

# DANVILLE FLYER

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## February Meeting at Jocko's

**For the February meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday, February 20th. Lunch will be around 1:00 PM with meeting to follow. Please remember you may be ask to wear a mask upon entering the restaurant.**

**Rick Schroeder is scheduled to present the program on the David Ingles C&EI collection for this meeting.**

## CP and KCS Merger and Chicago Area Traffic

The pending merger between the CP and KCS has raised some concern about increased rail traffic in the Chicago area. There would likely be an uptick in freight trains to parts of the Milwaukee District West Line, which runs to Schaumburg and Elgin. Canadian Pacific is projecting the merger could boost the number of trains to an average of 11.4 per day by 2027, compared with 3.41 trains per day currently. The CP is not projecting an increase in freight traffic along the Milwaukee District North line, which runs to Glenview, Deerfield, and Lake Forest. The carrier said in its federal merger application it did not ex-



pect the uptick would affect Metra or Amtrak service, because in the places where freight traffic is expected to increase there is capacity for additional trains, and the company would schedule freight traffic around passenger trains. Amtrak threw its support for the merger saying it gave CP top marks for causing the

least delay to Amtrak passengers. The CP has also committed to working with Amtrak to expand and extend service, Amtrak reported, including more service between Chicago and Milwaukee, and extending additional service to St. Paul, Minnesota. But in a prepared statement, Metra said it is concerned the merger could "seriously impact service by increasing delays due to freight interference" on the Milwaukee lines, and it will evaluate CP's statements that service would not be impacted.

Communities along the Milwaukee District West Line are also concerned about more frequent and longer freight trains, and in some cases are looking for help from CP to offset the effects of increased freight traffic. That could include funding work to create quiet zones, where trains are not required to blow their horns at crossings, or for trains to take the



**FEBRUARY 20TH,  
MEETING AT JOCKO'S  
PIZZA AT 1:00 PM.**

**MARCH 5TH OPERAT-  
ING SESSION AT ROS-  
SVILLE MUSEUM.**

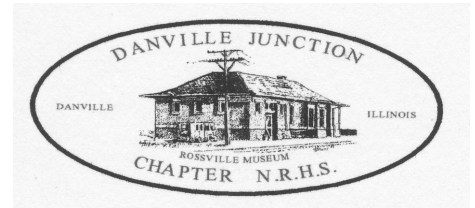
**FEBRUARY 12TH,  
TRAIN SHOW AT FAIR-  
GROUNDS, PRINCE-  
TON, IL**

**MARCH 13TH, SPRING-  
FIELD TRAIN SHOW,  
FAIR GROUNDS, 10-4  
PM**

## About Us

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad. Membership in the Chapter is open to 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



## CN Wants KC to Springfield Line

CN reported on Jan. 13 that it will ask the Surface Transportation Board (STB) “to condition any approval of a Canadian Pacific-Kansas City Southern merger on the divestiture of KCS lines from Kansas City, Missouri to Springfield and East St. Louis, Illinois (the Springfield Line) to CN, pursuant to the STB’s statutory authority to order ‘the divestiture of parallel tracks’ as a merger condition.” CP immediately responded, negatively.

The request will be made in CN’s Responsive Application, which the Class I railroad said it would file on Feb. 28, 2022, the deadline set in STB’s procedural schedule for reviewing the pending CP–KCS merger (see schedule below).

CP and KCS in September 2021 agreed to combine and form Canadian Pacific Kansas City (CPKC), the first U.S.-Mexico-Canada rail network. STB in November accepted for consideration their application.

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tracks over or under roads. Karen Darch, a board member of the Metro Agency for planning who has worked on railroad issues, said communities' concerns about the length and frequency of trains are valid, but the key is finding a balance between alleviating their concerns and allowing the railroads to operate efficiently. "We need transportation, this is a big industry for us, for the country and yet we want our communities to be safe and livable," she said. And there is good news about the merger, she added: A failed bid by rival Canadian National, who has more trains in the region than CP, to take over the KCS would have meant even more freight trains running through a wide portion of Chicago suburbs.

