

DANVILLE FLYER

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APRIL 24TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM.

LAST MONTH WAS THE LAST OPERATING SESSION AT ROSSVILLE MUSEUM

MAY 7-8 HOMEWOOD ILLINOIS RAILROAD HERITAGE DAYS. DISPLAYS AND OTHER EVENTS.

MAY 28-30—ROSSVILLE MUSEUM OPENS.

April 24th Meeting at Jocko's

For the April meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday, April 24th. Please note the change due to Easter Sunday. Lunch will be around 1:00 PM with meeting and program to follow.

Museums Need Employees

It is currently not uncommon for small businesses to be short of workers to cover basic functions. This is true in the tourist rail industry, which was drastically affected by the pandemic, where some railroads are struggling to fill jobs as their season approaches.

According to the U.S. Travel Association, leisure and hospitality jobs still account for more than one-third of all jobs lost and not yet recovered. The sector's unemployment rate is above 6%, considerably higher than the nation's 3.9%. The rise in jobs for travel season will improve employment in the months ahead, but tourist railroads need a career-oriented workforce, as well as more workers.

Roger Fuehring, president of the Railroad Passenger Car Alliance, says the industry is dealing with a change in workforce behavior.

"We need to create buzz and interest as we compete with the shiny objects of this generation," Fuehring says, noting the appeal of the internet, technology, and remote jobs to the workforce's youngest members.

"We have a lot more challenges with our industry being more hands-on, with several needs that require physical and sometimes, dirty work. Opportunities within this industry are endless if someone wants to put in the hard work and learn. In some cases, a lost trade could be saved."

Tim Andrews, president of the Tennessee Valley Railroad Museum, says the Chattanooga railroad has been fortunate to maintain most of its workforce, with the exception of welders and fabricators, a competitive craft in high demand in other industries.

"A bigger issue is wage inflation rates, particularly in those with skills in welding and other 'craft' positions," Andrews says. "The rapidly rising cost of health insurance is also worrisome, with at least some of that increase being fueled by coronavirus hospitalizations."

Ray Kammer Jr., president of both the Cincinnati Railway Company and the Lebanon Mason

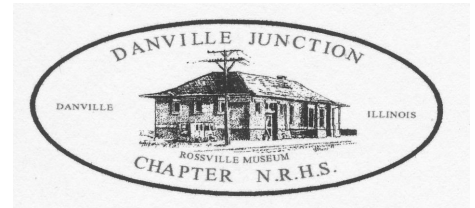
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About Us

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 anyone 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 2022—our 54th Year

- Henry Schmitt – President
- Doug Butzow – Vice President
- Dick Brazda– Secretary
- Doug Nipper– Treasurer
- Dave Sherrill – Programs
- Jess Bennett – Historian
- Bob Gallippi – Museum Director
- Rick Schroeder – Editor & NRHS rep
- Cooke Wireless, LLC - Publisher & Distributor



Illinois Bill Presented to Stop the CPKC Merger

An Illinois lawmaker has introduced legislation opposing the Canadian Pacific-Kansas City Southern merger, saying the merger’s projected traffic increases “presents far too many risks” to lineside communities.

State Rep. Anna Moeller (D-Elgin) represents one of the eight communities in the Coalition to Stop CPKC. Those communities, along the Metra Milwaukee West route shared with CP freight traffic, want to block the deal based on the merger application’s projection that the route will see an increase from three to 10 freight trains daily. If the merger is approved, they are asking for more than \$9 billion in mitigation projects — more than the entire price tag for the 70-project CREATE program in the Chicago area [see “Chicago suburbs seek \$9.5 billion ...,” *Trains News Wire*, March 1, 2022].

The Daily Herald reports Moeller, a Democrat, filed House Resolution 773 in opposition to the merger; its 10 co-sponsors include eight Democrats and two Republicans.

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Monroe Railroad, sees workforce challenges as a generational shift: "It seems that most younger, part-time seasonal staff have no desire to stay at one job for any length of time."

