

# DANVILLE FLYER

## Inside this issue:

January Meeting	1
CP & CN Invoice	1
About Us—Officers	2
Intermodal Traffic UP	3
Steam back in Canada	3
CSX to Acquire Pan Am	4
Dues Renewal	4
Terrison on Rails	5
View from the Window	5
December Minutes	6
Rail Loadings Up	6
CN 25th Anniverssary	7
MRM "New Power"	7
Photo of the Month	8

## January Meeting at Jocko's—YES

As we are all aware, the Governor has ordered inside eating at resturants to be closed and in some counties this has happened (in Champaign County the local health department has employe-es checking and closing all indoor seating) and thus Jocko's has cut back on some seating. As you also know we did not meet there in December and held the annual meeting at Rossville. Thanks to all that came to that meeting and those that stayed and operated on the layout.

For January Henry Schmitt has contacted Jocko's management and we CAN use the party room for the meeting. Thus the January 17th meeting will go forward as usual at 1:00 PM. Dave will present the program and remember, **YOU MUST WEAR A MASK TO ENTER THE RESTURANT AND THE MEETING ROOM.**

## Good Service Results in a Bill to CN and CP

The Canadian Transportation Agency (CTA) ruled that CN and Canadian Pacific (CP) grain revenues for the 2019-20 crop year were above their respective Maximum Revenue Entitlements (MRE). Each railroad must pay the amount that exceeded MRE plus a 5% penalty.



Under the Canada Transportation Act, CTA is required to determine each railroad's annual MRE and whether each entitlement has been exceeded.

The MRE is a form of economic regulation, allowing CN and CP to set their own western grain shipping rates, as long as the total revenue remains below the ceiling set by CTA.

CN exceeded its C\$930,331,426 entitlement by C\$3,170,615, which it will pay along with a C\$158,531 penalty (for a total of C\$3,329,146). CP went beyond its C\$997,060,798 entitlement by C\$2,170,010, which it will pay in addi-



**JANUARY 17TH MEETING AT JOCKO'S ON WILLIAMS STREET AT 1:00 PM**

**OPERATING SESSIONS AT THE MUSEUM IN ROSSVILLE. FIRST SATURDAY OF FEBRUARY AND MARCH, START AROUND 1:00 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 2021—our 53rd 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



(Continued from page 1)

tion to a C\$108,501 penalty (for a total of C\$2,278,511). They have 30 days to submit payment to the Western Grains Research Foundation.

Combined, the two Canadian railroads—whose CEOs, JJ Ruest (2019) and Keith Creel (2021), are Railway Age Railroaders of the Year—moved 48,023,898 tonnes of Western grain during the 2019-20 crop year, up 4.3% compared with the previous crop year. The average haul length was 965 miles, down 1.4% compared with the previous crop year, according to CTA.

Both railroads are continuing to move grain at a years-long record-setting pace, made possible in part by ongoing purchases of new, high-capacity hopper cars from National Steel Car. Such purchases are aided by legislation that allows them to deduct the full cost of new cars from their grain revenue caps.

*Editor: So last month there was reported that both railroad hauled record crop and in addition they both purchased additional rail cars to handle the grain traffic. Do that and pay back some profit and in addition 5 percent for good measure because farmers raised a record crop.*

## Intermodal Traffic Up

Metra and Canadian Pacific, along with the CREATE partners, are pleased to announce the completion of the Canadian Pacific Crossover Upgrades project (B1). This project eliminates commuter and freight train delays by installing five crossovers and associated signaling on the Metra tracks serving the Milwaukee District West Line and Canadian Pacific, principally between the grade crossings



of Scott Street and Ruby Street. This project also installs a crossover between the Indiana Harbor Belt and CN tracks, located between Chestnut Street and Grand Avenue. A crossover is a pair of switches that connects two parallel rail tracks, enabling a train on one track to cross over to the other.

