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Metra and Railroads Warn about Service stops January 1

Metra and other railroads are warning that rail service could be disrupted after Jan. 1, 2016, if Congress doesn't address a looming federal deadline for positive train control (PTC) implementation that most railroads say they won't be able to meet.

In a notice addressed to Chicago-area commuters late last week, Metra Executive Director and Chief Executive Officer Don Orseno said that there is a "strong possibility that we would not be able to operate in 2016" unless Congress approves an extension of the Dec. 31 deadline for railroads to implement PTC safety technology.

"It is with great concern and trepidation that we must begin to prepare contingency plans in the event the Dec. 31 2015, PTC implementation deadline passes," Orseno wrote in the letter, which was posted on Metra's website. Orseno will brief Metra's board of the situation at its Sept. 21 meeting, and will inform riders before Oct. 31 of the railroad's options, he wrote.

Metra also outlined its concerns in a letter to U.S. Sen. John Thune (R-S.D.), who chairs the Senate Committee on Commerce, Science and Transportation. Thune recently asked railroads to inform him of the consequences the deadline will have on their operations.

"We remain committed to the implementation of PTC in a safe and prudent manner," Orseno said in the letter to Thune. "However, many significant challenges prohibit our ability to meet the federally mandated deadline."

In his letter to Thune, BNSF Railway Co. President and CEO Carl Ice indicated that PTC will be implemented on a significant portion of the Class I's network by year's end, but after that the railroad will still require ongoing installation and extensive testing of the safety technology.

Because the Federal Railroad Administration's announcement that it would enforce the deadline and begin imposing fines on railroads that don't meet it, the Class I cannot operate in violation of federal law, Ice said. As a result, it would have to try to reroute traffic to lines not required to have PTC installed, which would cause "enormous congestion," he wrote.

"BNSF would do whatever is reasonably possible to mitigate this impact, but the consequences for the economy and for our company would be substantial," Ice wrote. BNSF also might not be able to provide all existing services to various commuter-rail agencies, such as those in Chicago, Seattle and Minneapolis, as well as for certain Amtrak lines, he said. The Class I would be faced with the difficult choice of operating in violation of the PTC statute or risking breach-of-contract claims for not operating the service, Ice wrote.

Also last week, the Association of American Railroads (AAR) warned in a memo to Congress that it needs to clarify the PTC timeframe. The mandated deadline is "arbitrary, unworkable and unrealistic," and December 2018 would be a more realistic timeframe for full

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- October 18th – Monthly meeting at Jocko's, Williams and Gilbert Street, 1:00 lunch and meeting.
- October 18th – St. Charles, IL Railroadiana Show at Kane County Fairgrounds 10:00 to 3:00.
- October 25th – Kankakee, IL Kankakee Model Train Club train show Small Memorial Park Civic Center 9:30 to 3:00
- November 7th – Rossville – Model Railroad Operating Session starts around 1:00 PM
- November 15th - Peoria - Peoria Trainfair. Illinois Central College, Rt 24, 1 mile east of Rt 116, East Peoria. 10-3.
- Nov 14, 20-21, 27-29 Dec 4-5 Monticello - Monticello Railway Museum's Read along with the story as the Polar Express runs on museum trackage – sold out

2015—Meeting Minutes

We did not have a September meeting but instead setup a visit to the Monticello Railway Museum during their Railroad Days weekend. Members who were able to attend were Allen Cooke; Dick Brazda; Doug Nipper; Doug Butzow; Matt Weaver (all three there working as members of MRM); Dave Sherrill; Bill Wright; Skylar Brown and Jesse Bennett. For a one-time fee attendees were able to ride trains, motor cars and other events at the museum. The Wabash Railroad Historical Society held their convention in Decatur the same weekend and also attended events at the museum. Those attending got to ride all of the various trains and even Bill got to ride a motor car trip with the handicap accessible trailer the museum has. With the number of DJC members that are involved with the MRM and the Railroad Days weekend always the same as our first September meeting we need to consider moving the September meeting.

