

DANVILLE FLYER

Inside this issue:

Milwaukee Timetable	1
Steel Facility Closes	2
About Us	2
October Meeting Notes	3
Amtrak	4
Metra Schedules	5
Annual Dinner Notice	5
New Dwight Station	6
Hoosier State	6
Metra Rebuilt Units	6
Photo of the Month	8

November 20th – Monthly Meeting to be held at the Jocko's Pizza, Williams & Gilbert – 1 PM. Program video Horseshow Curve

Nov 20 Peoria - Peoria Train-fair. Illinois Central College, Rt 24, 1 mile east of Rt 116, East Peoria. 10-3.

December 3rd – Operating Session at Rossville – 12:30 to 4:00 PM

December 4th – Chapter Annual dinner at Jocko's Pizza, 1:00 PM – program by Rick Schroeder

January 7th Operating Session at Rossville

January 15th – Monthly meeting

There will be no FLYER published in December but we will resume in January

The Subtleties of Studying Old Timetables

by Doug Nipper

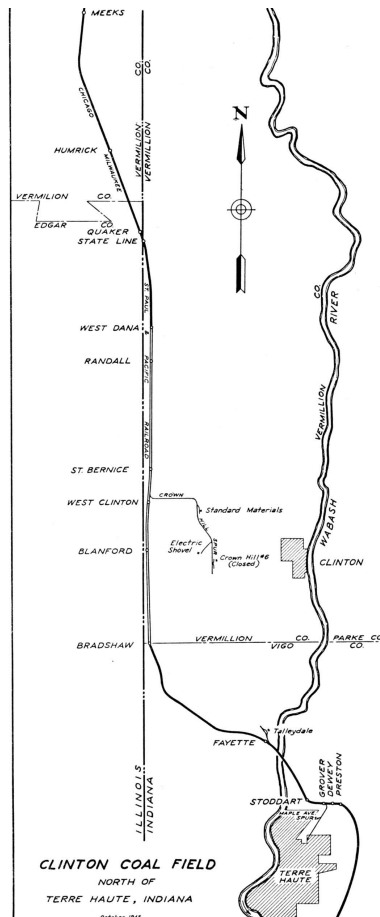
When Rick and I were at Watseka the last day it was open, he came across some Milwaukee Road Terre Haute Division time tables from the late 1930's to the mid 1940's. Since there were quite a few, he let me have one that was dated 12/1/1945. The rest were going for sale, so I was glad to get this one. In studying this timetable, a few things that I already knew were confirmed. The Second Subdivision ran from Faithorn, IL to West Clinton, IN. (The First Sub was from Bensenville to Faithorn.) Heaton was the point where the elevator was, and still is, east of Rossville. But I didn't know that North Heaton was the name for the point where the double track that went through Coalton ended. Gundy was where the C&EI crossed, but of course the C&EI knew it as Johannot.

Continuing south, you had the stations of Starr (formerly the cut-off connection), Walz (manned continuously) and Myron where the section man's shed was (later used by the signal maintainer, John King, whom I knew). But the next station south of there is where I had a revelation. Dick, IL was at the north end of the Jenkins Ford Trestle. I knew that place had a name, since the signal prints that I have for a crossing bell there showed it. The track circuits for that bell were a little different, and I figured out why many years ago. The circuit for northbound trains extended all the way over the trestle, and this was way longer than it needed to be. I figured they were using it for broken rail alerting. Any time the track patrolman came past that bell and it was ringing with no train around, he'd better be looking closely for a broken rail on the bridge!

But I already knew this. What I didn't know was that there was once a siding nearby, probably on the north side of the bridge. And it wasn't listed in the station list, but rather in the list of dispatcher's phone locations. It showed a telephone being located at the "North Switch" at Dick. I never saw any evidence of a siding there in the late 1970's, but it was possible. The only official mention of the bridge itself was also in this list: "Dispatcher's telephone located At north end of Bridge 132.55; also at a point one mile south of bridge 132.55 on telephone pole." So it wasn't even called Jenkins Ford by the Milwaukee, but just by that rather ignominious milepost designation....

Another thing I didn't know was that the Third Subdivision

(Continued on page 3)



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 2016—our 48th 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



Reynolds, Indiana Steel Facility Closes due to poor Economy

A sagging economy claims another victim, this time in the form of iron-ore waste recovery company, Magnetation. The company recently shuttered operations in northern Minnesota.

Magnetation Inc. was founded ten years ago in Grand Rapids. The company planned to use new technology it developed to extract iron ore concentrate from old mine waste-sites on Minnesota's Mesabi Range. Magnetation constructed several small plants to process the concentrate, which was then trucked to a load out near Grand Rapids for transport by BNSF Railway. In 2014, the company opened a new pellet plant at Reynolds, Ind. to supply AK Steel. BNSF sent a daily 120-car train from Minnesota to Chicago, where CSX Transportation took over for the move to Reynolds. CSX then moved trains of finished pellets to AK Steel facilities in Ohio and Kentucky. Magnetation even sent trains to Mexico, with the trains moved from Minnesota to the border by BNSF.