But Elgin City Manager Rick Kozel stressed that the CP estimate of trains that could run along the Fox River through the city's downtown could be an undercount and would bring more repercussions. Kozal pointed out that long trains have the potential to block four major bridges across the river at once thus causing problems for commuters, fire trucks and police squads trying to cross the river from the east side to the west side of town. Also, the number of homes in the city's downtown is increasing and more freight trains would mean more noise pollution for those residents. Other communities along the line have expressed the same concerns about the increase in freight traffic. It was also pointed out that the increased vibrations from more, longer trains could cause havoc on the homes alongside the tracks in town. The CP said it has met with suburban city leaders and was working with the Surface Transportation Board to analyze their concerns. The CP said in a statement ... We will work hard to be a good neighbor."

From *Midwest Rail Scene* via *The Brass Switchkey* (January 9)

## South Shore Double Track Project

The Chicago South Shore & South Bend Railroad (CSS) announced a contract agreement with the Northern Indiana Commuter Transportation District (NICTD) and Northern Indiana Public Service Co. (NIPSCO) to add 17 miles of double track to enhance CSS freight and NICTD commuter operations.

The \$300 million double-track project is expected to be completed by April 2024. The work involves doubling South Shore Line track between Gary and Michigan City, Indiana.

(Continued on page 5)

## View from My Office Window—Rick

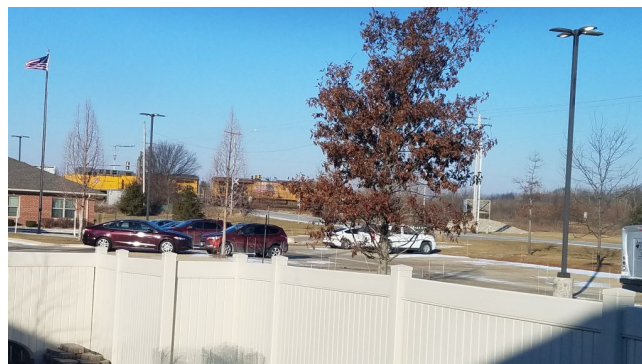
CN and NS have completed their track changes at Tolono. CN removed the NS connection switch and track that was installed when NS acquired Conrail. For a period of time they interchanged at least one train a day. We were in the process of the cutover at Lafayette to the new alignment through town and the first train that evening was one of the connection trains with IC power on the point. CN moved the siding switch north of the road crossing and moved the signals up to the crossing. NS came in and removed the connection switch off their main track and the rest of the track will soon be removed. Two tracks in the "wye" area remain for the elevator.

Canadian oil continues to move south in tank trains. Recently I spotted two loaded south and an empty north on the same day. Usually there is at least one every other day. Grain trains are at least 2 per day and then throw in one of the tacomite trains or a coal train and the business is good.

Then days I wonder whose railroad it is. BNSF, NS, CSX and UP power, on some days, has provided more units than CN. The coal trains usually have BNSF or each end. A recent northbound merchandise had 2 IC black SD70's, BNSF, GTW, CN and finally a UP unit. About 30 minutes later a southbound had BNSF and UP consist. Whose railroad is it?

Amtrak has cut back trains due to staging issues as a result of more COVID infections. #391/392 have been annulled which were SB in Champaign around 11:00 and NB around 7:30 PM. In addition the "City" has been cut back to 5 days a week.

I thought you would like to see the "view" from my window as a northbound UP connection train heads to Champaign yard (winter is best time for the view).



(Continued from page 2)

CN claims that the “Springfield Line is a direct competitive alternative to CP’s route from Kansas City to Chicago, and beyond to Detroit and eastern Canada. CP and KCS have made it clear in their merger application that they plan no investment on the Springfield Line, and instead will de-emphasize it in favor of CP’s existing parallel line.



options, promote rail-to-rail competition, and take many of thousands of long-haul trucks off the road annually through increased rail-to-truck competition. CN’s plan for the line will benefit all stakeholders and will advance CN’s continual efforts to ensure competition and choice in our industry, while also creating new jobs and economic opportunities in the region.”

Under that plan, CN said it would invest at least US\$250 million in the Springfield Line to:

- Improve operating speed and terminals.
- Provide “options for customers, including automotive and intermodal traffic, which will lead to increased economic prosperity for the Midwest in line with the goals of **President Biden’s executive order on competition.**”
- Open new international markets to customers, including “safely and reliably linking Illinois, Indiana and Michigan manufacturers and farmers to the world.”
- Preserve “all existing competitive options by providing KCS access to customers on the line.”

Canadian Pacific said CN’s quest for the Springfield Line—like its scuttled bid to merge with KCS—is “built on a series of factual errors or misstatements.”

