

Danville Flyer

Inside this issue:

About us	2
Officers for 2012	2
Meeting Minutes	3
September Meeting	3
NRHS Summer Meeting	4
NS 2012 Steam Program	5
Northern Pacific SD45	5
Genesee & Wyoming	6
FRA Report on PTC	6
Biofuel for Steam	8
BNSF Motive Power	7

NS Steam—September 5th and 11th in Danville

On September 5th steam locomotive NKP 765 is to leave Ft. Wayne, IN for Decatur on its way to the St. Louis area for the NS Employee Special train. At this time we understand that Wabash #1070, SD70AC, is to be in the consist behind the #765. The following day the train will operate from Decatur to St. Louis.

Over the weekend the train will operate two trips each day for employees only. On Monday the 10th the train is to de-

part St. Louis and overnight at Decatur with movement the following day to Ft. Wayne. At this time the schedule is not known. The assumption is a morning departure out of Ft. Wayne. There will be a crew change at Peru and probably a service stop. The next service stop may be in Tilton but the train does have the N&W “water bottle” with the train so fuel becomes the only issue. It is also assumed there is a speed restriction and they will not run the 69 mph like the officer special did.

Upcoming Events

- September 16 - Monthly Meeting at Jocko's, 1 PM
- September 5 & 11 - Steam runs through Danville on NS
- September 15-16 - Decatur Train Show, Civic Center
- September 22-23 - Monticello Railway Museum, Steam Weekend
- October 13-14 - Great Train Expo at Indiana Fair Grounds
- November 3 - Rossville Operating Session 1-4 PM

Amtrak Corridor (Illinois) Coalition to Form

GALESBURG — (August 13) Representatives of local, state and federal government came together Monday in Galesburg to officially vote to form an Amtrak corridor coalition. The group formed to promote economic development, tourism and educational opportunity along the Chicago-Quincy Corridor is said to be one of the first of its kind in the nation.

The Amtrak summit, the brainchild of state Rep. Don Moffitt, R-Gilson, and Galesburg Mayor Sal Garza, was a working luncheon at Hammer's General Feed Store, 39 4L Plaza. Mayors

from Galesburg, Macomb, Quincy and Kewanee, as well as Princeton's city manager, were present. Congressman Bobby Schilling, R-Colona, Moffitt, state Sens. John Sullivan, D-Rushville, and Darin LaHood, R-Peoria, and state Rep. Norine Hammond, R-Macomb, also were present.

The luncheon was not open to the media, but at a news conference at the restaurant following the meeting, Moffitt said officials “explored ways we can work together on this as a corridor of opportunity, a corridor of the future.

(Continued on page 2)

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 oper-

ating 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 \$39.00 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 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 2012—our 44th Year

Dick Brazda – President
Dave Sherrill – Vice President
Doug Nipper – Secretary
Allen Cooke – Treasurer
Al McCoy – Programs
Jess Bennett – Historian
Bob Gallippi – Museum Director
Rick Schroeder – Editor & National Director
Cooke Business Products - Publisher



(Continued from page 1)

We're partners, not competitors."

He said the coalition expects to meet on a quarterly basis. Asked what's next, Moffitt said identifying topics the coalition wants to see addressed.

"I think high on that list will be to have a meeting with Amtrak," he said. Hammond said the issues here are different from those on other corridors. "We're not looking for high-speed rail, we're just look-

ing for more cars from Amtrak," she said.

Macomb Mayor Mike Inman agreed, saying more capacity is needed to handle college students who attend school along the corridor. "We need additional rolling stock to meet the demand," he said.

Quincy Mayor John Spring talked of the huge increase in ridership along the corridor when the Carl Sandburg service was added to that pro-

vided by the Illinois Zephyr. "This (adding the Carl Sandburg) was one of the best bipartisan pieces of legislation the state has ever embarked on," Spring said. "Our part of the bargain was to provide the ridership."

While other factors, such as the price of gasoline and highway congestion, have driven Amtrak ridership up. In 2006, when only the

(Continued on page 4)

May 2012—Meeting Minutes

JOCMEETING MINUTES – MAY 20, 2012

Meeting opened at 1:46 P.M., President Dick Brazda presiding.

