

Railfan Rambles

July 2018 Edition

Volume 53, Number 7



Railfans of Indianapolis was originally formed in 1937 as the Indianapolis Railfans Club and is one of the country's oldest "rail enthusiast" organizations.

Membership is open to all having an interest in railfanning and railroad photography. Members receive twelve Railfan Rambles per year either as a color PDF file by email or as a black and white hard copy sent by regular mail. Dues are \$12.00 a year and should be sent to Larry Nilles, RFI Treasurer, 783 Northampton Row, Danville, IN 46122. Please make your check payable to "Railfans of Indianapolis."



On his way back from Lansing Michigan June 28th, Mike Steffen caught a parked Huron & Eastern Railway Company train. EMD GP38-2 HESR 3868 was originally painted in blue for the Rock Island as 4352, and later served in black paint on the P&LE as 2057.

Please send material for potential publication in the Rambles to: rambles1937@att.net

Railfans of Indianapolis Officers are: President — Kim Heusel (kheusel@sbcglobal.net)
Vice President — Mark Chambers; Secretary-Treasurer — Larry Nilles (lejend@sbcglobal.net);
Archivist — Dan Maners; Webmaster — Tom Bonsett; Rambles Editor — Jeff Griner (rambles1937@att.net)

Please visit our RFI website at: www.railfansofindianapolis.com

From the Midwest High Speed Rail Association
Federal grant will help untangle Chicago junction that delays the entire Midwest

This week, Illinois' congressional delegation celebrated a \$132 million federal grant for the massive 75th Street Corridor Improvement Project. The 75th Street corridor contains a number of individual projects that are among the most important in the CREATE program, a decade-long effort

to unclog passenger and freight trains in the Chicago region. This is great news for the entire Midwest. These improvements, all in one area of Chicago's South Side, will improve the speed and reliability of passenger trains from as far away as the East Coast, and make it easier to add and improve trains from around the Midwest. The \$132 million federal grant will be matched by a number of local, state and private railroad grants to total \$474 million, or about half of the \$1 billion required to complete all of the 75th Street projects.



This first phase will allow for construction of these individual CREATE projects: P-3 and GS-19, a flyover that takes the north-south CSX line over the east-west lines at Forest Hill junction and 71st Street. This will let north-south trains pass without interfering with east-west trains, including Metra's Southwest Service. It will also keep 71st Street from being blocked by slow-moving freight trains. B-9 improves access to a nearby yard and increases its capacity so that freight trains don't block the main line.

It will also allow design to begin on these important components: EW-2 removes Belt Junction, an absurd bottleneck where five east-west tracks narrow down to two as they cross each other. After the fix, all five tracks will be able to proceed straight through without conflict. P-2 adds a flyover to allow Metra Southwest Service trains to move through the area without conflict and then proceed to LaSalle Street Station, instead of Union Station. It also adds a second track to fill a short one-track bottleneck near Wrightwood Station. Only one train can move through the area at a time, while trains from all other directions wait and cause cascading backups. For instance, westbound Norfolk Southern freight trains must stop and wait on a main line miles away, clogging up tracks that Amtrak trains rely on. These fixes will let trains on different lines flow freely through the area, removing miles of backups. Without trains waiting on Norfolk Southern's main line along Lake Michigan, the 14 daily Amtrak trains to Michigan and the East Coast should see less delays. Amtrak's Hoosier State and Cardinal trains pass through the east side of the 75th Street junction and should also be improved.

Finally, moving Metra Southwest Service trains to LaSalle Street station will free up space at Union Station, which will allow it to accept more trains from around the Midwest. This is but one step in a long and ongoing battle to untangle Chicago's railroads, but it's a big one. Not only will it mean better reliability and improved frequency for existing Amtrak service, it will make it easier to add new service to destinations around the Midwest.

Written by Mischa Wanek-Libman, Editor — RT&S , June 20,2018
NYSW moves first freight on Utica line in 12 years

A rail restoration project more than a decade in the making came to a successful close on June 13 with the blast of a train horn. The first freight shipment in 12 years on New York Susquehanna and Western (NYSW) Railroad's Utica Line consisted of a locomotive pulling two flat cars carrying hollow steel beams from Elkhart, Ind., to New York Mills near Utica, N.Y.

