

DANVILLE FLYER

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January Meeting at Jocko's

The January meeting will be at Jocko's Pizza on West Williams Street —date is Sunday the 21st. Lunch will be around 1:00 PM with meeting and program will follow. Unless there is a major snow storm, say over 6 inches of snow, high wind and blizzard conditions, we will hold the meeting as planned. Safe travel is more important that the meeting

Transborder Freight

North American freight-by-rail value rose 6.7% in September

The value of transborder freight moved by rail in September between the United States, Canada and Mexico totaled \$18 billion, a 6.7% increase compared with the value of freight moved by rail in September 2022, according to the U.S. Bureau of Transportation Statistics (BTS). Freight moved in September by all modes of transportation between the three nations totaled \$131.8 billion in value, a 1.6% decrease versus the same month last year. September is the bureau's most recent month of transborder freight data.

The value of freight moved by rail between the United States and Canada in September totaled \$10 billion, while the value of cargo moved between the United States and Mexico via rail that month reached \$8 billion.

Measured by the value of goods, the top three busiest rail border ports for freight moving between the United States and Canada during the month were in Port Huron, Michigan, \$2.5 billion; Detroit, \$2.5 billion; and International Falls, Minnesota, \$1.1 billion. The top three busiest rail ports between the United States and Mexico in September were in Laredo, Texas, \$4.5 billion; Eagle Pass, Texas, \$2.2 billion; and Nogales, Arizona, \$700 million.

The top three commodities — as measured by the value of goods moved by rail in September between the United States and Canada — were vehicles/parts, \$4.4 billion; mineral fuel, \$800 million; and wood products, \$500 million.

The top three commodities moved by rail between the United States and Mexico were vehicles/parts, \$4.1 billion; computers/parts, \$700 million; and mineral fuels, \$500 million.

Progressive Railroading 11-22-23

Editor: If you are not aware the two border crossings in Texas were shut down twice in December by the government due to the 15,000+/- immigrants that were crossing daily and the border

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SUNDAY 21ST, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM ANNOUNCED AT THE MEETING

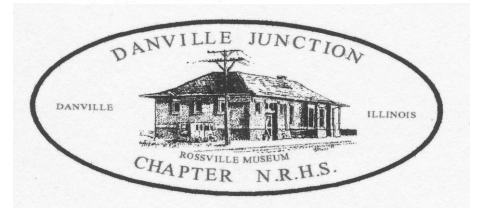
ROSSVILLE, OPERATING SESSION FEB 3RD WEATHER DEPENDENT.

URBANA IL LINCOLN SQUARE TRAIN SHOW MARCH 23RD (10 AM TO 6 PM) AND 24TH (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 2024—our 56th 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 2024 Dues Payment.

It is that time of year again, Dues for the following year. 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 and online payment method will be offered again, or direct mail your check. Welcome to another year.

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guards were overwhelmed. The two periods lasted about a week or more each time and the UP and BNSF trains were stopped crossing. As a result some 60+ trains of autos, grain and other commodities were held in Mexico and the US thus affecting the supply chain for many companies and farmers in both countries. The railroads and the AAR pleaded to open since the bridges were not used for pedestrian crossings and both locations have Xray equipment to view the inside of freight cars. The government agency finally let trains moving again and the chain is moving.

Peoria Passenger Service?

