

# DANVILLE FLYER

## Inside this issue:

March Meeting	1
Alaska Drones	1
About Us—Officers	2
D&E News	2
CSX Loco Upgrades	3
New CSX/UP Business?	3
CPKC Questions CN Deal	4
Amtrak Bribery	4
CSX Heritage Unit	5
November Minutes	6
C&EI HS Meeting	6
Photo of the Month	7

## March Meeting at Jocko's

**The March meeting will be at Jocko's Pizza on West Williams Street — date is Sunday the 17th. Lunch will be around 1:00 PM with meeting and program will follow.**

**Dick Brazda will present the program on the Algoma Central.**

## Alaska Drones help the Railroad

JUNEAU, Alaska – The State of Alaska reports a successful deployment and detonation of two CIL explosives on an unmanned UAS by the Alaska Railroad Corporation and Alaska DOT&PF.

The Alaska Railroad Corporation and the Alaska Department of Transportation & Public Facilities (DOT&PF) demonstrated that drones can be used in avalanche mitigation efforts after it successfully deployed and detonated two CIL explosives on an Unmanned Aerial System (UAS). The detonations triggered two man-made slides to protect transportation infrastructure, according to the report from Local First Media.

The report shows the tests were conducted in January and build off a “foundation of prior technological advancements and collaborative efforts in avalanche mitigation, including reports from the U.S. Department of Transportation (DOT) (2003), Washington State Department of Transportation (WSDOT) (2010), and the work of Mountain Drones (2013), which demonstrated the feasibility of using a heavy lift UAS platform to drop a single explosive round for avalanche control.”

The Drone Amplified's Drone Avalanche Reduction Technology (DART) have regulatory challenges to contend with, particularly due to the FAA requirements for “carriage of dangerous weapons.”

Timothy Glassett, DOT&PF Avalanche and Artillery Program Manager said, “This demonstration represents a significant step forward in avalanche risk reduction for our public highways. The State of Alaska is moving away from military artillery as a primary means of avalanche mitigation and will adopt Remote Avalanche Control Systems (RACS). UAS will help fill the gap where RACS are not feasible or economical.” These RACS are fixed-position detonation installations and are used to protect infrastructure.

*Railway Age 2-13-24*

**SUNDAY 17TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM BY DICK BRAZDA**

**ROSSVILLE OPERATING SESSION APRIL 6TH**

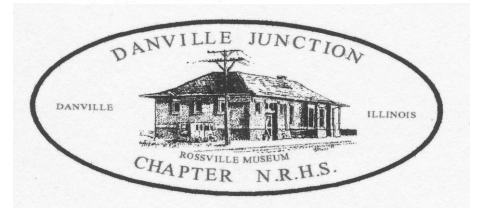
**URBANA IL LINCOLN SQUARE TRAIN SHOW MARCH 23RD ( 10 AM TO 6 PM) AND 24TH (11 AM TO 4 PM).**

**C&EI HS ANNUAL MEETING WILL BE APRIL 13TH AT THE MONTICELLO RAILWAY MUSEUM.**

## 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  
Doug Nipper - 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 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.**

## Decatur and Eastern News—Bruce Bird

Pierson Station is between Atwood and Hammond on the D&EI, and Topflight Grain has added a bunch of track and grain storage in the last 2 years. They now can load 110+ car unit trains, and since it is a new business for D&EI they don't have any limitations on who they deliver them to. So, they run unit trains out of there to 4 different destinations on 4 railroads. They just ran out their 4th train to the UP at Tuscola, where it reverses direction and heads south to Texas. CSX has pulled about 15 out to several feed mill locations in the southeast. And the CN gets in on the act, running them back to Decatur and then south to the gulf. All 3 of these railroads send their locos with the trains. An empty CN train just ran over this afternoon to be loaded to head to the gulf later this week.

The D&EI pulls 50-car shuttle trains to ADM in Decatur, and they deliver them directly to the ADM Runaround yard next to CAT. Amazing what an active regional railroad can conjure up on an old Class I line.

## CSX Locomotive Upgrades

CSX has extended its AC4400 modernization program with Wabtec to give the remaining 200-plus locomotives in its 460-plus unit fleet improved fuel efficiency, reliability, utilization and tractive effort. Wabtec will perform the modernizations at its U.S. locomotive plants from 2024 to 2028. The contract adds to the 260 modernizations that CSX previously ordered, the majority of which have been delivered.

