

DANVILLE FLYER

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No November Meeting at Jocko’s—December in Savoy

As we are all aware, the Governor has once again changed plans for restaurants and thus Jocko’s has cut back on some seating with the party room closed, thus no meeting. We have assumed this will continue into December so a meeting location has changed.

For those that want to travel Rick Schroeder has offered to host the meeting at their new home in Savoy. This will be a Sunday, December 6th, 1:00 PM meeting. We will have pizza delivered and will ask for “donations” for the meal. Water and soda will be available. The meeting will be held in the new “lounge” or “train room” at the new home. I will present a PowerPoint program. If you plan to attend, I know this is a longer drive for some, please email or call at 217-552-6514 so I have an approximate number of attendees. I will order 2-3 different pizzas to be delivered.

South Shore Extension

Indiana officials yesterday signed a full funding grant agreement between the Federal Transit Administration (FTA) and the Northern Commuter Transportation District (NICTD) that finalizes federal funding for a project to expand the South Shore Line commuter-rail service from the West Lake Corridor to Chicago.

The \$354.6 million grant, provided through the FTA Capital Investment Grant program, will help fund a project that will “better connect northern Indiana residents to jobs, education and critical services,” said U.S. Transportation Secretary Elaine Chao in a press release issued by Indiana Gov. Eric Holcomb’s office.

The project calls for a new 8-mile line extending from Hammond on the north to Dyer on the south, as well as four new stations. Construction is expected to finish in late 2024, with passenger service starting in early 2025.

“By bringing commuter rail through the heart of Lake County, the West Lake Corridor

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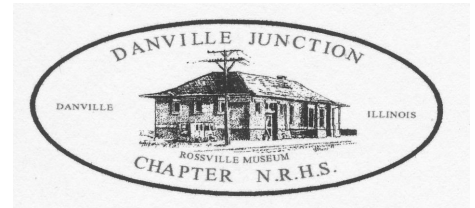
DECEMBER ANNUAL MEETING ON SUNDAY, DECEMBER 6TH, 1:00 PM AT SCHROEDER’S HOME, SAVOY, IL

IN THE NEW YEAR WE WILL CONTINUE TO HAVE OPERATING SESSIONS AT THE MUSEUM IN ROSSVILLE. FIRST SATURDAY OF THE MONTH, START AROUND 1:00 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 2020—our 52nd 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



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project is a game-changer for northwest Indiana and the entire state," Holcomb said.

In total, the project — which is funded through a mix of federal, state and local dollars — is expected to cost nearly \$945 million. The NICTD earlier this week broke ground on the project. Trains on the new branch line will connect with the existing South Shore Line and ultimately with the Metra Electric District line. In addition to the West Lake Corridor project, Holcomb has made double tracking the existing South Shore Line a priority on his agenda to attract private investment and new jobs to the state.

Progressive Railroading 10-30



As you may have noted, this is a combined November/December issue of the newsletter and thus the last one of 2020.

Intermodal Traffic Up

Third-quarter 2020 intermodal volumes rose 1.2% to 4,719,462 units compared with the same period a year ago, according to the Intermodal Association of North America's (IANA) Intermodal Quarterly report.

Year over year, international intermodal volume fell 6.5% to 2,290,299 containers, while domestic volume rose 9.8% to 2,103,361 containers. Trailers climbed 9.8% to 325,802 units during the quarter.

"Inventory replenishment and increasing e-commerce activity, along with some capacity constraints on the trucking side, have helped intermodal to turn the corner this quarter," said IANA President and Chief Executive Officer Joni Casey in a press release. "This trend is expected to continue, but dependent on the ongoing impacts of COVID-19."

The seven highest-density trade corridors, which collectively handled more than 60% of total volume, were collectively up 1.9% in the quarter. Three recorded gains: the Midwest-Southwest and the Northeast-Midwest, both at 6.6%, and the South Central-Southwest, at 4.9%.

The remaining four corridors logged losses: Trans-Canada was down a slight 0.7%; Intra-Southeast declined 1.5%; Southeast-Southwest fell 5.4%; and Midwest-Northwest dropped 13.6%.

Progressive Railroading 11-02

CN and CP Disagreement

CN's Wisconsin Central Ltd. cannot unilaterally designate the Belt Railway Co. of Chicago's (BRC) Clearing Yard as the location where it will receive traffic in interchange with Canadian Pacific's Soo Line Railroad Co., the Surface Transportation Board ruled last week.