Service was suspended along the line in 2006 following severe damage by floodwaters in 20 locations within Chenango County. Two years later NYSW filed papers to abandon the line. However, as the County of Chenango Industrial Development Agency (CCIDA), explains, the line was considered to be vital transportation infrastructure. CCIDA objected and began laying the groundwork for a restoration project, starting with a 2010 study by the engineering firm Stone Consulting.

In 2011, CCIDA was awarded a \$772,000 grant from the New York State Department of Transportation towards repairing the line. That funding, plus contributions from Chenango County, Development Chenango Corporation, CCIDA and NYSW leveraged a \$4.7 million dollar grant from the U.S. Economic Development Administration, which was awarded in 2013.

In 2015, Frontier Railroad Services was selected in 2015 to restore the line. Work included washout repair, installation of new culverts and other drainage installations and the placement of hundreds of new rail crossties. NYSW's own labor force performed repairs to the electronic and mechanical equipment at grade crossings along the 45-miles of track in Chenango County, completing that work in June of 2018. CCIDA hopes the steel beam shipment will be the first of many as the restored freight rail service is now being marketed to potential customers in Chenango County and elsewhere on the NYSW system.

The Prez sez...

All of those RFI members who participated in last month's Calendar Selection Show by either contributing entries or being present to vote for those entries should give themselves a pat on the back. We had a nice turnout and once again there was a good selection of quality photographs for our upcoming 2019 RFI calendar.

Here are a couple of reminders about future meetings. Don't forget that Summerail in Marion, Ohio is on Saturday August 11th. If interested in attending, tickets are available at the door. Three RFI members will be presenting programs. Pat Sweeney will present a show on called SoCal Surfliners, and Don Toon teams up with Dick Baldwin for Richard Baldwin's Greatest Hits, which features shots from the Dick's amazing collection. The date for Summerail pushes our RFI meeting back to August 18th. And don't forget about our September 15th meeting with the Miami Valley Railfans, which will be held at the Pennsylvania Railroad depot in Richmond. The depot will be open from noon to 10 p.m.

This month Fred Ripley returns to continue his tour along the BNSF's former Santa Fe through Illinois, Iowa, and Missouri. In his last two programs, we followed the ATSF Illinois Division from Chicago to around Lomax, Illinois. In this month's presentation we continue where we left off and finally reach the Mississippi River! Crossing the massive swing bridge into Fort Madison and Shopton, Iowa, the historic setting complements the parade of trains changing crews with much it illustrated in night shots. Proceeding west on the former Missouri Division, we follow the main line as it cuts through the "toe" of Iowa, crosses the Des Moines River into Missouri, and heads for Marceline through scenic rural countryside. With bridges large and small, and blue and yellow and red and silver diesels on all manner of freights throughout the seasons, this section of the great Santa Fe has never looked better! I hope to see you there at RFI on the 2nd Saturday July 14th!

— RFI President Kim Heusel

Congratulations to the following RFI members that had their material make it into the 2019 RFI Calendar :

Cover Dominic Morrone
 January Vern Sargent
 February John Johnston
 March Pat Sweeney
 April Jeff Gast

May Vern Sargent
 June Jeff Griner
 July Don Toon
 August Jeff Griner

September Trey Kunz
 October Kim Heusel
 November Trey Kunz
 December Pat Sweeney

Parked southbound INRD empty coal train north of Epler Avenue

Photo taken by RFI member Ron Stuckey on July 13, 2014



**RFI member Pat Sweeney's June 16th photos of Madison Railroad SW1500
CMPA 3 (former NASA switcher) and GP18 CMPA 3634, taken in North Vernon, IN**



By Samm Quinn for the Indiana Business Journal, June 29, 2018

Judge gives transportation museum two weeks to leave Noblesville park

A judge has given the Indiana Transportation Museum until July 12 to vacate its longtime home at Forest Park in Noblesville. In an order issued Friday, Hamilton Circuit Court Judge Paul A. Felix denied a request by the transportation museum, which has occupied about 10 acres in Forest Park since the 1970s, for a preliminary injunction to delay its eviction.

The museum filed suit in Hamilton Circuit Court in early May against the city of Noblesville and the Hoosier Heritage Port Authority after the city chose not to renew the museum's lease for the space and gave ITM until June 1 to move out. Museum leaders argued the city's timeline wasn't reasonable and asked the judge to give them 18 months to two years to move their property from the site.

