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November 15th – Monthly meeting at Jocko’s, Williams and Gilbert Street, 1:00 lunch and meeting.

December 5th – Rossville Operating Session – 1 to 4 PM.

December 6th – Annual Luncheon, Jocko’s – see Page 2 for details.

January 9/10th – Indianapolis State Fairgrounds, World’s Greatest Train Show on Tour - 10 AM to 6 PM.

NS Announces Service Changes in Response to PTC Deadline

NS announces service changes in response to PTC deadline

Norfolk Southern Corp.'s rail subsidiaries will no longer accept shipments of poisonous-inhalation-hazard (PIH) commodities starting Dec. 1, in preparation for the federal positive train control (PTC) safety law that will take effect Jan. 1, 2016, the company announced yesterday. PIH commodities that are in transit on Dec. 1 will be delivered to their destinations by Dec. 31, NS officials said in a press release.

The cessation of service, effective across the entire NS rail network, is required to comply with the federal government's Dec. 31 deadline for railroads to install PTC technology. NS, which has invested nearly \$1 billion on PTC, and most freight and commuter railroads have informed the government that they will not be able to complete PTC implementation by the deadline, and have asked Congress to grant an extension.

The Federal Railroad Administration has said that it must enforce the deadline that Congress sets. If there is no extension, many railroads have said they will have to cease at least some service as of Jan. 1 so that they are not operating in violation of federal law. NS officials said the status of the Class I's non-PIH traffic interchanged with other railroads and freight operations on the Northeast Corridor after Dec. 31 is currently under review.

"We remain hopeful that Congress will grant the railroad industry an extension of the PTC deadline and appreciate the consideration elected officials and regulators are giving this issue," said NS Chairman, President and Chief Executive Officer James Squires. "However, in order to conduct lawful operations on Jan. 1, 2016, and beyond, we must plan ahead to clear affected loaded and empty freight cars from our system."

Squires noted that NS is installing PTC on its required lines and equipment as fast as is safe and practical.

"PTC is one of the most complex technology implementations in our history," he said. "It is in everyone's interest — railroads, customers, suppliers, and communities — that adequate time is devoted to installation, testing, and implementation. Norfolk Southern is committed to getting this right."

Progressive Railroading 10-21



This will be the last issue of the DANVILLE FLYER for 2015. Note the Annual Luncheon planned for Sunday, December 6 – be sure to attend to learn about the former mine west of Danville, now part of Kickapoo State Park. Our next issue will be in January and also remember, dues statement is attached and the NRHS will be sending out statements this month.

coming

2015— October Meeting Minutes

Meeting Minutes, 10/18/15

The meeting was called to order at 1358 by President Cooke.

The secretary's minutes were approved. No minutes were taken at the September outing to Monticello.

The treasurer's report was provided and approved. Major expenses for the period from 5/18 to 10/15 were rent, \$600, electricity, \$40, internet service, \$240 and gas/water, \$200. Sale of a motorcar generated \$500 and donations were \$354 for the period.

The passing of member Al Hintz was noted.

The Rossville depot was staffed for all except one day. Members leading in attendance were Jim Hile and Skylar Brown. Thanks were expressed for their dedication.

Program responsibility was discussed for next year. A schedule will be circulated for 2016. The next meeting is 11/15, followed by 12/6.

A spring trip was discussed. One potential trip would be the new version of the Hoosier State. Further investigation will be done.

Elections are scheduled for November.

The meeting adjourned at 1413.

A video was presented on Chicago PCC cars..

Alvin Louis Hintz Jr., 68, of Danville passed away on October 13, 2015 at St. Vincent's Hospital.

He was born June 18, 1947 in Park Falls, WI to Alvin Hintz, Sr. and Louise (Laut) Hintz. He married Frances Temelis on August 31, 1968 in Wisconsin, she survives.

He is survived by his wife, children; Karla (Peter) Kies of Loves Parke, IL, Mathew (Lisa) Hintz of West Allis, WI, Ross Hintz of Danville; brothers, James (Helen) Hintz of Wisconsin Rapids, WI, Robert (Kirbi) Hintz of Seattle; sister, Judy Ozawa of Cleveland, TN; grandchildren Ben, Eddie, Kieran, Grady, Sawyer and Sadie.