Treasurer forgot his report but stated that things were mostly un-changed from last month and the Secretary's report as printed in the Flyer was approved.

OLD BUSINESS

Per Jess Bennett via Dave Sherrill, the trees will be removed this coming week if all goes as planned. The trip taken on May 5th was a success. Allen had a good write-up in the Flyer about it.

NEW BUSINESS

Doug Nipper brought up several topics as related to the depot and the upcoming cleaning and opening on May 26th: The weatherproofing is still on the baggage room doors; Do we want to stay on DCC for layout operation; There is a neighborhood kid who is getting to be more and more of a problem and will need to be watched carefully and asked to leave if it looks like he might take something as he's allegedly done in the past. Allen Cooke asked if we want to get more rock on the driveway, and Nipper told him that Bob Gallippi said we don't need it yet. He also brought up the need to paint things like the doors, windows, gutters, fascia and soffitt, and noted that our group may not be able to handle the physical work any longer. Dick Brazda suggested we keep culling old magazines.

GOOD OF THE ORDER

Bob McQuown brought his grandson, Travis Price, to the meeting and introduced him to everyone present. He was recently deployed by the Navy to Iraq... Al McCoy mentioned his sale of stock certificates for \$30 at Stout's, and that he can do it again in the fall if we desire him to do so.

Meeting adjourned at 2:04 P.M. Computer program of random YouTube videos again given by Al McCoy and Doug Nipper.

September Meeting— First one after a hot summer

The September Meeting will be the start of the fall season. This hot summer saw visitor attendance down and thanks to members that braved the heat to be open each weekend. Bob G planned one operating session in August and with fall we will be planning to start our monthly operating sessions on the layout with the first one being November 3rd.

As noted in this issue NKP #765 will be in Danville in early September. For the October meeting we would like for everyone to bring their slide or digital photos of 765's moves through the Danville area. This month's program will feature "Iron Rooster 2010 High Speed and Steam Tradition", a DVD about the China RR – furnished by Al McCoy.

NEWS FLASH

The Wabash whistle that is to be used on the 765 when it runs on former Wabash rails and hosts the employee excursions out of St. Louis is from Wabash Mikado (2-8-2) K-2 2202.

(Continued from page 2)

Illinois Zephyr served the corridor, ridership was 118,502. Last year, 222,419 passengers rode the two trains, which stop twice in each city every day, an increase of 87.7 percent.

There was talk of expanding the coalition once it has a chance to get up and running. LaHood said he'd welcome an expansion to the Peoria area. Moffitt talked of cities working together to someday persuade Amtrak to connect the Quad Cities, Galesburg, Peoria, Normal-Bloomington, Champaign-Urbana and Danville. He called it an "educational loop" that would provide service to at least 12 colleges. (Editor: must be looking at an old map and the P&E – with the bridge over I-74 in Danville soon to be gone they will not make the list.)

NRHS Board Meeting—Summer 2012

Al Weber has reported on the summer board of Directors meeting and a number of items were covered at this meeting, some issues resolved but many were not. This was the last meeting under the former Bylaws with Chapters now be representative on the Advisory council, which will have its first meeting October 21st in Claymont, DE. Chapters no longer have a "Director" but now must have a representative at the Advisory Council meetings.

First, the NRHS expects another 5% decline in membership and there is still more spending than taken in. Thus dues will increase from \$36 to \$39 per year for Chapter membership (ours remains at \$20 per year). There is no change in the Student or Family membership rate.

The Board heard from three individuals that were associated with other groups and discussed ideas of their organizations that the NRHS might be able to adopt. Henry Posner, Chairman of the Iowa Interstate, AAR and Short Line Railway Assoc discussed various issues in the industry and how the NRHS may be able to assist.

