

DANVILLE FLYER

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Chicago, Ft. Wayne and Eastern Capacity Improvements

The Chicago, Ft. Wayne & Eastern Railroad (CFE) is planning a track improvement project enabling 40-mph train speeds across the entire 315-mile rail line from Tolleston, Ind., to Crestline, Ohio.

Work includes leveling and aligning nearly 50 track miles, replacing segments of rail and installing more than 10,000 new crosssties. The project will help alleviate rail freight congestion in the metro-Chicago area by creating an alternate route for trains going to and from the Chicago rail gateway and is expected to be completed this month.

CFE anticipates up to six additional eastbound freight trains per day over its line upon completion of the project. The additional trains, expected to carry energy products such as crude oil, bulk commodities such as grain and other general merchandise, will be operated by Norfolk Southern, which has rights to operate over the CFE and dispatches all trains on the line.

"Motorists and pedestrians should take note that trains will be running more frequently and also at higher speeds on certain segments that were not 40 mph before," said Chuck McBride, CFE president. "Always obey signs and warning devices at railroad crossings, and cross only at designated crossings."

There are more than 400 public and private railroad crossings on the CFE, 213 of which already had 40-mph train speeds. The 221 crossings now being increased to 40-mph train speeds are in Allen County in Indiana and in Crawford, Wyandot, Hardin, Allen and Van Wert counties in Ohio.

"This private-sector investment enhances an important piece of transportation infrastructure in Indiana and Ohio," McBride said. "By increasing the railroad's capacity to transport freight, the improvement project benefits existing customers and also makes the CFE corridor more attractive for potential new customers and economic development opportunities along the line."

Editor: NS is having problems with traffic on the former NYC line through Elkhart, Indiana and thus the routing of trains over the former PRR line that NS had until the Conrail acquisition. CSX ended up with that segment but it was sold to CFtW&E with NS still retaining trackage rights. A few test trains have been run and once track work is completed it will be an eastbound railroad as lack of sidings will minimize any meets with CFE trains. Though not said you can be sure that NS is footing much of the bill. A representative from the Elkhart area wants to increase the fines against railroads for blocking crossings – primary against NS in his area. As NS has responded, increase in fines will not solve the problem and all should work together to solve the transportation problem in northern Indiana. NS has completed work at Bellevue, Ohio and now has the largest hump yard on their system at that location. This should help some of the congestion as Elkhart was handling much of the work while Bellevue was cut back for construction. Routing over the Ft. Wayne route of unit trains should help the mainline.

February 15th – Monthly meeting at Jocko's on Williams Street – 1:00 PM

February 21 & 22 Hoopston - 9th Annual Model Train Show 2015. Sponsored by ECI Model Railroading. McFerrer Park Civic Center on Illinois Route 1. 10-4.

March 8 Wheaton - Great Midwest Train, Toy & Hobby Show. DuPage County Frgds. County Farm Road and Manchester. 9:30-3

March 13-15 Lombard – Chicago O Scale Meet (2-Rail). Westin-Lombard Yorktown Center, 70 Yorktown Center. Show open to public on Saturday. 9-5.

March 14-15 Urbana - Midwest Central; Railroad Club and Urbana Free Library's 2015 Model Train Show. Lincoln Square Mall. Sat 10-6; Sun 11-4. Bruce Stickers, 217-469-2793

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 any-

one 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 2015—our 47th Year

Allen Cooke – President

Doug Butzow – Vice President

Dick Brazda– Secretary

Doug Nipper– Treasurer

Dave Sherrill – Programs

Jess Bennett – Historian

Bob Gallippi – Museum Director

Rick Schroeder – Editor

Cooke Business Products - Publisher



Canadian National in the Midwest

Claude Mongeau, president and chief executive officer of CN, said today (1-15-15) CN's substantial investments in its U.S. Midwest operations, particularly the former Elgin, Joliet and Eastern Railway (EJ&E), are keeping its network fluid, helping the railroad accommodate increased demand for its freight services, and freeing up rail capacity inside Chicago for other railroads.

Mongeau, speaking to the Midwest Association of Rail Shippers, said CN's substantial presence in the U.S. Midwest is the product of a series of rail acquisitions and investments that have extended its network reach south, north and west of Chicago, as well as around the city. In the past five years, CN has invested well over one billion dollars in its Midwest operations.

