

Railfan Rambles

July 2017 Edition

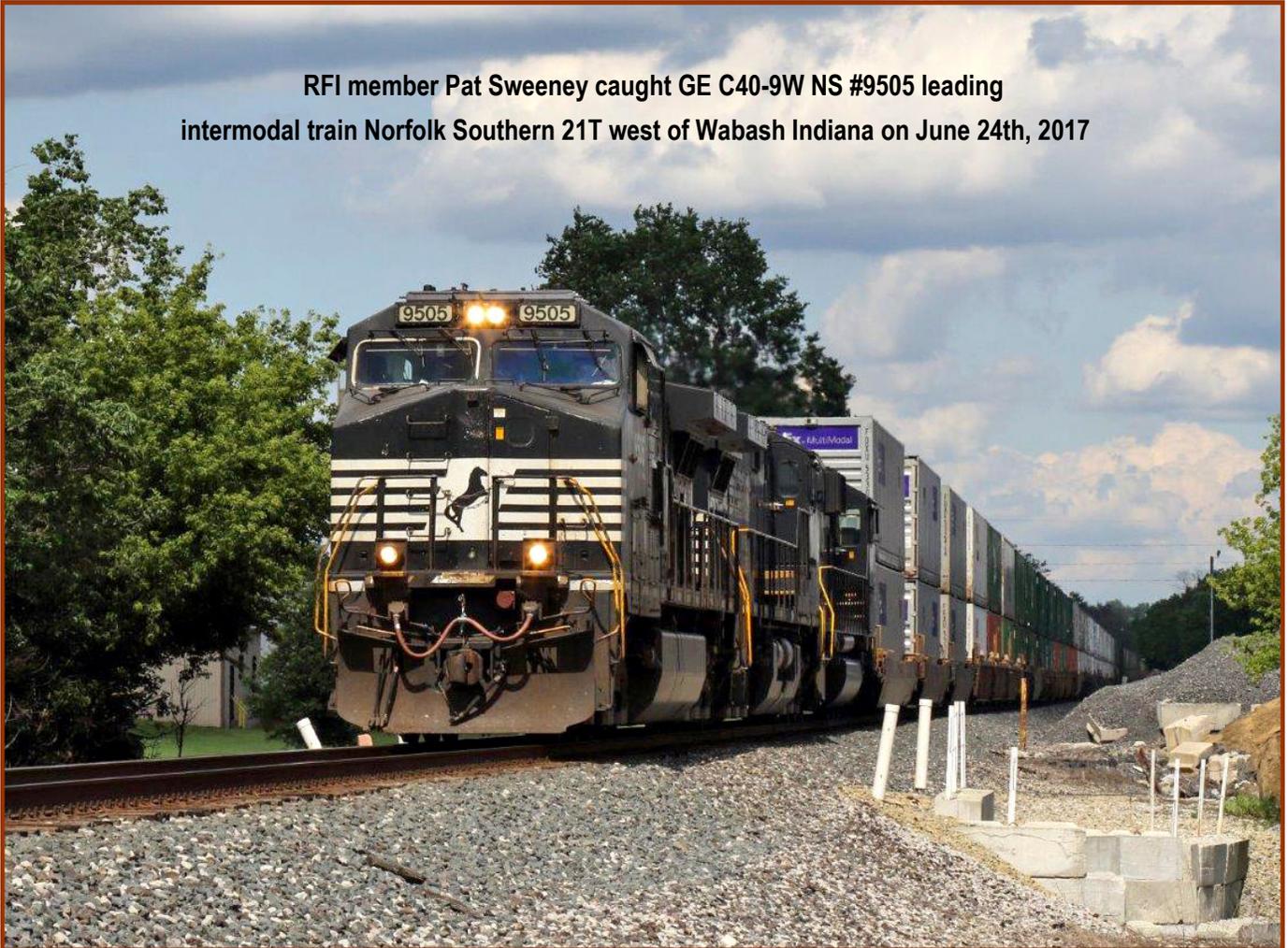
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Railfans of Indianapolis was originally formed in 1937 as the Indianapolis Railfans Club and is one of the country's oldest "rail enthusiast" organizations.