Roy Wullich, an accountant and director of the Railroad Passenger Car Alliance, says finding volunteers is challenging even without economic issues.

Illinois Grade Crossings

The Illinois Commerce Commission (ICC) has approved a five-year grade crossing safety improvement program for fiscal years 2023 to 2027.

In that timeframe, the commission expects to allocate \$386 million from the state's Grade Crossing Protection Fund (GCPF) to help railroads and communities pay for upgrades at nearly 879 crossings.

At 7,550, Illinois is second only to Texas in the total number of crossings in a state. Preliminary 2021 statistics show 104 crossing collisions occurred in Illinois compared with 83 in 2020. Fatalities resulting from crossing collisions increased from 16 in 2020 to 22 in 2021.

"The projects included in this [five-year] plan are reflective of [our] priorities to address crossings with a high collision history, to improve pedestrian access at public highway-rail locations, and upgrade remote monitoring and automatic warning devices to improve safety and assist with the flow of people and goods on our railways and highways," said ICC Chairman Carrie Zalewski in a press release.

Projects identified in the multi-year plan are prioritized based on several criteria, including safety, volume and types of rail and highway traffic. The projects include grade separations and safety device upgrades.

Last year, the state allocated \$78 million to the GCPF as part of the Rebuild Illinois capital program to address long-standing crossing protection or grade separation projects.

Progressive Railroading 3-25

View from My Office Window—Rick

Within a month or more my "view" from the office window will become more difficult as trees begin to leaf out. In addition we have planted more trees in the backyard.

As I have noted I usually have the ATCS screen up on the computer most days. Afternoons seem to be best for trains meeting at Tolono on both railroads. One day in early March I noted the DS had lined for a SB and two NS trains were approaching Tolono. Both had to wait and the ATCS showed them hanging out beyond the long siding on both sides of town, thus blocking at least 4 crossings. The SB CN train finally showed up, KCS and BNSF in the lead and past Tolono. There was a NB in the siding and of course CN ran that train before the NS trains. After that move the NS were finally cleared and headed in their respective direction. About 2 hours later the same lineup happened again. This time both NS trains had to wait for 2 SB trains, one with IC/KCS on the point and then a NB that had been waiting in the siding. Two hours later the NS trains finally headed to Decatur and Danville. As Terry Shearer always noted, trains are like bananas, they come in bunches.

A couple of weeks ago, while sitting at the computer, I heard the sound of Amtrak around 12:30. Sure enough, there went the City of New Orleans, late as usual. But to my surprise was the Illini, with power, tacked on the rear of the City. I have never found out what happened to combine the two trains and be that late.

The mix of motive power continues. Canadian Pacific is the only railroad I have not spotted a unit out of my window. Today, 4-13, two BNSF units headed a merchandise south. So spending time along the former IC will give you a variety of motive power to photograph.

Grain has been moving probably each day. Recently the CN has started combining trains with 2-3 units on the head end of some 100+ cars, then a DPU and another 100+ cars. They even had a BNSF DPU on one train. I have seen this at least twice a week.

Thanks to all of you that helped at the Urbana Train Show.

Rick

(Continued from page 2)

"Rail transportation is an important part of our economy, but we have to balance it with keeping our communities safe and ensuring traffic can flow freely," Moeller wrote in a press release. "...I am proud to stand with a bipartisan group of my colleagues from the affected suburban communities we represent to send a strong message of opposition to this proposal."

TRAINS News Wire 4-5

Class 1's File Merger Objections

BNSF Railway Co., CN, CSX, Norfolk Southern Railway and Union Pacific Railroad on Monday filed their "comments and request for conditions" with the Surface Transportation Board (STB) on the proposed merger of Canadian Pacific and Kansas City Southern.

In their comments, the five Class Is laid out their reasons why they believe the CP-KCS merger would negatively affect competition to the detriment of rail customers if certain conditions are not met. Each Class I also detailed their concerns for how the merger would impact their own operations, as well as the conditions they believe the STB should impose to protect competition if it approves the merger.

