

DANVILLE FLYER

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Last RBB&B Circus Train will run in May

When the Ringling Bros. and Barnum & Bailey circus drops its big top for the last time in May, the classic passenger cars and equipment it moves by rail will return to Florida to face an uncertain future.

In a late Saturday news release, managers with Ringling parent company Feld Entertainment say high operating costs and declining ticket sales are forcing them to stop both "Red" and "Blue" tours of the circus in May. The company's Red unit will make its final performance in Providence, R.I., on May 7 and the Blue unit will finish up in Uniondale, N.Y., on May 21.

Stephen Payne, vice president of corporate communications at Feld Entertainment, tells Trains News Wire that both the Red and Blue trainsets will be deadheaded to Florida at the end of their tours. Payne says a final disposition for the trains and associated equipment has yet to be determined.

The Red unit consists of 54 cars: 34 coaches and 20 flat cars. The Blue unit includes 35 coaches and 21 equipment flat cars. Each unit travels independently across North America.

In addition, the company has five equipment flat cars and three passenger coaches in storage, while six stock cars previously used to haul elephants and other animals are also in storage near the company's headquarters in Palmetto, Fla.

The company owns and operates more than 120 railcars and is among the largest passenger car operators in North America. The cars operate under "RBBX" reporting marks.

Between 250 and 300 performers and other circus workers travel on each of the two circus trains for more than 40 weeks each year.

Both trains recently started their 2017 tours. The Red unit is in Orlando, Fla., and will be traveling to Jacksonville, Fla., for shows the week of Jan. 16, while the Blue unit will be leaving Miami on Sunday, Jan. 16 headed for Birmingham, Ala.

The Red unit will use CSX Transportation rails to get to Jacksonville, while the Blue unit will travel Florida East Coast rails once departing Miami. The decision to eliminate both circus trains comes in the wake of the circus' 2016 announcement to stop using elephants in shows. The elephant stock cars have been in storage in Florida since being removed from the train last summer.

The circus, which owners have billed the "Greatest Show on Earth," has roots in Delevan, Wis., that date to 1875 with a traveling circus headlined by P.T. Barnum; and a separate circus started by Baraboo, Wis.'s Ringling Brothers in 1884. The Ringlings bought Barnum & Bailey in 1907 and officially merged the operations in 1919. The Circus World Museum in Baraboo, Wis., displays circus and railroad artifacts from the early years of circus entertainment.

On Sunday, Circus World Museum Executive Director Scott O'Donnell fielded a continuous stream of media queries. In an interview, he said the museum would welcome rolling stock from the current circus trains.

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February 19th – Monthly Meeting to be held at the Jocko's Pizza, Williams & Gilbert – 1 PM.

January program by Dick Brazda

March 4th - Operating Session at Rossville 1:00 PM

Mar 19- Springfield - Springfield Model Railroad Club's Train Fair, 10-4, Illinois State Fairgrounds. Orr Building.

April 1st and 2nd – Urbana Train Show, Lincoln Square Village 10-6 and 11-4, free admission

April 8th – C&EI HS Annual meeting, Watseka, IL depot 10 AM to 9 PM

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 2017—our 49th 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



Hoosier State trains 850/851 to Amtrak Equipment March 1

The Hoosier State, which operates four days per week between Indianapolis and Chicago, will transition to railcars, locomotives and on-board services supplied by Amtrak beginning Wednesday, March 1, 2017. No action is required from ticketed customers.

The Indiana Department of Transportation and communities along the route will continue to fund the service, which will include Wi-Fi and Business Class seating. Once contracts with Amtrak are amended, Amtrak will advise booked customers of available on-board services prior to their travel date. Indiana is one of 18 states that contract with Amtrak to provide short-distance, intercity passenger rail services.

Under the amended agreements, Amtrak will continue to provide train crews, ticketing and reservation services, and also coordinate with the private freight railroads that own the tracks over which the Hoosier State operates. Intermediate stops will continue to be Crawfordsville, Dyer, Lafayette and Rensselaer.