But what had been such promising developments on Minnesota's beleaguered Iron Range came crashing down Oct. 7, when

(Continued on page 4)

2016— October Meeting Minutes

The meeting was called to order at 1346 by President Cooke.

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

The treasurer's report was provided and approved. The two expenditures for the month were rent and gas/water.

Chapter dues statements were handed out. The national has emailed dues as well.

Doug B. reported Monticello had a large crowd on the day we visited..

Doug N. indicated he had the remaining chapter motorcar at his house. Whether it runs or no is unknown. It needs considerable cosmetic work. It was decided funds may be donated to the chapter for the improvements. Doug will prepare a list of the work that should be done.

Henry mentioned that the Covington museum has produced a slide show to attempt to boost interest in the museum. Various ways of improving interest in Rossville were discussed, including use of the present video owned by the chapter.

There was also discussion of the importance of a facebook presence for the museum. Doug N. will establish a page and encouraged assistance from others. Skylar will assist with some photos.

Operating sessions are scheduled for the first Saturdays of November and December.

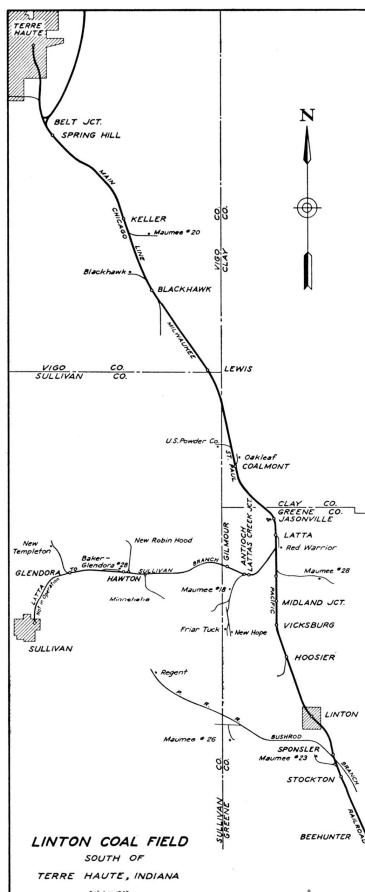
The meeting adjourned at 1413.

Doug B presented a slide show from his collection, mostly from the 1995-2000 period.

(Continued from page 1)

was pretty short, only extending from West Clinton to Belt Jct. And there were miner's trains on this section that ran daily except Sunday from Maple Ave. in Terre Haute up to Fayette, up in the morning and back south in the evening. You could also ride a 1st Class passenger train that ran daily except Sunday between Terre Haute and Bedford, leaving the former at 4:45AM and arriving at the latter at 8:00AM. The return train left Bedford at 3:30PM, and got back to Terre Haute at 6:40PM. That Fourth Subdivision only had one scheduled daily freight train, so there wasn't much to get in the way of the passenger runs. I presume that might have been done for people who worked in the quarries around Bedford.

So as you can see, there can be a lot of information gleaned from old timetables, if you know what to look for.



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.

(Continued from page 2)

Magnetation ceased operations under a bankruptcy settlement. Both the last Magnetation concentrate plant in Minnesota and the new pellet plant in Indiana shut down that day. About 180 people will formally lose their jobs at the Grand Rapids facility and another 160 in Indiana on Oct. 25, the official date set under a federal plant shut-down notification.



Magnetation became a victim of yet another downturn in the domestic steel industry. At one point it had more than 500 employees, and built several small plants to recover iron ore concentrate out of tailings. Tailings are the leftover waste material from iron mines.

But just as the company completed costly expansions to serve the booming steel industry in 2014, iron ore prices crashed. It lost customers, and the diminishing demand for concentrate forced Magnetation to close three of its four Iron Range operations and lay off workers. In May 2015, it filed for bankruptcy. The bankruptcy filing listed



How tomorrow moves

more than \$1 billion in debt, and assets worth less than half that.

The last train was loaded at Grand Rapids on Oct. 4 and was handled by BNSF as the U-CMICXR1-18T. Magnetation owns a fleet of gondola cars to transport the concentrate, and BNSF has been shuttling the last empty trains of hoppers to storage at the Itasca County Rail Authority interchange yard near Marble, Minn.

"We are grateful for the contributions of the hundreds and hundreds of people over the last five years on this pioneering effort," the company said in a statement. "We are hopeful that a buyer of the plants will be secured so that all stakeholders can look forward to a better future."