Following are selected points made in each of the five Class Is' comments filed Feb. 28, as well as links to their documents (Ed: I have removed the links as they will not work in our newsletter.)

BNSF: The merger is driven by CP's desire to acquire KCS's Mexican operations.



The transaction would result in "substantial" lessening of competition and restrain freight service across the U.S.-Mexico border at Laredo, Texas. BNSF plays a "unique role" in Mexico's transportation market, serving as the replacement for competition that would have been lost when Southern Pacific merged into UP in 1996. As a result, the STB must ensure that the combined CP-KCS does not control transportation in and out of Mexico via the Laredo gateway. The board must put in place concrete and enforceable open-gateway measures and remedies.

CN: CP-KCS application for a "virtually unconditioned" merger falls short and contains errors, omissions and unreasonable assumptions. The application does not show that the



two railroads have planned for the type of service disruptions that have followed other recent rail mergers. If approved, CP's acquisition of KCS will undermine KCS's existing incentives to interchange traffic with other railroads on commercially reasonable terms. CN wants the STB to address various conditions, including divestiture of the Springfield Line to CN. CN's comments are available in filing No. 304039 at stb.gov.

CSX: The board must assure that the merger would not "enshrine the existing but never sanctioned restrictions on competition for the movement of traffic over the line between Meridian, Mississippi, and Shreveport, Louisiana, owned by a joint venture controlled by KCS and the Alabama Great Southern Railroad Co., a subsidiary of NS." The board also should deny any NS application seeking to expand its rights under the Meridian Speedway agreements.



NS: Although CP and KCS say no shipper will face reduced competition as a result of the merger, "the underlying details of their application convey a different picture—one that may lead to significant potential for harm to competition and the public interest with respect to applicants' post-merger actions around current CPKC gateways especially, with respect to the Meridian Speedway and the Meridian-Wylie route," NS officials wrote. If CP and KCS follow the operating plan as outlined in their merger application, "there is a very real, imminent threat of harm to competition and the public interest."



UP: The public interest requires CPKC to bear the costs of new capacity that will be necessary to implement the merged railroads' operating plan. The merger likely would result in less



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competition for traffic moving via the Laredo and other gateways; and CPKC "would have the incentive and ability to use its control of KCS de Mexico (KCSM) to deprive shippers of the price and service benefits of UP-KCSM routings. The board should require CPKC to offer shippers "commercially reasonable" rates to gateways and require CPKC to comply with KCS's promises regarding Laredo Gateway operations and the Laredo bridge.

New Power for Dewey Elevator

Premier Cooperative in Dewey, in east central Illinois, has purchased a former Dakota & Iowa Railway GP50 to serve its large grain elevator. GP50 No. 2512 was built for the Chicago & North Western as its No. 5054 in May 1980, spending most of its early life speeding “Falcon Service” piggyback trains between Chicago and Fremont, Neb., and its connection to the Union Pacific.

The GP50 was acquired from locomotive dealer Motive Power Resources, Inc., in Minooka, Ill. It is replacing a rare former Illinois Central GP28, No. 1828, which has become “unreliable,” according to Premier’s Wes Ware, project and maintenance manager. Canadian National brings 110- to 115-car unit grain trains for loading at the elevator, shoving them onto a branch at Rantoul, Ill. Premier’s locomotive pulls the empties west to the elevator, where they are loaded, then shoved further west as the loaded trains are assembled.

“We shipped 15 million bushels in 2021 — export corn and soybeans to the Gulf, where they are loaded directly on to ships,” Ware said.

The GP28, he said, had too many “maintenance and wiring issues; some days it would not start. That engine is attractive to a lot of people. The plan had been to scrap it, but now I am just awaiting a buyer.” Ware added that the difference in horsepower between the ailing GP28 and the GP50 has been a game changer.

“Oh my gosh, 1828 is 1,500 hp; this one is 3,500,” he said. “We moved 78 loaded cars up the hill towards Fisher. It has been great!”