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."

RFI member Pat Sweeney caught GE C40-9W NS #9505 leading intermodal train Norfolk Southern 21T west of Wabash Indiana on June 24th, 2017



Attention RFI Members!

Our selection meeting for the 2018 RFI Calendar is this month on the 2nd Saturday July 8th. More details are included within this issue of the Rambles!

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

By Lyndsey Erdody, June 16, 2017

Train museum plans federal suit alleging government interference<https://www.ibj.com/articles/64283-train-museum-plans-federal-suit-alleging-government-interference>

The Indiana Transportation Museum has notified officials from Hamilton County, Noblesville and Fishers that it intends to file a federal lawsuit accusing the government of unjustly interfering in the museum's operations, causing it a critical loss of more than a half-million dollars in revenue. The Noblesville-based not-for-profit museum said it filed the tort-claim notice Friday afternoon. The notification was sent to the leaders of the Hoosier Heritage Port Authority, the mayors and deputy mayors of Noblesville and Fishers, all three Hamilton County commissioners and several other county officials. It also was sent to Gov. Eric Holcomb and Attorney General Curtis Hill.

"We have tried to find ways to work with these entities and our efforts have not been successful," John McNichols, the museum's board chairman, said Friday afternoon at a press conference. "Our efforts have been met with indifference and opposition." The museum and area officials have been wrestling over the future of the 37-mile railroad for months. Noblesville and Fishers seek to convert a section of the rail corridor into a 14-foot-wide pedestrian trail, but the museum wants the rails to remain so it continue to operate trains on them.

The Hoosier Heritage Port Authority, the quasi-government entity that oversees the railroad, terminated its policy-of-use agreement with the museum in March 2016, citing concerns about the museum's financial condition, maintenance and safety conditions of the tracks. The port authority ultimately forced the museum to discontinue its popular State Fair Train and Polar Bear Express rides last year.

The tort-claim notice, which museum officials made public Friday afternoon, said the museum lost more than \$350,000 in revenue because it couldn't operate the Polar Bear Express. It also says it lost another \$150,000 when it was prohibited from operating the Indiana State Fair Train. The museum said it has agreements to operate the excursions with Fishers, Noblesville and Hamilton County, which together own the Nickel Plate Railroad. The notice says the museum was "current on all terms and conditions" of the operating agreement with the port authority at the time it was prevented from using the tracks.

The museum's notice said the actions by the government officials denied its rights under the Fourteenth Amendment and the Fifth Amendment. Local officials defamed the museum, interfered with an established business, breached an agreement, failed to engage in fair dealing, failed to comply with the Indiana Open Meetings and Records Act, and engaged in abuse of process, according to the notice. Attorney Samuel Bolinger is representing the museum. Officials from Fishers and Noblesville declined to comment. Rhonda Klopfenstein, president of the Port Authority, did not respond to IBJ's request for comment.

The notice for the tort claim was sent to Noblesville Mayor John Ditslear and Deputy Mayor Steve Cooke; Fishers Mayor Scott Fadness and Deputy Mayor Leah McGrath; Hamilton County Commissioners Steve Dillinger, Mark Heirbrandt and Christine Altman; Hamilton County Tourism Inc. President and CEO Brenda Myers; and Madison Railroad CEO and port authority consultant Cathy Hale.

The port authority recently issued a request for proposals for a new operator of the track, and responses were due Tuesday. Four groups submitted responses—the transportation museum, the Indianapolis Metropolitan Railway Co. of Indianapolis, Hoosier Heritage Railroad Inc. of Fishers and Nickel Plate Heritage Railroad of Arcadia.

