

DANVILLE FLYER

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January 15th Meeting at Jocko's

For the January meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday the 15th. Lunch will be around 1:00 PM with meeting and program to follow. Rick Schroeder will present the program, a look back at the local railroads, NYC, P&E and Penn Central. In addition a look at NYC steam on the Cario Division, some construction projects and the Cumbres & Toltec Scenic Railroad.

Amtrak and the Union Pacific at Odds

Amtrak is asking the Surface Transportation Board to investigate why host railroad practices — primarily at Union Pacific Railroad — are contributing to substandard on-time performance (OTP) of its Sunset Limited trains in the southwestern United States.



In a complaint filed Dec. 8, Amtrak asks the STB to investigate UP steps, policies and strategies that impact Sunset Limited trains' OTP, which Amtrak describes as "abysmal." The national intercity passenger railroad is also seeking damages and relief from UP as a result of its practices.



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The Sunset Limited is a long-distance passenger-rail service that runs three times weekly between New Orleans and Los Angeles. Sunset Limited trains travel over UP track for most of the route.

Amtrak identifies the Sunset Limited as its "worst-performing" route in terms of on-time arrival. Amtrak wants the board to investigate whether and how certain UP corporate strategies and objectives drive substandard service on the route.

For example, Amtrak asked the board to look into how UP dispatchers are trained, directed and paid; how UP dispatching algorithms are programmed; how UP trains and dispatching centers are staffed; how UP seeks to ensure that Amtrak's statutory right to preference is effectuated; and how UP has reconciled its decision to implement precision scheduled railroading (PSR) with its obligations to host intercity passenger trains over the UP network.

Amtrak wants the STB to make recommendations to improve OTP on the Sunset Limited, as well as identify steps UP and other host railroads must take to prevent delay of Sunset Lim-

(Continued on page 4)

JANUARY 15TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM NOTED ABOVE

OPERATING SESSION AT ROSSVILLE ON FEBRUARY 4, 2023 (JAN SESSION IS THE 14TH)

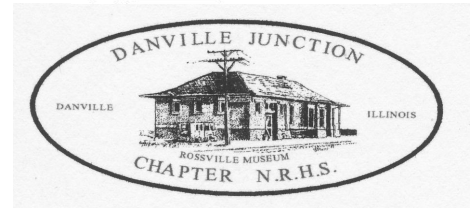
SPRINGFIELD TRAIN SHOW AT THE ORR BUILDING, MARCH 12, 9 AM

URBANA TRAIN SHOW AT LINCOLN SQUARE DOWNTOWN URBANA, IL, MARCH 25 & 26, 10AM TO 6 PM, 11 AM TO 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 2023—our 55th Year

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



NRHS and Local 2023 Dues Payment.

It is that time of year again, Dues for the following year. Last meeting Doug passed out renewal notices and then mailed ones to those not attending. We appreciate the donations that have been added to the 2023 dues check, it will be put to good use at the depot. NRHS members should be receiving their statement this month. It is assumed that an online payment method will be offered again, or direct mail your check. Welcome to another year.

NS to Purchase the CNO&TP

CINCINNATI — Norfolk Southern has agreed to purchase the assets of the Cincinnati Southern Railway, the municipally owned railroad that forms the 336-mile Chattanooga-Cincinnati backbone of NS's key corridor linking Chicago with Atlanta and the Southeast.

Cincinnati Mayor Aftab Pureval, the municipal railway board, and NS today announced the proposed sale of the Cincinnati Southern Railway to NS for \$1.62 billion.

Norfolk Southern subsidiary Cincinnati, New Orleans & Texas Pacific has leased and operated the line since 1881. No opera-

tional changes would come to the route as a result of the transaction, which is subject to the approval of Cincinnati voters and the Surface Transportation Board.

To move forward, the deal also would require the Ohio legislature to allow the proceeds of the sale to be put toward current infrastructure needs in Cincinnati, rather than to paying off debt. The city wants to put the proceeds into a trust fund that would be devoted to improving streets, bridges, and parks.

Map of rail line from Cincinnati, Ohio, to Chattanooga, Tenn.

