

DANVILLE FLYER

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**OCTOBER 20TH –
MONTHLY MEETING
AT JOCKO’S PIZZA
BEGINNING AT 1:00
PM.**

**NOVEMBER 2ND
— ROSSVILLE DEPOT
MUSEUM OPERAT-
ING SESSION, BE-
GINS AT 1:00 PM**

CNG to Power Locomotives to Test on NS

Following seven years of painstaking research and development, CNGMotive, Inc., has rolled out the rail industry’s first compressed natural gas (CNG) locomotive fuel tender. The company co-founded in 2015 by David I. Scott and Pedro Santos has partnered with Norfolk Southern for a revenue service test. Kasgro Rail Corp. of New Castle, Pa., best known for building and operating Schnabel railcars, constructed the tender, which externally looks something like a combination of an intermodal well car and hi-cube boxcar. The Hale Hamilton Valves Ltd. business unit of U.K.-based CIRCOR provided the CNG pressure reduction and control systems.

Scott, who retired from the former General Motors Electro-Motive Division after 38 years as Executive Director-EMD Locomotives, began his career as an EMD diesel engine design engineer and has pursued this CNG fuel concept tirelessly. Santos, who holds numerous patents in compression, natural gas storage and transportation and thermodynamic processes involving gas and hydraulics, conceived and invented CNGMotive’s foundational technologies, described as “near-isothermal multiphase compression technology,” field-proven and developed at Hicor Technologies, a company he founded.

Norfolk Southern, which according to Director of Locomotives Mark Duve “really wanted to try CNG,” will be conducting a minimum-six-month test on a 400-mile, four-crew-district stretch of its Pocahontas Division between Williamson, W.Va., and Lambert’s Point, Norfolk, Va., in “captive” coal loop (loads and empty returns) service. CNG refueling, conducted by Roanoke Gas Company, and locomotive servicing will take place midway at Shaffer’s Crossing in Roanoke, Va. BNSF is loaning two EMD locomotives originally used in its LNG testing program, 9130 and 9131, to NS. CNGMotive will provide the tender, fueling infrastructure, maintenance and training.

CNGMotive expects that CNG locomotive operations “will result in a 95% reduction in particulate matter and a 20% reduction in carbon dioxide [compared to diesel]. 60% fuel substitution will mean significant cost savings with each round trip. CNG is currently an accepted transportation fuel for many applications: on-highway semi-trucks, buses, waste removal trucks, UPS delivery trucks and farm pick-ups. According to the American Gas Association, use of natural gas is becoming increasingly prevalent, as there are 600,000 new natural gas customers each year. American businesses have saved \$105 billion through the use of natural gas since 2009, and 42 states have adopted, or are considering, proposals to expand natural gas infrastructure.”

*Editor: At a time when all forms of transportation are looking to reduce carbon emissions and are using more natural gas, even power plants, some of the candidates running for office in 2020 are vowing to end fracking which has produced the natural gas to reduce emissions. They also support a “green agenda” to reduce emissions, which seems to contradict what they want to do about producing more natural gas. The article above is part of an article from **Railway Age**.*

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 anyone 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 2019—our 51st 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 & NRHS rep
Cooke Wireless, LLC - Publisher & Distributor



Status of PTC as of September

The 42 railroads that are subject to the statutory positive train control (PTC) mandate continued to make steady progress with implementation in the second quarter, the Federal Railroad Administration (FRA) announced yesterday.

Based on the railroads' Q2 progress reports, PTC systems were in operation on about 50,300 of the nearly 58,000 route miles required to be equipped with the technology, a 4 percent increase in route miles since Q1, FRA officials said in a press release. Class I's reported that PTC systems were in operation on about 91 percent of required mainlines as of June 30, also a 4 percent increase since Q1.

For Amtrak, 899 of 901 required route miles were governed by a PTC system at Q2's end. The national intercity passenger railroad also reported that its operations are currently governed by a PTC system on at least 16,032 of the 19,119 route miles where Amtrak operates as a tenant railroad on other railroads' PTC-equipped mainlines

(Continued on page 5)

2019— September Meeting Minutes

The Sept. 15, 2019, meeting opened at 1311 at Jockos.

There were no corrections to the secretary's report.