The museum contends it won't be given a fair chance. A media advisory issued Friday morning by the museum said the lawsuit it intends to file will focus on the "biased RFP process." McNichols said he hoped the parties involved could come to an equitable agreement before the Indiana State Fair begins Aug. 4. The authority has said it will not make a decision in time for an operator to offer the fair train this year.



Please help out your RFI Rambles Editor!
Please remember to send things of interest (pictures, field reports, news items, historical, etc.) to rambles1937@att.net



The Prez sez...

I would like to remind everyone that our August meeting at the church will be held the 3rd Saturday August 19th because of Summerail occurring 2nd Saturday August 12th, and that our Union City gathering in September will be on the 3rd Saturday September 16th due to the Hoosier Traction Meet.

I hope everyone enjoyed Fred Ripley's tour of the BNSF's former Santa Fe mainline from west of Galesburg to near Fort Madison at our June meeting. I know I did. This is one of my favorite parts of the old Santa Fe, although I have yet to see some of the great areas farther west in Arizona and California. Fred always puts a lot of research into his programs and is able to share a lot of information about his subjects. It's a safe bet that Fred will be back next year to continue our trip along the Santa Fe .

This month we will be looking at the images submitted by RFI members for our annual calendar meeting. The calendar seems to be popular but it will only remain popular if we continue to have enough participation from the members of our club. So, if you haven't already, dig out those old and new slides, and sort through those digital images to be considered for our 2018 calendar.

Even if you don't submit anything, this meeting proves interesting in that we get to see a variety of work from our members. And all members in attendance are given the opportunity to vote and help determine the images that will appear in the calendar.

So please join us at RFI calendar selection meeting on Saturday July 8th. — *RFI President Kim Heusel*

Dinner and a show: RFI member Jim Rose took these pictures the evening of May 17th, 2017 while dining with his wife at the Front Street Station (former PRR depot) in Northumberland, PA



This month 2nd Saturday July 8th at Railfans of Indianapolis we are holding our selection meeting for the 2018 RFI Calendar

We are encouraging the RFI members who can not attend the July 8th meeting to submit their material early, either by emailing attached files to your RFI editor at < rambles1937@att.net > so they can be forwarded to the RFI calendar editors, or you can use Train Central Hobby Shop as a drop off point. The shop is at 6742 E. Washington Street, Indianapolis, IN. Store hours are 10:30 AM to 6 PM Monday through Saturday. Tag dropped off material "for Jeff Griner." Please have your CD or USB thumb drive properly marked with your name so we can return it to you!

Slide entries still allowed! There will be a slide projector at the calendar selection meeting!

RFI Calendar Photo Contest Rules for the July 8th calendar selection meeting

1. Submissions must have been taken by the contributing photographer, or by a person who was a member at the time the photograph was taken.
2. Contributing photographer must be a current dues paying member.
3. Contributing photographer does not need to be present to participate.
4. Submitted material must have been taken within the state of Indiana.
5. Maximum of 2 contributions per member per month — The cover photograph is considered a 13th month (26 total photographs per person).
6. An individual photograph may be entered for consideration in only one month and contestants should state the month for which that photograph is being entered at the time of entry.
7. Non-winning entries from previous years are eligible for entry.
8. Photographs must be composed in the horizontal "landscape" mode.
9. Each winning contributor will receive one free calendar.
10. Digital files must be 2.5mb per photo or larger (3 or more megapixels preferred--the larger the better for image quality).
11. Slides submitted must be an original and or 300ppi pro quality scan.
12. Captions are not required at the time of entry, but will be requested if selected as a winning entry.
13. A maximum of two winning entries per person will be allowed.