CN today has 5,400 employees in the Midwest, roughly 1,400 of whom live and work in the Chicago region. With roughly 25 per cent of its freight traffic touching the city, CN's Chicago focus is on network efficiencies, close collaboration with other freight and passenger carriers, and delivering solid customer service.

(Continued on page 3)

January 18, 2015—Meeting Minutes

The meeting was called to order at 1356 by Doug Butzow.

The secretary's report as reported for the November meeting was approved.

The treasurer's report was provided. It showed a checking account balance of \$4974.18. The report was approved. Significant expenses were noted for the month: gas/water, \$100, PO box rent, \$62, 14 of 23 persons have renewed locally, and 16 of 21 have renewed nationally.

Bill Wright is doing well at a nursing home in Bement, but he was able to make the meeting for the first time in a while.

The Hoopston show in February 21/22 costs \$12.50 for a table. Dave will check to see if popcorn can be offered. One table will be enough for the chapter; the monthly meeting will be held 2/15 in Danville.

The Urbana show is 3/14-15. Popcorn will be sold there. The chapter will have a table free.

Operating sessions will be held 2/7 and 3/7.

Some potential projects at the depot were discussed: south and west side soffits and gutters in particular. Further plans will be developed at the February or March meetings. Platform work is finished for now; the drains are working satisfactorily.

Due to the Urbana show, the March meeting will be 3/22.

Since the NRHS rail camps are on the east and west coasts, there was some discussion of a camp here, such as at Monticello, but only involving one day.

The spring trip suggestions focused around Joliet, with the new temporary stations; date to be determined.

The Lincoln Funeral train is tentatively scheduled for April/May. More details will be forthcoming.

The meeting adjourned at 1425. A video program on two layouts was provided by Dave Sherrill, but was unable to be shown due to technical difficulties'.

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Mongeau said the acquisition of the EJ&E in 2009 "has transformed our operations in North America's business rail hub. The EJ&E solution allows us to seamlessly connect our five rail lines entering Chicago and to avoid congested inner city rail corridors. This is a clear gain for CN, but it also frees up capacity for other carriers on the Belt Railway of Chicago and Indiana Harbor Belt - a benefit for the entire greater Chicago rail network."

Mongeau said the "J" is helping CN accommodate rising traffic, which has been growing strongly across all business units for the past five years in both Canada and the United States.

"Almost 30 per cent of CN's revenue ton-miles are in the United States, so the U.S. is clearly an important market for

CN," said Mongeau. "Transborder U.S.-Canada traffic is also a major market for CN - our northbound traffic has grown faster than southbound freight over the past five years. As such, we play an important role in moving U.S. exports to both Canada and offshore destinations."

Mongeau concluded: "Our business agenda is shaped by what CN stands for, by what we do best, and by the way we see our role as a true backbone of the economy. At the core of our agenda is CN's commitment to Operational and Service Excellence whose purpose is to help our customers compete better in their end markets."



Iron Ore to Indiana

Magnetation LLC has successfully produced its first iron ore concentrate at its new Plant 4 in Coleraine, near Grand Rapids in north central Minnesota, the Duluth News Tribune reports. The company says the new plant has begun operations three months ahead of schedule and nine months ahead of the original project goal.

Plant 4 is the largest so far for the company, double the size of the three earlier plants. The new facility will produce about two million tons of 65 percent pure iron ore concentrate annually that will be moved via BNSF Railway and CSX Transportation to Magnetation's new plant in Reynolds, Ind., to used to make pellets that then go on to feed eastern steel mills.

Magnetation already has three operating plants on the Minnesota's Mesabi Iron Range – near Keewatin, Chisholm, and Bovey – that separate useable iron ore concentrate from the rest of the unusable rock in piles of ore waste left behind by mining operations a half-century or more ago. The company's efforts so far have focused on the western Mesabi Range, where natural ore-washing plants were more common in the early 1900s and where larger, now-dry piles of the leftover ore are sitting.

