

DANVILLE FLYER

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October 16th Meeting at Jocko's

For the October meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday 16th. Lunch will be around 1:00 PM with meeting and program by Henry Schmitt to follow.

New CSX CEO to Turn Around the Railroad?

ACKSONVILLE, Fla. 9/27 — CSX Transportation needs to improve its customer service and culture, CEO Joe Hinrichs told employees during a town hall meeting on Monday, his first day on the job.

Hinrichs acknowledged the controversy surrounding Precision Scheduled Railroading but says CSX won't be changing its operating model because it's hard to argue with its five basic principles: Operate safely, improve customer service, control costs, optimize asset utilization, and value and develop employees.

CSX has made great strides with safety, costs, and asset utilization since adopting PSR in 2017, says Hinrichs, a longtime auto executive who served as president of Ford Motor Co. So improving service and CSX's corporate culture will be among the new chief executive's priorities.



"I was a customer for a couple decades. Our customers don't really love us," Hinrichs says.

CSX has a big opportunity to make customers want to put their freight on the railroad by providing better service. "I've been on the other side of this for decades. We did business with rail because we had to, not because we wanted to," he says.

The first order of business is to get back to full crew staffing so CSX can handle demand from its existing customers. Second, CSX needs to demonstrate to customers that it can deliver. Then the railroad will be able to gain more business from current shippers and try to gain new traffic by capitalizing on rail's cost and environmental advantages over trucking.

"If we give them the service that they expect, with reliability and predictability, the sky's the limit," Hinrichs says.

Hinrichs spoke at length about the importance of teamwork and developing a successful corporate culture that's dubbed One CSX. He wants to create an environment where employees feel appreciated and valued, work well together, support each other, and are proud to work at the railroad.

OCTOBER 16TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM.

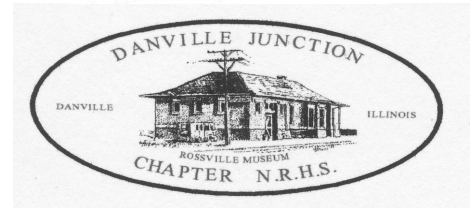
OCT 16 SHERMAN, ILL. 4TH ANNUAL SHERMAN SCALE TRAIN SHOW, SHERMAN ATHLETIC CLUB, 300 S. FIRST STREET. 10 - TO 3 PM TRAVIS@217-306-1685

NOV 5 ROSSVILLE, DEPOT MUSUEM, FIRST FALL OPERATING SESSION BEGINNING AROUND 1 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 2022—our 54th 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



Springfield Relocation—One More Step Closer

SPRINGFIELD, Ill. — A ribbon-cutting ceremony Wednesday marked completion of the latest section of the Springfield Rail Improvements Project, a long-running effort to realign rail routes through the city to reduce traffic impacts.

The State Journal-Register reports the ceremony was for completion of bridges and underpasses on Fifth and Sixth streets, known as Usable Segment IV of the project. Work on this \$44.3 million segment began in fall 2019. Its completion means the southern portion of the project is complete, creating detour options for traffic for two northern segments still to come. Mike Mendenhall, project manager for the SRIP, said about 40% of the overall project is now complete.

Segment III of the project is projected for completion by the end of 2024, with Segment V slated to be done in 2023. More information is available at the Springfield Rail Improvements Project website.

Train Watching in Cary NC—by Allen Cooke

Hello fellow train enthusiasts! I moved here 5-1/2 years ago and found some good train watching area.

The location I go to most often is Cary, NC. It sits at a junction wye with one track going west to Durham, and then on to Charlotte. The other track goes south to Florida, which is ex-SAL track. The third direction is due east to Raleigh, eventually ending up in New York, and it is double track. The other two directions are single track. (Editor's note: All tracks in Cary appear to be east-west when looked at on Google Maps.)

The northbound Florida train is the combined Silver Meteor and Silver Star.