The 9/13/19 treasurer's report shows expenditures for utilities website expense and concession supplies. Income from concessions is \$182 to date, yielding \$60.73 profit. The balance in the account stands at \$5379.48.

Over the summer Skyler did some tuck pointing on the Rossville depot. Other items will probably wait until 2020.

7 members journeyed to Union, Il. and enjoyed the museum.

Skyler plans on ordering parts for the motorcar soon.

Henry thanked those who staffed the Rossville depot during the summer months. Visitor attendance was relatively good during the Labor Day weekend. Not all visitors sign the guest book.

Henry reported on the Nickel Plate Express in Atlanta, IN. While many of their trips are oriented to children, there is a brunch trip on Nov. 2 at 1000 (EST). This may be a good outing for the chapter. Only a few brunch seats remain, but there is other seating at a lower rate. There is also an O gauge layout being assembled in Atlanta.

Dave reported on the Wabash society meeting in Joliet. They had a tour of the BRC Clearing yard.

Doug referenced a normal summer at the Monticello rail museum. He indicated the steam crane will be steamed up during railroad days.

Meeting was adjourned at 1329.

Henry Schmitt presented a pictures of various tourist train operations he had visited.

Metra Testifies on Status of PTC

Investigators are trying to determine why two CSX Transportation trains collided earlier this month in Ohio on a line protected by positive train control, the multibillion-dollar safety system designed to prevent collisions.

The probe by the Federal Railroad Administration and CSX includes an examination of the proper activation, operation, and functioning of PTC on the territory as well as any human factors that may have contributed to the Aug. 12 wreck. PTC was active on the line at the time of the predawn collision near Carey, Ohio, on CSX's former Chesapeake & Ohio route between Columbus and Toledo, according to people familiar with the matter.

But the safety system had been disengaged on the northbound train, Columbus-Willard local H702, that slammed into the side of southbound unit frac sand train W314 at the end of a passing siding, sources tell Trains.

PTC "is on that line and active. The rub being the crew that blew the signal had the PTC disengaged for switching purposes," a person familiar with the matter says. The local's locomotive derailed, along with a total of 25 cars. The engineer was taken to the hospital as a precautionary measure.

Just prior to the 5:21 a.m. wreck, the crew of the southbound train tried to alert the northbound train by flashing the headlight, blowing the horn, and calling on the radio, The Toledo Blade reported, citing a report by the Wyandot County Sheriff's office.

Railroads are required to have PTC fully operational by a Dec. 31, 2020, deadline. Until then, under the deadline extension granted beyond Dec. 31, 2018, trains operating over a route with PTC are not required to have the system activated, federal officials say.

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INRD, AAR and ASL&RRA Sue Illinois

Indiana Rail Road Co., the Association of American Railroads and the American Short Line and Regional Railroad Association have asked a federal judge to stop Illinois from enforcing a new law that requires a minimum of two crew members on trains.

In a lawsuit filed in Chicago federal court yesterday against the Illinois Commerce Commission, the railroad and associations argue that federal regulations preempt the crew-size law that Illinois Gov. J. B. Pritzker signed in August. The law is set to take effect Jan. 1, 2020.

Pritzker signed the law three months after the Federal Railroad Administration (FRA) determined that "no regulation of train-crew staffing is necessary or appropriate" for railroads to operate safely, according to the lawsuit.

"In recent decades, technological breakthroughs have allowed railroads to gradually decrease average crew sizes — from about five in the 1960s to just two today — while compiling an ever-improving record of safety," the court filing states. "Now, the nation's railroads are poised to deliver even safer and more efficient service."

The suit also notes that the FRA spent years considering crew-size evidence and found nothing to show that requiring minimum crew sizes would improve safety.

The Illinois bill that Pritzker signed in August was proposed to address the FRA's decision to withdraw a 2016 proposed rulemaking that would have required freight trains to be operated with no less than two crew members.

Editor: Once again politicians decide what is best for industry without investigating. Decision on crew size will be between the railroad and the unions. In addition, many of the fatal accidents in recent years there were two people in the cab and PCT would have helped if not prevent them. Amtrak has had one person in the cab on some trains for along time. My former neighbor was engineer between Chicago and Ottumwa, Iowa and was always the only one in the cab. He told me to write a track warrant he would stop the train so he and the conductor could write the order. The other issue will be if the state passes a law requiring a person in a truck as the State of Florida will allow driverless trucks on the Interstate system beginning January 1, 2020.

