

DANVILLE FLYER

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SUNDAY 19TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM BY DICK BRAZDA ON NRHS CONVENTION

ROSSVILLE, FIRST OPERATING SESSION ON DECEMBER 2ND.

ANNUAL DINNER AT JOCKO'S PIZZA ON DECEMBER 3RD. INSTALLATION OF 2024 OFFICERS. SEE NOTE ABOVE FOR PROGRAM BY RICK SCHROEDER.

JANUARY 6, OPERATING SESSION ROSSVILLE—WEATHER DEPENDENT

November and December Meetings at Jocko's

The November meeting will be at Jocko's Pizza on West Williams Street —date is Sunday the 19th. Lunch will be around 1:00 PM with meeting and program by Dave Sherrill will follow. The annual dinner will be on December 3rd at Jocko's Pizza. Rick Schroeder will present a program on Alaska in 2002, a glimpse of the Monon Railroad and photos of my long time friend Walt Baselt

Passenger Trains to Rockford

Some 10+ years ago when I was working for the engineering firm in Decatur we had a contract, along with another firm, to study the possible passenger route from Chicago to Moline area and to Rockford. The state had been in discussion with the CN to use the Rockford route which was part of the IC's Chicago to Dubuque, Iowa line. Passenger service on that route ended in 1981. CN wanted too many dollars to "upgrade" the route for passenger trains and the next route looked at was the Metra Milwaukee West line to Big Timber station and the former C&NW to Rockford.

One day I met an engineer from the other firm at Big Timber and we walked the line west and over to the UP line, which is about 100 feet or so south. West of Big Timber the Milwaukee crosses the UP and heads more southwest. We noted this was suitable for a crossover between the two lines. We inspected the line west to Illinois Railway Museum, to Belvedere and on to Rockford. I had been the land surveyor for a project along Route 20 east of Belvedere and adjacent to the CNW line. There was a train at least once a day from the auto plant. West of Belvedere to Rockford the line was 10 mph and in very poor condition and in Rockford it terminated in an questionable industrial district with no depot.

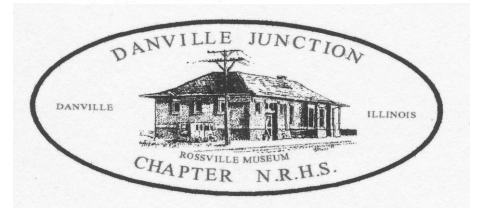
On July 6 the State of Illinois, Metra and the Union Pacific announced an agreement to provide 2 passenger train round trips from Rockford to downtown Chicago by 2027. The cost is estimated at \$275 million. The proposed service would see two trains a day, assume one early morning and the other early evening. The trip is estimated to be 90 minutes. Part of the project will allow the UP to build a passing siding. The agreement will call for the state to reimburse Metra for all capital and operating costs above the ticket revenue the commuter railroad takes in. The length of the line that needs upgrade is about 45 miles which equals around \$6.2 million per mile. The crossover with signals is probably \$15 million. The passing siding will be around \$10 million (we used to do 12,000-foot sidings with #20 turnouts for about \$6 million) So then there will be signals and PTC on the line and the UP gets an up-

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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 2023—our 55th 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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grade. But what is not noted is that Stellantis closed the auto plant in February of this year and plans to move production to Mexico. (As I write this I found that the State of Illinois and the UAW have convinced Stellantis to reopen the plant to build electric vehicles). What a deal, UP gets the line upgraded with little or no freight and Metra can't lose any money on this venture.

Of course, there will be some type of depot facility and where Amtrak put up "Amsheds" in the early years this project will probably want a full-blown station. In 2002 we got a contract with CSX to upgrade the former B&O from Harpers Ferry to Martinsburg, WV which included a layover facility for the MARC trains at Martinsburg. The project was \$12 million at that time, and we took the former freight house, in fair to poor condition, and converted it into a layover facility with two tracks and facilities for crews and maintenance of motive power and passenger cars overnight. So, this may be required at Rockford and today it will probably be \$25 million.

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So, let's look at other routes. Today you can take a bus from Rockford to O'Hare and Union Station downtown starting around 3 AM and an average of every 30 minutes until around 7 PM for \$27. The trip takes 2 hours to Union Station. The question is how many people in Rockford would go to Union Station and downtown each morning or evening. I checked into this some 10 years ago when we studied the project and at that time the bus cost was \$20. It is also interesting to note that Metra runs every hour out of Big Timber and a one-way to Union Station is \$7. You could drive from Rockford to Big Timber, about a 50-minute drive, almost any time in the day and catch a train downtown, not a morning and an afternoon train as planned. The other question is how many from that area are planning to go to O'Hare or Midway would take the train to Union Station and then the CTA to the airport.

