DANVILLE JUNCTION CHAPTER, N.R.H.S.

May 2022

Volume 54, Number 5

DANVILLE FLYER

Inside this issue:

MAY 15TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM.

MAY 28-30 ROSSVILLE MUSEUM OPEN, THE MORNING OF THE 28TH WILL BE CLEAN-UP DAY AND PREPARE THE LAYOUTFOR VISITORS.

JUNE 25/26 GALESBURG IL TRAIN SHOW 199 E KNOX STREET.

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May 15th Meeting at Jocko's

For the May meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday, May 15th. Remember, this will be the last meeting until September. Lunch will be around 1:00 PM with meeting and program to follow.

UP Donation of Equpment to Midwest Group

CHEYENNE — This city's loss of some Union Pacific Railroad historic steam and diesel locomotives and passenger cars will be the gain of the Quad Cities area in the Midwest. And perhaps eventually, they could even travel again for temporary display.

The railroad company has agreed to donate some well-known, but mostly no longer operational, locomotives and rail cars to the nonprofit Railroading Heritage of Midwest America, representatives at Union Pacific and RRHMA said in interviews Friday. U.P. will hang onto other popular train equipment, namely its so-called "Big Boy" and "Living Legend" steam locomotives. An advantage to fans of old trains is they can eventually visit the artifacts that U.P. is donating, although they are expected to be housed at RRHMA's facility in Silvis, Illinois. The organization aims to transform that former 400,000-square-foot train shop complex of a now-defunct railroad into a museum. It is in the Quad Cities area of the Midwest, near Iowa's border with Illinois and some 800 miles from Cheyenne.

The donation helps U.P. focus on maintaining and showcasing the "Big Boy," which is perhaps the world's largest functioning steam locomotive, and "Living Legend," notable for being an older steam locomotive that was never fully retired from service. It also comes as major railroads across the U.S. are trying to trim costs to remain competitive. "We've been trying to streamline our operations," noted Mike Jaixen, a spokesperson for U.P. "We realized that we do not need as big of a fleet as we had" of older train equipment, he said. RRHMA "was a group that was able to find a use for them." Any speculation that the company, which is known for preserving a bigger fleet of older trains than some other railroads, is not sticking with this tack is unfounded, the company's representative said.

"There's been some internet scuttlebutt that this is the end of the U.P. steam program. This is not the case. We are continuing on with Big Boy 4014 and Living Legend 844. We are continuing forward – that is our steam program." Even with the downsizing, the rail carrier has an impressive array of older items, two stakeholders said.

The U.P. has "one of the best steam programs in the world," said Steve Sandberg, RRHMA

(Continued on page 4)

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 2022—our 54th 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
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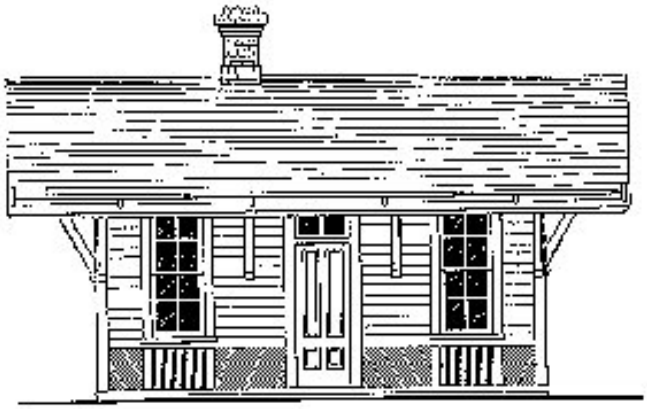

Metra Electric Line Station Upgrade

Metra, Illinois and local government officials yesterday held a groundbreaking ceremony for a project designed to rehabilitate the 147th Street/Sibley Boulevard Station in Harvey.

Starting May 16, the station will be closed for 12 to 15 months so crews can complete the first major upgrades to the station in 30 years. The project calls for replacing the existing concrete platform with a longer-lasting composite material and replacing the headhouse and shelters. Also, a canopy and elevator access to the platform will be built. Street-level upgrades will include a new entrance with a covered staircase, bicycle parking and improved pathways and lighting.

The $20 million project is being funded by the state's Rebuild Illinois program, the Federal Transit Administration and a Cook County "Invest in Cook" grant.

(Continued on page 3)

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"When I proposed the state's $45 billion Rebuild Illinois capital plan, it was with the direct purpose of modernizing transportation infrastructure like the 147th Street/Sibley Metra station, which had been neglected for far too long," said Gov. J.B. Pritzker in a press release

UP Summer Excursion Postponed

Union Pacific has postponed its planned tour this summer for Big Boy No. 4014, citing a need to "focus on efforts to ease supply chain congestion."