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Even after the 2020 deadline, operating without PTC engaged would be permissible under certain limited circumstances, including switching, yard-to-yard moves, and when a train's locomotive fails to connect with the PTC system while already en route, federal officials say.

CSX declined to comment, saying the incident remains under active investigation.

TRAINS On-Line 8-26

Editor: The issue is wrecks may still happen but operation should be safer and again, as on a yearly basis, accidents will continue to go down.

BNSF Additional Traffic

BNSF Railway Co. and YRC Freight (formally Yellow and Roadaway companies) announced yesterday they will have expanded their intermodal business by putting more than 600 intermodal containers into service by year's end.



The new containers are part of YRC's commitment to acquire 1,000 branded intermodal containers by

the end of 2020. Most of the containers will travel between Chicago and Southern California on BNSF's network, both organizations said in a joint press release.

"We are always looking at how we can create more efficiencies and greater capacity on our network, particularly in markets like the Inland Empire where containerization will help us leverage capacity to grow with increasing demand over time," said Todd Carter, BNSF's vice president of domestic intermodal.

YRC Freight is implementing strategies to reduce its carbon footprint, including its work with BNSF, the use of longer combination vehicles, the use of new tractors with advanced emission reduction technology, and integration of routing and load optimization software, YRC officials said.



"Operationally, all intermodal companies are looking at how to improve efficiency," said Maynard Skarka, YRC Freight

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Meanwhile, commuter railroads reported they were operating their PTC systems in revenue service demonstrations on 698 route miles and in regular revenue service on 443 route miles as of June 30. In total, the involved route miles rose 12 percent since Q1, FRA officials said.

Despite the progress, railroads must still complete significant work to fully implement their PTC systems by Dec. 31, 2020, especially activating systems on the remaining required mainlines and achieving the necessary interoperability with other railroads, they said. The FRA is directing its attention and resources on the technical challenges facing the railroads, including commencing revenue service demonstrations, interoperability testing and safety plans

"[We are] determined to help all affected railroads successfully satisfy the statutory deadline for full PTC system installation, testing, certification and ultimately initiate operations governed by PTC on all required territories," said FRA Administrator Ronald Batory.

FRA officials continue to host meetings with dozens of individual railroads and groups of railroads, vendors, suppliers and subject matter experts to actively monitor developments and identify potential solutions to arising challenges.

In addition, the FRA is holding regular meetings with Amtrak and commuter railroads that operate on or near the Northeast Corridor and in the Northeast. The FRA also plans to host the remaining four of six PTC collaboration sessions over the next 16 months to share best practices and jointly resolve common technical problems.

Progressive Railroading 9/10/19

NRHS and Local 2020 Dues Payment.

For those of you that are NRHS members you will be receiving a notice about paying for 2020 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 appreciate those of you that will joined for another year. The renewal notice will be sent in a few weeks or you can do it early and give our treasurer, Doug Nipper, your check or cash at the next meeting.

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senior VP of operations. "Currently, we use smaller trailers called 'pups' to transport freight for our customers. This new shift to our branded containerized units will allow us to stay aligned with intermodal companies as we both look for operational efficiencies."

Progressive Railroading 10-1

PTC Interoperability Status

Freightwaves is reporting that the Federal Railroad Administration's Q2 PTC progress report released Monday said that 23.3 percent of the nation's domestic railroad operations have achieved interoperability. Interoperability was at 16 percent at the end of Q1.

Interoperability is achieved when one railroad's PTC-equipped locomotives can operate over and communicate with the PTC system of another railroad. For example, if Railroad A is interoperable with Railroad B, then the locomotives of both railroads can operate on either railroad and communicate with both road's PTC system components. If Railroad B's trains are operating on Railroad A, then Railroad A is considered the host road and Railroad B is the tenant railroad.

Prior to the implementation of PTC, locomotives from one railroad operated on another railroad with ease, allowing run-through locomotives and trains, providing faster service than regular loose-car interchange. Now that PTC is in place, this fluid movement will be maintained only if the systems are interoperable.

The road to PTC implementation has been a long and challenging one, and achieving interoperability among all rail lines required to have PTC is the last major milestone of the project. Although only 23.3 percent of the U.S. rail system is interoperable with PTC as of the end of Q2, the railroads have a little over 15 months to meet the federally-mandated deadline of December 31, 2020. Most experts believe it will be tight, but this deadline will be met.