The modernization program includes a suite of Wabtec hardware, such as the FDL Advantage (FDLA) engine upgrade, and digital solutions like LOCOTROL® Expanded Architecture (LXA). “Those technologies will work to enable the locomotives to deliver up to 8% fuel savings and provide approximately 170 tons of carbon reduction per locomotive per year,” Wabtec said. “It is Wabtec’s goal for CSX’s total order to realize approximately 35,000 tons in annual carbon reductions. Additionally, the modernizations will extend the locomotives’ lives for several more years. It also will target to provide an increase in reliability of up to 35% and tractive effort by up to 14%. CSX’s AC4400 fleet will have greater availability and increased capabilities at reduced operating costs.”

**CSX** noted its fleet modernization effort is part of the railroad’s “expanded use of innovative fuel-saving locomotive technologies and supplier engagement” to achieve its sustainability goals. “This modernization order is part of our commitment to deliver excellence for our customers, shareholders, employees and communities,” said CSX Executive Vice President and Chief Operating Officer Mike Cory. “Wabtec’s modernization program enables us to maximize the capabilities of our existing fleet. The upgrades will improve asset reliability, allowing us to move more freight with fewer locomotives, which also will help reduce our carbon emissions footprint.”

“The modernizations will enable CSX to maximize the value of its existing AC4400 fleet,” said **Wabtec** Executive Vice President Sales and Marketing, and Chief Commercial Officer-Americas Gina Trombley. “By installing state-of-the-art technology on these locomotives, we are helping to improve locomotive performance, fuel efficiency and reliability, while also reducing on-going maintenance costs. This modernized fleet is well-positioned to support CSX’s long-term sustainability and service goals.

*Railway Age 3-13-24*

## New Business on the old NYC?

A new customer has potentially breathed a life line to the old NYC trackage south of Danville. When Peterson/CCL filling plant closed and the BI-state fertilizer plant moved its NuTrien operation to the former Allerton Supply plant next to the CSX Brewer Yard, it left only the Lebanon Chemical plant as the line’s sole customer (50 cars a year max).....things looked grim.

But down in Texas, a company needed a power company waste product called Fly Ash for making concrete and other products. In looking for a source, they came upon the Cayuga, Indiana power plant... So how do we get it from here to there? Here is what I heard:

The company spoke with the railroad that serves them is the UP so a single line shipment would be the best for cost as the closest the UP comes to Cayuga, Ind is haulage rights into Danville, Ill and Danville had this facility that had a fair amount of trackage and space to build a large loading surface next to the tracks.

The deals were worked out and trucks will bring the product to the old Bi-state facility and by vacuum load and unload into small former sand hopper cars. The estimate will be approx. 20 cars a week with total running about 1,000 cars a year.....let’s face it...it is not a new HONDA plant but it sure will help this line.

J. D. Cooke (*You can all take this with a grain of salt....nothing is official yet.*)

*Editor: If this business comes about the cars will load at Tilton and move to Brewer. More than likely they will be moved to Coaler (Watseka) for UP pickup. When the C&E/MP line to Villa Grove was abandon the MP had rights to Danville via Woodland Junction, this the UP could exercise those rights to Brewer for pickup.*

**Lincoln Square Train Show—Urbana, IL**  
**Saturday March 23rd, 10-5 PM and Sunday March 24th, 11 to 4 PM**  
**Need Volunteers for the sale table and popcorn sales.**

## CPKC Questions CN—Iowa Northern Deal

WASHINGTON — Canadian Pacific Kansas City insists that it did not miss any deadlines when it asked federal regulators to give Canadian National's proposed acquisition of Iowa Northern Railway a more thorough review.

CN this week claimed that CPKC missed two deadlines when it asked the Surface Transportation Board to consider the \$230 million deal a significant transaction, rather than a minor acquisition.

"CPKC did not miss any deadline, as there is no regulatory deadline restricting submission of evidence regarding the appropriate classification of a transaction to the first 20 days following the filing of a putatively 'minor' application," CPKC said in a regulatory filing yesterday. "The Acceptance Decision explained ... that its classification of the Transaction as Minor was based solely on information appearing on 'the face of the Application,' and it 'emphasize[d] that this [classification] is not a final determination and may be rebutted by subsequent filings and evidence submitted into the record for this proceeding.' ... CPKC's Comment was such a 'subsequent filing,' and the Board cannot be precluded from reconsidering its preliminary classification in light of the evidence that CPKC submitted last week."

The Surface Transportation Board on Feb. 29 designated the acquisition as a minor transaction. CPKC on March 1 asked the board to consider it a significant transaction that would require a longer and more rigorous regulatory review.

CPKC says CN's acquisition of Iowa Northern raises competitive concerns that should make the deal a significant transaction.