“KCS’s Kansas City-Springfield line is not ‘parallel’ to CP’s line between Kansas City and Chicago,” CP said. “KCS’s line does not reach Chicago, and contrary to CN’s misleading statements, KCS’s line is not part of a through route to Chicago in conjunction with CN. In fact, there is no direct connection

between KCS and CN today at Springfield, and historic interchange volumes reflect the absence of any actual service here. Only four cars were interchanged by KCS at Springfield with CN in 2020 and 133 cars interchanged with CN in 2019.

“As part of CPKC, these lines will grow along with CPKC. CP’s proposed pro-competitive combination with KCS is about growth. A future CPKC will not downgrade any lines, these included. Instead, CPKC will maintain existing levels of service on these lines and will not re-route traffic away from these lines, contrary to CN’s assertions.

“In fact, the route from Kansas City to St. Louis and the other assets CN wants the STB to force CP to divest are important parts of the combined CPKC growth story providing new, competitive single-line routes connecting CP’s network with customers and port facilities in St. Louis, and connections to eastern carriers. CP anticipates an increase of traffic on this corridor of 30%. “CP will be responding to any formal CN request for conditions in the pending STB proceeding at the appropriate time.”

## Random Thoughts by Doug Nipper

Whenever I go over to Monticello, I usually take the “back way” through Homer, Sidney and Philo to Route 45, then jump north on it to Monticello Road just south of the airport. There are two choices between Oakwood and Homer; either take 150 to Ogden and drop south on Rte. 49 to Homer or go south from Oakwood and down to the Catlin-Homer Road. It’s when I take that latter option there is a place where I can use my imagination to see what used to be...

About halfway between the Oakwood connection and Fairmount is where the C&EI’s Sidell Jct. to Rossville line crossed. This is the line that the EJ&E coal trains used to use on their circuit between Rossville and the mines west of Westville. I didn’t think of too many industries on this branch except for the grain elevators at Jamaica, Brothers, Collison and Henning, and of course the coal mine branches in the Bronson area west of Oakwood.

But the Valuation Maps of the C&EI reveal a lot more was going on between Sidell and Bronson than I ever realized. For starters, there was the elevator at “Maizetown”, which was just north of Sidell. That elevator is gone now, but the one at Jamaica still exists (MoPac even served it!) There was the “Casparis Spur” that took off near Fairmount and went over to

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Once the project is completed, the full 25-mile stretch will be double tracked. The project is funded by federal, state and private funds.

All three organizations will be conducting land transfers. The project will enable CSS to conduct switching operations where there is currently a single-track mainline that creates a bottleneck on the route. CSS will use NIPSCO's idle Bailly Generation Station property to foster business in northern Indiana.

"Ultimately, the upgrade and land swap will increase growth possibilities for [our] freight customers," said CSS President Todd Bjornstad in a press release.

An affiliate of Anacostia Rail Holdings, CSS operates 127 miles of track in Chicago and northern Indiana.

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the gravel pit west of that town. This took two full sheets of Val Maps to depict and was a multi-track affair at one time. Then after crossing the Wabash at Ryan, and north of the Catlin Homer Road, there was a place called "Bennett" where The Fairmount Coal Company had a rather large mine. You can still find this area on Google Maps, with the ponds from the old mine. Look for a place called Harden Ranch and you're there. North of that was the bridge across the Salt Fork (Editor, the stone abutments are still there).

So, when I pass that spot in the road where the C&EI once crossed, I think about all the industries that used to be in that area. Coal mine to the north, and the Wabash crossing (Ryan) and gravel pit spur to the south. Plus, two elevators south of that! It takes a lot of imagination to see this, but I try....

In other news, J D Cooke says that NS must want to keep the business in Urbana on the old P&E since they have laid out enough ties to replace half of them east of Champaign.

If you see any northbound trains on CSX that have a few loads of coal in old C&NW hoppers marked "INRD", that is the business off the Indiana Railroad at Terre Haute. It's hard to believe that it was over thirty years ago that Soo Line started operating their trains on CSX, and 10 years before that to the day that Milwaukee trains started running on the long-gone Con-rail route. Changes...

## Amtrak and CP Passenger Agreement

Amtrak and Canadian Pacific yesterday (1-6-22) announced an agreement that has the national intercity passenger railroad supporting the proposed combination of CP and Kansas City Southern.