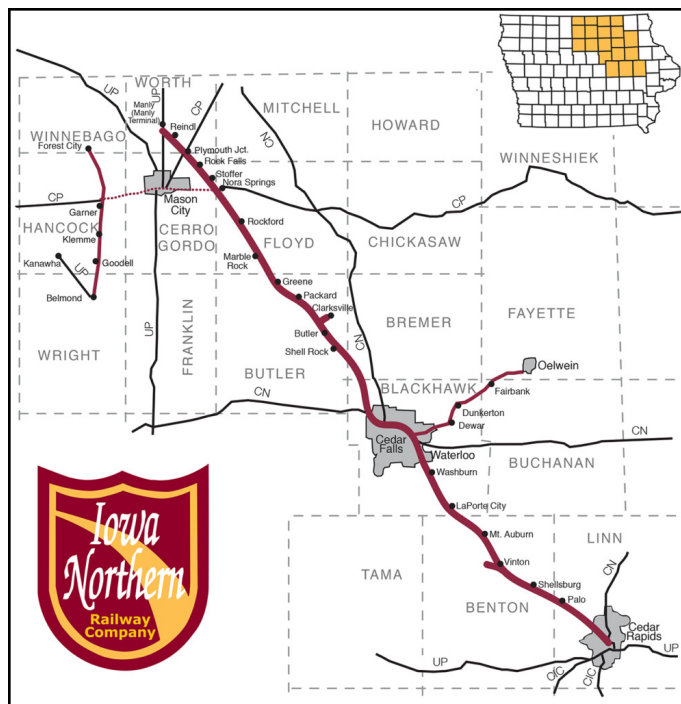
Peoria Takes Next Step Toward Securing Passenger Rail Service Peoria Mayor Rita Ali and former Secretary of Transportation Ray LaHood announced progress on passenger rail in Peoria in front of a crowd of government officials and stakeholders in city council chambers Thursday morning. The City of Peoria is one step closer to making passenger rail service a reality. At a news conference on Thursday, Peoria Mayor Rita Ali announced the city's proposed rail corridor has been accepted into the Federal Railroad Administration's

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Corridor Identification Program. Officials say the program was created as a part of the 2021 Bipartisan Infrastructure Law. According to a presentation provided by the FRA, it aims to bring passenger rail service to regions around the country, renew Amtrak's fleet, foster the creation of a long-term rail program and modernize infrastructure in the country's northeast corridor. Peoria Mayor Rita Ali said 69 projects were selected out of 90 applications nationwide. "It was a huge project, it was a strong application," said Ali, flanked by members of the city council, representatives from communities along the proposed passenger line, various development partners and former Transportation Secretary Ray LaHood. Station WCBU (December 7) via Midwest Scene Report – December

Editor: I read one of the early studies on this proposed service and was interesting to read the comments that so many would ride. Passenger service between communities is good when you have a university, or more, on a route into Chicago. Look at Bloomington – Normal, Quincy, Champaign-Urbana and Carbondale. If you plan to fly, you do not take a train to get to an airport. The business-people in C-U that go to Chicago are university people and service industry people, not industry. If not for 55,000 students here and 30,000+ in Carbondale we would probably not see train service. In reading the FRA Corridor Identification Program that was just released, there are many locations that would be ahead of Peoria and at the same time it notes most will studies and no real progress until 2030 and way beyond. Also, each year Congress has to authorize expenditures – thus another issue that delays work. Rick



CN Acquires Iowa Northern

CN on Dec. 6 reported signing and closing an agreement to acquire Iowa Northern (IANR), an approximately 275-mile U.S. regional railroad that it interchanges with in Waterloo and Cedar Rapids. Terms were not disclosed.

According to CN, the transaction "represents a meaningful opportunity to support the growth of local business by creating single-line service to North American destinations, while preserving access to existing carrier options." The transaction has closed into an independent voting trust pending regulatory review by the Surface Transportation Board. A decision is expected in 2024, the Canadian Class I railroad said.

IANR serves upper Midwest agricultural and industrial markets, hauling such commodities as biofuels and grain. According to the regional's website, it handles more than 60,000 carloads per year. Established in 1984, IANR runs diagonally through Iowa northwest to southeast from Manly to Cedar Rapids, with branch lines from Waterloo to Oelwein and from Forest City to Belmond (see map above). When a group led by Daniel Sabin, a second-generation railroader and current Chairman, took over management in 1994, the regional handled 15,000 revenue cars annually and its average track speed was under 10 mph, according to IANR.

IANR also interchanges with Union Pacific (UP) at Manly; Canadian Pacific Kansas City at Nora Springs; and UP and Railway Age two-time Short Line of the Year honoree Cedar Rapids and Iowa City (to Iowa Interstate Railroad) at Cedar Rapids.

"We are delighted to have reached an agreement with Iowa Northern Railway," said CN President and CEO Tracy Robinson, Railway Age's 2024 Railroader of the Year. "We look forward to the opportunities our combined network will provide customers, farmers, and our partners to respond to the

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needs of their existing and new markets. By enabling all of us to play an even more important role in this critical supply chain and densifying our southern network, we are accelerating sustainable, profitable growth.”