Last month Dick Brazda and Rick Schroeder took a 2-day trip to northern and northeastern Indiana along the former NYC routes to Elkhart and Goshen, Indiana. Dick will present a program with many of the "special" trains that were caught that day. Unfortunately none of the Heritage units were spotted, but that is always the case when you plan to find them – they hide elsewhere.

Note that the next operating session will be held the first Saturday in November. Due to farming, and other activities many of the participants are not able to attend in October so we will start the sessions in November and continue until spring. Also, should really bad weather occur on the first Saturday we will cancel the session.

(Continued from page 1)

PTC implementation, plus an additional two years for nationwide testing, AAR officials said in the memo.

In response to the railroads' letters and public statements, the National Association of Railroad Passengers called on Congress to extend the PTC deadline.

"Faced with ending service or breaking Federal Railroad Administration regulations, operators are stuck between a rock and a hard place," wrote NARP President and CEO Jim Mathews.

Via Progressive Railroading 9-14-15

NS Complete D&H Acquisition

Norfolk Southern Corp. late last week completed its acquisition of 282 miles of Delaware & Hudson Railway Co.'s (D&H) line between Sunbury, Pa., and Schenectady, N.Y., in a \$214.5 million transaction with Canadian Pacific. D&H is a subsidiary of CP, which ceased operations on the corridor on Sept. 18. NS began its operations on the corridor the following morning. NS' acquisition will increase options for rail carriers, NS officials said in a press release.

"The D&H South Line integrates perfectly into our 22-state rail system, and it allows NS to connect businesses along this important economic corridor with a rail transportation system that's a top performer in safety and efficiency," said NS President and Chief Executive Officer James Squires. "Our acquisition will make NS a more competitive transportation option between Pennsylvania, New York, and New England."

The acquired miles connect with NS' network at Sunbury, Pa., and Binghamton, N.Y., and provide NS with single-line routes from Chicago and the Southeast United

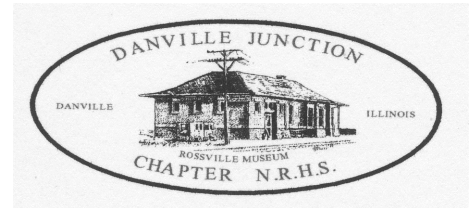
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About Us

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



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States to Albany, N.Y., as well as NS' intermodal terminals in Scranton, Pa., and Mechanicville, N.Y. Additionally, the transaction gives NS a better connection to its joint venture subsidiary Pan Am Southern, which serves New England. NS also acquired D&H's car shop in Binghamton and other facilities along the corridor.

As part of the agreement, NS will retain and modify overhead trackage rights on the line between Schenectady, Crescent and Mechanicville, N.Y., as well as Saratoga Springs, N.Y. NS hired about 150 former D&H employees. NS plans to add new ties, resurface 40 miles of track and install 14 miles of new curved rail along the corridor in 2016.

For CP, the sale allows it to create value for shareholders, as well as better align the route "with the railroad that already moves the majority of traffic over it," said Keith Creel, CP's president and chief operating officer. CP has been transporting about 45,000 carloads and shipping containers across the line annually.

Via Progressive Railroading 9-21

Railroads find Hidden Car Scanners

Railroads are uncovering hidden freight car tracking devices near rights-of-way around the country.

The discoveries began earlier this month when a Metuchen, N.J., resident found two people installing boxes near a Conrail Shared Assets Operation right-of-way. Unsatisfied with those persons' answers and the local police response, the person called Norfolk Southern railroad police who investigated and found an automatic equipment identification or AEI reader, used to track freight cars by monitoring their built-in radio beacons.

On Sept. 15, the Association of American Railroads' Railway Alert Network issued a security warning to members to keep an eye out for the unauthorized devices. Trains NewsWire obtained a copy of the security alert earlier this week.

According to the eight-page report, railroad police investigated further and found that a company called ClipperData had installed the reader. ClipperData was formed about two years ago and sells comprehensive data regarding the energy industry, including the movement of crude oil and other commodities. According to the report, Norfolk Southern police say they have a copy of a "lease agreement" between a homeowner near the right-of-way and ClipperData which gave the homeowner \$500 to use a nearby electrical outlet to power the equipment reader.