"We welcome CP's commitment to our efforts with states and others to expand Amtrak service and are pleased to have reached an agreement formalizing CP's support of Amtrak expansion in the Midwest and the South," said Amtrak President Stephen Gardner in a press release.

CP has a "consistent record" as a host of Amtrak trains on CP tracks, Gardner said. The CP-KCS combination will have "no adverse effects" on intercity passenger-rail service, said CP President and CEO Keith Creel.

"CP is pleased to continue to support Amtrak and its infrastructure projects to provide capacity needed to accommodate additional service." Creel said.

The Class I committed to maintaining its role as a host railroad and to cooperate with Amtrak as it implements its long-term strategic vision for new and expanded intercity rail service, including:

- increased frequency on Amtrak's Hiawatha service between Chicago and Milwaukee;
- extending Hiawatha service from Milwaukee to St. Paul, Minnesota, to create a second round-trip on the Twin Cities-Milwaukee-Chicago corridor; and
- providing passenger service through the Detroit River Tunnel between Michigan and Ontario to Windsor and Toronto, with connections to VIA Rail Canada.

Moreover, the agreement calls for CP to support Amtrak's efforts to work with the Southern Rail Commission for passenger-rail service on two U.S. routes: establish Amtrak service between New Orleans and Baton Rouge, Louisiana; and study the potential for Amtrak service between Meridian, Mississippi, and Dallas, Texas. That aspect of the agreement is subject to the Surface Transportation Board's (STB) approval of CP's application for control of KCS.

Amtrak and CP will file their agreement as part of CP-KCS merger proceeding before the STB.

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## BNSF to Resume Operation on MRL

Montana Rail Link (MRL) will conclude its long-term lease with BNSF Railway Co., and BNSF will resume operations and maintenance of its mainline rail corridor through southern Montana.

MRL and BNSF have had a lease arrangement since 1987 in which MRL leases and operates mainline tracks owned by BNSF between Huntley, Montana, and Sandpoint, Idaho.

Over the past several years, more than 90% of the traffic moving over MRL's leased line were loads moved on behalf of BNSF. The line has become a critical link in BNSF's northern transcontinental network, delivering grain, consumer and industrial products to the West Coast, MRL and BNSF officials

said in a joint press release.



By MRL ending its lease and BNSF re-

suming operation of its line, BNSF will eliminate the need to interchange freight between the two railroads, strengthening the resiliency of the supply chain and enhancing rail capacity in the Pacific Northwest, they said.

"There have been many changes in the rail industry since this long-term lease was signed and given the need to be competitive in the current environment, we believe that this was the right time to revisit our longstanding agreement with BNSF," said MRL President Derek Ollmann. "This agreement protects our workers, our customers and our long-term commitment to safety, and it will ensure a more seamless operation of rail services in Montana."

The new arrangement and lease termination will require approval from the Surface Transportation Board, as well as negotiation of collective bargaining agreements with affected unions. BNSF has committed to retain all union and non-union employees of MRL in their current jobs with similar pay, benefits, seniority and other terms of employment, MRL officials said.

Customers across MRL's network will be able to maintain their service arrangements and rates. The vast majority of rail traffic moving on MRL today is subject to rates already established by BNSF.

"We are excited to bring an important part of our railroad's history back into our operations at BNSF," said BNSF President

and CEO Katie Farmer. "The line will become the MRL Subdivision of our Montana Division in recognition of the shared heritage of BNSF and MRL."

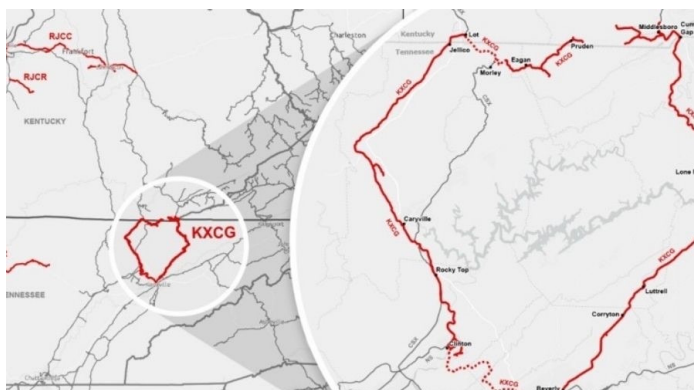
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## RJ Corman Acquires NS Branches

R.J. Corman Railroad Co. yesterday announced the purchase of two branches from Norfolk Southern Railway to create the Knoxville and Cumberland Gap Railroad LLC (KXCG).