The trip to the Pacific Northwest via Northern California had been scheduled to begin June 26. The railroad said it would announce updated plans once service performance levels return to normal.

"We know many rail enthusiasts make travel plans and communities prepare to act as host, which is why we made this decision now," Scott Moore, senior vice president-corporate relations, and chief administrative officer, said in an email to members of Union Pacific's Steam Club. "We have a duty to continue our efforts to reduce supply chain congestion and provide customers the service they deserve; given the impact of a steam tour on our operations that focus must be our priority."

During a quarterly earnings call with investors and analysts on Thursday, Union Pacific CEO Lance Fritz said improving service "has our full and undivided attention" after a quarter that saw trip plan compliance for intermodal and carload traffic fall by 6%, while car velocity fell 5% [see "Union Pacific earnings improve despite congestion …," Trains News Wire, April 21, 2022]. The railroad has also announced a move to decrease the number of privately owned cars operating on its system in an effort to address congestion [see "Union Pacific to begin metering traffic …," News Wire, April 12, 2022].

"We are at an inflection point, and more critical action is needed," Executive Vice President of Operations Eric Gehringer said during Thursday's call.

UP is also one of four railroads ordered to appear before the Surface Transportation Board for a hearing on service issues among Class I railroads [see "Federal regulators to hold hearings …," News Wire, April 7, 2022]. That hearing is scheduled for Tuesday, April 26, and Wednesday, April 27.

TRAINS 4-22

CP Moves Forward on Hydrogen Power

ATCO Group announced yesterday it has agreed to provide Canadian Pacific with engineering, procurement and construction services for two hydrogen production and refueling facilities in Alberta, Canada.

The hydrogen infrastructure at the CP fueling stations in Calgary and Edmonton will include a 1-megawatt electrolyzer, compression, storage and dispensing capabilities for locomotive refueling. In Calgary, the electrolyzer will be powered in part by renewable electricity from CP's existing 5MW solar power facility co-located at CP's headquarters.

Construction is expected to begin later this year, with the production and supply of hydrogen to locomotives starting in 2023, ATCO officials said in a press release.

"The Calgary and Edmonton fueling stations will be essential to bringing zero-emissions hydrogen locomotive propulsion into reality as part of CP's commitment to sustainable and responsible operations," said Kate Mulligan, CP's assistant vice president of operations technology.

The hydrogen facilities will advance a hydrogen locomotive program at CP, which aims to build North America's first line-haul hydrogen-powered freight locomotive. The program has been supported by CA$15 million in funding awarded last year by Emissions Reduction Alberta.

ATCO is developing several hydrogen projects in Canada and Australia to help drive down emissions and transition to sustainable energy. The company has committed to achieving net-zero greenhouse gas emissions by 2050.

Progressive Railroading 5-5-22

(Continued from page 1)

president. "We've been running a big steam locomotive around the Midwest," the organization's own Milwaukee Road No. 261 that is based in Minneapolis. The museum's new goal is to have what U.P. is donating "restored to a standard that is acceptable to Union Pacific," so that it could travel on the company's rails. "They basically wanted to make sure that they could get it out in front of the public and that it would be preserved for future generations," Sandberg said of U.P. "With them having two steam locomotives, they really did not need to have more."

It could cost his organization $3 million to $5 million to fully restore all that U.P. is donating, estimated Sandberg. Donations totaling $500,000 will be tripled through matches by the UP in Smoke Foundation, as well as other donations, he noted.

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Even before any financial hurdles are overcome, there are potentially complex logistics to get the donated rolling stock from Cheyenne to Silvis, representatives from U.P. and RRHMA acknowledged. "It will be a huge endeavor, and while we have some ideas how that will happen … now we have to figure out how we make all this logistically happen," said Jaixen. One positive is that the train gear will start out on U.P. rails, although other tracks may also be used. The Iowa Interstate Railroad, which took over part of the railroad that used to own the Silvis facility, may play a part in the transfer, some suggested. One Iowa Interstate employee said they were not familiar with the situation, and the railroad itself did not comment.

When the historic equipment does hit the rails, it is likely to prove popular among rail fans, stakeholders said. They recalled big crowds when, a few years ago, Big Boy came to Cheyenne. "We know that people will want to see this equipment moving," said Jaixen. "You'll see rail fans taking pictures everywhere of the movement," said Union Pacific Historical Society Business Manager Bob Krieger.