The article noted above is by the Editor and does not reflect any comments or opinions of the Danville Junction Chapter or the NRHS—Rick Schroeder

Various State Rail Safety Bills

At least 19 states have considered or are considering bills on rail safety this year, according to the National Conference of State Legislatures.

Many state legislatures are considering measures aimed at tightening rail-safety laws in response to the Feb. 3 derailment of a Norfolk Southern Railway hazmat train in East Palestine, Ohio.

Lawmakers in the following states have introduced rail-safety measures in 2023: Arizona, Georgia, Iowa, Kansas, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Utah and Washington. Five of those states — Michigan, Minnesota, Missouri, Ohio and Utah — have enacted legislation, the NCSL reported yesterday.

The bills have called for provisions such as mandatory train-crew size, limits on train length, required wayside or hot box detectors, the creation of grade separations and the development of comprehensive emergency response plans.

Meanwhile, lawmakers in a 20th state — Colorado — are likely to consider a bill next year that would call for new rail-safety guidelines aimed at reducing the risk of derailments and haz-

ardous-material spills, Colorado Newline reported.

A bill voted to be one of the Transportation Legislation Review Committee's five interim bills for Colorado's next legislative session would regulate train length, safety technology along tracks and how long a train can obstruct a public crossing. The bill would take some measures from one of the proposed Rail Safety Act bills in Congress.

Progressive Railroading 10-11-23

Wabtec Battery Powered Locomotives

ERIE, Pa. —Wabtec and Australian mining firm Roy Hill have unveiled world's first 100% battery-powered, heavy-haul locomotive for mainline service in ceremonies today (Oct. 31, 2023) at Wabtec's Erie manufacturing facility.

The FLXdrive locomotive contains 72 lithium-ion modular battery packs with a total of 36,288 cells, giving the locomotive an energy capacity of 7 megawatt-hours. This is about three times the power of a 2.4-megawatt-hour FLXdrive prototype that operated 13,000 miles on BNSF Railway in California with zero failures in 2021.

"This FLXdrive locomotive represents a major step in the journey to a low-to-zero-emission future in the rail industry," says Rafael Santana, president and CEO of Wabtec.

"The FLXdrive is driven from within by our battery technology and the innovative spirit of our employees. Roy Hill is an ideal customer to partner with given their leadership and excellent operational record."

The FLXdrive unit will undergo extensive testing in Erie over the next six to eight months before being shipped 10,500 miles to Australia to enter revenue service on the Roy Hill railway, a 214-mile privately owned iron ore railroad in Western Australia's remote Pilbara region. Roy Hill owner Hancock Prospecting opened its line in 2015 and ships more than 63 million tons of iron ore annually to steel makers in Japan, South Korea, India, Malaysia, China, and Vietnam.

Currently, Roy Hill uses four Wabtec ES44ACi Evolution Series diesel-electric locomotives to pull its 240-car ore trains from the mine to a company-owned port facility. The FLXdrive locomotive will replace one of the diesels in the consist. The line's profile sees empties moving upgrade and loaded 33,000-ton ore trains returning downgrade. Roy Hill expects the battery-powered locomotive will be

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able to fully recharge its batteries on the downhill run using regenerative braking.

The new locomotive will operate in some of the most challenging conditions on the planet, with temperatures reaching 130 degrees, and will provide a double-digit percentage reduction in fuel costs and emissions per train.

“The foresight of our Executive Chairman, Mrs. Gina Rinehart AO, has been instrumental in establishing an environment in which we can successfully leverage the ingenuity of our people alongside key partners like Wabtec to transform our rail and mining operations through next-generation technologies,” said Gerhard Veldsman, chief executive officer, Hancock Prospecting Group Operations.

Roy Hill announced in 2021 it would become the world’s first fully battery-powered, heavy-haul railroad and placed its order for the FLXdrive locomotive in September of that year [see “Australian mining firm is first buyer ...,” *Trains News Wire*, Sept. 13, 2021]. The new unit follows Roy Hill’s practice of painting its locomotives (and much of its mining equipment) bright pink to raise breast cancer awareness.