"Through their offer of gateway protections, Applicants acknowledge competitive issues and attempt to get out in front of them. But that one commitment does not address at all the reduction in horizontal competition, and it cannot suffice to preclude the need for a thorough analysis of all of the competitive issues in the case, which a 'Minor' classification is not designed to accomplish. As the Board's regulations state unequivocally, a Minor classification is only possible when 'the transaction clearly will not have any anticompetitive effects,'" CPKC said.

CPKC and regional Iowa Interstate say CN's acquisition of the Iowa Northern would stifle competition in the Hawkeye State.

"In sum, Applicants are trying to run from the fact that the Transaction raises real competitive concerns. Under the Board's procedures those concerns can and should be brought to light at an early stage, which is what CPKC has properly done. Applicants would like to force the Board to make a binding determination that the Transaction is Minor based on the face of the Application and whatever was filed within 20 days thereof, and nothing else," CPKC said. "But that is not the law, and it would be terrible policy. In fact, the Board made only a preliminary determination and it now has evidence showing that that determination should be revised. It should do so promptly, so that the real competitive issues in this case can be examined in accord with the procedures that the Board's regulations demand."

The U.S. Department of Agriculture yesterday said it would submit comments on the acquisition, and the National Grain and Feed Association has said that the STB should review the CN-IANR deal as a significant transaction in light of consolidation in the industry.

The STB must approve minor transactions unless it finds a merger would harm competition. CN says acquisition of the 218-mile Iowa Northern will boost rail competition, divert freight off the highway, and give Iowa shippers broader access to single-line service.

*TRAINS On-Line 3-7-24*

## Bribery of Amtrak Employee

PHILADELPHIA — A contractor on the project to restore Amtrak's 30th Street Station in Philadelphia is facing a federal bribery charge after allegedly providing more than \$300,000 in gifts and favors for an Amtrak employee, who altered a contract to nearly double the value of the contractor's contract, KYW Radio reports.

A court document says Khalid Dallo is facing one count of conspiracy to commit federal program bribery relating to a \$58.5 million contract awarded in 2015 to be the main contractor on the façade repair and restoration of the station. Between 2016 and 2019, Dallo allegedly provided the Amtrak employee, not identified in the document, trips to Ecuador and India, a watch valued at more than \$11,000 limousine rentals, meals, enter-

*(Continued on page 5)*

(Continued from page 4)

tainment, gift cards, and other items. In turn, the Amtrak employee approved change orders on five occasions that added more than \$52 million to the value of the contract.

A 2021 *Chicago Tribune* story identified the company involved as Mark 1 Restoration of Dolton, Ill., and the Amtrak official as Ajith Bhaskaran. A company spokesman told the Tribune at that time that the company “has been providing extensive and extraordinary cooperation to the government investigation,” and that the company had completed its work on the station project in 2020. Bhaskaran died, apparently of natural causes, while awaiting trial for a separate case in which he allegedly



defrauded the Social Security program out of \$250,000.

The 30th Street Station project, originally budgeted at \$60 million, eventually saw the cost soar to \$109 million, but Bhaskaran told Philadelphia public broadcaster WHYY the increase was deliberate: “We added a lot of additional work, in terms of blast-film and additional limestone replacement, because this is a once-in-a-lifetime opportunity to this work. And those decisions were taken at the highest level.”

The website Court Watch says the U.S. Attorney’s Office in the Eastern District of Philadelphia declined comment and efforts to reach Dallo were unsuccessful.

*Editor: You will note the contractor is based in Dolton, Illinois—a state known for more bribery than any other state.*

(Continued from page 2)

They now have unit train elevators in Pierson, Tuscola, Neoga, Oakland and Dana, IN. And if they can ever get the CN to relinquish their overhead rights to Cisco, that will make 6.

The crews hate the UP trains because the Tuscola interlocker is not programmed to run trains from the D&EI to the UP, so they have to put it in manual and throw them on the ground. They say it takes about 20-30 minutes to work the box on the bungalow to unlock the switches, and that doesn’t include if the CN ‘steals’ the diamond to run Amtrak. They meet the UP crews at Tuscola for the handoff, so sometimes they sit and wait quite a while for the crews to show from Villa Grove. Seems like it would be a lot easier if they re-programmed things and let the D&EI crews run the trains to Villa Grove.

## Another CSX Heritage Unit

CSX recently revealed its latest heritage locomotive—a tribute to the Richmond, Fredericksburg and Potomac Railroad (RF&P)—fresh out of the Class I railroad’s paint shop in Waycross, Ga.

Richmond was the headquarters location for CSX before the Class I moved to Jacksonville.