2017— January Meeting Minutes

The meeting was called to order at 1350 by President Cooke.

The minutes of the previous meeting were in the newsletter and were approved.

The treasurer's report of Nov. 21 was presented with an amendment. The January 12 report was provided and approved. The largest expenditure for the month was \$100 for utilities. A financial summary for 2016 was also provided (Editor: The report shows income of \$3,413.82 and expenses of \$3,211.70 for a net gain of \$202.12 for the year). The largest sources of income were Donations/dues of over \$2600 and sales over \$600. Utilities comprised over \$1100 in expenses while utilities were \$1300. For the year revenue exceeded expenses by \$202.12. For 2017 the treasurer will track donations by project.

A spring trip was discussed. Details will be worked on.

The Urbana train show will be 4/1-2. We will need to get the popcorn machine prepared as the chapter will have two tables. Dave expects to get 2 tables.

Program responsibilities are as follows: February – Dick Brazda; March – Henry Schmitt; April – Jim Hile; May – Vermilion Valley RR

It was mentioned that the Facebook page included a video showing some derailments on the layout. A work session in January cleaned up some of the problems/glitches on the railroad.

The meeting adjourned at 1359. Rick presented a DVD called Appalachian Conquest featuring the L&N Corbin Division.

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"This comes as an absolute surprise," he said about the decision to end the show. "It's not only the end of an American institution, it's also the end of an American brand that's been around longer than baseball, and around longer than Coca-Cola. They're all iconic American imagery."

TRAINS On-Line 1-16-17



Union Station Modernization Project

Chicago announced Jan. 12 that the city, along with Amtrak, Metra, the RTA and the U.S. Department of Transportation (USDOT) Build America Bureau are entering into an Emerging Projects Agreement (EmPA), towards the ultimate goal of seeking up to \$1 billion in federal funding for the Union Station modernization project.

The EmPA allows USDOT to offer technical assistance on large scale projects seeking low-cost federal credit through the Build America Bureau's innovative programs, including TIFIA (Transportation Infrastructure Finance and Innovation Act) Program and RRIF (Railroad Rehabilitation and Improvement Financing). TIFIA has provided more than \$26 billion in credit assistance around the country, including loans for the CTA and Chicago's acclaimed Riverwalk; RRIF has provided \$5 billion in loans for projects

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NRHS and Local 2017 Dues Payment.

For those of you that are NRHS members you will be getting a notice about paying for 2017 dues. For almost all NRHS members this will be completed on line.

For your local renewal we sent out the renewal notice and for payment please send your check (or pay at a meeting) to the Treasurer at PO Box 1013. Renewal is required by the April meeting to continue to receive this newsletter.

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around the country.

The Union Station Redevelopment plans envision a public-private partnership to implement both transportation-related improvements as well as transit-oriented developments surrounding the station. The three main goals are:

1. To expand and renovate the station to be an architecturally significant transportation terminal that both preserves and builds upon its existing architectural heritage.
2. To allow a growing number of passengers and other visitors to use the station facilities in the most efficient, safe, and pleasant manner possible.
3. To create a vibrant commercial center and civic asset that welcomes and serves travelers, neighborhood residents, and downtown workers alike, while further enhancing the economic vitality of the City of Chicago and the region.

“Today marks a major step forward both in the future of Union Station, and in the economic life of our city,” Mayor Rahm Emanuel said. “This modernization effort will improve the experience for everyone who travels through Union Station and tap the potential that the station has to serve as an anchor for further economic development of the West Loop and surrounding neighborhoods. I want to thank Secretary Foxx and the Build America Bureau for acknowledging the significance of this project and for all of our partners who have been working for the past several years to help get us to this point today.”

“The Build America Bureau makes it easier for big multimodal projects like Chicago’s Union Station to move forward. This project will serve as a vital hub for rail and transit and connect the entire region,” said Secretary of Transportation Anthony Foxx. “I’m confident that the Bureau will continue to be a great partner for Chicago and cities across the country to build seamless, modern transportation networks in the years ahead.”