During today’s ceremony, Wabtec officials introduced representatives from Linked in Pink, a nonprofit that provides support for Erie-area residents diagnosed with breast cancer, and announced



TRAINS News Wire 10-30

Wabtec’s donation of \$50,000 to the group. It is the largest single donation in the nonprofit’s history

In an Oct. 31st ceremony at its Erie, Pa., design and development center, Wabtec and launch customer Roy Hill marked the debut of the first production FLXdrive battery locomotive. Carl Swanson photo

KCS Acquires Line

KCS is acquiring the Western Line in order to establish a direct, efficient interchange with CSXT at Myrtlewood, creating a new east-west Class I freight rail corridor linking CPKC-served markets in Mexico and the Southwestern United States with CSXT-served markets in the Southeastern United States and beyond,” CPKC told the STB in its filing. The new freight rail corridor, it said, will provide a “shorter and more efficient route for existing CPKC-CSXT traffic and will provide a new, highly attractive option for new customers, thereby enhancing competition.”

CPKC reported that the proposed transaction satisfies the criteria for approval under 49 U.S.C. § 11324(d)—“i.e., it is not likely to substantially lessen competition, create a monopoly, or restrain trade in freight surface transportation in any region of the United States.” It involves an entirely end-to-end acquisition and MNBR will retain exclusive trackage rights over the Western Line to provide local service and some overhead service without any restriction on interchange, CPKC explained. Existing Western Line shippers “will continue to enjoy the same rail service and options that they receive today, while shippers in CSXT-served and CPKC-served markets will benefit from the establishment of fast, reliable, and environmentally friendly premium rail service over the new Class I east-west freight rail corridor,” according to the railroad.

CPKC told the STB that the transaction “builds, and is contingent, on CSXT retaking possession of its line east of Myrtlewood and resuming operations between Myrtlewood and Burkeville, Ala.,” which it called the Eastern Line. Currently, MNBR operates the Eastern Line pursuant to a lease that is scheduled to expire in November 2023, according to CPKC. By CSXT retaking possession of, investment in, and resumption of operations on the Eastern Line, it will be able to interchange efficiently with CPKC, MNBR, and Alabama & Gulf Coast Railway LLC (AGR), another G&W railroad, at Myrtlewood and to provide premium service over the Eastern Line, CPKC said.

The Eastern Line, it said, comprises two segments totaling approximately 93.68 miles: extending from milepost XXB 189.00 near Burkeville, to milepost XXB 222.00 at Western Junction, a distance of about 30.22 miles; and extending from a connection with the first segment at Western Junction, mile-

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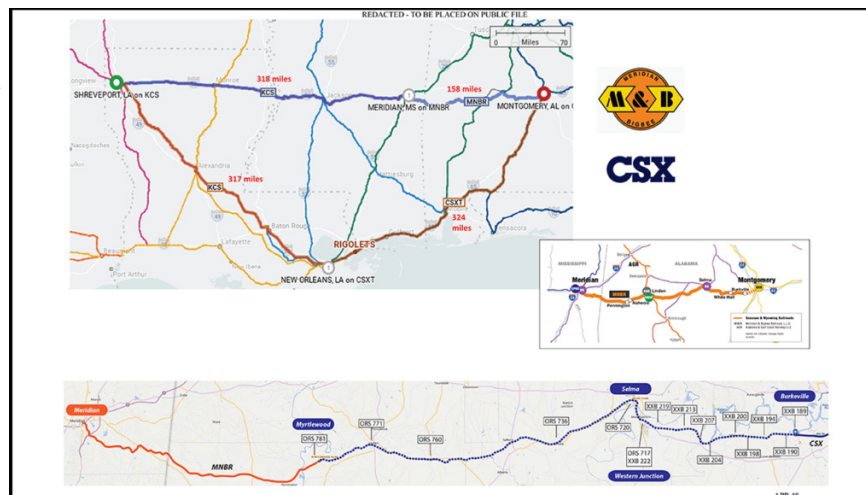
post OOR 716.25 to milepost ORS 779.71 near Myrtlewood, a distance of about 63.46 miles. According to CSXT, the Eastern Line includes Selma Yard, at Selma, and 12 stations (Myrtlewood, Linden, Thomaston, Safford, Orville, Beloit, Selma, Industrial Lead, Tyler, Benton, Whitehall, Burkeville). The railroad noted it is “merely replacing MNBR, an end-to-end extension” and will not close any routes. CSXT added that “following upgrade of the Eastern Line, CSXT ‘would be able to provide shippers with more efficient, competitive service. The proposed transaction would enhance [CSXT’s] ability to compete not only with other railroads, but also with freight that currently moves via other modes of transportation, such as long and short haul trucking companies.’”