Magnetation management said it was mothballing the plant outside Grand Rapids and pellet plant in Reynolds, "in order to preserve their value for a potential buyer of the plants" although no buyers have come forward yet.

TRAINS On-Line 10-18

Amtrak

Although Amtrak has made significant progress in installing positive train control (PTC), the railroad hasn't fully tallied up the total cost of implementing the technology, according to Amtrak's Office of Inspector General (OIG).

The total cost could be "hundreds of millions more than is currently budgeted," according to the OIG's report. If the railroad fails to properly account for the cost of implementing PTC, it may miss the federal government's end-of-2018 deadline to install the technology.

In addition, Amtrak needs to complete several remaining tasks, including finishing trackside installations. The national passenger railroad has operational PTC systems on track it owns or operates along the Northeast Corridor (NEC) and in Pennsylvania and Michigan. However, that is about 67 percent or 608 route miles of Amtrak's total planned trackside installation.

And while the railroad has fully installed PTC on nearly all of its locomotives on the NEC, it still must install on-board systems on the 303 locomotives that travel on its long-distance and state-supported routes, according to the OIG.

"Completing these tasks by December 2018 could be challenging given their complexity and the company's current program management approach, which diffuses accountability and leaves the company vulnerable to cost and schedule risks," the report stated.

Other remaining PTC-related tasks include: submitting a safety plan to the Federal Railroad Administration (FRA) for the approval of the Advanced Civil Speed Enforcement System (ACSES) PTC system on the NEC and connecting rail corridors; installing the Interoperable-Electronic Train Management System (I-ETMS) PTC system on segments of the NEC and on segments between Philadelphia and Harrisburg, Pa.; upgrading ACSES technical standards to meet FRA interoperability requirements; and resolving issues of potential radio frequency spectrum interference with ACSES on the northern end of the NEC.

The OIG recommended that Amtrak re-evaluate current program cost estimates "consistent with leading practices" and ensure that the cost are disclosed in the railroad's financial plans, including the likely cost of reimbursing host railroads.

(Continued on page 5)

(Continued from page 4)

Those steps will help ensure sufficient funds are available to complete PTC installation by the 2018 deadline, the report said.

The OIG also suggested that Amtrak clarify the roles and responsibilities of current PTC managers to ensure clear authority and accountability for managing all remaining implementation tasks. The railroad should appoint a senior official with sufficient authority to ensure program success, the OIG said.

Finally, the report suggested that Amtrak identify all remaining implementation tasks and milestones for completion and establish a process to periodically review the status of these remaining actions to measure progress.

Amtrak agreed to all of the OIG's recommendations.

Railroads can request an additional two-year extension to implement PTC if they meet several prerequisites, including the installation of all PTC hardware and acquisition of all spectrum necessary by December 2018.

CN, CSX and Norfolk Southern Railway are targeting 2020 for full implementation of the technology, according to the FRA's August status report on the railroads' PTC plans.

Progressive Railroading 10-11-16

Metra Adjusts Schedules

BNSF line — Metra is fine-tuning its BNSF Line schedule so that departure times better reflect actual operating conditions. The timetable adjustments use information gathered from a BNSF Railway operations analysis during several months.

The analysis uses satellite positioning and wayside signal data to determine realistic travel times between train stations. The commuter railroad says the new revisions will minimize passenger wait times and will create for more realistic train departures from intermediate stations. Metra adds that unpredictable factors may still result in some delays.

Current schedules account for unpredictable and uncontrollable factors, such as the need to deploy a wheelchair lift, medical emergencies, and poor weather conditions.

The revised schedule adds about 1 or 2 minutes per station stop, but in rare cases, adding about four to seven minutes. Metra says the new schedule does not change the arrival and departure times of trains at Chicago Union Station. They will continue to arrive and depart at the same time.

Metra's BNSF Line provides commuter rail service from Chicago Union Station to Aurora through Chicago's western suburbs.

Union Pacific line – Due to freight congestion near Union Pacific's Proviso Yard, Metra has revised its Union Pacific West Line schedule. The new schedule affects mostly inbound trains arriving in downtown Chicago after 10 a.m. on weekdays.



The new schedule means that some commuter trains are departing Elburn station 7 minutes earlier than before and other modifications change what platforms commuters use at Villa Park and Elmhurst stations. Riders will now board trains from platform No. 3, or the southern most platform.

Metra says the schedule changes will help reduce conflicts with freight trains at Proviso Yard located to the east of Elmhurst. Currently, inbound commuter trains use the northernmost track, which is often blocked during the midday and evening hours by freight trains moving in and out of the yard. The new changes took effect on Sunday, Oct. 2.

TRAINS On-Line 10-5

**Annual Dinner and Meeting
December 4th at Jocko's Pizza at
1:00 PM
Williams and Gilbert St in Danville
Program by Rick Schroeder**

Dwight, Illinois new Station

The Illinois Department of Transportation (IDOT) yesterday held a ceremony to mark the completion of a new passenger-rail station in Dwight, Ill., along the Chicago-St. Louis higher-speed Amtrak route.