“Fredericksburg holds a special place for me since we lived there for a couple years in the 1990s and our son was born there,” wrote President and CEO John Hinrichs in a LinkedIn post. “Great job again by our team in Waycross, Ga.”

The locomotive, CSX No. 1836 (recognizing RF&P’s founding year), is the tenth in a series of heritage locomotives to roll out of the shop as a “way of reinforcing employee pride in the history of the railroad” and sharing it with the public.

CSX previously unveiled units commemorating the Monon Railroad, New York Central, Atlantic Coast Line, Louisville & Nashville (L&N), Baltimore & Ohio (B&O), Chesapeake & Ohio (C&O), Conrail, Chessie System and Seaboard System.

The RF&P unit will join the other commemorative units in revenue service on CSX’s 20,000-mile rail network that spans 23 states.

“Heritage goes far beyond the paint, the font and the schemes,” said Adam Oakley, CSX Supply Chain Manager, who assisted with the project. “Heritage is the people who make these railroads.”

“Paying homage to American technological and aesthetic prowess of the past inspires our confidence and rightly motivates us to strive for that same excellence in the future. More of this is needed across the board,” said David Di Gregorio, Englewood Cliffs Councilman

*Railway Age 2-13-24*



## February Meeting Minutes

The February 18, 2024, meeting opened at 1257 at Jockos.

The secretary's minutes were accepted as printed.

The treasurer's report included utilities and Urbana show table rental for \$240. Dues, donations and interest brought in \$180,36. \$5000 was invested in a CD for a year. The checking account balance is \$3857.47.

Rick has obtained some track for the chapter to sell. Henry sold C&EIHS material to Lebanon train show on 1/28. Several members plan to attend the Muncie show on 2/24. Dave plans to attend the Springfield show on 3/10.

Bob worked on some track repairs in Rossville. The next operating session is scheduled for March 2.

Dick agreed to provide the March program on the Algoma Central as the necessary cord was missing this month.

The Urbana train show will be at the end of March. The chapter will have 2 tables. A variety of items will be for sale as well as popcorn.

A spring trip was discussed, possibly on the South Shore after the completion of the double tracking in the spring.

JD reported that fly ash will move from the Cayuga power plant to Texas via UP. It will be loaded on the ex-NYC in Tilton and probably run north on CSX to interchange with UP at Coaler. Aden reported NS has combined some trains, creating some long consists. The Illinois Terminal annual meeting will be held in April at IRM in Union.

The meeting was adjourned at 1313.. Dave presented a video of 4 narrow gauge layouts.

### C&EI HS Annual Meeting—April 13th

The Annual Meeting will be held at the Monticello Railway Museum Wabash Center (behind the Wabash Depot), 200 E. Livingston St., Monticello, IL. Note: This is the facility in downtown Monticello, not at the Museum proper.

When: Saturday, April 13<sup>th</sup>, 2024, 9:00 a.m. to 5:00 p.m.

Cost: Train excursion in former C&EI diner 505, \$15 general fare, \$12 senior citizen. Cost: Museum admission: Included with ticket price.

#### Schedule of Events

8:00 – 9:00 Building is open for visiting and setup for the day.

9:00 - 10:00 Meet and greet fellow members and friends of the society. Bring items to sell or display. Modelers are encouraged to display models. Contact David Forbes at [altamontc\\_ei@yahoo.com](mailto:altamontc_ei@yahoo.com) to reserve a table. 10:30 – 12:00 Board the Illinois Central 4112, former C&EI dining car 505 Shakamak Inn, for a ride to the Monticello Railway Museum. Ticket must be purchased separately at the

Wabash Depot. Enjoy a brief stop at the museum with a presentation and explanation of the C&EI water column donated to the museum. Board the train for a return trip to downtown Monticello.

12:00-1:00 Lunch on your own. Visit [www.mrym.org/downtown-monticello](http://www.mrym.org/downtown-monticello) to see available options.

1:00 – 1:30 Continued meet at greet and swap meet.

1:30 – 2:00 C&EI Annual Meeting and election of officers.

2:00 – 3:00 Presentation on the history and mission of the Monticello Railway Museum by ... 3:00 – 5:00 , then a private tour of museum grounds, facilities and equipment after the presentation.



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

Phone: 555-555-5555  
Fax: 555-555-5555  
Email: someone@example.com

**We're on the Web!**  
**[www.danvillejct.org](http://www.danvillejct.org)**

## Photo of the Month



It is 1987 and the Lincoln Square Train Show was in its 3rd year of filling the mall with dealers and trains. Neal Grant and Doug Nipper setup a display on signals, both involved with the Monticello Railway Museum and the signal installations they have today.