This combined train is usually 13 cars, composed of five coaches, snack car, a full diner, five sleepers and one baggage car. The train number is #92, and it usually



Silver Star at Apex, NC

has two locomotives. The northbound Carolinian (#80) has one engine, four coaches, snack car, business-class car and a baggage car. It originates in Charlotte and is destined for New York. The Piedmont is usually two engines, one on both ends, two coaches and a cafe car. It runs from Raleigh to Charlotte and operates entirely within the state of North Carolina.

CARY DEPOT			
DAILY TRAIN SERVICE			
Train Number/Name	Time	Platform	Route
#73 Piedmont	6:42 am	A	Southbound - Raleigh to Charlotte
#92 Silver Star	6:20 am	B	Northbound - Miami to New York
#80 Carolinian	9:47 am	A	Northbound - Charlotte to New York
#75 Piedmont	10:12 am	A	Southbound - Raleigh to Charlotte
#74 Piedmont	1:31 pm	A	Southbound - Charlotte to Raleigh
#77 Piedmont	3:12 pm	A	Southbound - Raleigh to Charlotte
#79 Carolinian	3:45 pm	A	Southbound - New York to Charlotte
#76 Piedmont	6:08 pm	A	Northbound - Charlotte to Raleigh
#91 Silver Star	9:23 pm	B	Southbound - New York to Miami
#78 Piedmont	9:51 pm	A	Northbound - Charlotte to Raleigh

The Carolinian is due at 09:47, and usually close to that time within 10 minutes or so. Train #92 will arrive about 09:55. That means that both trains are here at the same time. It is quite busy then. The Carolinian doesn't have much to do as far as station

work but has to wait for #92 to go first most days, which seems to be the way the dispatcher prefers due to the Carolinian having more stops. The train from Florida (#92) must make three stops to get his station work done, causing even more delay to the other trains. This causes the Piedmont to

have to wait his turn until after the Carolinian leaves. He holds north (east) of the double crossovers east of the depot.



This small parade of trains really keeps the station personnel busy in this short window of time, with baggage handling on the two trains that are in the station simultaneously. I usually ride, as Train Host, on #75 (one of the Piedmonts) to Charlotte and back. More on that in a later article.

Those of you that know me well know that I love passenger trains, and these 30 minutes or so at Cary makes for some special mornings for me! I'm pleased to be able to share this action.

Editor: In various parts of the Amtrak system the railroad uses volunteers to act as a car host on various trains. In the New River Gorge area there are train hosts on the tri-weekly Cardinal to point out the scenery and historic facts of the trip for travels plus answer



questions and help passengers in need. Allen is in one of those in a local group that rides on the trains out of Cary to Charlotte and back two to three time a month. They go through a training period, which was just completed again after being off trains for some two years, and must pass background checks. If you happen to be retired, love trains and are lucky to be in an area of frequent passenger trains there is no better group to volunteer for. After all, Allen was always a salesman. Below is a photo of the group that has finished training and ready to serve on the trains.



(Continued from page 1)

He challenged employees to think about great teammates they've had in the past, how they can become better coworkers, and to let change start within themselves.

"Great teammates ... don't cuss at somebody, they don't belittle somebody. And so hold yourself to that standard and hold your teammates to that standard and we can raise the level of our performance just by how we work together," Hinrichs says.

Hinrichs seeks to improve relations with unionized workers and labor leaders. "In my first hundred days, we're going to spend a lot of time out in the field. I'll be out there late this week, next week, and the week after listening to our employees, getting to know them ... learning about the rail operations, too," he says.

Hinrichs toured Moncrief Yard in Jacksonville on Monday with Jamie Boychuk, the railroad's executive vice president of operations. While there he got dirty working with freight cars, sat in a locomotive cab, and got advice from employees about union issues before moving on for a tour of the dispatching center.

"We need our employees out in the field to feel appreciated and part of One CSX," he says

Coal Decline to Continue

Coal is enjoying a day in the sun amid low stockpiles at power plants and high natural gas prices.

Overall railroad coal volumes have improved since the second quarter of 2021 and the trend is expected to continue into next year.