The iron ore concentrate resembles sand or dirt rather than rock. It is trucked to the company's Jessie Load-Out terminal near Grand Rapids where 120-car trains of open top hoppers are filled using front-end loaders for all-rail movement by BNSF.

In 2010, Magnetation signed a supply agreement with Alto Hornos de Mexico, known as Ahmsa, Mexico's largest steel manufacturer. The concentrate trains travel 1,500 miles over BNSF from Minnesota to Eagle Pass, Texas, then on Ferromex to the Ahmsa mill in Monclova, in the state of Coahuila.

In 2011, the company partnered with AK Steel, a minority owner of Magnetation, to supply concentrates to its steel facilities. Magnetation broke ground in 2012 for the new pellet plant at Reynolds to supply AK Steel. Served by CSX,

the plant has a loop track and rotary dumper. Magnetation will send a daily 120-car train from Minnesota to the new Indiana facility. CSX will move trains of finished pellets to AK Steel facilities in Ashland, Ky., and Middleton, Ohio.

TRAINS On-Line 1-5-15

Indiana Amtrak Funding

Proposals to continue funding Indiana's Hoosier State passenger rail service have come from the governor's office and the General Assembly. State Rep. Randy Truitt filed House Bill 1217, which would allow the state to appropriate \$3 million annually so the Indiana Department of Transportation can contract with Amtrak to provide rail service between Indianapolis and Chicago.

That's good news for West Lafayette Mayor John Dennis and Tippecanoe County Commissioner Tom Murtaugh. The state and local governments served by the 196-mile line have been footing the bill since Oct. 1, 2013, when federal funding ended for routes shorter than 750 miles.

"The understanding from the get-go was that it would be temporary funding and that there would be a more permanent solution," Dennis said. "Our hope is to spur INDOT to treat passenger rail with the same consideration they give our highways and bridges."

Truitt, at several public events, has said he felt the benefits of the rail line extend beyond the communities where passengers board the train.

"I think all the partners are pleased that Randy is going to carry that legislation and recognize the importance of this service statewide," Murtaugh said.

Truitt was not immediately available to comment but publicized the legislation in a statement posted on his Twitter account. "I filed HB 1217 to help address the continuation of the Hoosier State. This is an important state asset that I would hate to see go away." The future of the Hoosier State has been uncertain as the state's current contract with Amtrak expires Jan. 31. Spokesmen for INDOT and Amtrak last week said talks have been productive and neither expects a disruption in service.



An empty ore train returns from the Magnetation processing plant in Reynolds, Ind., seen at Downers Grove, Ill on Dec. 31, 2014, operating with symbol U CXRALL.. Photo by Micheal Matallis

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Murtaugh and Dennis expect a healthy debate and potential changes to HB 1217, which on Tuesday was referred to the House Ways & Means committee. Gov. Mike Pence's spending recommendation contains language similar to Truitt's bill, but goes one step further. In addition to funding the service, Pence's plan authorizes INDOT to purchase rail equipment. It's encouraging to see support coming from two directions, Lafayette Mayor Tony Roswarski said.

"We thank Rep. Truitt for his support," Roswarski said. "I also applaud Gov. Pence for having the foresight to promote rail service."

As the discussion is just beginning at the legislature, support for the Hoosier State is pouring in from outside Indiana. Directors of All Aboard Ohio, a nonprofit passenger rail alliance, on Tuesday night adopted a resolution urging continuation of the four-day-a-week service, which is complemented by Amtrak's long-distance Cardinal that travels three days a week from New York to Chicago.



"I feel strongly that any long term answer to the Hoosier State's problems are not in canceling or minimizing it but by expanding it," spokesman Derek Bauman said. "We have

2 million people in the tri-state area of Ohio, Kentucky and Indiana, and that's a lot of potential riders."

The All Aboard Ohio will send the resolution to Pence and Indiana legislators. A similar resolution last week was approved by the Friends of the Cardinal in Charleston, West Virginia. The support helps, Greater Lafayette Commerce member Arvid Olson said. It also helps that CSX is upgrading the tracks the Hoosier State runs on.

"Two siding tracks have been installed," Olson said. "It will alleviate backups and delays and that goes a long way toward addressing a problem." If the legislature approves continued funding for the line, it affords the opportunity to improve the service, attract more riders and generate revenue, he said.