The new railroad will manage a 59-mile line that runs from Clinton to Clairfield, Tennessee, and a 72-mile line that runs from Beverly, Tennessee, across the Cumberland Gap and to Middlesboro, Kentucky.

The acquisition will add over 130 miles to the more than 1,200 track miles operated by the R.J. Corman Railroad Group, company officials said in a press release.



"We see a lot of potential for growth, expansion and economic development in the region, and we look forward to providing our customers with our first-class quality service with safety-first operations," said Ed Quinn, president and CEO of R.J. Corman Railroad Group.

The closing is subject to regulatory approvals. An application for approval has been filed with the Surface Transportation Board.

R.J. Corman officials expect to launch the KXCG operations in February.

Via Rail News 1-28

## January Meeting Minutes

The Jan. 16, 2022, meeting opened at 1345 at Jockos. The secretary's minutes were accepted as printed.

The treasurer's report shows 2 major expenses for the month: utilities and po box rental. Income totaled \$2605. Besides dues and donations, there was a \$2000 grant from the C&EI Historical Society. The grant recognizes our stewardship of the C&EI records from 1967 until moves to the Vermilion County Museum a few years ago. Closing balance is \$8894.86.

The January operating session occurred, and the February session is schedules for 2/5.

Henry passed out the constitution and by-laws for the Wabash Valley Railroad Club from 1957. He found copies in a box of materials he was given. Doug indicated the Urbana train show was scheduled for 3/27-8. The club will look at reserving tables.

Rick is scheduled to provide the February program.

Travis mentioned some of the projects the Hoosier Valley Museum is working on: BL-2, a small 0-4-2T, and a recently donated ex DMIR SD9. Henry mentioned a show in Lebanon, IN on the 29<sup>th</sup> and 30<sup>th</sup>.

The meeting was adjourned at 1400.

Henry provided a video on the major changes in in trackage in Lafayette, IN to close grade crossing and end street running.

## UP to Purchase 20 Battery Units

Union Pacific Railroad last week announced plans to assemble the world's largest battery electric freight locomotive fleet.

UP will purchase 20 battery-electric locomotives from Progress Rail and Wabtec Corp. for testing in yard operations. The combined purchases and upgrades to yard infrastructure are expected to exceed \$100 million, representing the largest investment in battery-electric technology by a U.S. railroad, UP officials said in a press release.

President Joe Biden shared UP's announcement during a Jan. 28 speech in Pennsylvania.

"We're committed to actions that reduce Union Pacific's environmental footprint as we work toward our ultimate goal of reaching net zero emissions by 2050," said UP Chairman, President and CEO Lance Fritz. "These investments will contribute to further developing this important technology and providing industry-wide benefits."

UP officials anticipate the first units to arrive on site in late 2023, with complete delivery by late 2024. The locomotives will be used in yards in California and Nebraska, where they

will be tested for performance in cold and warm weather, helping identify the locomotives' capabilities and challenges for broader deployment.

Battery-electric locomotives do not use fuel and emit zero emissions.

The purchase includes 10 FLXdrive battery-electric locomotives from Wabtec. The approximately 2.5-MWh locomotives are each powered solely by 7,000 battery cells, providing UP a zero-emission solution for its yard operations. The FLXdrives will enable the railroad to eliminate 4,000 tons of carbon annually from its rail yards, the equivalent of removing 800 cars from the highway, UP officials said.

The 10 EMD Joule locomotives the Class I will purchase from

Progress Rail will be manufactured in Muncie, Indiana, Progress Rail officials said in a press release.

The Class I is collaborating with community partners on its environmental goals. The Port of Los Angeles, which recently received a Diesel Emission Reduction Act grant from the U.S. Environmental Protection Agency, awarded UP a sub-award that will partially cover the cost of one battery-electric locomotive.

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## Photo of the Month



This photo of the C&EI depot at Danville brings back a lot of memories to most of us that watched C&EI passenger trains arrive and depart. In summer 1960 Wade Frasch, formerly of Attica, photographed the front of the building. At that time there were still 6 trains each way per day. Doug's article mentions "change" and this is certainly the case. C&EI HS Collection.