“The completion of CREATE’s B1 project is a great milestone in Metra’s work to reduce potential commuter delays throughout the region,” said Bruce Marcheschi, Metra’s Chief Operating Officer. “The switching and signaling improvements here will save considerable time for both commuters and freight trains, and we are happy to continue our work with the CREATE Program.”

This project reduces the potential for delays to the numerous Metra trains that traverse this portion of the Milwaukee District West Line each day. Before the completion of this project, freight trains needed to pass through the Bensenville Yard to access the Indiana Harbor Belt main line track. With this improvement, the 12 daily freight trains that pass through the area can bypass the Bensenville Yard on existing Metra tracks. This project also automates freight train access points through digitized switching controls that improve freight train speed throughout the yard. Finally, this project reduces delays to motorists, pedestrians and cyclists at nearby at-grade crossings due to increased train speeds and reduced gate down times.

“Canadian Pacific is pleased to complete a **CANADIAN PACIFIC** project that will expedite the movement of people and goods in the Chicago region,” said Jason M. Ross, Canadian Pacific Vice-President Operations, Southern Region. “We are committed to delivering for our customers and communities, and efficiencies gained in greater Chicago help to keep shipments moving

through this important and interconnected terminal area.”

With the completion of this project, 31 of CREATE’s 70 projects are now in service.

*RT&S – December 22nd*

## Canada to Bring Back Steam—Water Vapor

Canada wants to bring back steam to its railways, but don’t expect the return of glorious white plumes of condensation, drifting over deep-frozen prairies. This time, the steam would be the invisible exhaust of high-efficiency locomotives and self-propelled passenger units, powered by the on-board conversion of hydrogen into electricity and hot water vapor. Canada hopes to build upon its advantage as builder of the world’s first HFC (hydrogen fuel cell) prime-mover.

The Hydrogen Strategy for Canada, released Dec. 16 by the Canadian government, is driven in equal measure by the country’s commitment to decarbonize, and the imperative of a massive economic recovery from the consequences of COVID-19. Without that political pincer squeeze, hydrogen could have lingered for years more as the obvious, but too costly, alternative to fossil fuels.

With the pandemic-driven collapse in demand for oil and gas, the country has the even more urgent motive of reassigning Alberta’s obsolescent investment in oil and gas to a successor energy future, still reliant on the province’s abundant expertise in energy extraction, processing and pipeline engineering. In fact, the reforming of natural gas into hydrogen is an established process in the conversion of bitumen from northern tar sands into ersatz oil.

Rail will not likely have much of a role in the long-distance transport of compressed or liquified hydrogen gas because of its high hazard, and the strategy is silent on that as an opportunity. But as a substitute for diesel exhaust and its increasingly understood toxicity, hydrogen-electric traction power is already viable. Canada sees “hydrail” as the solution of choice for heavy-haul, long-distance freight, as well as for passenger service.

“Hydrail offers a cost-effective way to electrify rail service compared with the traditional electrification approaches, using overhead catenary wires or a third rail,” notes the Hydrogen Strategy report. “Greenhouse gas emissions from diesel trains are a significant contributor to

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global warming, and transit trains produce local air contaminant emissions that contribute to poor air quality in urban areas. Authorities are under growing pressure to reduce carbon emissions from rail service, but other electrification options are costly, and require massive infrastructure upgrades.

“Hydrail trains require no electrification infrastructure, but rather run on existing unmodified tracks. Hydrail enables a gradual transition to electrification, one train at a time, vs. alternative infrastructure rebuilds that disrupt service and require an upfront investment to electrify all trains concurrently.”

The strategy points to French rail equipment manufacturer Alstom’s deployment of its first, two-car passenger trains in schedule service in Austria, with 41 more on the order book from two German railways. Alstom’s Coradia iLint trains contain two HFC generators with a refueling range of 1,000 km. Hydrogenics Corp., an Ontario company purchased in September 2019 by U.S. diesel engine manufacturer Cummins, supplied the fuel cells. Cummins’ huge global reach in rail power may signal a transformation as profound as that from coal to diesel.

In addition to Alstom and Cummins, Siemens has announced its own high-intensity hydrail push that promises to deliver not just trains, but also complete turnkey hydrogen fuel systems to railways.