Norfolk Southern has agreed to buy the Cincinnati Southern Railway. City of Cincinnati

“The Cincinnati Southern Railway plays a critical role in Norfolk Southern’s railroad operations and our nation’s supply chain infrastructure,” Norfolk Southern Chief Strategy Officer Mike McClellan said in a statement. “Through this sale, our customers and the nation’s economy will have certainty around future operations and the health of the railroad. We appreciate the efforts of Mayor Aftab and the Board of Trustees to reach a deal that provides long-term benefits to the citizens of Cincinnati and businesses of all sizes who rely on freight rail for base products and finished goods.”

The route carries about 30 trains per day, NS says.

Under the current lease that was set to expire in 2026, NS pays the city around \$25 million annually. Negotiations over renewal of the lease began last year, as required, and resulted in the sale agreement.

NS officials say it’s always better to own critical rail lines than to lease them due to the uncertainty around future lease costs. As part of the transaction, NS will own 9,500 acres of land that the railroad is built upon.

“The Cincinnati Southern Railway is a critical artery linking the Midwest and the Southeast and plays an important role in our powerful network that serves more than half the U.S. population,” NS CEO Alan H. Shaw said in a statement.

“This agreement sets the framework for Norfolk Southern to own a core line in our network in perpetuity, allowing us to advance our strategic objectives of improving service, enhancing productivity, and creating an even stronger

platform for accelerated growth, all while eliminating uncertainty around future control of the line and lease costs.”

NS expects the transaction to close in the first half of 2024.

Pureval, the Cincinnati mayor, said in a statement that the deal provided “an historic opportunity to deliver great value to citizens of Cincinnati and realize a substantial return on the investment and foresight of our predecessors. We are fortunate that a number of events have brought us to this point and will provide for the transportation needs of our city for decades to come. This transaction marks a seminal mo-

ment for the City of Cincinnati, and I look forward to submitting it to voters for their approval.”

The NS deal comes 10 months after BNSF Railway agreed to an early termination of Montana Rail Link’s lease on the former Northern Pacific main line in Montana and Idaho. The price tag for that transaction, which is currently before the STB, was around \$2 billion.

A law creating the Cincinnati Southern Railway was enacted on May 4, 1869. A month later, the Ohio legislature adopted a resolution designating Chattanooga as the railway’s southern terminus.

Construction of the railroad, which required 27 tunnels and 105 bridges, was completed in 1880. The line was leased to the CNO&TP in October 1881. The CNO&TP came under control of the Southern Railway in 1893.

The tunnels were built on the most rugged section of the line, the 158 miles between Wilmore, Ky., and Emory Gap, Tenn., which gave the route its “Rat Hole” name. Many of the tunnels were

daylighted or bypassed over the years, leaving just 13 original bores in service by 1955.

A \$35 million line improvement project in the early 1960s vastly improved the Rat Hole by eliminating more tunnels, straightening curves, reducing grades, and adding more sections of double track.

TRAINS News Wire 11-20-22



(Continued from page 1)

ited and other Amtrak trains traveling on host railroad networks.

Amtrak is seeking an investigation and relief under federal law that requires host railroads to give preference to Amtrak trains over freight traffic on the hosts' networks. In 2020, the Federal Railroad Administration set metrics and standards to ensure that at least 80% of all riders on an Amtrak train arrive at their destination no more than 15 minutes after their scheduled arrival time.

Progressive Railroading 12-12-22

Cass Scenic Railroad

The Cass Scenic Railroad has been a popular attraction for rail enthusiasts and the general public since it opened in 1963. A portion of the railroad, the line between Cass and Durbin, has not been used since 1985 when the Trout Run Bridge was washed away by a flood.

According to Lootpress, efforts are now underway to rebuild the bridge through the collaboration of the railroad, the West Virginia Department of Transportation (WVDOT), the West Virginia Division of Highways (WVDOH), and the railroad which runs the Cass trains, the Durbin and Greenbrier Valley. Once the bridge is complete, and miscellaneous prep work done, the Cass to Durbin line will reopen.

Interestingly, the WVDOH team is referred to as "Central Forces," or Cenforce, which works on projects throughout the state when special skills or expertise are needed. Greg Pennington, a Cass supervisor, said "You name it, we do it. We step in and knock it out of the park."