The \$3.26 million depot, which opened for service today, is the first new station to open to passengers on the route, IDOT officials said in a press release. In August 2015, construction began on the 1,500-square-foot structure, which features free Wi-Fi service and a temperature-controlled waiting room.

The work was funded through a federal grant administered by IDOT to introduce 110 mph passenger-rail service on the Union Pacific Railroad corridor between Chicago and St. Louis. New stations also are being built in Pontiac, Normal, Carlinville and Alton, Ill.

Existing stations in Lincoln and Springfield will be upgraded. The higher-speed rail project is expected to be completed in 2017, according to IDOT.

Progressive Railroading 10-28



Dwight station—IDOT Photo



Hoosier State ridership

The Hoosier State passenger-rail route logged 2,428 riders in September, marking a 46 percent increase compared with ridership in the same month last year.

Last month also marked the fifth consecutive month that ridership has grown on a year-over-year basis, Indiana Department of Transportation (INDOT) officials said in a press release.

The Hoosier State route provides service four days a week between Indianapolis and Chicago. Ticket revenue totaled \$82,324 last month, a 64 percent increase from ticket revenue a year ago.

On-time arrivals averaged 82 percent in September, down from 86 percent in August. CSX has replaced a manual switch near the station in Crawfordsville, Ind., which is expected to reduce one-way trips by eight to 15 minutes, INDOT officials said.

In summer 2015, INDOT signed new contracts for the service with Amtrak, Indiana communities and Iowa Pacific Holdings. Amtrak serves as the train operator and works with host railroads to provide train and engine crews, as well as manage ticketing and reservations.

Iowa Pacific provides the train equipment, train maintenance, marketing and on-board amenities.

Progressive Railroading 10-26

Metra Rebuilt Units Arrive

The first of 41 Metra F40PH locomotives rebuilt under a \$91 million remanufacturing contract has returned to service. Now designated as F40PH-3s, these units, features the railroad's new paint scheme previously applied to F59PHs.

Metra awarded Progress Rail Services Corp. the contract in 2015 to rebuild 41 EMD F40PH-2 and F40PHM-2 locomotives manufactured between 1989 and 1992. The work, being done at Progress Rail's Patterson, Ga., facility, is expected to extend the life of the locomotives by 10 to 13 years and is a major part of a broader modernization plan to rebuild and replace nearly all the rolling stock that operates on Metra's non-electrified lines.

(Continued on page 7)

(Continued from page 6)

The rebuilt locomotives feature a new high-voltage cabinet with a microprocessor control system, remanufactured engines upgraded to U.S. EPA Tier 0+ emissions standards, new and reconditioned accessories, carbody corrosion repair and new paint, rebuilt electrical rotating equipment, rebuilt trucks with new wheels and Positive Train Control (PTC) components. Metra has assigned no. 175, the first F40PH-3, to its lines operated by Union Pacific.

Locomotive 175 also features Metra's new paint scheme, previously applied to F59PHs Nos. 97-99. Metra Engineer Kyle Nanfeldt designed the paint scheme, an adaptation of the colors applied to Metra's MPI-built MP36PH locomotives. Metra plans to use a version of it on all future rebuilds and locomotive acquisitions.

Metra says rolling stock modernization is one of its highest capital priorities due to the age of its fleet and "the fact that the condition of cars and locomotives is so essential to providing high-quality, reliable and comfortable service. Fifty percent of Metra's rolling stock is in marginal or worn condition, with 18% of railcars dating from the 1950s to the 1960s. By the end of 2016 we will have renovated about 70 cars in-house. We also will have modernized about a dozen locomotives, some in-house and some by a vendor. The agency's in-house railcar rehabilitation program is the largest and most productive of any railroad nationwide."

Metra has begun design of a \$20 million expansion of its main railcar rehabilitation facility at 49th Street and the Dan Ryan Expressway in Chicago. Renovation of this facility, which was built in 1947, will enable Metra to increase throughput of rehabilitated cars by 33%. Construction work to update that facility is expected to begin in late 2017.

The F40PH-3s and F59PHs "represent our commitment to use our limited capital resources to rebuild our fleet of railcars and locomotives, which remain the oldest of any of our peer railroads," said Metra Executive Director and CEO Don Orseno. "Our customers deserve a reliable fleet, and this program, which restores locomotives to nearly new condition, is an essential part of our agency's modernization plan."

Via Railway Age 10-24



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



Nebraska Central 1006 near West Genoa, Nebraska with some 50 empty frack sand cars on October 5th. While visiting my son in Omaha a friend and I checked out several locomotives at different locations on the railroad west of Omaha. Photo by Rick Schroeder