The Rochester Chapter was reinstated and four Chapters were withdrawn. There was no final report on the

Tacoma 2011 convention and it was reported that the Cedar Rapids 2012 was not profitable. NRHS membership was poor with notes from the East and West Coasts and Southeast not attending, Some 100 new members did join. The 2013 convention is scheduled in Anchorage, AK. On the 14th and 15th of September there will be a weekend in Fairbanks, then a 2-day trip to Anchorage with the convention in that city on September 18-22. There are no conventions setup up for 2014 and beyond

2012 ballots were sent out and hopefully you sent your back. They will be counted by F & F and not NRHS members with results to be reported in late August.

Rick S..



Norfolk Southern 2012 Steam Program

Norfolk Southern employees soon will enjoy opportunities to ride behind steam-powered excursion trains. NS' "Employee Appreciation Excursions" will be operated on weekends this summer and fall in recognition of the corporation's 30th anniversary. Each of the railroad's 11 divisions will host several excursions.

Aug. 18-19, Harrisburg Division

Sept. 8-9, Illinois Division

Sept. 15-16, Alabama Division



The Tennessee Valley Railroad Museum and the Fort Wayne Historical Society are providing the steam locomotives, equipment, and services to make these excursions memorable, fun, and of course, safe. Southern Railway 630 will be used for the trips on the southern part of the system. No. 630 was built in 1904 by the American Locomotive Company at Richmond, Va., and is one of the three locomotives that will be used in NS' 21st Century Steam program over the next four years.

Nickel Plate Road 765 will be used for the trips on the northern part of the system. No. 765 was built in 1944 by the Lima Locomotive Works in Lima, Ohio, and is familiar to many railroaders, having been in excursion service on and off since 1979.

Check out the web site <http://fortwaynerailroad.org/summer-steam-trips-for-norfolk-southern/> for more information.

Northern Pacific SD45 gets painted

The Lake Superior Railroad Museum's former Northern Pacific SD45 3617 has been moved to North Dakota to be repainted in NP colors. The locomotive, built in 1967, worked for 3 railroads over a 40-year career: NP, Burlington Northern, and Wisconsin Central.

The 3,600 hp SD45 is being repainted at no cost to the museum by the Northern Plains Railroad at its shop in Fordville, N.D. Northern Plains will also install a replacement main generator in the locomotive furnished by the museum. Canadian Pacific and Northern Plains moved No. 3617 to Fordville at no cost.

No. 3617 worked for Northern Pacific just short of three years before becoming Burlington Northern 6417 in 1970, and worked for BN until March 1987 when it was retired. When regional railroad Wisconsin Central Ltd. began operations in October 1987,

the locomotive went to work as WC 6417, then WC 6495, and finally 7495. In June 2007, Canadian National, which acquired WC in October 2001, donated it to the Lake Superior Railroad Museum still wearing Wisconsin Central colors. The decision to donate the locomotive was made by Gordon Trafton, senior vice president of CN's United States Region, assisted by Gail Deever of CN Public Affairs and Jim Danielwicz of CN's Mechanical Department.



Prior to shipment to Fordville, museum volunteers restored the round-cornered side windows, and a gyrating warning light on the nose of 3617, that were extra features on all Northern Pacific SD45s.

Genesee & Wyoming to buy RailAmerica

Genesee & Wyoming Inc. and RailAmerica, Inc. have entered into an agreement under which GWI will acquire RailAmerica for an all cash purchase price of \$27.50 per share. GWI's acquisition of RailAmerica will combine the two largest shortline and regional rail operators in North America.

GWI expects to fund the transaction and the simultaneous refinancing of its existing debt with approximately \$2 billion of new debt and approximately \$800 million of equity or equity-linked securities. GWI has received \$2.3 billion of committed debt financing from BofA Merrill Lynch and \$800 million of committed equity financing from The Carlyle Group of which it has agreed to take a minimum of \$350 million through a private placement of two-year mandatorily convertible preferred stock from Carlyle Partners V, a \$13.7 billion U.S. buy-out fund.

The Carlyle Convertible has a coupon of five percent per annum for two years and is mandatorily convertible at a conversion price of \$58.49. GWI has the option to fund up to an additional \$450 million of The Carlyle Convertible on the same terms, subject to certain conditions. Alternatively, GWI may instead choose to fund the \$450 million through the public issuance of equity or equity-linked securities.

