

# DANVILLE FLYER

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## May Meeting at Jocko's

The May meeting will be held at Jocko's on the 16th at 1:00 PM. This will be the last meeting of the spring as we do not meet from June thru August. We will have the museum open this summer on weekends but not sure how many visitors. The word has come that the state may open completely around June 11th, time will tell.

The program will be presented by Dick Brazda

**REMEMBER, YOU MUST WEAR A MASK TO ENTER THE RESTURANT AND THE MEETING ROOM.**

## Honolulu Project in Trouble and Bridge Issues

Middle Street could be the end street for the Honolulu Authority Rapid Transportation's troubled light-rail line.

Board members discussed the possibility on April 23. The last stop of the route is supposed to be the Ala Moana Center, but it now might be shortened in an attempt to salvage a service that is hemorrhaging financially. HART has gone through some cost-cutting efforts recently, but it is still 80% short of a killer \$3.5 billion deficit.

Board member Joe Uno thinks it makes sense to stop the line at Middle Street, stating the city could use the \$3.5 billion on other infrastructure like roads and bridges.

Uno does not necessarily believes Honolulu will have to repay \$800 million to the Federal Transit Administration if the light-rail project does not make it to the Ala Moana Center. However, he said even if that amount of money does need to be returned it is still better than searching for \$3 billion.

Other board members expressed concern about finishing the line at Ala Moana, but the board has made it clear it is not ready to make such a decision.

Bad news, however, continued for the project. Tensioning wires were left to rust and corrode because they were not properly grouted in a timely manner. The new policy calls for grouting within two weeks of placement. The tendons run horizontally through the pre-cast concrete segments. The contractor behind the construction will use acoustic monitoring technology to check the extent of the damage.

Via RT&S 5/3

## LAST NEWSLETTER UNTIL SEPTEMBER

**MAY 16TH, MEETING AT JOCKO'S ON WILLIAMS STREET AT 1:00 PM.**

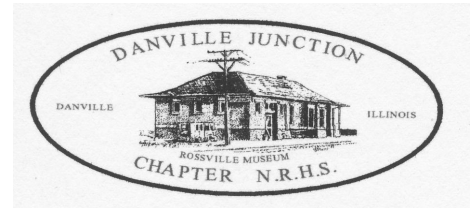
**MAY 29TH—CLEANP DAY AT THE ROSSVILLE MUSEUM.**

**MAY 29TH TO 31ST, OPENING WEEKEND AT THE 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 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



## Railroad Crossing Eliminations

U.S. Sens. Maria Cantwell (D-Wash.) and Roy Blunt (R-Mo.) have introduced the Railroad Crossing Elimination Act, which would provide \$500 million annually for five years to support grade crossing separations and other track relocation projects designed to improve safety or reduce congestion.

Although rail is consistently rated one of the safest modes of transportation by the U.S. Department of Transportation, crossings are the second-leading cause of rail-related fatalities. Grade separations would eliminate those intersections, greatly improving safety and mobility for communities across the country, the senators said in a press release.

“Communities throughout Washington state know the safety and congestion challenges posed by grade crossings,” said Cantwell, who chairs the Senate Committee on Commerce, Science and Transportation. “Too many people are injured or killed at crossings, and the safest crossing is one that does not exist. Crossings can also delay the movement of people and goods all

(Continued on page 3)

(Continued from page 2)

across the United States, hurting our competitiveness.”

The Association of American Railroads (AAR) endorsed the legislation.

“Railroads strongly support this common-sense solution to increase safety, reduce emissions and enhance transportation,” said AAR President and Chief Executive Officer Ian Jefferies in a statement. “AAR looks forward to working with Sen. Cantwell and Sen. Blunt to advance this much-needed program, which will dramatically benefit the communities in which our members serve and improve the mobility of people and goods.”

The American Short Line and Regional Railroad Association (ASLRRRA) also welcomed the new bill.

“While short line railroads strive to work closely with our communities and customers to avoid causing any unwelcome impacts, there are many opportunities throughout the country to eliminate crossings to improve the mobility of people and goods, and improve the health and safety of communities,” said ASLRRRA President Chuck Baker in a statement. “If passed, this legislation will help provide funds to our government and tribal partners to allow them to work with us to close, relocate or improve many challenging crossings.”