In general, photos submitted for each month should depict scenery or subject matter consistent with weather typical of that month or events strongly associated with that month. To assist contributors in the selection of photographs for entry in the contest, the following seasonal and subject matter guidelines are suggested:

January: Snow or ice

February: Snow, ice, or clear, bare trees, red for Valentines Day

March: Clear and dry, bare trees, cloudy or foggy if you can sell it

April: Spring flowers, budding trees, rain if you can sell it

May: Spring flowers, budding trees, Indy 500 related, sprouting farm fields

June: Fully green trees or farm fields or anything consistent with summer

July: Fully green trees or farm fields, fireworks or patriotic

August: Fully green trees or farm fields or anything consistent with summer

September: Fully green trees, yellowing farm fields, summer flowers

October: Colorful fall foliage or farm harvest themes, orange paint schemes

November: Colorful fall foliage or bare trees, fall harvest themes, orange paint schemes

December: Snow combined with Christmas theme if possible

Cover photograph: This category's winner should depict some readily recognizable feature that identifies the location as Indianapolis, Indiana such as structures, skyline, or signs.

RFI member Bryan Debshaw's field report of his Memorial Day weekend spent riding and chasing Norfolk and Western 611

I first saw Norfolk and Western 611 in summer of 1983 when I was 12 years old. I had an opportunity to board the train in Valparaiso and ride to Calumet yard in Chicago. It was my first time riding mainline steam. I was impressed by the lines and boldness of the 611. Over the years I had many opportunities to take pictures and chase the 611 across Indiana as it made several return trips between Chicago and Ft. Wayne.

I was shocked like many others when the NS steam program suddenly ended. I was equally shocked when it was announced they would restore the 611 and run trips again. The 611 returned to steam in May 2015, but schedules and travel did not allow me to organize trip until this year. I planned a trip over Memorial Day weekend to Roanoke to ride the 611 again with my kids now 10 and 14. They have had many opportunities to ride trains but the 611 is a special train. We rode behind the 611 Sunday May 28th from Roanoke to Lynchburg, Virginia on the Powhatan Arrow.

The ride to Lynchburg was in the Santa Fe dome car Silver Lariat. My wife and I had previously rode in this same car from Spokane to Whitefish Montanan behind the Daylight 4449 on our 15th anniversary. The ride was wonderful, the NRHS car attendants were excellent and the staff accommodate. At the end of the trip the couple that was sitting next two us had arranged for a minister to meet them and they got married in front of the 611! — *continued on page 6*



This pic and one above are both from the summer of 1983



This view and one left are from the dome car Silver Lariat

— Bryan Debshaw's field report continued from page 5



Then in the afternoon we visited the Virginian Transportation Museum and chased the Pocahontas to Walton. The afternoon run to Walton proved to be great weather and quite an exciting chase.

29G departed before the 611, and as they were approaching Salem it suddenly became clear we were going to see 29G first, then came the realization they were running side by side. A quick change of sides of the track kept me from getting blocked out on the 611. We made a mad dash up to the double tunnel, not knowing which train we were going to get first. Fortunately the 611 came out first.

The rest of the week was a trip to the zoo, Williamsburg, bush gardens and Virginia beach. It was great to see the 611 back in steam, somewhat like meeting an old friend. — *Bryan Debshaw*



Written by Keith Barrow, May 19, 2017

Ontario commits to Toronto - Windsor high-speed rail

<http://www.railjournal.com/index.php/north-america/ontario-commits-to-toronto-windsor-high-speed-rail.html?channel=535>

The premier of Ontario Ms Kathleen Wynne announced on May 19 that the province will move forward with plans to build Canada's first high-speed line after a report by Mr David Collenette, Ontario's special advisor on high-speed rail, concluded the project has a positive business case.

Wynne confirmed that the province will now begin preliminary design work on the line from Toronto to Windsor, which will serve intermediate stations at Pearson, Guelph, Kitchener-Waterloo, London and Chatham. Ontario has also allocated \$C 15m (\$US 11m) to carry out a comprehensive environmental assessment.