Lafayette Journal-Courier 1-15

2015 Dues

2015 Membership

By now if you were a NRHS member you have received a renewal notice. National dues are now \$50 and the preferred method of renewal is on line, but if not please fill out the renewal notice and send to the address noted. Please note if you do renew on line to add a note in the comments section that you are a member of the Danville Junction Chapter if you have paid our chapter dues.

Also note that Chapter dues are no longer part of the national renewal process. Last fall we send out a renewal notice for the local dues, the new method going forward. Please complete the form and forward with your check to Doug Nipper at the Post Office Box, or bring it to the next meeting. If you did not get the notice, or have trouble filling it out on line, let Doug know. Starting in 2015 the local dues will be \$30 per year to cover expenses of the newsletter and the museum in Rossville. If you have not renewed by March 31 you will be dropped from the membership roll and will no longer receive the newsletter by either mail or electronic notice.

Rockford Station and Train Service

The city of Rockford is pursuing a combination train station and parking deck at the site of the former Tapco building downtown for proposed Amtrak service to Chicago, the Rockford Star reports. The site is one of three that were considered for the station.

The preferred site would be south of a planned \$53 million hotel-conference center by Gorman & Co. in the former Amerock building, and will cost \$10 million to \$12 million. It would include 300-400 parking spaces that would serve the hotel, train station, and Davis Park.

"What we're trying to do," City Administrator Jim Ryan tells the Rockford City Council, "is combine the train station with a parking structure to reduce that cost."

Amtrak service is expected to begin between Rockford and Chicago in late 2015 with one daily round trip, after

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the Illinois Department of Transportation spends \$223 million to upgrade UP track between Rockford and Elgin (Editor—about \$5 million per mile). Amtrak has said it would expand service in 2016.

The money for the track upgrade is part of a six-year, \$31 billion capital plan that Illinois Gov. Pat Quinn signed in 2009.

Ryan says that while Quinn was not re-elected, the city is hopeful that Gov.-elect Bruce Rauner will support the rail project. "We have no signs that they aren't committed," he says.

Train On-Line 1-15

STB and RR Service Performance

The Surface Transportation Board (STB) on Wednesday announced it issued a Notice of Proposed Rulemaking (NPRM) regarding new regulations that would require all Class I and the Chicago Transportation Coordination Office (CTCO) to report certain service performance metrics to the board on a weekly basis.

The action originates from the STB's temporary data collection order issued Oct. 8, 2014, in a proceeding on U.S. rail service issues, board members said in a press release. The NPRM follows concerns expressed at the board's public hearings and in other communications regarding the need for standardized performance data in the Chicago area.

The Class I and the CTCO — through its Class I members — would need to report certain service performance metrics each week. The weekly performance data collection will enable the STB to not only better understand current service issues, but more quickly identify and help resolve possible regional or national service disruptions in the future, board members said.

"Transparency would also benefit rail shippers and stakeholders by helping them to better plan operations and make informed decisions based on publicly available, near real-time data, and their own analysis of performance trends over time," they said.

Meanwhile, the STB also announced it's directing BNSF Railway Co. to submit a detailed description of its contin-

gency plans to mitigate potential inventory shortages for utility coal shippers. The order is in response to a petition submitted by the Western Coal Traffic League expressing concern about potential impacts of poor rail service on coal stockpiles and utilities' ability to generate power reliably. "As BNSF works to address its coal transportation challenges, more specific information on its coal service contingency planning is necessary," STB members said. "The board [also] is inviting coal stakeholders to submit status reports to so that [we] can obtain a full range of perspectives regarding coal service."

Yesterday, the STB also announced Chairman Daniel Elliott's term has ended. Deb Miller now serves as acting chair until President Barack Obama designates a new chairman. In addition, Ann Begeman now serves as vice chair.

Via Progressive Railroading 1-2-15

Norfolk Southern "Green" unit

The first locomotives funded by the federal Congestion Mitigation and Air Quality Improvement Program have been released for road testing by Norfolk Southern from its Juniata Locomotive Shop in Altoona this week.

