expect CSXT’s coal traffic to decline 4 percent this year, which is “roughly in line with a 5 percent reduction in eastern U.S. coal production,” the report states.

The Appalachian coal production cuts announced by Alpha Natural Resources reflect the impacts from natural gas switching, low natural gas prices and warm winter weather, which have formed a near-term headwind to domestic coal demand, Baird analysts wrote.

Natural gas prices below \$3 could cause some incremental coal-to-natural gas switching in Powder River Basin-served western utilities, although energy reliability issues and long-term coal contracts likely will limit switches, they wrote.

In terms of coal exports, Peabody Energy — the nation’s largest coal producer — expects modest export demand growth in 2012, the report states. Longer term, Arch Coal officials believe U.S. port expansions support a doubling of the nation’s coal export capacity by 2015 due to constrained export growth potential among traditional supply sources, such as Indonesia, South Africa and Russia, Baird analysts wrote.

[Via Progressive Railroading 2-7-2012](#)