In an interview with Trains News Wire on Wednesday, ClipperData CEO Sterling Lapinski confirmed that his company installed the first AEI reader discovered in New Jersey. He says his company's work is legal and that ClipperData is currently looking at trying to sell data to and about the railroad industry, which is why it installed the AEI reader. Lapinski says his company sells data and information to government agencies, trading groups, and energy companies.

"We do have devices installed but the network isn't operational yet," Lapinski tells Trains News Wire. "We're not currently selling data, we're just trying to see if it's feasible."

Railroads around the world use similar equipment reader technology that uses radio waves to automatically identify freight cars at speed. Railroads typically gather the information to update their own records before sharing it

with other shippers, such as trucking companies, railroads, or steamship lines, and customers.

Sources close to Class I railroad corporate offices say executives are upset and are ready to take a "scorched earth" approach to dealing with ClipperData and other companies that may have installed readers throughout the country. A second security alert dated Sept. 22, says railroaders have uncovered at least one other equipment reader in New Jersey and one in Sheridan, Wyo. The one in Wyoming reportedly interfered with BNSF Railway track equipment.

The Railway Alert Network report raised concerns that the people who installed the equipment readers trespassed on railroad property to do so. It also raises concerns about selling data on the movement of specific types of rail cars, arguing that the information could be used to "disrupt rail operations through intentional, and potentially destructive, acts." The security alert asks railroads that find similar AEI readers to inform the alert network immediately so that it can consolidate all of the reports.

In a statement to Trains News Wire, AAR spokesperson Ed Greenberg says the organization is keeping a close eye on the developing situation.

"The AAR was aware of this situation and pleased that local law enforcement and railroad police took steps to address the situation as quickly as possible," Greenberg says.

Norfolk Southern declined to comment on this topic. Trains is waiting for a response from BNSF.

Via TRAINS On-line 9-24

Editor: To all railfans, should you see anyone installing something along a railroad right of way and you realize it is not any signal or communication personnel of the railroad contact the railroad's police department right away..



CTA Completes Red Line Renovation

Chicago Transit Authority (CTA) President Dorval Carter yesterday joined local officials to mark the completion of a major renovation project to the Clark/Division Red Line station. The \$50 million construction project added a new entrance and fully modernized the station, CTA officials said in a news release. The work was completed in two stages, the first of which was completed in summer 2014, when the Chicago Department of Transportation (CDOT) built a new 8,800-square-foot mezzanine at LaSalle Street.

That increased the entering and exiting capacity of the station by adding stairs, fare turnstiles, elevators and escalators. Previously, the station had no elevators. In the project's second stage, crews worked to modernize the entrances and the mezzanine at Clark Street.

"This investment will make life easier for the thousands of Chicagoans who get on or off the Red Line and Clark and Division, but this is about more than just a CTA station," said Chicago Mayor Rahm Emanuel. "Investments like this, and other major infrastructure projects we have undertaken throughout Chicago, allow our economy to grow, our neighborhoods to thrive, and our city to flourish."

The station now features new granite floors and stairs; brighter and more energy-efficient lighting; new security equipment and customer assistance kiosks; and new cast iron street-level entrances and protective canopies, CTA officials said.

CDOT managed the construction project on behalf of the CTA. The project received some financial backing from the Federal Transit Administration's Congestion Mitigation and Air Quality Improvement funds. The Clark/Division Station was the CTA's 16th-busiest rail station last year, CTA officials said.

Progressive Railroading 9-30-15

CSX to rebuild NS SD40-2's

CSX Transportation plans to rebuild all SD40-2s acquired from Norfolk Southern into SD40-3s. The current locomotives will not yet enter revenue service as originally speculated.

In March, CSX and NS traded 12 CSX SD80MACs for 12 NS SD40-2s. Following the trade, NS immediately placed the SD80MACs into revenue service, while CSX stored its acquired fleet of SD40-2s at its Huntington Locomotive Shops. CSX renumbered the locomotives into the 8900 series and painted over the NS logos with its YN3b boxcar logo. The unique yellow-on-black scheme piqued interest for enthusiasts who were anxious to see the locomotives enter revenue service.