“We are very pleased to have reached a deal with CN,” Daniel Sabin said. “We believe CN shares IANR’s commitment to local stakeholders and that this transaction will be beneficial for customers, employees and the local Iowa economy. We are confident that, as part of CN, IANR will be able to continue to provide reliable first and last mile service to our local customers while providing them access to a much broader network and market.”

Railway Age 12-7-23

Editor: If you do not get TRAINS magazine I recommend you find a copy of the January 2024 issue. There is a outstanding article on the CN in Chicago and why they acquired several railroads that feed into Chicago but mainly the EJ&E. The CN went from fighting to get their trains from the Wisconsin Central and Iowa side of the IC to the eastern connection of the former Grand Trunk and south connection of the Illinois Central. With the acquisition of the “J” they obtains a major yard in Gary and constructed various connections that allowed trains to move to the lines noted without interference of other railroads. In many cases it cut 24 hours or more off freight movements. There is a good map showing the connections, especially the Mattison connection where west bounds go south or north of the IC and east bounds doing the same. The new UP/CN service to Mexico from Canada will take this connection.

U.S—Canada Rail Net-zero by 2025

Canada’s Minister of Transport Pablo Rodriguez, U.S. Transportation Secretary Pete Buttigieg and U.S. Secretary of Energy Jennifer M. Granholm on Dec. 6 issued a joint statement, on the margins of COP28, addressing the “urgent global challenge of climate change.”

“The governments of the United States and Canada share a strong commitment to addressing the urgent global challenge of climate change,” they wrote.

“Recognizing the important role transportation plays in reducing greenhouse gas emissions, the United States and Canada

have created a Rail Decarbonization Task Force to develop a common vision to reduce emissions from the rail sector.

“Together, we intend to:

“Establish a joint research agenda to test the safe integration of emerging technologies, including hydrogen-powered and battery-electric locomotives.

“Coordinate strategies to accelerate the rail sector’s safe transition from diesel-powered locomotives to zero-emission technologies to ensure a net-zero rail sector by no later than 2050.

“Collaborate on the development of a U.S.-Canada rail sector net-zero climate model by 2025.

“The new Task Force builds on our efforts to address the impact of transportation on climate, as recognized in the Joint Statement by the U.S. Department of Transportation and Transport Canada on the Nexus between Transportation and Climate Change in 2021, while also supporting our joint commitment to achieve a zero-emission vehicle future as outlined in the Roadmap for a Renewed Canada-U.S. Partnership.

“The United States and Canada recognize we need to work together to fight climate change and decarbonize our integrated rail networks. This joint announcement demonstrates our shared dedication to working together to build a more sustainable and equitable future for all. We intend to engage national partners, international organizations and other countries to promote safe and sustainable rail transportation. The decarbonization of the rail sector is a crucial component of our global efforts to reduce emissions and meet the goals of the Paris Agreement,” they concluded.

Railway Age 12-8-23

Editor: So, the change from steam to diesel took around 20+ years with a proven technology, diesels. At this point in time the testing is hydrogen on the CPKC, hybrid engines on some switching areas and a new totally battery engine for California which is 200,000 pounds more than a normal diesel locomotive. If we convert to all battery this will present a problem on track and especially bridges. So, I note we have 2 years to develop a net-zero model, diesel took more than that before it became the preferred choice of the railroads.

If you have ever been over the BNSF yard at Galesburg you have seen how many units are parked in various locations around the locomotive shop. They will need a lot of charging stations.

As they say, follow the money.

NS Yard Planner

Norfolk Southern Railway has begun implementing Yard Planner, a new technology solution, at its Norris Yard in Birmingham, Alabama.

The technology uses computer-aided decision making to reduce car switching, which enables cars to move and be assembled for outbound trains safer and more consistently, NS officials said in a website post. The technology also enables preplanning moves hours in advance and incorporates safe train-build practices to move cars more safely and efficiently.



"Norfolk Southern is the first Class I railroad to implement Yard Planner and we are already seeing greater consistency of car movement," said Joe Gioe, vice president of transportation.

In the future, the technology will produce real-time data for other platforms, such as Movement Planner, a system for train routing that uses automated decision-making capability. Both Yard Planner and Movement Planner are provided by Wabtec Corp. NS launched Yard Planner in September and plans to fully implement the technology in early 2024 at Norris Yard with the introduction of computer-aided decision-making for out.