Alvin enjoyed golfing, was an avid reader and Green Bay Packer fan. He enjoyed building model railroads and loved to visit the numerous State parks. Alvin and Frances were longtime members of St. Paul's Catholic Church. Time spent with his grandchildren is what he loved the most.

Al had been a long time member of the Danville Junction Chapter and the Chicago and Eastern Illinois Railroad Historical Society.

**ANNUAL LUNCHEON
DECEMBER 6 – 1:00 PM
JOCKO'S RESTURANT
WILLIAMS AND GILBERT
SPEAKER: MARK VAUGHN
Mining Coal in the Land
of Corn and Soybeans.
The story of the Hamattan
Mine.**

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



CSX closes Clinchfield Shop

CSX Corp. announced today it is reducing train operations in Erwin, Tenn., as a result of a drop in coal traffic in the region. The action will affect 300 contract and management employees. The Class I will close a locomotive service center, project shop and car shop, and eliminate switching operations at the Erwin Yard, CSX officials said in a press release.

Operations in Erwin primarily served coal trains moving from the Central Appalachian coal fields. Diminished traffic levels no longer support activities performed there, CSX officials said. A combination of low natural gas prices and regulatory action has significantly decreased CSX's coal movements during the past four years, resulting in a \$1 billion decline in coal revenue over that time.

Affected employees in Erwin will receive at least 60 days of pay and benefits. Many furloughed employees will be eligible for jobs in higher demand areas of the CSX network. Affected management employees will be offered relocation opportunities as they become available, the company said. Remaining coal traffic, as well as as well as merchandise traffic including grain unit trains, will be rerouted efficiently across other parts of the CSX network, railroad officials said.

IC Passenger Cars Saved

Two former Illinois Central passenger cars are on the road to restoration this week. On Tuesday, two 150-ton cranes slowly lifted the first of two cars into the air and over a security fence in Lincoln, Illinois, marking the start of a rebirth of the classic cars.

The two cars were part of the Lincoln Depot Restaurant, a once-popular fixture of the city that closed in the late 1990s. The restaurant was located in the former Gulf, Mobile & Ohio station at 101 North Chicago St. in Lincoln, located about midway between Bloomington and Springfield.

The two cars are being prepared for shipment to new owner Iowa Pacific Holdings. Car No. 3351 once operated on the Panama Limited, said Justin Sobeck, Iowa Pacific's equipment project manager, who is on-site supervising the move. "It's a Burnside shops rebuild, once called the Capital Street," he said.

Car No. 4202 is a former cafe lounge car that once carried the name Flossmoor.

Clay Johnson, Lincoln city administrator, said the depot and cars were purchased by the city as part of the federal high-speed rail project, with Lincoln working with the federal government, the Illinois Department of Transportation and Union Pacific Railroad, which owns the tracks alongside the station that hosts 10 daily Amtrak trains and several freight trains.

The only way to complete the project was to find a home for the two rail-cars. Johnson said, "We haven't decided the end use of the building. The design will occur once the demolition is complete," adding the rail cars had to be moved first.

"They are in pretty good shape, the restaurant had cut a section out of the 3351," in order to build a dance floor between the two cars, Sobeck said. "But we found that underneath the car." The section will be replaced during renovation. Jim Lesiak of Over The Top Demolition, based in Seville, Ohio, a contractor hired by Iowa Pacific, used hand signals while working with two crane operators, who slowly loaded No. 3351 onto a set of wheel bogies.

"Nothing's impossible," said an obviously proud Lesiak.

Via TRAINS On-Line 10-7-15

Museum sells Railroad Equipment

Five Chicago museum pieces sold for \$478,500 The Chicago Museum of Science and Industry realized more than \$430,000 from an auction held Monday, during which five pieces of railroad equipment from its collection were sold. Bonhams, an auction house that specializes in transportation sales, conducted the sale on Oct. 5.

The auction was held at the Simeone Foundation Automotive Museum in Philadelphia.