In April, CN/Wisconsin Central petitioned the STB for a declaratory order on a long-running disagreement with CP/Soo Line concerning interchange operations in the Chicago area. CN asked the board to determine whether CN had the right to designate the Clearing Yard, which BRC owns, as the point where the railroads may interchange and who should pay for the

(Continued on page 4)

NS Closes Another Hump Yard

Editor: Last month I noted that NS was considering closing other hump yards and the shoe "dropped" on the yard at Macon, GA. While I was still working and handling the Dolton track redesign project for CSX I remember a lot of discussion how Ms. Sanborn was making changes at CSX. When Hunter Harrison moved to CSX Ms. Sanborn left soon after and ended up at UP.

NORFOLK, Va. — Norfolk Southern will idle the hump at its yard in Macon, Ga., next week and close several local yards around Atlanta as part of a redesign of its carload and intermodal networks in the South. Macon will be the sixth hump NS has idled since 2019 under its shift to a Precision Scheduled Railroading operating model that has reduced reliance on major terminals.

Chief Operating Officer Cindy Sanborn, who joined NS 58 days ago, is accelerating operational changes at the railroad. Converting Macon to a flat-switching yard was originally planned for next year.

"We have a strong foundation in place but we still have a lot more work to do and we need to move faster," Sanborn told investors and analysts on the railroad's Wednesday morning earnings call.

By pre-blocking more traffic at origin and focusing on block-swapping en route, NS has siphoned switching volume out of its hump yard network. The reduced volume at some classification yards means it's more efficient to convert the hump yards to flat-switching facilities. Over the past year NS has idled the humps at Allentown, Pa.; Sheffield, Ala.; Linwood, N.C.; and Bellevue, Ohio, which had been the largest classification yard in the East.



"In September we stopped using the hump at Enola, Pa., the fifth hump to go down since last year," Sanborn says. "The change in Enola avoids an upcoming capital investment and will result in a more reliable and faster operation."

"Next week we are kicking off a much larger set of changes in the South, when we stop hump operations at our yard in Macon, Ga.," Sanborn says. "Concurrently, we will also close several local yards in the Atlanta area. These

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interchange costs.

From 2010 to 2019, CN and CP agreed to interchange most freight cars near Bartlett, Illinois. In 2019, CN notified CP that CN would terminate that agreement and designate its Kirk Yar in Gary, Indiana, as the new interchange location. CP objected, and petitioned the board for a decision. During their negotiations and related litigation, CN and CP discussed interchanging at Clearing Yard, but couldn't agree on who should pay switching fees to the BRC. Still, the two railroads reached an interim agreement to deliver cars to Clearing Yard.

In August 2019, the STB ruled that Kirk Yard was an unreasonable interchange location and, in April, CN petitioned the board to determine if CN has the right to designate Clearing Yard as the point for receiving CP traffic and, second, whether each railroad must bear its own costs for those interchanges, including fees for BRC's switching services.



In its decision, the STB determined that CN cannot unilaterally determine the interchange point, and therefore the board doesn't need to determine whether each railroad must pay its own interchange costs.

The STB also noted that it has long recognized the importance of the Chicago gateway to the nation's rail network.

"If switching at Clearing Yard benefits the movement of rail cars in the Chicago area, then the board would encourage CN and CP to reach a mutually beneficial agreement to interchange there," the decision states.

Progressive Railroading 11-03

NRHS and Local 2021 Dues Payment.

For those of you that are NRHS members you should have received a notice about paying for 2021 dues. For NRHS members this will be completed on line but they will also accept checks and PayPal with the new system.

For your local renewal we appreciate those of you that will be joining for another year. The renewal notice has been mailed to those not at the meeting so mail in to the address on the envelope.

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changes enable us to rework many of our Southeastern intermodal flows for improved service, lower cost, and additional growth capacity."

