

# DANVILLE FLYER

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## October Meeting at Jocko's

**For the October meeting we will be back at Jocko's Pizza on West Williams Street—date is October 17th. Lunch will be around 1:00 PM with meeting to follow. Program will be by Henry Schmitt covering tourist railroads in 2020 and 2021. Please remember you may be ask to wear a mask upon entering the restaurant.**

## Andersons, Inc Sells Champaign Grain Elevator

Total Grain Marketing (TGM), a venture of Growmark Inc., Illini FS, South Central FS and Wabash Valley Service Co., yesterday announced the acquisition of grain assets from The Andersons Inc. in Champaign, Illinois. The site has more than 16 million bushels of storage capacity, making it the largest grain elevator by upright storage in Illinois. Financial terms were not disclosed.

"The Andersons facility and assets in Champaign complements Total Grain Marketing's existing portfolio," said Growmark Grain Division Executive Director Matt Lurkins in a press release. "Our goal is to deliver an unsurpassed customer experience through local grain market expertise along with merchandising flexibility to help deliver increased profitability for customers."

The Andersons opened the grain elevator at Champaign in 1968.

"We value the relationships that have been built and are pleased that these customers will continue to be served by Total Grain Marketing," said Bill Krueger, president of The Andersons Trade and Processing. "This sale represents a step in optimizing our portfolio in support of our ongoing strategy to be the most nimble and innovative North American supply chain company in the ag industry."

The Andersons will continue to own and operate the bulk fertilizer business in the Champaign complex. The acquisition also opens a new rail market for TGM by expanding access to poultry markets throughout the United States, company officials said.

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*Editor: Over the last few years Norfolk Southern has served this elevator with trains bound for various locations. The IC served the elevator more during the Conrail era as grain moves to the south and southeast. NS also delivers to the southeast but also ethanol plants in Iowa. The change may open up more delivery of trains to ports such as New Orleans.*

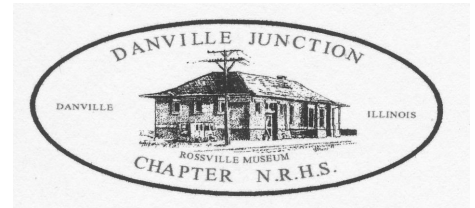
**OCTOBER 17TH,  
MEETING AT JOCKO'S  
PIZZA AT 1:00 PM.**

**NOVEMBER 6TH,  
FIRST OPERATING SES-  
SION AT ROSSVILLE  
MUSEUM. WE CAN-  
CELED THE OCTOBER  
SESSION DUE TO LACK  
OF OPERATORS.**

## 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



## CP Hydrogen Fuel Cell-Powered Ready for Service

Canadian Pacific's (CP) H2OEL, a hydrogen fuel cell-powered linehaul freight locomotive prototype, will be prepped this fall for official painting and launch, the Class I railroad reported.

CP in an Oct. 4 Twitter post provided a video rendering of the H2OEL, which stands for Hydrogen Zero Emissions Locomotive (see below). It also included unit details on the "Sustainability Driven" section of its website.

The blue and green paint-scheme colors represent "sustainability, water and technology," according to the railroad, and the angled typography of H2OEL symbolizes "movement and progress in action."

CP's Hydrogen Locomotive Program in December 2020 announced work on the H2OEL, a retrofit of an existing diesel-electric linehaul locomotive. The diesel prime mover and traction alternator are being replaced with hydrogen fuel cell and bat-

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## Amtrak COVID-19 Policy

Amtrak has revised its company COVID-19 policies to comply with President Joe Biden's executive order for federal employees. Biden's action requires all federal employees to be vaccinated by Nov. 22, with no voluntary testing alternative.

The deadline applies to Amtrak employees, "red badge" contractors and any other individuals who regularly work at an Amtrak worksite. For new hires, Amtrak is maintaining an Oct. 4 effective date to show full proof of vaccination before the first day of employment.



Testing is no longer available as an alternative to getting vaccinated, except for medical and religious accommodations. This position is consistent with the federal government's view that it is essential that everyone who is able

must get vaccinated, Amtrak officials said in a news release. The company has rescheduled its "Return to Worksites" date to Jan. 10, 2022.

"Given that our vaccination mandate is now late November, we feel it makes sense to postpone this return until after the holidays," Amtrak officials said. "[Our] worksites remain open for anyone who wants to return sooner."