MNBR currently operates approximately 168 miles of single track main line between Meridian and Montgomery, and owns the approximately 50.4 route miles of track between Meridian and Myrtlewood. MNBR leases from CSXT the land underlying its approximately 107-mile rail line between Myrtlewood and Burkville. MNBR operates the approximately 10 miles between Burkville and Montgomery via incidental overhead trackage rights over CSXT. At Meridian, MNBR interchanges with CPKC and Norfolk Southern. At Myrtlewood, MNBR interchanges with AGR. On the Eastern Line, MNBR interchanges with NS at Selma and CSXT at Montgomery. As a result of CSXT’s transaction, MNBR will interchange with AGR and CSXT at Myrtlewood.

This strategic acquisition will bring more shipping options to intermodal, automotive and other customers by providing a new, efficient corridor connecting expanding markets in Mexico, Texas and the U.S. Southeast,” CPKC President and CEO Keith Creel said in June. “With this new east-west connection taking advantage of each railway’s routes and service, we can extend our reach converting more freight traffic to rail and off our highways.”

“CSX is excited to establish this new interchange connection with CPKC, which provides shippers with a compelling trans-

portation option with access to markets in Texas and Mexico as well as into the heart of the thriving and dynamic U.S. Southeast,” said CSX President and CEO Joe Hinrichs in June. “This new service is a demonstration of our commitment to creating product offerings for shippers that help them leverage the efficiency and sustainability advantages of rail to drive growth.”



“We are pleased to have entered into agreements with CSX and CPKC that will enable MNBR to continue providing customers with outstanding short line service from Linden, Ala., to Meridian, while enabling our Class I partners to create a

new connection into the Southeast U.S.,” said Jack Hellmann in June, who was then G&W CEO and is now Executive Chairman of the short line holding company’s North American and UK/Europe Boards of Directors. “At the same time, we have enhanced several agreements related to other G&W short line railroads and are collaborating on the expansion of our service to Alberta and the Alberta Industrial Heartland in conjunction with CPKC.”

Railway Age 10-16-23

CPKC Expands Hydrogen Powered Locomos

VANCOUVER, British Columbia — Ballard Power Systems, which has provided the fuel cell engines for CPKC’s first hydrogen-powered locomotives, announced it has received an order for another 12 engines totaling 2.4 megawatts of power.

The dozen 200-kilowatt engines, to be delivered this year, will support CPKC development of additional hydrogen fuel-cell locomotives for switching and local freight service in Alberta, Ballard said. Part of the funding for the additional locomotives

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will come from the Emissions Reduction Alberta program, which has also helped fund an earlier expansion of the railroad's hydrogen program from one locomotive to three [see "CP to build additional hydrogen locomotives ...," *Trains News Wire*, Nov. 1, 2021].

Ballard has provided CPKC with 38 fuel-cell engines, providing 7.6 megawatts of power, over the last two years. The locomotives powered by the additional engines are expected to enter service in late 2024.

"Our hydrogen locomotive program demonstrates our commitment to reduce greenhouse gas emissions, and we are pleased to continue to work with the team at Ballard to implement effective alternative fuel solutions," Kyle Mulligan, CPKC assistant vice president, operations technology, said in a press release.



"We are excited by CPKC's vision and action plan to demonstrate and validate the use of hydrogen-powered locomotives to de-

carbonize their locomotive fleet," said Seungsoo Jung, Ballard's vice president of rail & emerging markets. "This latest order demonstrates CPKC's continued progress against this vision and plan, while also serving as another proof point for the enabling role of Ballard's fuel cell engines in the electrification of locomotive rail applications in North America."

TRAINS News Wire 11-7

Editor: In reading about the production of hydrogen I have noted in many reports it takes more energy to create hydrogen that you get out of it from using as a fuel. Germany is looking at replacing natural gas with hydrogen and it would take seven times as much renewal energy that Germany produces on a yearly basis to produce the replacement of natural gas with hydrogen. Thus it requires more energy to produce it that you get out of it. It is also a volatile product (Hindenburg) and will affect metals in pipelines and containers.

Voters Sell CSR to Norfolk Southern

Cincinnati voters yesterday (11-6) approved the proposed sale of the city-owned Cincinnati Southern Railway (CSR), clearing the way for Norfolk Southern Railway to buy it for a reported \$1.6 billion.

The 337-mile, 143-year-old CSR operates between Cincinnati and Chattanooga, Tennessee. NS, which has leased the line for generations, announced in November 2022 that it signed an agreement with city officials to buy the railroad. The sale required voter approval before the city could sell it.

In a prepared statement issued today, NS officials thanked Cincinnati Mayor Aftab Pureval, the City Council, the railroad's board and other community leaders for their support of the proposed sale.