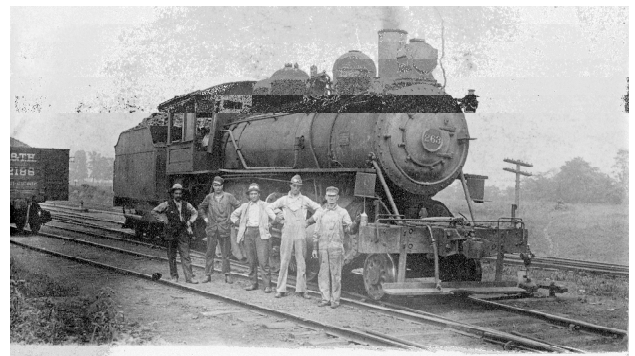
The move will leave NS with two hump yards in the north — at Elkhart, Ind., and Conway, Pa. — and two in the south, at Birmingham, Ala., and Chattanooga, Tenn. Under Sanborn NS is putting additional focus on railcar velocity. "This scrutiny at the most granular level represents a big opportunity to convert structural change into gains in fuel efficiency, train size, equipment utilization, and service levels," Sanborn says.

Sanborn came to NS from Union Pacific, where she had served as a regional vice president and vice president of network planning. She previously was chief operating officer at CSX Transportation.

"My experience has included driving change and achieving what PSR is all about: Being efficient, consistent, and improving the operating ratio," Sanborn says. "What drew me to Norfolk Southern are the significant opportunities ahead. Each railroad is different in terms of markets and customer mix, but I believe we can and will operate at the very best levels of the industry."

NS aims to close its operating ratio gap with the rest of the industry. In the third quarter, its adjusted operating ratio was a record low 62.5%, but all of the other publicly traded Class I railroads reported operating ratios below 60% and Eastern rival CSX reported a 56.9% operating ratio, 5.6 points lower than NS

TRAINS 10-28



The C&EI HS 2021 Calendar is available now and C&EI 263 with crew at unknown location, probably one of the mine runs, is one of the featured monthly photos. Available from C&EI HS, 1205 Ridge Creek Rd, Savoy, IL 61874 for \$9, which includes postage.

Mexico to Canada Railroad?

Mexican conglomerate Caxxor Group is proposing a private-sector initiative to begin construction of a North American rail corridor that would link the Sinaloa state in Mexico with Winnipeg, Manitoba, in Canada via the United States.

The project would establish two logistics points — one in Winnipeg and the other near the Port of Mazatlan, Mexico — because Mexico would need to build another port in Sinaloa, BNAmericas.com reported last week.

Companies have already shown an interest in the project and permitting efforts in all countries are showing progress, Caxxor Chief Executive Officer Carlos Ortiz said in a media interview last week. The project would require an initial \$3.3 billion investment, he said.

Caxxor Group's proposal calls for \$2.7 billion in investments to materialize in first-quarter 2021 for the Winnipeg logistics center and the construction of industrial parks and other centers in Mexico, and a shipyard in Mazatlan, according to the media report. Basic engineering and permitting would begin in third-quarter 2021.

The rail corridor could also cross through the Mexican states of Durango, Coahuila and Nuevo Leon, and pass through such U.S. cities as Dallas, Chicago and Tulsa, Oklahoma.

Progressive Railroading 10-20

Kincaid Power Plant to Close

Kincaid Power Plant to Close Texas-based energy company Vistra announced plans Tuesday to shutter its coal-fired power plant in Kincaid. The plant is expected to close by the end of 2027, the company said. About 115 jobs are expected to be lost. The closure of the 1,108-megawatt facility — along with three other Vistra-owned coal power plants in downstate Illinois — is part of the company's plan to accelerate its transition to clean energy. The company also said the plants remain "economically challenged" and that the decision to retire was in part prompted by upcoming Environmental Protection Agency filing deadlines that require either significant investment for compliance or retirement decisions.

"Our team members have gone above and beyond to make these plants viable, and they have been safely powering

these communities with affordable and reliable electricity for decades," said Jim Burke, chief operating officer of Vistra. "The advance notice of these retirements provides us with ample time to work with our impacted employees and communities to ease the impact of the closures, including seeking the passage of the Illinois Coal to Solar and Energy Storage Act."