TRAINS News Wire 4-5, Steve Smedley photo



BNSF and J B Hunt Agreement

BNSF Railway Co. and J.B. Hunt Transport Services Inc. today announced the launch of a joint effort to improve intermodal capacity.

As part of the initiative, BNSF will increase capability at multiple intermodal facilities. To further integrate its joint service product with J.B. Hunt, BNSF will provide several property locations around key intermodal hubs in Southern California, Chicago and other key markets to increase efficiency at terminals, BNSF and J.B. Hunt officials said in a joint press release.

Additionally, BNSF will bolster its rail-car equipment to accommodate an anticipated increase in container capacity, which will support efficient throughput and strong service performance, they said.



Demand for intermodal services has grown significantly in recent years as companies look to secure capacity while reducing costs and their carbon footprint, BNSF and J.B. Hunt officials said. Based on current and projected trends, J.B. Hunt plans to grow its intermodal fleet to as many as 150,000 containers in the next three to five years, a more than 40% increase from its count at the end of 2021. The company has completed more than 4 million intermodal loads since 2020.

“Over the past few years, intermodal has been disrupted by increased demand and tight capacity, resulting in poor container velocity and long dwell times,” said J.B. Hunt President and CEO John Roberts. “Together, J.B. Hunt and BNSF will enhance their work to bring back the consistency and reliability customers expect with intermodal services and further embrace intermodal conversion and transloading services.”

In addition to growing its container count, J.B. Hunt will add supporting chassis based on market need. Over the years, both companies have invested billions of dollars to meet the increasing demand for intermodal service.

The companies will leverage technology, including the J.B. Hunt 360®[®], to improve efficiencies in rail transport. The company estimates that an additional 7 million to 11 million shipments could be converted to intermodal, supporting long-term growth opportunities while avoiding carbon emissions.

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"We will raise the bar on service to the next level through technology and innovation as we further integrate our platforms with real-time data exchanges," said BNSF President and CEO Katie Farmer. "We want our customers to enjoy the best of both worlds: economical and environmentally-friendly service delivered by transportation's premium providers."

Meanwhile, BNSF yesterday became the newest member of Cyclyx International, a consortium-based supply chain innovation company with a mission to increase the recycling rate of plastic from 10% to 90%. John Lovenburg, vice president of environment and sustainability at BNSF, will be joining Cyclyx's executive advisory board, Cyclyx officials said in a press release.

Progressive Railroading 3-16

Landbridge to Ukraine

THE first DB Cargo rail landbridge train carrying humanitarian aid to help those in Ukraine following the Russian invasion, has arrived in the war-torn country. Another five trains carrying aid are currently on the way to Ukraine.

DB Cargo is working with DB Cargo Poland, PKP LHS and Ukrainian Railways (UZ) to create the landbridge, with the first train departing Germany on March 11 from Seddin marshalling yard southwest of Berlin, operating via Kraków and destined for Kyiv. The train consisted of 15 containers carrying 350 tonnes of aid.

DB Cargo says the train carried donations from numerous companies and private individuals throughout Europe, with more promised. Almost 100 containers are currently being transported.

The goods are delivered by road to three centres in Germany before being transported by rail to Ukraine.

International Railway Journal 3-28

THE only direct passenger rail service between Finland and Russia will stop operating from March 28 and will remain suspended indefinitely.

Finland's national rail operator, VR Group, will operate the Helsinki - St Petersburg Allegro service for the final time on March 27 in the morning, but the afternoon service has been

cancelled. The two return trains from St Petersburg will operate as scheduled. Passengers will be able to obtain a refund for bookings made from March 28 onwards.

The trains had continued operating after Russia's invasion of Ukraine on February 24 to allow Finns access to their home country, as well as enabling people who wanted to leave Russia access to do so. Mr Topi Simola, VR Group director of passenger transport, says that it is no longer appropriate to continue operating the service as a result of sanctions, so it will be suspended until further notice.

Mr Lauri Sipponen, CEO of VR Group, wrote to Mr Oleg Belozorov, president and CEO of Russian Railways (RZD) on March 1 explaining that there would be no communication between the two companies other than that required for cross-border traffic.