*Progressive Railroading 4-30*

## Metra Yard Relocation

U.S. Rep. Lauren Underwood (D-Ill.) has requested \$4,000,000 to continue the work of Metra's move from an in-town yard in Crystal Lake to a larger facility in Woodstock.

A press release from Underwood's office says:

“This request would advance the Woodstock Railway Relocation & Expansion from Crystal Lake to rural NW Woodstock by funding project engineering, the next phase in the relocation. Benefits for expanding the current landlocked in-town Crystal Lake railyard to a full-service rural Woodstock maintenance facility include: maximizing safety, security, personal time and convenience for all METRA Union Pacific Northwest line passengers; doubling Woodstock's current train service schedule; savings on equipment maintenance and replacement costs; attracting additional ridership for METRA; and, decreasing vehicular commuting traffic, thereby saving road maintenance costs

and enhancing environmental conditions throughout the region, benefiting 306,000 McHenry County residents.

“This project is a top priority of METRA, with broad community support from RTA, PACE, McHenry County, McHenry County Council of Governments, City of Crystal Lake and City of Woodstock.

*Via RT&S 5/3*

## UP Joliet Expansion

Union Pacific Railroad is building a state-of-the-art grain transload facility within its Global IV intermodal terminal in Joliet, Illinois. The UP Global IV Transload facility will be managed by JCT, a 50-50 joint venture between Consolidated Grain and Barge Co. and Gavilon Grain LLC.

Construction began this month and completion is anticipated by fourth-quarter 2021. Once fully operational, the terminal will have the capacity to process 50,000 containers per year, UP officials said in a press release.



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UP Global IV Transload will be open to all Midwest agricultural producers and processors,

expanding connection opportunities to both empty containers and UPs extensive West Coast port terminal network. Regional producers and processors will be able to transport their product by truck to Global IV, where it will be transloaded into containers for shipment by rail to West Coast ports, then loaded onto ocean carriers and shipped to overseas markets. The program will offer greater access to containers for exporters and faster turnaround times for ocean carriers, UP officials said.

“This facility will support the regional agriculture economy by providing reduced supply-chain costs and efficient loading support for exporting grain products, whole grains and oilseeds,” said Kari Kirchhoefer, UP's vice president of marketing and sales premium. “By co-locating on site at G4, we create greater efficiencies within the supply chain.”

*Progressive Railroading 4/30/2021*

## Battery-electric Locomotives

CICERO, Ill. — Wabtec’s FLXdrive battery-electric locomotive No. 3000 made an appearance in the Chicago area on Tuesday, showing up as the trailing unit in a three-unit set of locomotives on an eastbound train of hopper cars. The train arrived at Cicero Yard shortly before noon, and departed a little more than two hours later, creeping around the low-speed, tight-radius curve connecting the BNSF to the Belt Railway of Chicago that is one of the Chicago area’s more notorious bottlenecks. The red-and-gray locomotive — with a model designation of BEL44C4D — was developed by Wabtec in partnership with BNSF and funded with a grant from a California air quality agency. It began testing in Southern California in January. That testing was scheduled to continue through March before the pilot program was expanded to other portions of the BNSF system. Wabtec first announced the project in 2019.

*TRAINS On-Line 5-4*



Some of the unique contours of the FLXdrive locomotive are visible in this rear view. (Trains: David Lassen)



## View from My Office Window—Rick

I saw something amazing the other morning, Amtrak was on time with the northbound City of New Orleans by our location at 5:55 AM. Yes, we were up as our “child” Callie wanted to get up early. Most days, the trains which runs 3 days a week, is 2-3 hours late.

The CN has spread out ties from Champaign south to Tolono and beyond for a planned tie gang later this spring/summer. So recently a letter appeared in the N-G asking why the railroad was dumping wood along the track and when would they pick it up. Of course the response from the CN was description of a normal maintenance procedure that would occur soon. Reminds me of the letter a couple of years ago when a writer ask how Culvers and Arby’s allowed the railroad to build so close to their buildings. The N-G did make the statement that the railroad was there “long” before the restaurants. If you have never gone through their drive up lanes you have missed the fun of watching a southbound approach on what used to be the main southbound track. This segment was moved east when the underpass for Windsor Road was built and the mainlines converted to single track.

I did not add an article about the CN now making a better offer for the KCS. They upped the CP’s bid and thus the “bidding war” will probably start. No mater who wins it will be 2022 before the merger would occur. Of interest is that over the last few months there are KCS units mixed in several trains. Once even the UP train had 2-UP units and a KCS trailing.