The crew faces tough winter working conditions while repairing the bridge. One of the workers said "When it's 25 degrees at Cass, it's 15 degrees here. He added that they had to plow their way to the work site with pickup trucks that are equipped with snowplows. Nevertheless, another worker said dealing with the tough conditions and hard work are worth the effort. To bolster his point, he said "I think we owe it to the state and to the nation to open this back up so people can see the beauty of the river and this valley."

RT&S, 12-1

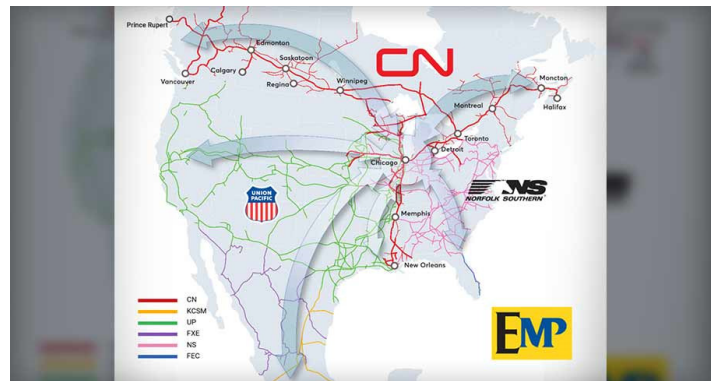
CN Joins EMP Container Program

Last month, CN joined Norfolk Southern Railway and Union Pacific Railroad as an exclusive partner in the Equipment Management Pool (EMP) program.

The domestic interline service program aims to provide extensive coverage throughout North America by offering a fleet of more than 40,000 53-foot dry containers. The EMP program provides seamless access to all major cities within Canada and the United States, and numerous major markets in Mexico.

CN's participation in the EMP program enables shippers to reach new west, east and southern markets, leveraging the networks of the largest Class 1s while enhancing CN's participation in the North American supply chain, CN officials said in an online post.

As part of its commitment to the partnership, CN plans to help expand the EMP fleet by 2,500 containers and purchase additional chassis.



"We continue to invest in broadening our range of intermodal services in North America with options that bring more supply-chain flexibility to our customers," said Keith Reardon, CN's senior vice president of consumer product supply chain growth.

CN also announced that its direct rail Gulf Coast export program exceeded the previous annual volume high set in 2014 with two months to go in 2022.

"You need to go back to 2007-08 to see a direct rail program to the Gulf this strong on CN, and [we are] positioned well to

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eclipse this level,” CN officials said. “These results demonstrate [our] commitment to serving U.S. agricultural customers, including through some challenging circumstances.”

The direct rail program to the Gulf was driven by brisk export demand for corn and soybeans. In addition, the war in Ukraine resulted in significant shifts in commodity trade flows and caused a spike in demand, CN officials said.

Progressive Railroading 11-11-22

Gulf Coast Trains—Agreement?

WASHINGTON — The parties involved in the long-running dispute over Amtrak’s effort to launch Gulf Coast passenger service say they have reached an agreement, but at least initially are offering no details on the nature of that deal.

In a joint statement, Amtrak, CSX Transportation, Norfolk Southern, and the Alabama State Port Authority say they have “collectively reached an agreement to support passenger and freight service in the Gulf Coast Corridor. The parties filed a motion today informing the Surface Transportation Board that a settlement agreement has been reached and asking that the case be held in abeyance while the parties execute the various conditions of that settlement agreement. Due to the confidential nature of the settlement agreement, the parties are not able to provide further comment on its terms at this time.

“We thank the federal mediators appointed by the Surface Transportation Board for their work on this effort.”

The filing, available on the STB website, has details redacted but says it will take “several months” to complete the settlement.

“With the assistance of Board-sponsored mediators, the Parties have agreed upon a settlement that will — after several conditions are met in the coming weeks and months — completely resolve this dispute,” the filing says. “Some of these conditions are not entirely within the Parties’ control, however. Therefore, each Party has reserved its right to reinstate this proceeding in the event certain of those conditions are not met.”