While VIA Rail says its imminent High-Frequency Rail dedicated corridor in Quebec and Ontario will employ dual-power locomotives, capable of drawing power from overhead catenary or on-board conventional diesel engines with trac-

tion alternators (like the Bombardier ALP45-DP units in service on NJ Transit and Montreal’s AMT), a huge rebuild of Greater Toronto’s Metrolinx system will, indeed, consider hydrogen as an alternative to catenary. Metrolinx may jumpstart hydrail in Canada, says the federal strategy paper:

“The most comprehensive look at hydrail in Canada to date has been through the Metrolinx Hydrail study, published in 2018 to look at the feasibility of using HFC trains to electrify the GO networks as an alternative to electrification using conventional overhead wires, in Ontario. The study concludes that it is technically and economically feasible to build and operate the GO network using HFC-powered rail vehicles, and the costs of building and operating a hydrail system are equivalent to that of a conventional overhead electrification system.”

As for Canada’s freight rail network, the study anticipates initial introduction of HFC power to yard switchers, followed by a gradual refitting of existing road locomotives:

“Early studies assessing freight applicability of hydrail concluded that hydrail for freight switching is technically and economically feasible. Retrofitting locomotives and replacing diesel engines with zero-emission fuel cell engines is a viable and cost-effective alternative to purpose-built hydrail trains, which is an important opportunity, given the long (50-year-plus) life cycle of locomotives.”

*Railway Age – 12-18*

## CSX to Acquire Pan Am Railways

CSX announced yesterday (11/30-2020) it has signed a definitive agreement to acquire Pan Am Railways Inc., the New England regional.

Based in North Billerica, Massachusetts, Pan Am owns and operates a nearly 1,200-mile network and has a partial interest in the more than 600-mile Pan Am Southern rail system. Pan Am’s network across New England has access to multiple ports and large-scale commodity producers, CSX officials said in a press release.

The acquisition will expand CSX’s reach in Connecticut, New York and Massachusetts, while adding Vermont, New Hampshire and Maine to its existing 23-state network, they said.

By acquiring Pan Am, CSX will gain a strong regional rail network in one of the most densely populated U.S.

### **NRHS and Local 2021 Dues Payment.**

**For those of you that are NRHS members you should have received a notice about paying for 2021 dues. For NRHS members this will be completed on line but they will also accept checks and PayPal with the new system.**

**For your local renewal we appreciate those of you that will be joining for another year. The renewal notice has been mailed to those not at the meeting so mail in to the address on the envelope.**

(Continued on page 5)

(Continued from page 4)

markets. The acquisition will create new efficiencies and market opportunities for shippers as CSX continues to grow, said CSX President and Chief Executive Officer James Foote.



"We intend to bring CSX's customer-centric focus and industry-leading operating model to shippers and industries served by Pan Am," Foote said. "We look forward to integrating Pan Am into CSX, with substantial benefits to the rail-served industries in the Northeast, and to working in partnership and connecting railroads to provide exceptional supply-chain solutions to New England and beyond."

Terms of the transaction were not disclosed. The transaction is subject to Surface Transportation Board (STB) review and approval.

Earlier this month, CSX competitor Norfolk Southern Railway expressed concerns to the STB about CSX's potential acquisition of Pan Am. Since 2009, NS has been a partner in a joint venture with Pan Am to control Pan Am Southern, which provides NS access to New England via trackage rights.

In a Nov. 6 letter to the board, NS officials said they are concerned about the impact a CSX-Pan Am acquisition would have on competition.

*Progressive Railroading*

### More Terrorism on the tracks?

Officials are trying to figure out how a BNSF train carrying crude oil derailed in Whatcom County, Wash., on Dec. 22. The accident caused a fire that lasted well into the night.

First responders eventually got the fire under control. About seven railcars left the tracks near Custer, Wash. No injuries were reported and the scene was still being cleaned the morning of Dec. 23.