Progressive Railroading 12-1-23

Amtrak Ridership Increased

Amtrak yesterday (Nov 30) reported a 24.6% increase in ridership and a 20% increase in total operating revenue in fiscal-year 2023 compared with the same period a year ago.

Amtrak provided a total of 28.6 million customer trips in the fiscal year, which ended Sept. 30. The railroad's fourth-quarter Northeast Corridor ridership levels were 8% above pre-pandemic levels.

Service resumed on all routes that were suspended during the pandemic and more trains were added to the Northeast Regional, Piedmont and Amtrak Cascades routes. Multiple state-supported Amtrak services also drove ridership gains while setting monthly or annual ridership records, including the

Amtrak Downeaster and services in Virginia and North Carolina.

"We're inspired by the soaring demand for intercity passenger rail and are eager to continue connecting more people and places," said Amtrak CEO Stephen Gardner in a press release.

The railroad logged total operating revenue of \$3.4 billion, with the resulting 20% year-over-year increase driven by higher ridership and ticket revenue across all service lines. Amtrak reported a \$752.2 million loss in adjusted operating earnings, which was \$130 million less than the railroad's net loss in FY22. The net loss



dropped in FY23 because of "strong revenue performance and successful cost containment as Amtrak recovers from the significant cost increase experienced during the pandemic and incurs ramp-up costs to support Amtrak's infrastructure investment program," Amtrak's press release stated.

Also, in FY23, Amtrak had its largest annual capital investment in its history, investing nearly \$3 billion in more modern trains, enhanced stations and facilities, new tunnels and bridges, and other critical infrastructure upgrades.

Progressive Railroading 12-1-23

North Carolina Expansion Project

RALEIGH, N.C. – A \$1 billion grant from the U.S. Department of Transportation will allow North Carolina to progress on its Raleigh to Richmond Rail Line.

A \$1 billion grant from the U.S. Department of Transportation will allow North Carolina to progress on its Raleigh to Richmond Rail Line, according to Spectrum News. The project has been in the works for 20+ years, and if completed, it would cut down on travel time for passengers travelling between Raleigh, N.C. and Richmond, VA.

The S-Line Project would connect both capitals, and the grant is a "big win for economic development in the region," says Senator Thom Tillis. He went on to express his pride in "this investment" and how it was "made possible by the Bipartisan Infrastructure Law that I helped negotiate, write, and pass into law." The S-Line is a freight rail corridor that is owned by CSX

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and runs from Richmond to Tampa, Fla.

The route is 162 miles between Raleigh and Richmond and would “add service to Wake Forest, Henderson and Norlina, North Carolina.” Currently, the passenger rail service to Richmond from Raleigh, Johnston County and through Rocky Mount at maximum speeds of 80 mph. According to the report, NC transit officials say with the new rail line, trains could hit “110 mph or faster.”

In addition, the plan includes a section of high-speed rail from Charlotte, NC to Atlanta, and extending to Miami in the future. At the time of reporting, there has not been any details on exactly how the grant will be allocated. However, Senator Tillis has reportedly said both Amtrak and the North Carolina Department of Transportation match 20% of the federal grant. Also, “half of the federal funding will come in the current federal fiscal year, with the rest coming between 2024 and 2026.

Railway Age 12-7-23

Editor: Remember, this is a long term project and depends on studies, environmental issues and approved funding.



Gulf & Atlantic Acquired Northern Indiana RR

Gulf & Atlantic Railways, LLC (G&AR) has received Surface Transportation Board (STB) approval to acquire ownership and direct control over Class III Northern Indiana Railroad Company (NIRC).

The addition of NIRC will expand Jacksonville, Fla.-based G&AR’s portfolio. It already controls Camp Chase Rail, LLC; Chesapeake & Indiana Railroad LLC (CKIN); Vermilion Valley Railroad LLC; Grenada Railroad, LLC, which received Honorable Mention in Railway Age’s 2021 Short Line and Regional Railroad Awards program; and Florida, Gulf & Atlantic Railroad, LLC; and has been authorized to control the Pioneer Valley Railroad Company in Massachusetts, which includes the Pioneer Valley Railroad and Pinsky’s Railroad Distribution Services, Inc.