Jack Hellmann, president and CEO of GWI said, "The acquisition of RailAmerica by GWI is a straightforward combination of two organizations with overlapping holding company structures and complementary railroad geographies. As a result, the synergies between the companies are expected to be significant and we anticipate unlocking significant shareholder value."

John Giles, president and CEO of RailAmerica said, "This is an exciting day for both RailAmerica and Gene-

see & Wyoming. For RailAmerica, the sale represents validation of the transformational improvements that our management team and employees have made since the acquisition of the business in 2007 by investment funds managed by affiliates of Fortress Investment Group LLC. From this strong base of operations and having unlocked significant shareholder value, a combination with Genesee & Wyoming is the logical next step in creating a combined organization that will be a powerful driver of North American rail traffic for decades to come."

FRA Report on PTC

In the report, the FRA says that initial PTC Implementation Plans from the nation's railroads did state complete implementation by the 2015 deadline was possible. However, due to "significant technical and programmatic issues" with the PTC systems, FRA said most railroads are not likely to meet full implementation by the 2015 deadline. The Rail Safety Improvement Act of 2008 (RSIA) established a completion date for the installation of interoperable Positive Train Control (PTC) systems by December 31, 2015.

The report's "Executive Summary" reads in part, "Given the current state of development and availability of the required hardware and software, along with deployment considerations, most railroads will likely not be able to complete full RSIA-required implementation of PTC by December 31, 2015. Partial deployment of PTC can likely be achieved; however, the extent of which is dependent upon successful resolution of known technical and programmatic issues and any new emergent issues."

(Continued on page 7)

(Continued from page 6)

FRA points to two programmatic obstacles of PTC including budgeting and contracting and stakeholder availability. FRA names seven categories in which technical obstacles to PTC have been identified including communications spectrum availability, radio availability, design specification availability, back office server and dispatch system availability, track database verification, installation engineering and reliability and availability.

Citing the results of the report, FRA recommended that "if Congress were to consider legislation extending the PTC implementation deadline it should consider several factors, including the extent to which each railroad has demonstrated due diligence in its efforts to successfully implement PTC technologies on its rail system. In the event that Congress were to make legislative changes, FRA suggests allowing for provisional certification of PTC systems that will allow for the use of installed PTC systems under controlled conditions before final system certification is complete. This will allow for the incremental use of PTC systems and produce an increase in safety as the systems are systematically rolled out. FRA also suggests that any revisions to a railroad's PTCIP be subject to FRA approval with sufficient time for FRA to review and significant FRA oversight. Finally, FRA recommends that it be allowed to approve a railroad to use alternative safety technologies on specified line segments in lieu of PTC, particularly in areas with lower safety risks, if appropriately and properly justified to FRA."

FRA also mentioned that it has been working closely with the nation's railroads to find solutions to the issues hindering PTC implementation. The FRA stated that, to date, railroads have raised and expended more than \$1.5 billion of private capital and \$50 million through the Railroad Safety Technology Grant Program has been distributed to help remedy the problems encountered with PTC implementation.

"FRA and the railroads are also working to identify any additional issues and solutions; however, this effort is hampered by the novel nature of the issues. PTC implementation, on the scale required by the RSIA, has never been attempted anywhere in the world," the report read.

BNSF Motive Power

The first BNSF Railway SD70ACe's crossed into Texas from Mexico late Friday night, beginning delivery of the latest order for 80 locomotives from EMD. BNSF Nos. 9050-9054 are currently in San Antonio on Union Pacific headed to Corpus Christi for interchange to BNSF who will then move them to Temple, Texas, for setup prior to entering service. The 80 units being built at Bombardier Transportation in Sahagun, Mexico, will carry Nos. 9050-9129.

BNSF is also taking delivery of an additional 45 ES44C4s from General Electric, bringing the total number delivered this year to 220 locomotives. The additional units will carry Nos. 7055-7099. To date, BNSF Nos. 7055-7061 are on the property and in service.



BNSF has also sent three EMD SD45-2s to Progress Rail's Tacoma, Wash., shop for rebuild. The three former Santa Fe units, Nos. 6480, 6488 and 6501 will emerge as SD32ECO rebuilds early next year.