Among the equipment to be sold is the locomotive Mississippi, built in England in 1834 and believed to be among the first steam locomotives operated in the American south. It was in use during the Civil War, first by Confederate forces and later captured by the Union. It was knocked down for \$220,000, including the auction premium.

Also sold was a replica of an early Chicago horse car, which sold for \$41,800. The horse car, along with a replica of the 1831 Baltimore & Ohio locomotive York, built by the B&O, appeared in the 1933-1934 "Century of Progress," exhibition in Chicago. York sold for \$121,000.

A replica of an early locomotive, John Stevens, built by the Pennsylvania Railroad in 1928 and displayed the Chicago exhibition sold for \$66,000. The fifth piece sold was the complete cab of a Pennsylvania Railroad steam locomotive, which was auctioned for \$29,700. The cab was presented as that of a K-4s Pacific type locomotive, but experts say it is actually that of a G-5s 4-6-0.

This is not the first time the Chicago museum has deaccessioned railroad equipment. Several years ago, it turned over a Santa Fe 4-8-4 to the Illinois Railway Museum.

Museum officials say the sale allows the museum to expand its transportation collection to include motorcycles and other vehicles currently in storage.

Via TRAINS On-Line 10-5-15

Editor: I have not been to the museum in years and to know if the 2-4-0 side frame from the C&EI #204 is still there or not. It sat along the wall of the museum next to the Santa Fe model train exhibit.

Metra to Increase Fare

Metra has proposed a \$945.5 million budget for 2016 that includes a 2 percent net increase in fare revenue to help cover operating costs associated with a new positive train control (PTC) system, the Chicago commuter-rail agency announced yesterday.

The budget proposes \$759.8 million for operating costs and \$185.7 million for capital improvements, according to a Metra press release. The agency proposed a 2 percent fare hike, which is lower than the 5 percent hike agency officials previously projected they would need for 2016.

"We told our customers that we would do everything we could to avoid or minimize higher fares next year and that is precisely what we have done," said Metra Chairman Martin Oberman. "At the same time, we are committed to being a responsible steward of public funds and finding ways to continue to invest in our railroad infrastructure with increasingly limited financial resources."

Metra officials expect the agency will receive \$165.4 million from federal sources and \$4.7 million from the Regional Transportation Authority for its capital needs. The agency is anticipating no capital funds from the state next year.

Fare revenue typically funds the agency's operating budget, with a small amount going toward capital improvements. Next year, however, Metra proposes allocating \$15.6 million in fare funds to capital costs, which would be \$3.2 million more than the 2015 budget.

The remaining \$3.3 million in new fare revenue will go toward higher operating costs related to PTC. PTC implementation is expected to cost Metra more than \$350 million out of the capital budget. The operating budget also will be impacted, as the agency ramps up the federally mandated safety technology, Metra officials said.

By the time Metra's PTC system is fully implemented by 2019, the maintenance and operating costs are expected to be \$15 million to \$20 million a year. The 2016 operating budget will increase 2 percent compared with a year ago, Metra estimated.

In terms of revenue, the budget proposes \$19.6 million in sales tax revenue, assuming no change in state funding policy. That increase is partially offset by a \$5.4 million reduction in other revenue and an expected \$2.4 million



reduction in revenue as riders switch to cars due to lower gasoline prices. That leaves a net revenue increase of \$11.8 million.

Metra's proposed capital budget calls for \$85.4 million for rail-car and locomotive work; \$23.9 million to replace or improve ties, ballast, crossings, bridges and other track and structure work; \$36.9 million for signal, electrical and communications work; \$17.1 million for facilities and equipment; \$13.2 million in station and parking improvements; and \$9.3 million in support activities.

About 57 percent of the capital budget, or \$106.4 million, is proposed for Metra's modernization plan for rail cars, locomotives and PTC.

The budget proposal will be the subject of eight public hearings throughout the Chicago area to be held Nov. 4-5.

Progressive Railroading 10-16

Record Frac Sand Train on BNSF

U.S. Silica Holdings Inc. announced earlier this week the delivery of a record-breaking 150-car unit train carrying more than 16,500 tons of U.S. Silica White frac sand from its plant in Ottawa, Ill., to a transload facility serving the Permian Basin.