Now, CSX is transporting the locomotives from W. Va. to Idaho for rebuilding into its growing fleet of 4000 series SD40-3s. The first batch of ex- NS SD40-2s Nos. 8901-8904, 8906, and 8909 departed Hunting-



James Moore photo

ton in late August enroute to Motive Power Inc. in Boise, Idaho for rebuild. The locomotives were interchanged to a western Class I railroad in St. Louis last week.

The six remaining NS SD40-2's left Huntington, W. Va., in a move on Sept. 3. Nos. 8900, 8905, 8907-8908, 8910-8911 were included in last week's deadhead move. The locomotives were handed over to the St. Louis interchange early this week.

The railroad has been sending out-of-service SD40-2s to Boise for several months now, including one of its last YN1 painted SD40-2s, last month



Wabash caboose, 2824, originally obtained by the Chapter over 25 years ago, has been restored by members of the Wabash Railroad Historical Society and was rededicated at the recent WRHS event at the Monticello Railway Museum.



RoadRailer on a Short Life Span

NORFOLK, Va., Sept. 18, 2015 – Norfolk Southern Corp. (NYSE: NSC) is restructuring its Triple Crown Services (TCS) subsidiary to focus on the transportation of automobile parts. The railroad will work with shippers and logistics partners to convert other business handled by Triple Crown Services into Norfolk Southern's current intermodal network.

Triple Crown Services specializes in the use of RoadRailer® equipment in dedicated trains. TCS will continue RoadRailer service for automobile parts between Detroit and Kansas City for the foreseeable future but will transition to containers in other NS lanes.



"This change is a natural evolution in the business," said Alan H. Shaw, NS executive vice president and chief marketing officer. "We want to retain the best of TCS in specific markets, with efficient

door-to-door logistics and award-winning customer service."

Triple Crown Services has annual revenues of approximately \$350 million and currently has a workforce of approximately 240 employees. NS expects to downsize the workforce by about 200 employees by the end of the year. The affected employees will be eligible for severance pay, job placement assistance, and opportunities to apply for positions at NS.

Editor: Many years back Norfolk Southern started a business of hauling truck trailers on the rail, each one with a rail wheel that was lowered to the rail and it jacked up the rubber tires. When they first started, Kansas City to Detroit, we used to see trains of some 8-10 trailers. Over time this marketing idea grew and NS stayed with until they had trains running not only from Detroit to Kansas City but Texas to Ft. Wayne, Sandusky to Jacksonville, FL; Mitchell, IL to Sandusky, OH; Bethlehem, PA to St. Paul, MN and Atlanta to Detroit. The trains of trailers grew in length to over 150 and sometimes we had "second sections" using the "I" leading prefix to the number. Recently #255 and #260, the Kansas City to Detroit trains have been running some 160 trailers. From the announcement above it looks like these two will continue for some time in the future, unless a dedicated container train takes its place for door-to-door shipment of auto parts. Road-



Railer was retired by the UP and BNSF along with Swift Trucking, and for a short period it worked. Even Amtrak added some to the rear of trains causing delays at end terminals or intermediate stops on long distance trains. I have photos of trailers hanging on behind a private

car from California to Denver. It took a long time to grow the business as any business does and NS stayed with it. Now they are looking at moving over to containers. The container business continues to grow for the Class 1's while TOFC continues to shrink. Each carrier is building or expanding more container facilities and this will become the "wave of the future". If you like to photograph trains you now have a much shorter chance to photograph a RoadRailer. They are neat watching some 150+ silver trailers snake behind a single unit across the plains of Illinois and Indiana.