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## Indiana Rail Road Expansion

The Indiana Rail Road Company (INRD) has begun the first phase of its intermodal expansion project, a three-part initiative with an expected completion date in 2023.

INRD recently acquired an additional 12 acres adjacent to the current lot that will more than double the existing container yard footprint, allow a generous amount of incremental container parking capacity and flexibility and include an onsite chassis depot, INRD officials said in a news release. The initial phase involves ground preparation, installation of concrete inbound-outbound traffic lanes with an innovative kiosk gate system for expedited handling. Phase II and III will complete the high security fencing, establish rear access service roads, installation of low energy consumption lighting, and construction of two new loading pad tracks to further improve efficiencies.

INRD's Senate Avenue Intermodal Terminal in Indianapolis opened in 2013 and moved 1,450 containers in its first year. This year, the terminal is projected to move more than 40,000 containers and recently began a new grain export operation with International Feed.

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tery technology to power the unit's electric traction motors. Ballard is supplying six 200-kilowatt fuel cell modules, which will provide a total of 1.2 megawatts of electricity to power the locomotive.

On March 10, 2021, CP President and CEO Keith Creel told attendees of Railway Age's Next-Gen Freight Rail conference that the Program locomotive is expected to be operational by the end of 2022. At that time, the railroad has said it "will conduct rail service trials and qualification testing to evaluate the technology's readiness for the freight-rail sector."

If the concept is proven reliable, CP could produce two additional locomotives, according to Creel. While the Class I railroad is not looking to become a locomotive manufacturer, he told Railway Age conference attendees, its vision is to partner with an OEM in the future to "benefit CP and the North American [railroad] landscape."

On the CP website, Creel noted that the project is "globally significant" and "positions CP at the leading edge of decarbonizing the freight transportation sector. CP will continue to focus on finding innovative solutions to transform our operations and implement our Climate Strategy, positioning CP and our industry as leaders for a sustainable future."

*Railway Age 10/6/2021*



## CSX to Serve New Ford Plant

Ford Motor Co.'s two new mega campuses in Tennessee and Kentucky will be built on sites served by CSX.

Ford announced last week that it would invest \$5.6 billion to build a 3,600-acre campus at the Memphis Regional Megasite, where it will produce the next generation of electric F-Series trucks and batteries. Ford's "Blue Oval City" campus will be the first tenant located at the megasite, which is served by CSX.

Ford will partner with Tennessee on technical training and education in addition to new, nationwide \$525 million investment in technician training, Ford officials said in a press release.

Also last week, Ford announced that it would invest \$5.8 billion to build "BlueOvalSK Battery Park," a 1,500-acre battery manufacturing campus in Glendale, Kentucky. Twin battery plants on the site are intended to supply Ford's North American assembly plants with locally assembled batteries for powering next-generation electric Ford and Lincoln vehicles.

The campus will be built on the existing Glendale Megasite, which has direct access to a CSX mainline and is a certified CSX Select Site. Designated Select Sites meet certain criteria for development.

"Rail access will be an important feature of both Ford campuses, aligning well with the company's 'longer-term goal to create a sustainable American manufacturing ecosystem,'" GoRail Assistant Vice President of Field Operations Michael Gaynor wrote in a recent blog.

"Railroads, for their part, are the most sustainable way to move freight over land—about 3 to 4 times more fuel efficient than trucks. That means greenhouse gases fall by 75% when freight is moved by rail rather than trucks," the blog stated.

Gaynor also noted that "railroads are critical connectors for the U.S. auto industry, serving most of the 70-plus automobile manufacturing plants across North America moving nearly 75% of America's new cars and light truck."

Investments in the new Tennessee and Kentucky battery plants are planned to be made via BlueOvalSK, a new joint venture to be formed by Ford and SK Innovation. Combined,

## View from My Office Window—Rick

I had a recent discussion with a CSX engineer that works Danville to Chicago. He noted most of the intermodal trains now run at night and thus much of the reason we do not see many trains at operating sessions, or while we were open. For about 6 months the railroad moved Danville traffic to Lafayette on a train that terminated there. The one that originated in Lafayette for Nashville took that traffic to Terre Haute where it set that out. A northbound to Chicago would then pick up the cars and deliver to Danville and as he noted take 2-3 extra days to get to Danville. So much for customer service.