The parties will provide the board with an update on the status of the agreement by June 30, 2023, if the agreement is not completed before then.

The STB must now approve or deny the request to hold the case in abeyance. It had been scheduled to hold two final days of hearings on Nov. 30 and Dec. 1; by mutual agreement of the parties, those were to be limited to closing arguments.

Amtrak took the matter to the board in March 2021 [see “Amtrak asks STB to require CSX, NS to allow Gulf Coast service,” *Trains News Wire*, March 16, 2021]. This set off setting off a lengthy series of filings, as well as 11 days of hearings earlier this year, that have largely centered on the statutory requirement that freight railroads allow Amtrak service as long as it does not provide “unreasonable impairment” to freight operations. CSX and Norfolk Southern have argued throughout the case that the two daily round trips between New Orleans and Mobile, Ala., would, in fact, lead to such impairment — even while declining to publicly share how many trains use the line. Beyond that, the two sides have had sharply differing views of how much infrastructure work would be required to offset such impairment.

The sides have been engaged in mediation since June [see “STB grants Amtrak access ...,” *News Wire*, June 11, 2022], but in October appeared to have reached an impasse in that effort and went back to the board. Once the board scheduled two final days of hearings for mid-November, however — and indicated it could vote on an outcome as soon as Dec. 7 — the parties sought additional mediation, leading to today’s announcement

The case has been viewed as having significance far beyond its route, as an STB ruling could set a precedent as Amtrak looks to expand corridor service elsewhere.

TRAINS News Wire 11-22-22



September 16, 1995, the Wabash HS dedicated Wabash caboose 2834 at Monticello. Onboard were Randy Rippey and Bill Darner, (deceased) as the train departs the MRM depot at Monticello, Illinois.

Remaining RBBB Cars Sold

RALEIGH, N.C. — Just two of the nine cars from the Ringling Bros. circus train bought by the North Carolina Department of Transportation will survive after the state auctioned off the remaining equipment, the Raleigh News & Observer reports.

Four of the cars were badly damaged by a fire in March and had to be scrapped [see “Former Ringling Bros. railcars burn ...,” *Trains News Wire*, March 10, 2022]. Two more were sold to tourist-train operators in May for a total of \$26,301.

That left three cars placed up for auction this fall. They have now been bought for a total of \$28,750 by a company which intends to scrap them, according to an NCDOT spokeswoman.

The state DOT bought the cars — eight which had been used as dormitories for performers on the Ringling Bros. and Barnum & Bailey Circus train, and one baggage car — when the circus shut down in 2017, planning to rebuild them for its equipment fleet for state-supported Piedmont Amtrak service. St. Louis Car Co., which built the Ringling Bros. cars, also built some of the current Piedmont cars.

But the state ultimately chose to order new equipment with the help of federal grants, rendering the circus surplus and leading to the auctions.

TRAINS News Wire

From My Office Window

The leaves are off the trees and now a clear view of the CN. While other Class 1's still continue long trains the word was CN was going back to normal train lengths. I can attest to that here, no longer seeing grain trains being combined or even long intermodal trains with mid-DPU power. In many cases, especially on CSX, the railroad has found that running two opposing 16,000 foot trains to save crews there is a lack of location for meets. If you are not aware, some states are passing, including Illinois, laws to limit trains to 8,500 feet. We did our siding projects for NS and CSX to fit 11,500 foot trains. So once again politicians want to run a business they know nothing about.

That said, I still see a lot of taconite, grain (3 this morning as I write this 1-5), auto, merchandise, stacks and finally both Carbondale trains. Autorack NB with NS lead and UP. 1 hour later NB grain with UP lead and NS power.

Rochelle Intermodal

The city of Rochelle and Greater Rochelle Economic Development Corp. (GREDCO) held a groundbreaking ceremony Wednesday for a new intermodal container yard in the heart of the northern Illinois city's industrial park.

The Rochelle Intermodal Transload Center (RITC) will be served by the City of Rochelle Railroad, which is owned by the city and interchanges with BNSF Railway Co. and Union Pacific Railroad. Intermodal service is slated to begin as early as spring 2023.