The STB on Dec. 20 granted a petition filed by Macquarie Infrastructure Partners V GP, LLC (MIP GP), on behalf of itself; Macquarie Infrastructure Partners V fund vehicle (MIP V); MIP V Rail, LLC (MIP Rail); and G&AR seeking an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 11323 to acquire and control NIRC.

According to the STB, G&AR has agreed to acquire 100% of the equity interests in NIRC. Upon the transaction’s close, G&AR would directly control NIRC, while MIP GP, MIP V, and MIP Rail would indirectly control the Class III.

NIRC owns 32.97 miles of rail line in Indiana, according to the petition, but has never conducted freight rail operations over the line, STB reported. CKIN has leased and operated the NIRC line since 2004, interchanging with both Norfolk Southern at Thomaston, Ind., and CSX at Wellsboro/Union Mills, Ind.; it only runs on 27.52 miles of line because it discontinued service over a 5.45-mile segment in 2017. The petitioners noted “that pursuant to an agreement with the Town of North Judson,” the Hoosier Valley Railroad Museum operates excursion trains on the 5.45-mile segment and will “continue to have the right” to provide that service, according to the STB.

The petitioners “assert that the transaction will bring G&A [R]’s financial strength and management expertise to NIRC, unite ownership and operation of the line in the same corporate family, and enhance NIRC’s access to capital, thereby ‘facilitating future strategic investment decisions with respect

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November Meeting Minutes

The November 19, 2023, meeting opened at 1305 at Jockos.

The secretary's minutes were accepted as printed.

The treasurer's report included utility expenses for the month, totaling \$200. Dues and donations brought in \$1460.30 for a closing balance of \$9599.37. The chapter's bank account has been moved to Iroquois Federal Savings.

The Danville IN train show was well attended. A total of 9 DJC members were there adding to the crowd.

The November operating session went well. The next one is scheduled for December 2. The December meeting will be held at Jockos on the 3rd. Rick will be providing the program.

Election of officers was held for 2024. The current officers were all re-elected.

Rick mentioned 2024 C&EHS calendars were available for \$5. Rick said he had been contacted by a Danville resident who was selling her husband's collection of railroad materials. A number of items were already disposed of, but there were 9-10 framed pictures which were not sold. She was willing to donate these to DJC. Rick will arrange to obtain the pictures and the chapter can then determine if they should be kept or auctioned off.

Doug N reported that the motor car drain had been obtained and he will work with Skyler to install it.

The meeting was adjourned at 1318. Dave presented a video of small steam railroads in the 1960s.

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to the line," the STB reported. Additionally, the "leasehold operations will continue without change," the STB reported the petitioners as saying.

The STB's decision will be effective Jan. 21, 2024. Petitions for stay must be filed by Jan. 2, 2024, the agency said, and petitions to reopen must be filed by Jan. 11, 2024

Railway Age 12-29-23

2023 Carloadings

U.S. freight-rail traffic increased 24.2% to 486,787 carloads, containers and trailers in the week ending Dec. 23 compared with the same week in 2022, according to Association of American Railroads data.

Total carloads for the week rose 23.7% to 230,946 units, while intermodal volume climbed 24.7% to 255,841 containers and trailers.

All 10 carload commodity groups posted increases compared with the same week in 2022. They included coal, up 32.7% to 66,730 carloads; motor vehicles and parts, up 43.5% to 16,287; and grain, up 26.7% to 21,237.

Meanwhile, Canadian railroads logged 93,678 carloads in the week, a 23.1% increase, and 70,358 containers and trailers, a 33.5% increase. Mexican railroads posted 15,445 carloads, an 11% decrease, and 11,343 containers and trailers, a 2.2% decrease.

For the first 51 weeks of 2023 compared to 2022:

- U.S. railroads reported 23,998,429 carloads and intermodal units, a 2.4% decrease;
- Canadian railroads posted 8,168,179 carloads, containers and trailers, a 2.5% drop; and
- Mexican railroads logged 1,413,629 carloads and intermodal units, a 2.1% increase

Progressive Railroading 12-29

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

Photo of the Month



On the way back from Stout Auction in Williamsport I was following a WB NS train and decided t check out the siding at Marshfield, IN. Waiting was this eastbound with C39-8 8560 in the and SD70ACC 1800, the DC to AC unit trailing. First time I had seen it in person 12-13-2023 R Schroeder