J. D. Cooke has noted that traffic delivered to CSX at North Yard sits for 2-3 days, and sometimes a week, before moving on. Almost all of this is from Bungee and headed south. Again, so much for customer service.

The CN continues to be the mover of trains with the stacks, taconite, oil and merchandise trains, at least 20 a day. This week (10/6) two trains in a row, merchandise and grain, were headed by BNSF power. KCS shows up as well as NS units. The IC SD70's continue as sets on the merchandise trains. Amtrak continues with high-level cars and the City of New Orleans is mostly on time as I very seldom see it in the late morning.

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the two campuses are expected to employ 11,000 people.



"This is a transformative moment where Ford will lead America's transition to electric vehicles and usher in a new era of clean, carbon-neutral manufacturing," said Ford Executive Chair Bill Ford in a press release. "With this investment and a spirit of innovation, we can achieve goals once thought mutually exclusive — protect our planet, build great electric vehicles Americans will love and contribute to our nation's prosperity."

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### SEPTEMBER MEETING MINUTES

September 19, 2021 meeting at Monticello Illinois Railroad Museum Meeting was called to order at 1 PM on second floor of switch mechanism tower. Before the meeting began, we watched Doug Nipper change the large levers that controlled the track switches below.

No one had any additions to the May minutes recorded in the September flyer.

The treasurer's report showed a checking balance of \$5,841.12. This is very good for this time of year. The yearly rent to CSX is coming due very soon.

#### Old Business

Doug Nipper continues to work on DDC system on the HO layout at the Museum. Some work has been done on the overhaul of the club's motor car.

The June 12 trip to Monon Connection museum and Hooisier Valley Railroad was successful with six members and two guest participating. We were fortunate to have the Monon Connection owner give us a private tour of Henry Flagger wife's private car.

The Scale Trains visit to the Museum on August 28 had up to sixty people present. The president thanks all the members who acted as hosts and helped clean up the museum for the event. It was a great day.

#### New Business

Henry Schmitt will do the October meeting program, unless someone else wants to do it. There will be an operating session on the first Saturday of October at the Museum. After the adjournment at 1:20 PM, the group could ride four different trains, plus take a motor car trip.

## St. Louis Bridge Replacement

The \$222 million project to replace the Merchants Bridge that links Missouri and Illinois at downtown St. Louis reached a major milestone Sept. 17, with the first of three new trusses being installed.

Dating back to 1890, the Merchants Bridge serves six Class Is and Amtrak to cross the Mississippi River at St. Louis and is one of the nation's primary east-west rail corridors serving the nation's second largest rail hub by car interchange volume and third largest by gross tonnage.

Replacement of the vital rail artery is the bistate St. Louis region's top freight infrastructure priority, regional officials said in a press release.

Owned by Terminal Railroad Association of St. Louis (TRRA), the Merchants Bridge required reconstruction due to the speed, clearance and load restrictions. The project calls for the removal and replacement of the three river-span trusses, seismically retrofitting the existing river piers, and improving the east approach.

Work began in 2018 and, when completed in early 2023, the new double-track bridge will provide expanded freight- and passenger-rail capacity. This will help move freight faster,

cost-effectively and more reliably, and provide an alternative to more congested rail regions like Chicago, officials said.

New spans are being constructed in Wisconsin and shipped to St. Louis for final assembly on the Missouri bank of the Mississippi River. Each new span will be floated into place immediately after the old spans are floated out.

Removal and installation of the three new trusses will require three separate 10-day rail outages, and three separate river channel outages. The first of these outages began Sept. 13 in preparation for the first truss to be moved into position and floated into place on Sept. 17. The other two trusses will be installed in the winter and summer of 2022.

In winter 2020, the Federal Railroad Administration awarded TRRA a \$22.45 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant toward replacement of the Merchants Bridge. TRRA is providing 90% of the construction costs.

Walsh Construction is the general contractor for the nationally significant Merchants Bridge project, with TranSystems and Burns & McDonnell serving as the project engineers. The steel fabrication is being done by Veritas Steel in Eau Claire, Wisconsin

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

## Photo of the Month



Lincoln Butzow, who attends college at Southern Illinois University, convinced his mom to come for a visit and take him over to the UP mainline along the Mississippi River to catch the movement of UP 4014 headed to St. Louis