"This is a victory for the citizens of Cincinnati. Current and future generations will reap the benefits of new infrastructure investments, helping to create a better future for the city," NS officials said. "Now, we will work with the city to finalize the sale, which we expect to close in the first quarter of 2024."

Selling the railroad has been controversial in Cincinnati. Although Pureval and city officials backed the sale — saying the proceeds could be used toward the cost of repairing city infrastructure — the Railroad Workers United union and some community groups opposed it.

The purchase agreement calls for NS's ownership of about 9,500 acres and ensures the Class I will own the line in perpetuity while eliminating uncertainty around future lease costs, NS officials said when the deal was announced. The line is one

of the highest-density segments in NS' network, averaging as many as 30 trains a day.



The Surface Transportation Board in

September approved the acquisition, saying it would have no anticompetitive impact. The railroad has been operated by the New Orleans and Texas Pacific Railway Co., an NS subsidiary.

Progressive Railroading 11-8

October Meeting Minutes

The October 15, 2023, meeting opened at 1340 at Jockos.

The secretary's minutes were accepted as printed.

The treasurer's report included postage and utility expenses for the month, totaling \$226,40. The closing balance is \$8338.96. Due to a bank closing, Rick moved the chapter bank account be moved to Iroquois Federal Savings, with Doug Nipper and Dick Brazda as signatories. It was seconded by Doug B. The motion was approved. Doug N. handed out dues renewal notices to those at the meeting. NRHS has sent renewal notices electronically to those with national memberships.

Henry thanked Terry Bodine and sons for hosting their railroad operating session which several members were able to attend. It was also reported that the homemade cider was excellent!

The motor has been reinstalled in the motor car. It remains for a water drain to be added. Dave will provide a DVD for the November program. The December program will be provided by Rick. The next operating session in Rossville will be Nov. 4. Doug B. will finish the setup.

JD related that Jim Montgerard had two Powell F9s in Olin from Erie Mining. One was purchased by the Great Smoky Mountain Railway in North Carolina and just left via CSX. JD also reported that car cleaning is taking place at the Central States spur.

Doug N reported that welded rail pickup was taking place today near RA. Rick reported that the next C&EIHs magazine is at the printer. The 2024 calendar should be mailed in the next 1-2 weeks. Incobrasa is expanding their facility in Gilman with additional trackage. Terry reported a farmer named Taylor was excavating in Indiana and found a CD&V (1874-87) journal box lid. This is a rare discovery from a long-gone railroad.

Upcoming RR shows: Springfield 11/12-13. Danville, IN 11/18.

NS plans to operate a Montreal – Mexico intermodal thru Danville in cooperation with CN.

The meeting was adjourned at 1401. Dick presented pictures from the NRHS convention in south Florida.

Remember Cabooses?

I was doing some heavy cleaning in my house recently, after having to "digest" some of the furniture from my old office now that the business is sold. In one of the piles of paperwork I unearthed, there was the August 1990 copy of Trains Magazine with the headline: "Farewell to the Caboose". Given that the late 80's was the start of the "EOT era", it seemed appropriate to me that they would run this issue the start of the last decade of the 20th Century.

This issue was chock-full of great pictures of cabooses in various parts of the country. Of course, any cabooses left in service these days are known as "shoving platforms", to give crews places to ride comfortably for longer shoving moves. Often on these things, the doors are welded shut or locked, and the only place a crew member can access is the platforms on either end. The steps are suitable as well for this type of activity.

I was recently at Monticello in the "Wooden Car Shop" that was made

in the south end of the original car barn shed. In there is a wooden CB&Q caboose undergoing restoration. Holy moly, most of the wood will end up being replaced on this example! Like the snowplow restored before it, a lot of it will be new material, as much of the old wood has simply rotted away. But in looking at this ancient rolling stock, it became clear to me that before the era of crews staying in hotels, this was their "home away from home". While there may have been beds at nearby places to spend the night in, like the YMCA down near the roundhouse at Rossville, the caboose would be their accommodation at many yards that didn't have such a nearby facility.

Here's the museum's page on that particular caboose: <https://www.mrym.org/cbq-caboose>

Funny thing is, any young person not already interested in railroads will probably have no idea what a caboose was used for. Time indeed does march on.

Doug Nipper

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

Photo of the Month



Being in Savoy a trip to north Champaign is not made as often as I used to. After a trip to Carle I stopped at the yard and found CN 3112 on a stack and southbound with NS power on the yard lead with 5 CN units dead in tow. Phone cameras are great. 10-12-23 R Schroeder