“Union Station is a key transportation hub and vital economic driver for the City of Chicago and region. Yet, for too long the station has been operating at or near capacity, threatening its ability to sustain ridership and economic growth,” U.S. Senator Dick Durbin said. “The Emerging Project Agreement announced today moves us closer to a 21st century Union Station – one with an improved passenger experience and less congestion. I’m

pleased to see Chicago, Amtrak, and Metra working together to ensure this project succeeds, and I will continue to provide federal support for improvements that will impact commuters and visitors for decades to come.”

“Union Station’s master plan and surrounding commercial development will play a critical role in increasing capacity, efficiency, and accessibility, while reinforcing Chicago’s place as an important regional and national crossroads,” said Rep. Quigley, who serves on the Appropriations Subcommittee on Transportation, Housing, and Urban Development. “I applaud today’s announcement that confirms the Department of Transportation’s commitment to the rehabilitation of Union Station, and I look forward to working in Congress to ensure DOT has the resources it needs to properly assist in the planning of the Redevelopment project, which will spur increased economic activity in the region.”

“This is another milestone in all of our efforts to improve Union Station to make it a world-class transportation facility for a world-class city,” said Ray Lang, Amtrak Senior Director, National State Relations. “All of this is happening because all of us are working together as partners.”

“CDOT is looking forward to working with USDOT to line up financing for this critically important project,” CDOT Commissioner Rebekah Scheinfeld said. “The EmPA Agreement is another example of how the administration of Mayor Emanuel is using all the means at our disposal to fund the type of infrastructure improvements that are needed to keep Chicago’s economy moving AND thriving in the 21st Century.”

“Metra is excited by this important step in the redevelopment of Chicago Union Station,” said Metra Executive Director/CEO Don Orseno. “This Emerging Project Agreement puts the redevelopment of the station in position for financing opportunities that could allow the work to proceed more quickly and at a lower cost. These improvements will provide relief to the 55,000 Metra riders who use Union Station each weekday and allow the station to accommodate growth in the future.”

“I understand the critical nature of work on Union Station as both RTA Chairman and as a rider,” said RTA Chairman Kirk Dillard. “I take Metra in and out of Union Station daily so I understand its importance as a key transit site for regional riders. We are pleased this agreement will help restore this iconic building to its former glory and to assure

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the safety and comfort of our customers and tourists. Chicago is the nation's transportation center and Union Station is a vital, major and symbolic piece of America's infrastructure."

Via Railway Age 1-17-17

New Decatur Central RR

Decatur Central Railroad, L.L.C. (DC), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to assume operations of a rail line located between milepost 14.22 in Cisco, Piatt County, Ill., and milepost 27.63 (Green's Switch) near Decatur, Macon County, Ill., a distance of approximately 13 miles (the Line). The Line is currently leased to and operated by Decatur Junction Railway Co. (DJRC), which consents to the proposed change in operators. DC will become a rail carrier as a result of this transaction.

DC describes itself as a joint venture between Omni-TRAX Holdings Combined, Inc. and Topflight Grain Cooperative, Inc., which each own 50% of DC. DJRC has agreed to relinquish to DC, and DC has agreed to assume, the exclusive common carrier obligation over the Line. DC states that the agreement by which it will assume operations does not contain any provision that prohibits DC from interchanging traffic with a third party or limits DC's ability to interchange traffic with a third party railroad.

DC certifies that the proposed transaction will not result in DC's becoming a Class II or Class I rail carrier. DC will become a Class III carrier upon consummation of the proposed transaction, but the projected annual revenue of DC will not exceed \$5 million. Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. DC certifies that it has provided notice of the proposed change in operator to the only shipper on the Line.

The earliest this transaction can be consummated is January 21, 2017, the effective date of the exemption.

Via STB

Train 851 will continue to run north on Sunday, Tuesday, Wednesday and Friday mornings, with Train 850 operating south on Sunday, Monday, Wednesday and Friday evenings. On the other days, the communities along the route will be served by the Cardinal (Trains 50 and 51), which operates between New York City and Chicago. Together, the Hoosier State and the Cardinal provide daily Amtrak service between the important Midwestern cities of Indianapolis and Chicago.