Via *TRAINS On-Line* July 2012

U of Minnesota Study use of Biofuel for Steam Locomotives

By Dick Johnson

Plans to create the world's first carbon-neutral higher-speed locomotive were announced by the Coalition for Sustainable Rail (CSR), a collaboration of the University of Minnesota's Institute on the Environment (IonE) and the nonprofit Sustainable Rail International (SRI). CSR draws on the carbon-neutral solid biofuel research expertise of the University of Minnesota and the modern steam mechanical engineering capabilities of SRI to develop the most powerful carbon-neutral locomotive to date.

CSR Project 130 has a simple goal: create the world's cleanest, most powerful passenger locomotive, proving the viability of solid biofuel and modern steam locomotive technology. The Coalition will put its technology to the test by planning to break the world record for steam locomotive speed, reaching 130 miles per hour and demonstrating the viability of this revolutionary, clean transportation technology.

The locomotive will run on torrefied biomass (biocoal), a biofuel created through an energy-efficient processing of cellulosic biomass. Biocoal exhibits the same energy density and material handling properties as coal, but unlike coal, it is carbon neutral, contains no heavy metals, and produces less ash, smoke and volatile off-gases. Since it exhibits such similar characteristics to coal, biocoal has the potential to revolutionize the way the United States generates clean electricity.

"Participation in the Coalition for Sustainable Rail has enabled our team to pursue one of the more exciting and potentially groundbreaking research projects in the history of IonE," said Rod Larkins, Special Projects Director of IonE's Initiative for Renewable Energy and the Environment. "Once perfected, creating the world's first carbon-neutral locomotive will be just the beginning for this technology which, we hope, will later be used for combined heat and power energy in the developing

world as well as reducing the United States' dependence on fossil fuels."

Preliminary research shows that CSR's test locomotive will cost less to maintain and less to fuel, and will exhibit greater train handling performance than any diesel-electric locomotives available today. The modern steam locomotive has relied on technology that has been neglected for decades. This is about to change. With the ability to burn biocoal efficiently and without negative impact on the environment, CSR's modern steam locomotive will also exhibit significantly better horsepower output at higher speeds than the current diesel-electric locomotives that pull the majority of passenger trains in the United States.

"This project presents a novel approach to U.S. locomotive development, looking to technologies of the past to inspire solutions for today's sustainability challenges," said SRI President Davidson Ward, a 2010 graduate of the School of Architecture in the College of Design at the University of Minnesota. "I'm confident that the leading energy researchers we're working with at the University of Minnesota, along with our team of engineers, will be able to bring this technology to the forefront of America's energy and transportation conversations."

In November 2011, SRI acquired a large test bed steam locomotive through a transfer of ownership from the Great Overland Station Museum in Topeka, Kan. This locomotive, built in 1937 for the Atchison, Topeka and Santa Fe Railroad, will be reconfigured by SRI's locomotive modernization experts, then tested as part of CSR Project 130.

The success of CSR Project 130 has implications that extend beyond the railroad industry, proving the viability

(Continued on page 9)

(Continued from page 8)

of biocoal for use in the developing world. Locomotive engineering on combustion and boiler technologies allows CSR to design power boilers and electric generators on scales from 5 to 5,000 kilowatts. This technology is adaptable for homes in villages of the developing world as well as for use in the U.S. Every dollar spent on engineering support of CSR Project 130 can generate up to three times the benefit in outgrowth technologies to solve energy problems in the United States and around the world. In May, SRI completed a cosmetic restoration and stabilization of Locomotive 3463 in Topeka. Plans are to move the locomotive to Minneapolis within the next 12 months. Once moved, CSR will complete the detailed engineering needed to modernize and reconfigure the locomotive.

For more information on the Coalition for Sustainable Rail and CSR Project 130 visit www.csrail.org.
Via *Brass Switchkey railnews*, V.19, #19, May 27, 2012



15E Norfolk Southern 8114, NS 8391 on UP at Sidney IL 7-30-2012



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



Allen Cooke caught the Norfolk Southern local at Schneider, IN on August 14.