RT&S 9/16



Less Coal in Transportation

Americans are using less coal, and Class 1 railroads are running down the track towards a wall.

According to a report issued by Moody's, freight railroad companies in North America are looking at \$5 billion in lost revenues over the next few years as consumers turn more towards cheaper forms of power like natural gas and solar. Moody's says coal will generate 10 percent less power in 2030 compared to 2020, when the cut will be 20 percent. BNSF and Union Pacific and their Powder River Basin franchises, along with CSX and Norfolk Southern, will be hit the hardest. Coal revenue for CSX, based on 2018 numbers, stands at 18.3 percent of total revenue, while BNSF pulls in 16.8 percent. Norfolk Southern and Union Pacific are at 15.9 percent and 12.5 percent, respectively. In total, coal accounted for 13 percent of Class 1 volume in 2018.

Union Pacific is expecting to haul less as 2019 comes to a close. The Class 1 says car volume will be down about 5 percent during the second half of the year.

U.S. dependency on coal is dropping. According to Energy Information Administration data, coal has accounted for 23.9 percent of power in the U.S. In 2018, it was 27.4 percent.



Moody's says Class 1s will be more reliant on coal exports moving forward, which puts Canadian Pacific and Canadian National in a better spot than their competitors. Eight seven percent of CP's coal tonnage is linked to exports, while CN logs in at 80 percent. Union Pacific is exposed to the least regarding coal exports at 10 percent of its coal revenue. Export numbers, however, can be volatile.

The Moody report says that intermodal demand could help make up the loss in coal revenue, but also indicates coal train speeds may drop to help minimize maintenance costs.

RT&S 9/6

Editor: Over the last 5-8 years Sunrise Coal of Indiana has been working toward getting permits to open a mine southeast of Homer, Illinois in Vermilion County. The location is not too far from the Norfolk Southern former Wabash line. At a time when many power plants convert to natural gas, or close completely, it is interesting that they continue to work toward an opening

(which in recent news is getting closer). At the same time many who are running for President have noted they will stop all fracking of oil wells, which releases natural gas. Should that happen the production of natural gas will level off and then probably decrease. With 7-8 percent of power produced by wind and solar and about 30 percent by nuclear power ending coal production and cutting back on natural gas will be interesting for those of us that like to use electricity.

Indiana Transportation Museum Collection

NOBLESVILLE, Ind. -- The majority of the pieces of rolling stock from the former collection of the Indiana Transportation Museum went unsold at auction this week, which could lead to some of them meeting the scrapper's torch in the near future.

Steve Cooke, deputy mayor for the City of Noblesville, Ind., which now owns the equipment, says only five pieces out of the 17 pieces of rolling stock up for auction through railroad equipment broker Ozark Mountain Railcar were sold between Monday and Wednesday. The pieces which were sold in the auction included: U.S. Navy boxcar No. 4828; Pennsylvania Railroad boxcar No. 497329; Milwaukee Road refrigerator car No. 37191; wooden outside-braced boxcar No. 2, which is believed to be of Wabash Railroad heritage; and PRR Railway Post Office Car No. 6523.

Among the former ITM pieces which were not sold are former Amtrak, nee Great Northern, steam generator car no. 661; Milwaukee Road EMD FP7A no. 96C, which currently wears Monon Railroad livery; Milwaukee Road EMD F7B no. 68B; PRR Pullman sleeper no. 8007, Philadelphia County; and Santa Fe stainless steel coaches nos. 3083 and 2400. According to Ozark Mountain's website, the pieces of equipment which were not sold would be scrapped. Cooke confirmed as much, but said a timeline for the scrapping of equipment in the city has not yet been determined. "We're being transparent and honest that there's going to be scrapping," he says. Cooke, however, said some of the equipment, could get a second chance.

The cars were, according to a court action, "abandoned" by ITM when the museum was evicted from its yard at Forest Park in Noblesville following a long and complicated battle between the city and the museum. Any car not removed by the eviction date in July 2018 was deemed "abandoned." Cooke

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says the city of Noblesville was left with around 60 cars following the eviction. Since then and through two auctions, he says, dozens of cars have been successfully relocated. “The city, in total, has helped save 34 railroad cars and enabled them to be safely moved out and find new homes around the country,” Cooke says. “I think we’ve achieved what we set out to do in saving as many railcars as we can and our biggest priority is cleaning out Forest Park and cleaning it up.”