U.S. Rep. Rodney Davis, R-Taylorville, whose district the Kincaid plant lies within, acknowledged that many in Christian County will be "negatively affected" by the closure. "I have always been an advocate for an all-of-the-above energy portfolio, but I am becoming increasingly concerned about the planned nuclear, coal, and gas plant closures across Illinois in the coming years," said Davis. "Our state cannot continue to be a leading net electricity exporter if this trend continues. Additional plant closures will put thousands of good-paying union jobs and reliable, affordable power at risk." In addition to Kincaid, Vistra announced plans to close their Illinois power plants in Baldwin and Joppa by 2025 and their plant in Newton by 2027. In 2019, Vistra announced the closure of plants in Coffeen and Havana, costing about 300 jobs. by Brenden Moore, The State Journal-Register (September 29)

Editor notes: The Kincaid power plant closing likely spells the end of Illinois & Midland Railroad's south end and Canadian National's Brickyard to Farmersville line of being abandoned after Kincaid's closure. CN's Avenue to Brickyard portion is still viable as it provides access to several industries on Springfield's southwest side, including Cockrell Station. Reportedly, the Baldwin power plant in Southern Illinois is also to close soon to reducing the utility's 'carbon footprint'. *Via Midwest Rail Scene*

DJC Editor: In addition all of the coal fired plants and two nuclear plants in northern Illinois will close in the next 5 years with all power to come from windmills and solar panels. Be prepared for "brown outs" across Illinois like in California. The supplement power, when wind dies down and the day is cloudy, or night time, is a "peaker" gas fired plant. One of these is in Tilton at the former General Motors plant just on the north side of I-74. They can come on line quickly to support the grid. Remember, to power the University of Illinois via solar panels about 75% of Champaign County will need to be covered with panels.

OCTOBER MEETING MINUTES

DJC October 18, 2020 Meeting The meeting was called to order at 1:55 PM by President Henry Schmitt. The secretary report for September 27 meeting was approved.

The treasurer report for the past month showed expenses of \$622 (annual museum rent \$600) and income of \$100 (donation). Ending balance is \$4,701.48. 2021 dues statements are being sent out.

Old Business

Doug Butzow looked at overhang issue at museum. A small rotten spot can be repaired in spring.

Some new work has been done on motor car.

New Business

Dave Sherrill gave a report on the annual C&EI Historical Society meeting on October 17 at Lake Shelbyville visitor center and the area railroad tour.

Doug Butzow gave a description of work that needs to be done on turn table that was moved from Peoria to Monticello railroad museum.

JD Cooke gave some information about Vermilion Valley RR and about Amtrak reducing the number of days per week that long distance trains now run.

The November 15 meeting will be election of 2021 officers. Dick Brazda is scheduled to do the program **CANCELED**.

Voters Approve Transit Projects

Voters on Tuesday approved 13 out of 15 ballot measures that called for an increase in public financial support of transit, including passenger-rail service.

The measures considered represented over \$38 billion in new funding for transit, according to the American Public Transportation Association (APTA) Center for Transportation Excellence.

Among those referendums that passed:

Proposition A in Austin, Texas, a \$7.2 billion measure that will provide local funding for transit expansion in the region, including for Austin's first light-rail system; and

Measure RR in the San Francisco Bay Area, which would provide the first dedicated funding for the Caltrain passenger-rail service.

"Even during this pandemic and economic downturn, voters have spoken and pledged their vote where they know it's needed — public transportation investment," said APTA President and Chief Executive Officer Paul Skoutelas in a press release. "These ballots ... underscore the importance of local, state and federal partnerships in transportation investment."

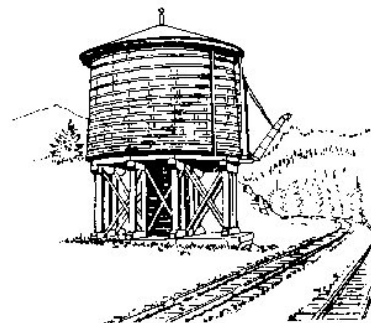
Results in three transit-related measures — including a referendum on whether to expand Metropolitan Atlanta Rapid

Transit Authority (MARTA) light-rail and bus service to Gwinnett County, Georgia — had not been determined as of yesterday afternoon, according to APTA.

Among the failed ballot measures was a referendum in Portland, Oregon, which asked voters whether proceeds from a new payroll tax should fund 150 transportation improvement projects. The "Get Moving 2020" plan included the Tri-County Metropolitan Transportation District of Oregon (TriMet) Southwest Corridor light-rail project, a proposed 11-mile light-rail line between downtown Portland and Tualatin, Oregon.