Delivered by BNSF Railway Co., the unit train of sand was the longest ever delivered to a single destination on a Class I railroad, U.S. Silica officials said in a press release.

"Delivery of sand by unit train is the most cost-effective means of transport, which is extremely important in today's highly competitive marketplace," said Don Weinheimer, U.S. Silica's vice president and general manager of oil and gas. U.S. Silica has plants served by all Class I railroads.

Although the U.S. land rig count is down due to lower oil prices, large volumes of sand continue to be re-

quired as current completion designs for wells demand increased volumes of sand per stage and more stages per well, according to U.S. Silica. Company officials cited a recent report by PacWest Consulting Partners that estimated sand usage per well rose 26 percent between third-quarter 2014 and second-quarter 2015.



(Continued on page 6)

(Continued from page 5)

Progressive Railroading 10-9

Editor: If you have been along the UP line from Watseka to Villa Grove you have probably seen the UP sand trains with some 100+ cars and 2 units on the front with 2 DPU's on the rear. They run at least 3-4 days a week.

UP to Replace Bridge

Union Pacific Railroad has plans to replace its railroad bridge over the Kankakee River in Wilmington, Ill., as part of the Illinois High-Speed Rail project, according to a public notice issued by the Illinois Department of Natural Resources (IDNR).

UP wants to replace the existing structure — a 540-foot, five-span bridge that carries a single track — with two side-by-side bridges that would carry two tracks. The proposed north bridge would be 573 feet long and feature eight spans. The proposed south bridge would be 604 feet long and feature nine spans, according to the notice.

The new bridges would share common bridge piers, and the piers would be skewed in the direction of the angle of the river. Two temporary steel bridges would be constructed to facilitate the demolition of the existing bridge.

The IDNR is soliciting public comments on the bridge proposal through Oct. 29. UP is working with Illinois Constructors Corp. on the project

Progressive Railroading 10-9

CSX to Rebuild Locomotives

JACKSONVILLE, Fla. — Forward may be the one word that best describes CSX Transportation's locomotive rebuilding and modernization programs.

The Jacksonville, Fla.-based railroad operates an average of 1,500 trains daily throughout its eastern U.S. network that spans 23-states and two Canadian provinces. Its locomotives come from General Electric, Electro-Motive Diesel, National Railway Equipment, and Railpower, some as old or older than the mechanics who repair them.

And while rebuilding locomotives or purchasing brand-new ones will minimize repairs, the railroad is also shifting its focus away from fixing broken parts to maintain-

ing an engine fleet to an overall condition that saves money and minimizes repairs.

Trains News Wire recently talked with CSX officials in the railroad's Mechanical department on some of the in-house projects taking place at locomotive shops across the system. There are three major modernization projects currently underway.

Preserving the legacy fleet

The first of those projects includes upgrades to its EMD SD70AC fleet in two sets. The project includes 202 locomotives and features upgrades and modernizations to key components. EMD built the 4500-4589 series in 1997-98 and the newer, 4701-4830 series in 2003-04. Several SD70AC units were placed into storage years ago, but the railroad's latest initiative will bring more than 200 locomotives back online.

"We are also using predictive analytics to transition our maintenance into a condition based program," says Jim Neddo, director of modernization & measurements at CSX. "This transition will dramatically improve the uptime and reliability of our locomotive fleet, which ultimately translates into better service for our customers."

The reinvented second generation

The second program, an in-house rebuild project that debuted in 2012 at the railroad's Huntington Locomotive Shops is one of the more visual programs that accommodates a growing demand in local and yard service at some of its intermodal facilities. The railroad is continuing to rebuild GP38-3s and GP40-3s from the frame up exclusively at its Huntington facility.

"We wanted to engage in our workforce," says John Murphy, CSX's chief mechanical officer. "Using our craft union folks, we are improving our turn around time and improving the quality of the line. We are all very pleased with the reliability of the program and the engineering efforts."

The GP38-3 and GP40-3 program rebuilds former 2500-2700 series GP38-2s and 6000-6300 series GP40-2s. The railroad has rebuilt more than 50 units and has budgeted at least another 50 locomotives in 2016.