Once in a while the CN will run a “land barge” that is nearly 2 miles long. The have blocked Curtis Road when stopped at the Hillcrest signal south of Kirby, waiting at Bradley Avenue for the train to clear must take forever.

## Saturday—May 29th—9 AM to Noon Spring Cleanup of the Museum

Hopefully we have visitors this year as the state begins to open and the public, pent up for months, is ready to visit museums and other locations. This will be cleanup of the inside, get the layout ready for visitors and cleanup the weeds and grass outside.

### APRIL MEETING MINUTES

The April 18, 2021, meeting opened at 1404 at Jockos.

The secretary's minutes were accepted as printed. There were no expenses paid during the month. Income was \$155. Closing balance is \$6217.60.

The last operating session went well. No session is planned for May due to several conflicts.

There were no updates on the motorcar, with Skyler waiting for time to devote to it.

The museum needs cleaning and other minor repairs before the summer. Plans will be made at the May meeting, likely on Memorial Day weekend.

Dick is scheduled for the May meeting presentation.

The C&EI Society meeting was held Saturday, 4/17. Mike Kelly was the speaker and discussed his book "Rails Around Indiana". Copies were sold and autographed.

Excursion trips were discussed. The Monon Museum was one suggestion. Another was Hesston and the North Judson operation. Information will be gathered on these sites.

Per JD, windmill parts are expected next weekend. UP has locos for sale in St. Louis and Jim will be looking those over. Mervis has completed the scrapping of NS power at Decatur. The largest shipper on the former NYC line to Westville moved to a location near the CSX yard. There may only be one small shipper left on the remnant.

Monticello museum expects to open in late May.

The Seminary St. underpass has been closed due to some falling debris. NS is sending a crew to deal with the issue. The CSX unused bridge is also involved and may be more problematic.

The meeting was adjourned at 1427. Dave provided a DVD on the White Pass and Yukon for the program.

## Hub Group Intermodal

Hub Group (NASDAQ: HUBG) expects intermodal growth to persist in 2021, and the company sees itself working well with its partners to take advantage of growth opportunities.

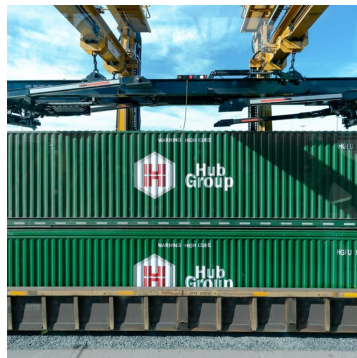
Tight truck capacity, escalating fuel prices, a driver shortage and companies' focus on lowering their carbon footprint are all factors that bode well for intermodal growth in 2021, according to Hub Group President and COO Phil Yeager. These factors also will support Hub Group's investments in intermodal, he said.

Capital expenditures for 2021 are expected to range from \$165 million to \$175 million, consisting primarily of investments in areas such as containers, tractors and technology. The company plans to add 3,000 containers in 2021, resulting in a net growth of approximately 2,750 after it has retired containers that have reached the end of their life. Hub Group also plans to add approximately 700 tractors to replace old units and support growth in its drayage and dedicated fleets, the company said.

"All the quantitative and qualitative factors point to

growth in intermodal," Phil Yeager said to investors during the company's earnings call on Wednesday to discuss first-quarter 2021 financial results.

Company executives are supportive of efforts by its partners, such as Union Pacific (NYSE: UNP), to boost intermodal capacity in places such as Minneapolis and Southern California. Hub Group has a "constructive" contractual framework with Union Pacific, which helps to provide cost visibility and enables both parties to work collaboratively. Executives also expect network congestion to continue to ease and capacity to continue to grow as the railroads improve their transit times and chassis become more available.



We anticipate heading into the peak season in a better position, Phil Yeager said.

Hub Group is also watching how AB5 in California plays out. AB5 is California's law governing the use of independent contractors. An injunction that shielded the California trucking industry from the law was overturned in April.

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

## Photo of the Month



The date is September 18, 1977 and Roy Handell of Bismarck photographed the Cheneyville depot and elevator on the former NKP mainline to Peoria. This line is now part of the KB&S lines in Illinois and Indiana.

From the collection at the Vermilion County Mueseum