Norfolk Southern SD45-2 number 1700 poses outside the paint shop at DeButts Yard in Chattanooga, Tennessee, wearing its new, "old" paint scheme. The first of a thirteen unit order, 1700 was originally built as Erie Lackawanna number 3669, completed in October 1972, and has since worked as Conrail 6654 and NS 1700. Cab upgrades were recently completed at the NS East End Shop in Roanoke, Virginia, followed by paint in Chattanooga, returning it to its original colors. It will return to revenue service, joining the fleet of five additional 1700-series locomotives presently assigned to the Conrail Shared Assets region, based out of Oak Island, New Jersey.

Amtrak Study for Chicago Congestion

Amtrak's blue ribbon panel formed a year ago to examine recurring rail gridlock in Chicago issued its final report yesterday, recommending railroad operational improvements and infrastructure projects to alleviate the problem.

The Chicago Gateway Blue Ribbon Panel called for bringing together rail traffic control dispatchers that are now scattered across the country, improving operating practices by Amtrak and other railroads, and funding for priority projects already identified in northern Illinois and Indiana, according to an Amtrak press release.

The panel also released a study it commissioned that showed rail congestion in Chicago poses the greatest potential economic vulnerability to the economy of all the major U.S. rail hubs. Industry observers have referred to Chicago as America's "rail traffic speed bump." creates an economic vulnerability of up to \$799 billion every year.

"The panel interviewed experts with the freight-rail industry, Metra commuter rail, the states of Illinois, Indiana and Michigan and others and the verdict was unanimous: the implications of failing to act are dire for the economy of the nation in general and the Chicago area in particular," said Amtrak President and Chief Executive Officer Joseph Boardman, who appointed the panel in October 2014.

The panel acknowledged that its proposals would be expensive, but without additional actions, the gridlock will only worsen. Panelists called for a mix of state, federal and private financing to advance priority projects.

The panel recommended:

- real-time operational coordination among Chicago's railroads, including coordinated dispatching;
- railroads, including Amtrak, should continue efforts to improve operational performance in the Chicago terminal;
- adequate and sustained public funding for vital projects;
- prioritizing the CREATE 75th Street Corridor and Grand Crossing projects;
- additional investments for the Porter, Indiana-to-



Chicago corridor;

innovative financing through the federal Railroad Rehabilitation and Improvement Financing (RRIF) loan program; and

consistent environmental review requirements among all transportation modes, and prioritized for projects of national importance.

The report, the study it commissioned and a video overview can be found at Amtrak.com/ChicagoGateway.

Via Progressive Railroading 10-2-15

U of I Engineering wins at AREMA

The future of the world's railroads lies delicately in the hands of the next generation. It is imperative that they are educated and trained properly to ensure the continuation of safe and reliable rail transportation whether it be freight or passenger lines. The AREMA Conference at Railway Interchange 2015 understands the importance of the young talent coming into the industry and hosted a well-rounded student program October 4 in Minneapolis, Minn.

The two-day program was kicked off Sunday with a thrilling quiz bowl with teams representing many of the prestigious universities with civil engineering programs. One of the three teams representing the University of Illinois won the bowl with 29 total points. Penn State took second and third place.

AREMA Committee 24 – Education & Training, hosted and judged a poster contest Sunday where nine undergraduate and graduate students presented their research in poster form, six graduate and three undergraduate.

The University of Illinois took first place under both categories. Predicting Derailments at Highway-Rail Grade Crossings by Samantha G. Chadwick, M. Rapik Saat and Christopher P. L. Barkan was awarded the blue ribbon for the graduate category and Operational Schedule Flexibility and Infrastructure Investment by Darkhan Mussanov and C. Tyler Dick took the blue ribbon for the undergraduate category.

Monday's Student Program (10/5) will include the always well-attended Meet the Next Generation Panel Discussion and Networking Reception.

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

Photo of the Month



Each year Dick Brazda and I usually take a 2-day trip someplace to photograph trains. This summer had been busy for both of us and finally on September 17/18 we headed to northern Indiana mainly to catch traffic on the former NYC line and then the ex-PRR line down to Wabash, Indiana. We waited at Stillwater to catch CN trains on the ex-GTW and who should show up on the former NKP line but the South Shore Freight RR with 2002 and 2000 leading some 50 plus cars. Right place at the right time, and the sun was even out. Photo by Rick Schroeder