The museum has a memorandum of understanding to move to Logansport, about 60 miles from Noblesville, but museum officials say it will take time to safely move and preserve 78 historic train cars and engines, several buildings including the historic Hobbs Station, and more than three miles of track and switches. They also asked the court to require the Hoosier Heritage Port Authority to give the museum access to the rail line to move equipment.

The judge denied those requests and ordered the transportation museum to immediately vacate the site. On July 13, the city will be granted possession of the property to clean up whatever property remains, if it chooses to do so. "The lease has expired, and ITM has no valid right to continue to occupy the premises," the order states. "Indeed because the city is seeking to evict ITM from the premises, ITM is considered a trespasser."

Noblesville spokesperson Robert Herrington told IBJ there are several privately owned train cars on the property, and the city will work to ensure they get returned to their owners or safely moved to another site. The city will assess the property June 13 to determine what steps need to be taken to restore it, he said. "The order speaks for itself and is very clear and transparent," the city said in a written statement. "We are very pleased with the court's order and believe it is the right ruling and in the public's best interest. The property is a mess but will be restored in a safe and efficient manner. The city will continue to hold ITM responsible for any environmental issues remaining at the site."

In May 2017, the city accused the museum of violating the terms of its lease after discovering leakage of chemicals on the grounds of the museum in Forest Park and called in the Indiana Department of Environmental Management to investigate. Museum officials said they disagreed with the ruling. "We are disappointed in the decision by the court for not protecting a private not-for-profit enterprise against unlawful seizure of assets," transportation museum chair John McNichols said in written comments. "Today the public has witnessed a systematic government intervention into private enterprise and the destruction of an institution which has served the public for more than 50 years."

"Today the Indiana Transportation Museum is the victim," McNichols added. "Tomorrow it could be another museum, not-for-profit or private business. The next day it could be your home taken in an eminent domain land grab to benefit developers. We thought that we could get a fair trial in Hamilton County. We are uncertain what the next steps are for the Indiana Transportation Museum but are disappointed in the decision in favor for the City."

The lawsuit followed years of fighting between the governments that own the track, the port authority that manages the rail, and the transportation museum. About two years ago, the port authority ordered the museum to halt its Indiana State Fair train—one of its most popular excursions—from Noblesville to the state fairgrounds because the port authority said the tracks were unsafe. Before the issue could be resolved, Fishers, Noblesville and Hamilton County leaders announced plans to remove a 9.2-mile section of the rail and turn it into a pedestrian trail.

Then, the port authority ended its longtime agreement with the transportation museum to operate at Forest Park and picked a new operator for the tracks. An agreement with Nickel Plate Heritage Railroad Inc. to operate a tourism rail line from Atlanta to Noblesville was finalized in April.

June 27th in Selma Indiana, RFI member Bob Jetmore caught CSX 4507 and 3143 leading an eastbound with nine KCS engines in tow



https://www.kentuckysteam.org/news_/July_1_2018

Kentucky Steam Heritage Corp. to Aid In Rescue of Historic Equipment at Indiana Transportation Museum

The Kentucky Steam Heritage Corp (KSHC), a Kentucky-based nonprofit rail preservation institution, announced Sunday that an agreement has been reached with the Indiana Transportation Museum to aid in an emergency move of pieces of their historic rail collection. KSHC has agreed to purchase the museum's tool car, an ex-Pennsylvania Railroad Railway Post Office Car as well as to transport 100-year-old steam locomotive - Nickel Plate Road number 587 - to their Ravenna, Kentucky shop for eventual re-build.

The Indiana Transportation Museum, which has been located in Noblesville, Indiana for over thirty years, has recently been handed a court order to vacate their city-owned property after a nearly-year-long legal battle with the city. The museum had requested an injunction of a previous court-ordered eviction to give the group more time to move their equipment out of the vicinity. The injunction was denied on Friday, and Hamilton Circuit Court Judge Paul A. Felix ordered the entirety of the group's equipment - including 587 - to be moved by July 12th, two weeks from the date of issue of the order.

587, a Mikado-type locomotive, was built in 1918 and operated for the Nickel Plate Railroad in Indiana until being retired in 1955. It was placed on display in Broad Ripple Park in Indianapolis later that year. The engine gained significant fame in the late 1980s and early 1990's when it was restored by museum volunteers and operated all over the eastern United States for the Norfolk Southern railroad's steam program. It was in service for the Indiana Transportation Museum tourist operation until 2003.