Collenette's report outlines two possible options for the project. Scenario A is a 300km/h electrified line operating primarily on dedicated rights of way. Scenario B is an electrified line using a combination of existing infrastructure and dedicated new alignments to achieve speeds of up to 250km/h. The assessment found that Scenario A offered a Benefit-Cost Ratio (BCR) of 0.36 for Phase 1 (Toronto - London) and 0.17 for Phase 2 (London-Windsor), which rendered this option unviable. The low BCR resulted from the need for extensive tunnelling, which resulted in a base cost of \$C 19bn excluding contingencies for the full corridor.

Scenario B has a BCR of 1.02 for Phase 1 and 0.24 for Phase 2, reflecting higher forecast demand on the Toronto - London section. The base cost for this option is \$C 7.5bn excluding contingencies. From Toronto's Union Station, high-speed trains would travel along Go Transit's Kitchener corridor, calling at Malton for Pearson Airport, and at Guelph station.

HSR trains would share the line with the Union Pearson (UP) Express and Go RER services on the corridor to Kitchener. This mixed operating model is likely to require a number of infrastructure improvements on this section and costs could be shared with the RER project. A peak high-speed service of three trains per hour is proposed on this section, with two trains per hour off-peak.

From Kitchener-Waterloo's planned multimodal station high-speed services would continue their journey west to London on a new dedicated double-track line, with sustained speeds of 250km/h anticipated on much of this segment. The second phase from London to Windsor would run on a new electrified single-track line, which would run parallel to the existing Canadian National (CN) and Canadian Pacific (CP) lines.

The report says design and construction "should ideally start by 2022," with commercial operations beginning in 2025. Implementation of the project will be overseen by a new governing entity, High Speed Rail Corporation (HSRCO). Ridership is forecast to reach 10 million passengers per year by 2041, with rail capturing an 11% modal share on the corridor, eliminating five million car journeys a year. Toronto - Kitchener-Waterloo journey times would be cut to a minimum of 48 minutes by rail, compared with an average of 1h 14min for the current car journey. High-speed rail would offer a 25-minute journey time between Kitchener-Waterloo and London, compared with 46 minutes by car.

The corridor is home to around 7 million people and 60% of Ontario's economic activity. "We're growing and we're outgrowing our current transport network," says Wynne. "We have to provide faster, better, more sustainable transport options. The best time to build high-speed rail was 40 years ago. The second-best time is today. So that's what we're going to do."

"There have been a lot of excuses in the high-speed rail debate in Canada - the country is too large, the population is too small, it won't be worth it. Those were commonly-held views in the 70s, 80s, 90s, and early 2000s. It may be that they made sense then. But it's 2017 and that has changed. We know there's enough demand that we need to get moving on this. The next generation don't believe those excuses. They have been to other parts of the world, they know there are better ways to get around."

The selection meeting for the 2018 RFI Calendar is 2nd Saturday July 8th



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.

Here is an advance reminder that our August and September RFI meetings are pushed back to the 3rd Saturday so as to give members a chance to attend Summerail and The Hoosier Traction Meet.

This month we will be holding our RFI calendar selection meeting on the 2nd Saturday July 8th, so you still have a bit more time to gather up those slides and digital images to submit as your entries. Rules are back on page 4 of this Rambles. As usual, please remember to submit material that is in "landscape format" and not "portrait."

Feel free to bring in previous submissions that did not previously make it into an RFI Calendar. There have been years where a lot of good material showed up but not all of it could make it into that year's calendar. We hope to see a lot of RFI members with lots of entries, so please mark your calendars for this month's meeting!

Visitors are always welcome, so tell your friends! See you at the meeting July 8th!

Final Frame: RFI member Ryan "Kris" Krengel at the throttle of CSX J776

"CSX J776 (The Frankfort Flyer) passes by Hession's farm at 56th street and North CR 1000E in Brownsburg, IN on the former Pennsy I&F branch with Dr.Loco at the helm. May 26, 2017" — RFI member Pat Sweeney