Krieger, who once worked for the for the U.P., including in its local steam shop, described himself as happy with the donation. "It's been sitting idle for a long time, and I don't think there is much chance of it being restored here. They have their hands full with the two engines they have (Big Boy #4014 and Northern #844)," he said. "They'll keep their heritage fleet and they are just downsizing a lot of stuff was just sitting around in the roundhouse. This way, they'll just give access to the public." (The current equipment is not typically on public display.)

U.P. summarized, and Jaixen provided details on, the donation from Union Pacific's Steam Shop in Cheyenne:

--The Challenger, which also goes by 4664 and 3985 (officially retired): This was perhaps the world's largest operating steam locomotive, until it was exceeded by Big Boy's restoration.

--U.P. No. 5511: It is about 100 years old, perhaps the "only one of its type left," Jaixen said by phone. "It has not operated in 60 years." It was "not designed for speed, it was designed for power" and could do things like push other trains around a train yard.

--The Centennial U.P. No 6936: It was the world's biggest diesel locomotive when it was built in 1969 to mark the 100th anniversary of the completion of the U.S. Transcontinental Railroad. It has some 6,600 horsepower.

--The shell of a diesel passenger locomotive.

--Two business cars called the Selma and the Stanford. They are "kind of akin to a suite at a high-end hotel," Jaixen said. They could be used by railroad employees who were traveling, and they had things like a bed and an office setup. Other cars donated included four 1950s coach cars, a diner-lounge car, a baggage car, and a caboose. *(Wyoming Tribune Eagle, May 2, 2022) Via Brass Switchkey Railnews #12, v29, May 4, 2022-6*

May 14th—Trip to Rochelle

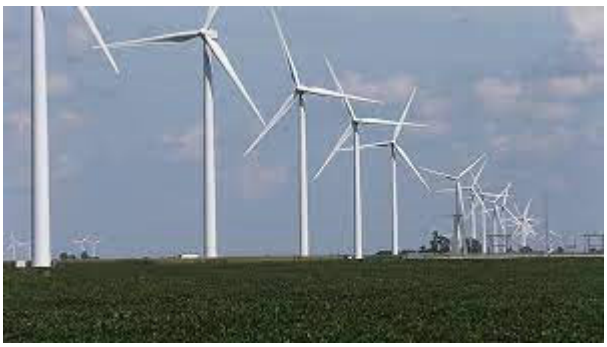
Rochelle, Illinois is home to not only a short line but the busy crossing of BNSF and the UP near the downtown area. The city Rail Park is a covered platform where you and listen to rail traffic and photograph both railroads. In addition there is a hobby shop adjacent to the park.

The car pool group will leave from the parking lot of Doug Nipper's business, located on east Liberty Lane at the the CSX crossing (north side of the street). Departure time is 7:00 AM, rain or shine.

Railroads and Renewables

Railroads will not replace each coal hopper with a flat car of windmill blades, but America's commitment to increasing its use of renewable energy is altering the relationship between railroads and energy. Whether through the transportation of raw materials, intermodal, or network capacity, renewables will affect railroads' business because of how it is interwoven in the global supply chain.

Today the U.S. is reliant on fossil fuels for electricity, leaning on natural gas, coal, and other non-renewables for 80% of its energy needs. Renewable energy accounts for 20%, with wind at 9%, hydropower 6%, solar 2%, and biomass at less than 2%, according to recent U.S. government data. The government and companies that do business in America, including railroads, are committed to cleaner, more efficient renewable energy. Railroads will inevitably be integrated into the renewable energy supply chain as it gains more market share.



In 2012, renewables produced 495 billion kilowatt hours of electricity; in the ensuring 10 years, that has increased 60% to 792 billion kilowatt hours. According to the National Renewable Energy Laboratory, wind generating capacity has more than doubled in the past decade, with Texas, Iowa, and Oklahoma leading the nation in wind farms. Today there are more than 70,800 wind turbines.

Windmills are made up of thousands of parts, consisting of steel, fiberglass, resins, or plastics, as well as iron, copper, and aluminum. Each of these raw materials are regularly hauled by freight railroads. Windmill manufacturers have factories across North America to build nacelle and wind turbine blades. General Electric, Siemens, and Vestas are major manufacturers, accounting for roughly 75% of manufactured wind capacity.

Solar panels also use raw materials hauled by railroads, being made from crystalline silicon, copper, and metals. A standard residential 60-cell solar panel, measuring 5.4 feet by 3.25 feet, can include up to 660 grams of silicon. A single railcar carrying 100 tons of silicon would provide enough material for more than 137,000 of these solar panels.