ITM and KSHC have enlisted Underwood Machinery Transport, Inc of Indianapolis to move the engine, tender and tool car. Jim Irwin, Vice President of Underwood, said the company was initially responsible for moving 587 out of Broad Ripple Park in the 1980s during its first restoration. Because the museum track is not tied to the national rail system, all equipment will need to be removed and transported via truck. The move will be overseen by KSHC Chief Mechanical Officer Jason Sobczynski and Director of Restorations Andy Wartman, who was also involved in the first restoration and subsequent operation of 587.

KSHC President Chris Campbell said that the partnership benefits both non-profit preservation groups, even though the circumstances are far from ideal. "We are hopeful that this collaboration can help put a positive slant on an overall undesirable situation," he said. "We are grateful for the opportunity to be the stewards of such a famous engine, and look forward to getting the engine fully operational for ITM in the not-too-distant future." KSHC has agreed to store 587 until ITM can raise the funds to restore the engine to active service once again. Since 2003, the locomotive has been undergoing intermittent restoration work. Progress has been made on the engine's firebox and other key components, but major work has ceased since the museum's future has become unclear while being embroiled in a feud with the city.

Recent court documents indicate that any property left on site in Noblesville after July 12th will immediately be deemed abandoned, and will be seized by the sheriff of Hamilton County, Indiana. "In order to protect the future of this historic engine, immediate action needed to be taken," said Campbell. "A major thanks goes out to Underwood Machinery Transport for mobilizing quickly to help make this possible."

Kentucky Steam Heritage already has a large project in process, the rehab of former Chesapeake and Ohio steam locomotive number 2716, which is being leased from the Kentucky Railway Museum in New Haven, Kentucky. Campbell says the 587 move does little to affect the 2716 project, and in fact may enhance it. KSHC recently signed a contract to purchase a large tract of a former-CSX railyard and accompanying buildings in Ravenna, Kentucky about 30 miles southeast of Lexington. The facility will eventually become the Kentucky Rail Heritage Center and will showcase the restoration and operation of historic rail equipment, particularly steam locomotives. KSHC hopes to have both engines stored inside the Ravenna facility and will perform work as time and money allow. The 587 restoration will be contracted by KSHC, and ITM will still retain ownership of the engine.

While Kentucky Steam won't own the Nickel Plate locomotive, it will execute the purchase of former Pennsylvania Railroad RPO car, which the group will utilize as a crew and tool car for C&O 2716 when it operates. It too needs to be removed from the premises by July 12th to escape possible repossession. "We are trying to make the best of a bad situation," said Josh Spencer, ITM board member and director of assets. "We are optimistic that we can reestablish our operations elsewhere and eventually get 587 back running in Indiana again. We appreciate KSHC lending a hand at the 11th hour and getting the engine out of harm's way."

Fundraising efforts are currently ongoing to handle moving expenses, and any contributions to KSHC will qualify for a hefty 400% grant match from the Appalachian Regional Commission, which the Kentucky group will submit a strongly-supported application for in August. ITM and KSHC plan to share the cost of moving the equipment. Specifically-allocated donations to KSHC will be contributed to the move of 587 and the purchase of the tool car. The moving process is expected to begin on July 3rd.

To make a tax-deductible donation to KSHC, visit www.kentuckysteam.org/contribute

Next RFI Meeting is 2nd Saturday — July 14th, 2018



7:00 p.m. at St. Andrew United Methodist Church, 2560 S. Villa Ave. Exit I-65 at Raymond St. east. Turn south on State St. (or take Keystone Ave. south) to Walker. The church is on the southwest corner of Walker and Villa Avenues midway between State Street and Keystone Ave.

This month Fred Ripley returns with a third presentation to continue our tour along the BNSF's former Santa Fe through Illinois, Iowa and Missouri. In his previous two programs, we followed the ATSF Illinois Division from Chicago to around Lomax, Illinois.

This time we continue west crossing the Mississippi River over the massive swing bridge into Fort Madison and Shopton, Iowa. Following the former Missouri Division, Fred has night shots of crew changes, and scenic rural shots, including bridges big and small, taken in all seasons. Should make for an interesting evenings worth of entertainment, so please remember to mark your calendars!

Visitors are always welcome, so tell your friends! See you at the meeting July 14th!

Final Frame: RFI Member Jeff Griner caught one of the two Shuttlewagon's parked out in the open at Kokomo Grain north of Edinburg Indiana on July 28th, 2014