The first two GP33ECO locomotives, a model previously covered by Trains News Wire, sport a distinctive paint scheme that reflects their environmentally friendly mission and include an outline of the state in green. The locomotives sport flared radiators at the rear, reminiscent of Electro-Motive Division's SD45 model of the 1960s, but with four-wheel trucks.



Railroad spokesman Robin Chapman tells Trains News Wire there will be 25 units, split with 10 going to Chicago and 15 going to Atlanta. The remaining units will be delivered by the end of the year.

After in-service testing in the Altoona area, the units will be permanently assigned to their respective grant award areas of Chicago and Atlanta. Funding for the locomotive to be used in the Chicago area was awarded by the Chicago

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Metropolitan Agency, sponsored by the Illinois Environmental Protection Agency, and administered by the Illinois Department of Transportation. Funding for the locomotive to be used in Georgia, on Norfolk Southern's Atlanta Terminal, was awarded by the Georgia Department of Natural Resources Environmental Protection Division. Dedication ceremonies are planned for the coming months.

Via TRAINS On-Line 1-7-15

Run Extra

JD Cooke had some news at the meeting today (1-18).... Tilton is no longer a yardmaster's job. They cut all of them off last Friday, and the day yard job is gone. There will only be a 2nd and 3rd trick jobs with footboard yardmasters. Those jobs will act as road switchers as well, and may be used to work grain trains out of State Line and Homer/Frito Lay. The Bungee crews have been getting trained by NS to switch inside the plant, but moves from one side to the other will require the road switchers. The only thing they do on the west side is car cleaning, so a good stockpile of cars will last between shifts.

I guess the dispatcher now has control of the double track between Eldan and Ross Lane. We knew this would come someday, and maybe now they'll invest in reverse-CTC for bidirectional running on both mains. (Ed. Some many years back Dick Smith, Signal Supervisor in Decatur at the time, now retired, said the plan was to CTC this part of the line but the yardmaster issues always prevented the change.)

Business is just not here anymore. The interchange with CSX has dried up. Bungee and Quaker are about all that's left on NS proper. KBS doesn't seem to be doing much with them either.

The F9's that Powell Felix is getting (former Erie Mining units) will come on the CN to Kankakee, and then take the KBSR to Danville to get on CSX for the short ride to Daisy Lane and the V V RR. I think Jim wanted to get acquainted with the KBSR folks for future endeavors.

Via Doug Nipper

Another UP Hump Yard

Union Pacific's planned classification yard near Hearne in East Texas will be the railroad's largest single-hump yard when it opens. The news comes from Kevin Hicks, UP's General Director for Design. Hicks made the announcement during the the National Railroad Construction and Maintenance convention in Florida last week. Hicks says the yard is still in the design phase. The railroad has not given an estimated opening date.

Seven UP lines converge in the area, including ones connecting Dallas-Fort Worth, Houston, Austin, San Antonio, the Gulf Coast, and the rest of East Texas. If built, the yard would include 70-80 bowl tracks with dual hump leads and four trim leads. This would enable the railroad to process 2,000 cars a day. Additional features include arrival and departure tracks capable of handling 8,500-foot trains and car repair and locomotive service facilities.

Nearly 120 miles of track, 300 switches, and 150 retarders would be required for construction, including 12 miles of additional mainline trackage for more efficient operations.

In 2013, UP operated 6,300 miles of track in Texas and employed almost 8,200 people with an annual payroll of \$726 million. The railroad originated 1.26 million and terminated 1.37 million cars in the state during the year. The railroad claims that the project will create more than 1,400 construction jobs during a two year period and will require 200 permanent jobs when in operation.

UP's yard in North Platte, Neb., widely known as the largest hump yard in the world, will retain that significance; it uses a double-hump design compared to the single hump planned for Hearne. "North Platte will likely always be king," Hicks says. In 2012, the railroad added Hearne to its "Train Town USA" registry.

Via TRAINS On-Line 1-12

URBANA TRAIN SHOW
MARCH 14-15
LINCOLN SQUARE VILLAGE
SAT: 10-6, SUN: 11-4

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We're on the Web!
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Photo of the Month



Remember when grass was green? On the way back from Watseka on September 25, 2014 I caught one of the UP Z trains at Bryce, Illinois – located south of Watseka.