Cooke says the city plans to clean up the park and repurpose it for use as a tourist attraction and southern terminal for non-profit tourist line the Nickel Plate Express, which operates between Noblesville and Atlanta, Ind. The Nickel Plate Express uses a former Erie Mining EMD F9 and former Santa Fe Hi-Level passenger cars and began operation in 2018. As part of the cleanup and repurposing of Forest Park, Cooke says, the city plans to keep several railcars in Forest Park for static display. He also says the city could lease other pieces of equipment from the former ITM collection to the Nickel Plate Express.

TRANS News Wire 9-13

East Broad Top—Future?

ORBISONIA, Pa. — The track is still there. The buildings are still there. The trim Mikados and hopper cars original to the coal-hauling railroad are still there. The one thing missing at the fabled East Broad Top, the Pennsylvania narrow gauge renowned for its completeness, is a plan forward. Eight years after rolling its last mile as a tourist line, there is still no permanent course for its future.

At this point, if anyone were interested in restarting it as an operating tourist attraction, it would cost millions to bring the locomotives up to current standards, replace hundreds of ties, repair bridges, and entice visitors to a remote section of the Keystone State.

Joseph Kovalchick is the elderly CEO of Kovalchick Co., an Indiana, Pa.-based scrapper, which has owned the EBT since 1956 when it shut down as a freight railroad. It came back as a tourist line in 1960. He says the railroad and all adjacent properties are for sale. Though he won’t disclose an asking price, several sources peg that figure at \$8 million for the entire package of the railroad and several thousand acres of former coal company lands. Kovalchick insists on a package

deal — all or nothing.

Despite encroaching weeds and brush along the railroad, peeling paint on various buildings, and other signs of benign neglect, a couple of long-time employees do attempt to keep the grass around the Rockhill Furnace station, roundhouse and shops area under control. Some painting has been done recently.

The Friends of the East Broad Top, a non-profit, has been holding monthly volunteer work weekends at Rockhill Furnace, Pa., and Robertsdale, Pa., for years, stabilizing and restoring buildings and rolling stock. Kovalchick kicks in for materials, and he allows the group to hold occasional open house tours of the roundhouse and shops complex to raise funds for their restoration work.

Lee Rainey, former president of the FEBT and current board member, says, “The big news is the near completion of the stabilization and renovation of the 1884 freight office, which was in serious danger of being lost. The badly-rotted wooden posts on which it sat have been replaced by concrete pillars, the collapsing sides have been straightened and strengthened, and new battens have been applied to make it weather-tight. The freight platform has been recreated, and the whole building has received a coat of paint. This has been a three-year job.”

In addition, the FEBT has stabilized the lumber shed behind the shops, manufactured and installed new window sash in several buildings, and volunteers continue restoration work on combine No. 14 and boxcar No. 955. In previous years, the volunteers have stabilized the shops building, restored several machines in the shops, acquired for preservation and restoration two EBT passenger cars sold off prior to the 1956 closure, saved the blacksmith shop from collapse, restored a ballast hopper car and generally cleaned up the entire shops area.

But what does all this mean to us in 2019? What happens to the EBT when Kovalchick, who is in his 80s, is no longer in the picture? Neither the federal nor the state government shows any interest in taking over the tourist operation. No one with deep pockets has emerged to buy it. Will the East Broad Top join the Rio Grande Southern, the Slim Princess, the Bridgton & Harrison and the rest of America’s narrow gauge panoply in fond memory.

TRAINS On Line 8-26

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We're on the Web!
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Photo of the Month



Norfolk Southern 9674 and 6982 lead 198 trailers on train #255 at Tolono, Illinois on September 26, 2019. Only #255/256 remain of the number of Triple Crown trains on NS. Many of us will remember when NS started the service between Detroit and St. Louis and Kansas City. Early trains consisted of one unit, maybe 10 trailers at most. Over the years the number increased, trains were added, service expanded to Texas and Minnesota. How times have changed as the 198 trailers is the most I ever saw on one train. Photo by Rick Schroeder