Everyone within a half-mile radius was asked to evacuate, and the Whatcom County Sheriff's Office told people to stay

### We welcome new local member:

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away from the accident scene. Interstate 5 was closed between Grandview Road and Birch Bay Lynden Road for about one hour.

BNSF says two workers were on the train when it derailed. The train was traveling to a refinery in Ferndale and was pulling 108 cars.

The Washington Department of Ecology was on the scene to determine if there was any damage to the environment, and a spokesperson said it could take months to return the area to the condition it was in prior to the derailment.

The state of Washington has been experiencing deliberate acts to paralyze trains over the past year. Since January there have been 41 incidents of shunts placed on BNSF tracks in Whatcom and Skagit counties. The FBI's Joint Terrorism Task Force has been investigating the placement of shunts on the BNSF tracks since Jan. 19

*Railway Age 12-28*

### View from My Office Window—Rick

If you read the last newsletter you know that Barb and I built a house in Savoy and those that have been here know we are close to the former Illinois Central line, now Canadian National. We are about 400 feet away and have a assisted living Autumn Fields behind us, one lot off Airport Road.

First, as everyone around noted you get used to the train horns, at least non-railfans do. I still look each time when I can. My office is in the northwest bedroom. We use the whole room for our office, she on one side of a divider, me the other.

So each time when I hear a horn I stop to watch a train go by. Example, about 2 hours ago the UP connection train went south followed by a CN train with CN power. 15 minutes a BNSF grain train with two BNSF units headed south.

There are stone trains, some 80 rock hopper, empty north, load south, some with 1 on the front and one on the rear. Herzog trains run both directions. There are at least 2 grain trains per day (have no idea at night). We have KCS, BNSF, UP power on various trains. Two former IC trains run with IC SD70's (in black) and sometimes with one repainted. Doug's ATCS really helps but so far have not made the 4-mile drive to Tolono to catch NS. That will probably happen in summer, still working at the other house removing the layout and more boxes. I would estimate at least 24-28 trains a day.

I sleep through most at night but they are still there.



### DECEMBER MEETING MINUTES

The Dec. 6, 2020, meeting opened at 1216 at the Rossville depot.

There were no corrections to the secretary's report.

Utility bills and post office box rent were the major expenditures during the past 2 months, with \$37 spent for motorcar parts. The parts cost is mostly covered by earmarked donations. Income was mostly donations, both general and earmarked, as well as 2021 dues. Closing balance is \$5788.48.

Skyler has torn apart the carburetor on the motorcar. The purchased parts have arrived.

Doug B. reviewed the shingles and did some work on the eaves. It appears further work can be taken up in the spring.

The manufacturer of the DCC operating system at the depot is cutting back on support and availability. There was discussion on increasing zones on the layout to reduce outages and buy some equipment while it is available. The funds will come from operators.

The spring Urbana train show will not be held due to covid. The Danville IN show has also been canceled as well as others.

Dave visited Jesse Bennett. He is now 95 and getting around with a walker. Per JD, Jim Montgerard and associates have purchased 6 GP15s from UP. The former coal loop in Danville is now occupied by tank cars, presumably for Mervis to dismantle.

The current slate of chapter officers were reelected for 2021.

The meeting was adjourned at 1232. An operating session followed.

## Rail Loadings are Bouncing Back

In a year roiled by a global pandemic, total combined U.S. freight-rail traffic fell 7.2% to 25,157,476 carloads and intermodal units during the 53 weeks of 2020 compared with the same period in 2019, according to Association of American Railroads data.

U.S. carload traffic for the 12 months of 2020 totaled 11,482,059 units, down 12.9%, and 13,675,417 containers and trailers, down 1.8%.

Before the pandemic began in March 2020, railroads started the year on "less than ideal footing" due to a weakened manufacturing sector and lower port activity caused by trade disputes, said AAR Senior Vice President John Gray in a press release.

Despite logging near-record traffic declines during the early months of 2020, U.S. railroads rallied to close the year with volume close to pre-pandemic levels, Gray said. That result was sparked by sharply higher grain and intermodal shipments, along with the reopening of auto assembly plants.