In a prepared statement, TriMet officials said they are disappointed in the results, but "we understand that this measure was a substantial risk during a time of significant uncertainty and the unprecedented impacts of COVID-19."

Editor: Maybe the citizens were tired of paying more taxes in a city that has seen such destruction over the last few months.



Amtrak News

In FY18, Amtrak posted record revenue with a total of 31.7 million customer trips in 2018 alone. With record levels, comes one of our first priorities – ensuring passenger rail remains the preferred mode of travel for business and leisure

To continue providing top of the line service to customers, we've acquired new mainline passenger diesel locomotives from Siemens Mobility to replace our national locomotive fleet. This move will allow us to improve our reliability, hauling power, safety features and ultimately lower emissions. In fact, the new locomotives will offer the latest safety systems – including Crash Energy Management and Positive Train Control – will come equipped with the latest Tier 4 emissions technology – reducing nitrogen oxide by over 89 percent and particulate matter by 95 percent – and provide an average of 10 percent savings in diesel fuel consumption. The locomotives are also capable of reaching speeds up to 125 MPH and will have 4,400 horsepower capable 16-cylinder diesel engines with modern control systems and Alternating Current (AC) propulsion.

As part of the deal, we will be purchasing 75 locomotives that will be used for our long distance train service, powering trains used on the Auto Train, California Zephyr, Capitol Limited, Cardinal, City of New Orleans, Coast Starlight, Crescent, Empire Builder, Lake Shore Limited, Palmetto, Silver Meteor, Silver Star, Southwest Chief, Sunset Limited and Texas Eagle. Following this update, we will also have the option to purchase additional locomotives in the future to continue growing Amtrak's national network and service.

The new locomotives are part of Amtrak's long-term planned series of improvements for fleet, infrastructure and stations. Additional upgrades include new Acela trainsets arriving in 2021, ongoing improvements at New York Penn Station, new construction at Moynihan Train Hall and expanded development of major stations in Chicago, Washington, D.C., Baltimore and Philadelphia.

We expect this to be one step in many on our mission to provide safe, world-class, environmentally conscious technology for our expansive services and fleet



Metra Introduces "Bike Car"

Metra on Saturday, Nov. 7, will introduce its first Bike Car, answering the call from bike enthusiasts to have more room for bicycles on its trains. The car can carry 16 bicycles instead of the usual five allowed on Metra's accessible diesel railcars and will be deployed on the Milwaukee District North Line as part of a pilot program that will last into the spring of 2021.

In addition, beginning on Monday, Nov. 9, Metra will temporarily relax its bikes on trains policy and allow bikes on all trains across all 11 lines. There will still be limits to the number of bicycles allowed and cyclists should be advised there is no guarantee that bikes or e-scooters can be accommodated on an initial or return trip (particularly on rush-hour trains), and crews have the right to refuse bikes or e-scooters in the event of overcrowding or depending on the needs of customers with disabilities.

"We're committed to being part of a regional transportation network, which includes supporting the cycling community by making Metra an accessible part of their trip," said Metra CEO/Executive Director Jim Derwinski. "We know this car will be more widely used in warmer months, but we decided to debut it as soon as it was ready because we're hopeful it will create new options for residents looking for ways to get out of the house in a safe, socially distanced way. We look forward to seeing some of the region's more dedicated cyclists using this new amenity over the winter and to welcoming everyone else aboard in a few months."

The Bike Car is easily identified by its blue and grey paint scheme, as well as a large white bicycle decal adjacent to the exterior doors. The car will run on four inbound and four outbound trains during the week and two inbound and two outbound trains on Saturdays. The schedule can be found here. Metra will post alerts to metrarail.com should a service disruption cause the car to be out of service. Metra is prepared to expand the pilot to Sundays once a second car is completed later this year.

Metra chose the Milwaukee District North Line for the pilot because of the number of cyclists and reverse commuters who already use the line. The line is also close to a concentration of forest preserves and trails, such as the North Branch and Skokie trails.

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

Photo of the Month



NS 4004, AC-44C6M, leads train #120 at Sadorus, IL on September 24, 2020. Dick Brazda and I headed out for day of train watching and the first shot of the day was this rebuilt Dash 9-40C conversion to AC power completed by NS in their Altoona shops. Units 4000-4005 were special painted in the different scheme. Photo Rick Schroeder