We appreciate your patronage. For reservations and information, visit Amtrak.com, use our free mobile apps, speak with station personnel or call 1-800-USA-RAIL (1-800-872-7245).

Thank you for choosing Amtrak. 1-30-17

Danville Flyer history—by Rick

The new year has rolled around and as I was working on the January issue I began to wonder how long I had really prepared this newsletter, and what the early history was, Doug Nipper maintains a copy of all of the previous issues, so the question was directed to him to find out how long I have been preparing the newsletter.

"The only ones I have in the file done by Asa Edwards were for the year 1969, which is the first year of back issues that I have. They were a one page newsletter, in blue on white, as done by the Ditto Machine format. In Jan. 1970, even though it was still a one-page affair for most issues, the format changed. We did some stencils and then Ed Davis did them on the copy machine at Quaker Oats. But then we had to go backwards with stencils again and thought you did not sign them I think you did the editing. Stan was involved then and had the covers printed for each issue. All copies were folded and mailed each month. "

"I became editor in 1980, and that lasted through 1982 (three years, all mimeograph!) using the rest of the printed covers. Then you took over in January of 1983 and have been doing it ever since. When Allen Cooke joined the group and I worked there we began to run them off on the copy machine. Rick would produce the newsletter and forward to me for printing. In 1997 I started putting the electronic copy of the chapter web site which allows members and visitors to read the back issues."

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Congratulations to member Doug Butzow for his 25 years of membership with the NRHS

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"So 1969 to 2017 (49 years), minus four to six years, Rick has worked some 43 to 45 years as editor of one publication. Almost as many as the organization itself!"

I am almost sorry I ask. Today with the use of computers, publication programs and the Internet for access to articles the task is much easier. In the late 1970's and 1980's I used to produce the newsletter on stencils sitting in a construction office at night pecking away on my portable typewriter. It was noted for errors and strike overs (the machines fault) but no one complained or offered to take over. Remember, if you want to just let me know. Today with spell check and my wife as proof reader we usually get by with no mistakes, but they do sneak in once in a while.

Big thanks go to Doug Nipper for all he has done to print, post and send out the newsletter and thanks goes to Allen Cooke for providing the business climate to allow this activity to take place. Thanks to all of you that I hope read each issue as I don't and really, after assembled and sent to Doug, cannot tell you what articles are in the issue.

Rick

URBANA ILLINOIS TRAIN SHOW.

April 1 – 10 AM to 6 PM

April 2 – 11 AM to 4 PM

**Lincoln Square Village in downtown Urbana,
Illinois**

**Sponsored by:
Midwest Central Railroad Club
Urbana Free Library**

2016 Class 1's Traffic Stats

With overall rail traffic slumping 5 percent in the U.S. last year, and sliding 3.1 percent in Canada, 2016 will go down as an off year marked by a number of challenges for railroads.

But how did each of the big six systems fare last year?



Norfolk Southern won by losing the least. Its traffic was off just 2.8 percent despite a nearly 18-percent plunge in coal traffic.

A quick glance at NS's intermodal traffic — which was flat for the year — doesn't tell the whole story. NS hauled nearly 200,000 fewer trailers in 2016 due to the paring of its Triple Crown RoadRailer network to just the Detroit-Kansas City, Mo., lane. Later this month, NS is expected to release intermodal figures adjusted for the impact of Triple Crown. But one thing's clear: NS's overall container business, which was up 6 percent, outpaced the industry.

Union Pacific was the basement-dweller of 2016. UP's traffic was down by 7 percent as the Omaha-based railroad was stung by a 22-percent decline in coal and a 5 percent drop in intermodal. Grain traffic, up 13 percent, was about the only bright spot for UP.

The other four big systems were lumped in the middle.

Canadian Pacific was down 3.8 percent. There wasn't much to cheer about among its major traffic segments, but its intermodal business was up 0.8 percent thanks largely to domestic cross-border shipments moving in the Chicago-Toronto-Montreal lane.