At that point, Finnish authorities had requested that the Helsinki - St Petersburg continued operating to provide a service for Finns wanting to return home.

NS to Rebuild Units

Wabtec Corp. will modernize 330 Norfolk Southern Railway locomotives as part of a new multiyear order.

The deal is part of NS's efforts to improve fuel efficiency and reduce emissions, Wabtec officials said in a press release. The modernization of each locomotive alone will reduce carbon emissions by more than 500 tons per year. This is the third modernization order Wabtec will have fulfilled for NS since 2015, with more than 950 locomotives expected to be completed by 2025.

Wabtec will modernize D9-44CW locomotives that more than 20 years old into AC44C6M locomotives, which will add another

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We welcome new member James Walter, 1955 S. Layton Station Rd., Covington, IN 47932 to the group. Jim attended the Urbana Train Show and visited with members of the Chapter. We welcome another member from the Covington area.

March Meeting Minutes

The March 20, 2022, meeting opened at 1307 at Jockos.

The secretary's minutes were accepted as printed. There was only one expense for the month, \$200 for the electric bill. Closing balance is \$8714.86.

The Urbana train show was discussed. It will be open 10-5 on Saturday, and 11-4 on Sunday. The club will have one table and Dave will have 2. Skyler have been working on the alternator bracket for the motor car. A former C&EI motor car was purchased by Skyler.

Spring trips were discussed. A trip to Rochelle was tentatively scheduled for May 14. A trip and tour at the Hoosier RR Museum were tentatively planned for June 18. Times will be determined next month. A new TV was debuted, compliments of Travis Hunt. The April meeting will be on 4/24, delayed because of Easter. At this point it does not look like any substantial work is needed on the Rossville depot. The meeting was adjourned at 1323. Doug Nipper presented slides taken in 1978-9 in the Danville area and other Illinois/Indiana locations.

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er 20 years of life to each locomotive. The units will feature the FDL Advantage engine upgrade and digital solutions including Trip Optimizer, SmartHPT and Distributed Power. Fuel efficiency will improve by as much as 25%, reliability by more than 40% and haulage ability by up to 55%, Wabtec officials said. Maintenance, repair, and overhaul expenses will decrease by 20%, they added.

"Modernizing locomotives in our fleet will improve operational performance and reliability," said Tom Schnautz, vice president of advanced train control for NS.

In addition, the effort will help NS achieve its science-based target of a 42% reduction in emissions intensity by 2034, he said. To date, Wabtec has modernized more than 1,100 locomotives in the Western Hemisphere, altogether reducing carbon emissions by more than 1.4 million tons since 2015, the company estimates.

Progressive Railroading 3-23



Urbana Train Show and Donation

At our March operating session we had a visitor from Crete, Illinois that donated a collection of C&EI HO motive power and passenger cars to the museum. George Einhorn, Village President, had contacted me about donating items he no longer wanted. We now have a Rapido RDC car, a Kato A-B set, an Athearn GP9 along with Proto 2000 E unit lettered #1100. There are two brass passenger cars he had custom painted. In addition there were several IC E units, a PRR unit, some L&N and IC passenger cars, an IC switcher and two EJ&E units.

The C&EI units are all, except the GP9, DC power and we will convert them to DCC. The rest of the donated items were sold at the train show and with other items we had to sell we raised over \$300. We did not do popcorn this year due as we felt it would be a health issue even though the health requirements from the pandemic were more open.

A great deal of thanks to the members that attended both days to help sell. In addition we gained a new member as you will see in this issue. A special thanks to Skylar for hauling all of the boxes to and from Rossville.

Rick

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Photo of the Month



I posted this photo on a tower Facebook site last month. The date is August 24, 1994. We had completed the construction and tie in of the new track alignment at Iles interlocking in Springfield and it was finally time to remove the tower. The asbestos singles had been removed, the Wabash line was out of service and the tower was pulled over.