Finished panels can be shipped in boxcars or intermodal containers. This creates opportunity for intermodal rail, particularly for imports, because the U.S. relies heavily on Asia to fill a domestic supply gap, even with Trump-era tariffs imposed on imported solar energy. About 80% of U.S. solar panel installations use panels originating in Malaysia, Vietnam, or South Korea.

Based on this information, one could conclude railroads' relationship with energy suppliers favors fossil fuels; however, it's not fair to say railroads are entirely excluded from the renewable energy movement.

Railroads can financially benefit from renewable energy technology d for applications ideal for solar panels or alternative energy. This is already occurring with wayside infrastructure or battery-powered locomotives. Railroads are also leveraging technology to maximize fuel conservation and being smarter about the energy they consume. These efforts improve operating costs when carload revenues are soft, especially in coal-rich areas of the Class I network.

As big railroads move fewer coal carloads, their networks have surplus capacity to handle new business growth. This allows a sharpened focus on converting truck traffic to rail, the "pivot to growth" in which railroads target carload growth as part of implementing Precision Scheduled Railroading. Attracting more carloads theoretically means fewer carbon emissions from highway trucks, giving railroads an environmental edge over its trucking competitors.

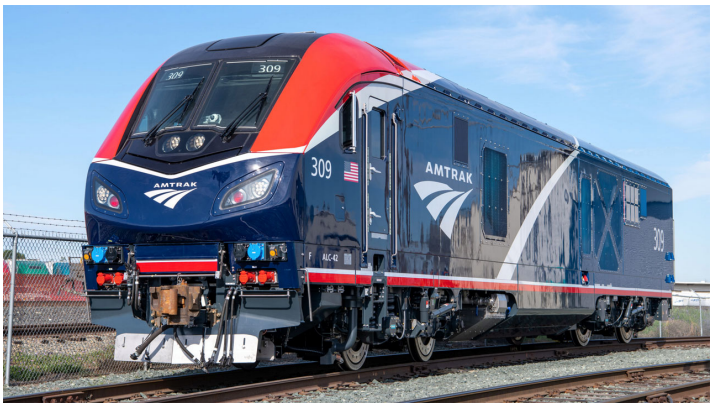
Railroads have been provided the opportunity to change how they conduct business, touting their environmental benefits to an audience increasingly sympathetic to sustainability. This would demonstrate not only the industry's ability to change but resiliency during a time of transitioning priorities.

Railroads won't replace every lost carload of coal, but their success in adapting to will ensure relevancy in a renewable world, hauling raw materials, capitalizing on intermodal, and being smart about operating costs. Renewable energy is a chance for railroads to re-think how they run trains.

TRAINS 4-26

Amtrak's Newest Charger

Amtrak Charger No. 309—a new 4,200-hp ALC-42 built by Siemens Mobility in Sacramento, Calif., and powered with a Cummins QSK95 Tier 4-compliant prime-mover—is the first to don the railroad's "Phase VII" livery.



Unveiled April 14 with the seventh standard exterior design in the 50-year history of "America's Railroad," the new unit features the "mainstay Amtrak Blue with Amtrak Red and Midnight Blue separated by white arcs," Amtrak reported on April 15. "The Amtrak red color on the front provides a bright splash of color, while darker colors were placed in strategic areas to accentuate the sleek form. The white portions of the design, stripes, logos and unit numbers are reflective for added visibility and safety. The design's use of non-metallic colors is a departure from predominantly silver locomotives, making repair work more efficient."

The "bold" design, Amtrak noted, "also draws directly from the abstract 'rails over the horizon' theme found in Amtrak's 'Travelmark' Logo."

Locomotive No. 309 is the 10th of 75 ALC-42 units being delivered through 2025 for the National Network, which "will greatly reduce emissions of nitrogen oxide by more than 89% and particulate matter by 95%, all while consuming less fuel and reaching a greater top speed than the locomotives [from the 1990s that are] being replaced," the railroad reported.

The unit on April 14 began its trip from Emeryville, Calif., hauling the California Zephyr before being transferred to the Capitol Limited to make its way to Washington, D.C. It is slated to move on to Amtrak's Wilmington, Del., facility where it will go through acceptance testing prior to entering service.

"We created this new look for our trains that reflects the transformation under way at Amtrak as we welcome back our loyal customers while introducing new generations to rail travel," Amtrak President and CEO Stephen Gardner said.