"These rebuilds include stripping the locomotives down, replacing the cab, upgrading the control system and air brake system, and renewing components with new or reconditioned components, before bringing them back into service. When we rebuild these locomotives, we are

extending the life of the locomotive another 25 to 30 years," says Tim Healey, director of locomotive engineering and design at CSX.

As part of the comprehensive rebuild program, locomotives are being equipped with state-of-the-art control systems that will leverage CSX's information technology investments in both predicative analytics and smarter technologies that improve the reliability of all components.

"Locomotives that have been stored are coming back into service and improvements include positive train control, air brake modernizations, external cameras, and in-cab enhancements," Murphy says.

The four-axle rebuilds are also equipped with remote controlled operations for local and yard service, electronic handbrakes, auto start, a new traction control system, and new more crashworthy cabs. A similar program is also underway for six-axle equivalent locomotives. The railroad's SD40-3 program debuted in 2012 and to date has included 73 locomotives. This year, the rebuilds are taking place at Motive Power Inc. in Boise, Idaho. The New SD40-3s are being rebuilt from retired SD40-2s.

Tier 4s and SD60s

CSX is also taking delivery of new Tier-4 compliant General Electric locomotives. Murphy says that the railroad has current plans to take delivery of 200 locomotives in 2015 and 100 more in 2016. As of early September, the railroad has received 79 new locomotives, many of which are new Tier-4 units.

Murphy also says that the Cumberland Shops in Maryland are working to keep the SD60 fleet in service. A large percentage of the railroad's SD60 fleet was acquired after the Conrail merger in 1999 and includes SD60I, SD60M, and SD60 locomotives. The "Heavy-Q" program is a "white glove service" in that crews are carefully evaluating the fleet and making necessary improvements. Murphy says the first prototype of this new initiative is underway in Cumberland.

Across the entire fleet, the railroad is working aggressively on PTC implementation in anticipation of its congressionally mandated deadline on Dec. 31. GE's Trip Optimizer and other software upgrades are also being installed as capital fit provides.

Via TRAINS On-Line 10-13

Western Maryland Scenic Volunteers Needed

In order to boost foundation membership to benefit the restoration of the 1309 steam engine, the Western Maryland Scenic Railroad Foundation is seeking volunteers to help restore the steam engine. Donations are also needed to complete the project in time for the 2016 season. The 1309 was acquired to replace the 734 steam engine, which will be retired at the close of the 2015 season. There are a number of additional projects for which volunteer help is essential. In other cases, specific items and parts are needed to complete the various projects. In addition to the restoration of the 1309, the WMSR Foundation will be constructing the C&O Caboose bunk house to accommodate volunteers visiting from outside the area. On weekends at the WMSR rail yard, there will be the Freight Car Rehab program. This program will include rehabilitating and repainting the freight cars. There is also the Heritage Landscape Program, through which signals will be installed at Helmstetter's Curve, the Frostburg Depot, and City Junction near The Narrows. In November, there will be a coach clean-up to clean and detail the train cars. This will include decorating the cars for the holiday season.

At the beginning of 2016 there will be a clean-up at the rail yard. The turntable booth at the Frostburg Depot requires work, including some mechanical work. Also at the Depot and other locations, solid step box foundations will need to be constructed for the Photo Freight platforms. Items such as vintage luggage from the 40s and 50s, period clothing, and period newspaper reproductions are needed. Supplies for the bunk house project are required, including lumber, stove or heating unit, air conditioner, mattresses, ceiling fan, and fluorescent light fixtures. The WMSR Foundation is also seeking volunteer car hosts for the 2016 season. Car hosts will need to complete training and pass background checks. These positions involve assisting guests in the train cars during train excursions. All volunteers must become foundation members before they can participate in volunteer activities.

Potential volunteers and donors should visit movingfullsteamahead.com for more information and to find out how to get involved.

From the Western Maryland Scenic Railroad Foundation

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

Photo of the Month



For about 2 weeks Amtrak detoured #21/22, the Texas Eagle, between Chicago and St. Louis for bridge work on the Bloomington-Springfield line. During that time the former C&EI was used from St. Louis to Chicago. Here is #22 at Woodland, Illinois on 10-29 with 2 private cars on the rear.

Photo by Rick Schroeder