But then a wave of coal-fired power plant retirements will put coal volumes back into their long-term downward trend, according to an analysis by Wolfe Research. "Headwinds from coal plant retirements will accelerate in 2025 and into the latter part of the decade, although near-term fundamentals for coal remain positive," analyst Scott Group wrote in a note to clients last week.

Some 23% of current coal-fired electricity generation capacity is expected to be retired over the next five years, according to Wolfe's review of 70 power-plant retirement dates that utili-

ties have already announced. The 48-gigawatt reduction in coal-fired electricity generation will be offset by a record 128-gigawatt expansion of natural gas, solar, and wind power over the next five years, Wolfe says.

The result will be a 12.1% decline in Class I railroad coal volumes through 2026, Wolfe projects.

Wolfe took the power plant shutdown data and married it with the sources of their coal and what railroad or railroads deliver the coal. Nearly three quarters of the plants scheduled to shut down in the next five years burn coal from the Powder River Basin of Wyoming and Montana, with retirements concentrated in the Midwest and Mid-Atlantic.

Based on this data, over the next five years Union Pacific stands to lose the highest percentage of its coal volume (16%), followed by BNSF Railway (14.5%), CSX Transportation (11.8%), Canadian Pacific (10.5%), Norfolk Southern (5.5%), and Canadian National (1.1%).

Coal generates about 11% of railroad revenue today, Wolfe says, down from 23% in the peak year of 2011.

TRAINS News Wire 9/26

Editor: In 2020 the Illinois legislature passed a bill that by 2035 will eliminate all coal fired plants within Illinois with the exception of the Springfield facility, which has life until 2040. The bill also plans to eliminate nuclear plants but recent discussion this year some have realized that may be an issue in reference to producing enough electricity within the state. A few weeks back a post noted the last BNSF coal train headed to the Joppa power plant which will close when the stockpile is gone. The Newton plant, south east of Effingham is slated for closure soon. All in all by 2030 Illinois and Indiana will see some 15,000 MW of power eliminated by the shutting down of power plants. Check out (www.misoenergy.org) to see how the power in the 14-state Midwest grid is produced. As I write this, 8 PM on Sunday the 9th there are 63,500 MW being produced with Coal 36%, natural gas 35%, nuclear 17%, wind 8% solar none and 'other' 5%, which is hydro and other types. From January to late April wind can be in the 15-28% range, from that time until now it very seldom is above 10% with most of the time below. Anytime in the summer solar is usually 2 percent. So coal will continue for some time. Last year over 5 million tons of U.S. coal went to China. We export to Europe as they need it to survive in countries that thought wind and solar would be the direction to take. That said, photograph the coal trains while you can.

KCS—CP Merger Continues

SCHAUMBURG, Ill. — Illinois politicians and members of the suburban group opposed to the Canadian Pacific-Kansas City Southern merger are calling on the Surface Transportation Board to delay its decision on the merger until it can conduct a separate study on the impact in the Chicago area.

In a Tuesday press conference, U.S. Sen. Dick Durbin (D-Ill.), U.S. Rep. Raja Krishnamoorthi (D-Ill.), and officials from the suburbs that make up the Coalition to Stop CPKC repeated concerns about the traffic and safety impacts that may come from increased freight traffic on the line CP shares with Metra’s Milwaukee District-West commuter operation. They have previously aired those concerns at a hearing in Itasca, Ill. [see “Chicago suburbs focus on safety ...”, Trains News Wire, Sept. 13, 2022] and last week during the first day of the STB’s hearings on the merger [see “CP and KCS tout and defend their merger ...,” News Wire, Sept. 28, 2022]

But the Chicago Sun-Times reports that Durbin said Tuesday the merger opponents “don’t believe [board members] have all the information they need, and they’ve got to take a look at the Chicagoland area and the economic and environmental impact of this merger.”