Amtrak and Siemens Mobility North America in February came together at Chicago Union Station to launch the ALC-42, the next generation of long-distance locomotives, on the Empire Builder. Railway Track & Structures Editor-in-Chief and Railway Age Engineering Editor Bill Wilson was there for the event

RT&S 4-19

From My Office Window

This will be the last newsletter until September. That said it always seems like the summer goes past fans and I start another one. I also edit our hosta society newsletter so during the summer months I still have one to prepare. The last hosta news is September so there are very few months where I prepare both, thank goodness.

We have added more trees and plants to the garden and are creating a space in the northwest corner for a bench that someday will be in the shade. Behind it will be a row of arborvitaes that will grow to some 20 feet tall, thus blocking some of my rail view. Again, that is several years down the road. At the same time the trees on the Autumn Fields property and along the CN are leafing out and thus cutting down the view. We lucked out last year in the fact we could move our garden in vary early April and housing prices were up. This year the weather was cold and we could not have moved the garden until early May.

The motive power continues to mix with BNSF, UP, NS and CSX. Not as many KCS units as last year but the other day there was a SB with NS, CN and then a KCS unit. Many times the "foreign" power leads.

While writing this morning the UP NB train went by at 8:55 followed by a CN at 9:05., both merchandise trains. My guess is another is probably waiting to come south and then a lull in the action. If you are over this way mornings and afternoons are best, but grain, oil and taconite trains can run at any time.

Rick

April Meeting Minutes

The April 24, 2022, meeting opened at 1305 at Jockos.

The secretary's minutes were accepted as printed.

There was only one expense for the month, $175 for the utilities. Income included donations, Urbana show sales, and a new member. Closing balance is $8976.86. Terry Henderson presented the treasurer a $50 bill and said it was a donation from a guy in Chrisman that came to the show and Terry met him later. His name was Dennis Radke and he was the John Deere dealer in Chrisman for many years,

Skyler have been working on the alternator bracket for the motor car and it is ready to be installed.

On May 14 an outing is planned to Rochelle. A stop at the Mendota RR museum is also planned. Departure will be at 700 at the Nipper office on Liberty. A trip and tour at the Hoosier RR Museum is planned for June18. Times will be determined next month.

The May meeting will be on 5/15, with Dave providing a DVD. JD and Jim Montgerard went to the Decatur show, which was well attended.

A cleaning day at the museum is planned for opening day, May 28.

The meeting was adjourned at 1317. Henry presented a program on the Chicago, Attica and Southern, based on a projected book.

Second Section

Amtrak Lincoln Service new cars ... The new Siemens-built Venture cars were sighted south through Joliet, Ill., on their first revenue run in Amtrak Midwest Service on Tuesday, Feb. 1. The cars were on Chicago-St. Louis Lincoln Service Train No. 303. The 284 -mile higher-speed rail service operated by Amtrak and partially funded by the Illinois DOT. The train uses the same tracks as the long-distance Texas Eagle. The Lincoln Service train No. 303 from Chicago to St. Louis began its first day run after a 7:00 a.m. departure The equipment returned that evening on train No. 306, departing St. Louis at 5:40 p.m. and returning to Chicago at 11:05 p.m. Amtrak's Lincoln Service runs two trains both morning and evening in each direction. Trains total trip time is about 5 hours and 20 minutes. *[Ride the Rails, April 2022] Via Brass Switchkey Railnews #11, v29, April 25, 2022.*

The Santa Clara Valley Transportation Authority wants the one thing that has never been done before in the U.S. to be, well, done. However, it is not a done deal. Rising material and labor costs are now impacting the BART extension into downtown San Jose. The project will include the use of single-bore technology, a first in the U.S., to mine the subway tunnel to minimize disruptions at street level. The extension will be the largest infrastructure project in Santa Clara County history, but there is now a $1.66 billion funding gap that needs to be filled by October 2023 or a $2.3 billion federal funding commitment will be lost. A recent analysis by the Federal Transit Administration predicts the cost of the project will escalate and it will take until 2034 to complete. The Valley Transportation Authority has the project set at $6.9 billion and finished in 2030. However, the latest federal government cost projection is $9.15 billion. California recently reports a huge budget surplus which could be used to help fill the funding gap. However, the Valley Transportation Authority also is struggling to pay operating costs for BART, and some officials wonder how the agency will be able to take on additional service via the extension.

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Business Tagline or Motto

Photo of the Month

The Peoria and Eastern Railroad's Hillary Yard west of Danville.

Circa 1950's, member Jim Montgerard Collection