"It's no surprise that rail volumes were down for the year overall, but railroads are looking to the future," Gray said. "Their experience in 2020 along with huge ongoing network investments have made the industry more adaptable and better able to adjust to the demands of a wide range of operation-

al and market conditions. Railroads are well prepared to help our economy grow in 2021."

In December, U.S. railroads hauled 2,435,819 carloads and intermodal units in December, a 4.4% increase compared with the same month in 2019. Total carloads fell 3.7% to 1,101,324 units during the month, while intermodal volume climbed 12.2% to 1,334,495 containers and trailers.

Ten of the 20 carload commodity categories tracked by AAR each month posted carload gains last month compared with December 2019's levels. They included grain, up 27.9%; chemicals, up 3.7%; and iron and steel scrap, up 12.9%. Commodities that logged declines during the month included coal, down 14.5%; crushed stone, sand and gravel, down 14.8%; and petroleum and petroleum products, down 15.8%.

Progressive Railroading 1-8



## CN 25th Anniversary Units

CN, on November 17th, marked the 25th anniversary of the date the Canadian government put the railroad's shares up for sale to investors. At CA\$2.25 billion, the sale was the largest initial public offering in Canadian history. And at the time, CN was the largest and oldest crown corporation in Canada.

"The privatization of CN was anticipated with widespread skepticism, but executed with startling success and today it is the source of enormous pride for our employees and all those involved over the years," said CN President and Chief Executive Officer JJ Ruest in a press release. "It allowed CN to unleash the powerful creative and competitive force of our railroaders."

Over the past 25 years, CN has expanded its network to reach three coasts, and acquired the Illinois Central Railroad, the Wisconsin Central Railroad, the Elgin, Joliet & Eastern Railway, and BC Rail. Each of those railroads, as well as the Grand Trunk Western, are represented by one of the locomotives recently painted by CN to mark its anniversary.

The locomotives soon will be rolling on the Class I's network.

*Progressive Railroading 11-20*



CN's JJ Ruest is shown with the different locomotives welcomed in CN's ranks over the years. Locomotives from left to right: BC Rail, Grand Trunk Western, CN, Illinois Central Railroad, the Wisconsin Central Railroad, and the Elgin, Joliet & Eastern Railway.

*Editor: Being adjacent to the CN in Savoy I have spotted the EJ&E unit on the head end, twice. No photos yet but the railfan web is keeping track of each one and reporting locations.*

## Monticello RR Museum adds IT 784

Illinois Terminal #784 is one of twelve SW1200 switch locomotives delivered to the Illinois Terminal Railroad. Built in December 1955, #784 operated throughout Central Illinois, including on the same trackage currently used by MRM's passenger

trains. The Illinois Terminal re-numbered #784 as #1210 later in its service life, before

later serving with both the Norfolk & Western and Norfolk Southern

Railways. It was retired in 1994 and sold to the Sequatchie Valley Railroad, where it worked in short line service before being acquired by Knoxville Locomotive Works. Acquired in a trade with Knoxville Locomotive Works, it will only be the second Illinois Terminal diesel locomotive to be preserved. The engine will undergo a mechanical and cosmetic restoration as funding permits before joining MRM's operating fleet.



IT 1210 works the yard in East St Louis area on July 1981. R Schroeder photo



Former IT 1210, RBCX 784 is trailing 9 other units westbound on Norfolk Southern #122 at Tolono, Illinois on January 8th. There is a lot of cosmetic restoration work ahead as time and weather has not helped. Rick Schroeder photo

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**We're on the Web!**  
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## Photo of the Month



On August 19, 1850 George Wynn photographed a eastbound train on the Peoria and Eastern Railroad as it approached Jones Crossing. This was a wooden overhead bridge spanning the cut as the line descended toward Danville. On the left is the Illinois Terminal line. George lived about 2 blocks west of this crossing and deceased member of the Chapter. George was a IT buff and historian but a railfan that took photos of anything railroad.