BNSF Railway, down 4.9 percent, suffered a 21-percent drop in coal traffic. Its vaunted intermodal business was flat for the year. BNSF's automotive carloads were up 8 percent thanks in no small part to a second straight year of record auto sales in the U.S.



How tomorrow moves

CSX Transportation wound up down 5.7 percent for the year amid a nearly 20-percent drop in coal traffic. Intermodal was down nearly 3 percent, in part due to share lost to NS, but automotive was up more

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than 6 percent.

The five publicly traded big Class I railroads, plus Kansas City Southern, will go over their quarterly and yearly traffic in detail during fourth-quarter earnings calls in the third and fourth weeks of January.

Via *TRAINS On-Line* 1-6-17

CSX in 2017

CSX Transportation will add more track in capacity expansion projects in 2017 than in 2016, according to a presentation by Tod Echler, associate vice president engineering on Wednesday at the National Railroad Construction & Maintenance Association convention.

The railroad plans to add 49 miles of new track in eight states as part of capacity expansion projects in 2017. Echler did not offer details on other capital spending plans for 2017.

Major projects on tap include the Howard Street Tunnel in Baltimore, a 1.7-mile single-track bore built in 1895 which needs reconstruction to accommodate double-stack trains. The railroad is still completing funding for the project, expected to take four to five years and cost \$1-3 billion.

 In 2016, CSX was challenged by Hurricane Matthew, which affected nearly 2,600 route miles on 28 subdivisions — roughly 13 percent of the system. The railroad cleared more than 7,000 trees and deployed more than 800 generators during the recovery process.

The railroad added 20 miles of new track in four states in 2016. It also opened the first tunnel of the massive Virginia Avenue Tunnel project in Washington, D.C., a project to be completed in 2018. Opening of that tunnel cleared the route from Portsmouth, Va., to Chicago for double-stack service.

TRAINS On Line 1-11-17

Reynolds Facility Reopen?

KEEWATIN, Minn. — It's going to be a Happy New Year for employees of BNSF and a US Steel taconite plant in northern Minnesota. After being shuttered since May 2015, US Steel announced Dec. 29 it was reopening its Keetac taconite iron ore plant in Keewatin. The first employees will return to work this month, with production to begin in March, US Steel officials said. BNSF Railway serves the plant, with ore trains operating out of its Allouez Yard in Superior, Wis. The plant can produce about 6 million tons of taconite pellets annually.

US Steel officials said it "reached agreements to supply iron ore pellets to third-party customers. U.S. Steel will adjust its iron ore pellet production in order to take full advantage of these business opportunities," and include "a restart of the Keetac Plant."

Keetac pellets will go to a Canadian steel mill but US Steel declined to name the customer. The move is unusual because for US Steel usually doesn't sell iron ore on the open market, instead using ore it produces for its own steel mills. One regular customer was U.S. Steel's Granite City Works near St. Louis, but Granite City's blast furnaces and steelmaking facilities have been idle since 2015.

The Keetac plant was originally owned by National Steel, and was sold to US Steel in 2003. In addition to Keetac, BNSF also serves the Hibbing Taconite plant near Hibbing.

Minnesota's Iron Range is seeing resurgence after a downturn in the demand for steel produced in the US in 2014 and 2015. Several plans were shuttered, but in 2016 the Northshore Mining in Silver Bay, served by its private railroad, and United Taconite in Forbes served by CN, resumed production.

Via *TRAINS On-Line* 1-4-17



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We're on the Web!
www.danvillejct.org

Photo of the Month



The date is March 9, 1957 and the scene is one day after a westbound P&E train ran a stop signal hitting a northbound Milwaukee train at Walz crossing on the east side of Danville. The C&EI wrecker A-8 and crew are on the P&E side beginning to open a hole while the Milwaukee wrecker works from the north side. The P&E crew claimed they had a clear signal, however tests and witness reports noted the Milwaukee had the signal and the operator in Watz tower noted the P&E signal was in stop position. Rick Schroeder collection.