The project includes paving an entrance to the RITC, constructing an 1,100-by-60-foot concrete lift pad and building an intermodal container yard adjacent to an existing transload center. The container yard will be operated by the Burlington Junction Railway (BJRY), which is based in Burlington, Iowa. The city, GREDCO and BJRY are collaborating on the project.

The RITC will be located at the intersections of Interstates 88 and 39, about 75 miles east of the Quad Cities and 70 miles west of Chicago. In addition to accommodating intermodal services, the center will handle various freight, including dry bulk, liquid bulk, dimensional, oversize, machinery, metals and other commodities and products.

“The Union Pacific Global III Intermodal facility abruptly idled in 2019, leaving local industries with increased transportation costs and shipping delays. [This] facility ... will serve as a cost-effective alternative to moving freight through the heavily-congested transportation corridors in Chicago,” said Rochelle Mayor John Bearrows in a press release. The RITC is expected to help reduce truck traffic, cut drayage costs and generate revenue for the city.

“The addition of intermodal services on the City of Rochelle Railroad will act as a giant economic development engine that will attract industries that are looking for alternative ways to control the ever-increasing costs associated with moving freight,” said Jason Anderson, the city's economic development director.

Progressive Railroading 11-11-22



November Meeting Minutes

The November 20, 2022, meeting opened at 1259 at Jockos.

The secretary's minutes were accepted as printed. The report from the treasurer showed one payment, \$200 for utilities. Income was \$1660, mostly from dues and donations. Closing balance is \$9174.95.

Doug N. is continuing to install new LED lights in the train room. The new lights were judged to be excellent, and thanks were awarded Doug. Doug also reported repairs on the paper towel rack.

Rick will have the program for December. Dave will provide a movie for January. The first operating session was held in November. A work session on the railroad was planned for Nov. 25.

The current slate of officers were re-elected for another year.

Dave reported a busy show in Danville, IN. He mentioned there will be a show in Lebanon, IN the last weekend in January. It was reported that Jim Montgerard had set up an LLC for locomotive inspection and repair.

The meeting was adjourned at 1309. Dick showed pictures from 1985 and from a trip in to Vermont and New Hampshire in 2002..

UP New "Train Crew" Program

Union Pacific Railroad will launch a four-phase pilot project that calls for redeploying traditional conductors as ground-based "expeditors" to address certain service issues, the Class I announced this week.

The years-in-the-making pilot calls for applying technology to the conductor's role to improve safety and quality of life, Rod Doerr, UP vice president of crew management system and interline operations, wrote in a post on the company's website. The project is being pursued in cooperation with the UP workforce through the collective bargaining process, Doerr said.

UP's goal is to replace the "unknowns" that conductors experience during a regular shift and schedule. If successful, the project will provide employees more control over quality-of-life issues, even sick leave, the post states.



"Today, the train conductor's job primarily consists of preparing a train for departure and occasionally addressing minor mechanical issues that occur en route. It's a job much better served by ground-based truck service, responding to planned or unplanned events, dispatched from centralized locations around the rail network," Doerr wrote.

UP envisions a role where the expeditor receives a service call from an en-route train, drives to that train and performs the service request, then drives back to the prescribed base.

"Our data suggest that in most cases, this will take less time than having an on-board conductor attempt the same tasks, leading to more consistent transit times and less delay at public crossings," Doerr wrote.

The pilot will be tested in a variety of locations, territories and grades, with a broad traffic mix, as well as different service requirements and ease of access. In each tested subdivision, UP will determine if the ground-based expeditor can perform traditional conductor role tasks more safely and efficiently.

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During the pilot, the conductor will stay on the train to perform his or her role; document dates and times of service activities and the time

it takes to complete them. The expeditor will do the same from the ground. At the end of the pilot, UP will compare the results and adjust the plan as necessary, Doerr said.

Progressive Railroading 12-22

Danville Junction Chapter, NRHS
PO Box 1013
Danville, IL 61834-1013

Phone: 217 552 6514
Email: rickschro1@gmail.com

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

Photo of the Month



The date is July 1995 and long time members Randy Rippey and Doug Butzow joined me at the NRHS Convention in New York.