WFLD-TV reports Durbin said the group wants to see “a statement which ... measures the impact on lives in this area. And we’re not really saying that it’s impossible to do this merger. It could be that building some rail facilities west of the metropolitan area will solve the problems.”



The suburban group has challenged the draft environmental impact statement from the STB’s Office of Environmental Analysis, which found that other than some noise issues, the impact of the merger will generally be “negligible, minor, and/or temporary” [see “STB draft review finds little environmental impact,” News Wire, Aug. 5, 2022].

The STB is set to conclude six days of hearings on the merger on Thursday (10-6).

TRAINS 10-4

BNSF Joule Locomotives

Progress Rail announced late last week (9/22) it will supply up to four EMD® Joule battery-electric locomotives to BNSF Railway Co.

Funded in part by grants, the zero-exhaust emission locomotives will replace BNSF diesel units operating in Southern California, with charging systems for continuous operation, Progress Rail officials said in a press release.

Progress Rail will deliver the first battery-electric locomotive with 8 MWh of storage capacity, making the SD70J units the largest battery-electric locomotives in North America, they said.

“The Joule locomotive is an exciting advancement in battery-electric locomotive technology with more energy storage and faster charging,” said John Lovenburg, BNSF’s vice president of environment and sustainability. “The project is well aligned with BNSF’s commitment to innovation and leadership in sustainable freight.”

When delivered in 2024, the BNSF locomotives would operate in yards and on routes in Southern California. Progress Rail will supply two charging stations.

Financial details for the arrangement were not disclosed

CREATE Moving Forward

Norfolk Southern Railway has selected Benesch to provide final track design services for a Chicago Region Environmental and Transportation Efficiency (CREATE) project to improve infrastructure located near South Stony Island Avenue and East 95th Street in Chicago.

When completed, CREATE Project EW3-Segment B will improve operational flexibility for railroads and allow trains to travel faster, CREATE and NS officials said in a press release.

CREATE’s East-West Corridor is a critical freight-rail artery and affects network fluidity for hundreds of miles outside this project’s limits, said Jeff Page, a planning engineer for NS.

“Dozens of daily freight trains traversing this location must slowly navigate existing Belt Railway Company of Chicago yard tracks — that will all change once this project is complet-

(Continued on page 6)

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ed," Page said.

Benesch will begin engineering additional track infrastructure along a 2-mile segment from the BRC's Commercial Yard in the vicinity of 9500 S. Commercial Ave., through Pullman Junction, and near 9500 S. Stony Island Ave. As proposed, the



additional mainline track and other track and signal changes will allow for an increase in train speeds and greater operational flexibility throughout the rail corridor.

The CREATE program is a partnership between the U.S. Department of Transportation, state of Illinois, Cook County, the city of Chicago, Association of American Railroads, Metra, Amtrak and many major freight railroads. A project of national significance, CREATE will invest billions in critically needed improvements to increase the efficiency of the region's passenger- and freight-rail infrastructure.

Progressive Railroading 10-6



Editor: When I retired from URS I went to work for Benesch on a part time basis for about one year. Four of the guys I hired to work for URS left there and went with Benesch and they, along with their boss out of Omaha, convinced me to help them for a year. This is good news as far as I am concerned. This project started back in 2004 so you can see how long it takes to get permitting, design and funding to get a project to completion. Even with this project design phase obtaining funding for construction is still to come.

Carloadings Decrease in September

U.S. railroads hauled 1,939,894 carloads, containers and trailers in September, a 3.1% decrease compared with volumes in September 2021, according to the Association of American Railroads.

The railroads logged 928,590 carloads and 1,011,304 intermodal units last month, down 1.1% and 4.8% respectively, compared to a year ago.

Six of the 20 carload commodity categories tracked by the AAR each month posted carload gains compared with September 2021. They included crushed stone, sand and gravel, up 11.2%; motor vehicles and parts, up 18%; and coal, up 1.8%. Commodity categories that logged decreases included primary metal products, down 16.6%; all other carloads, down 21%; and grain, down 5%.

In September, intermodal slowed as consumers continued to change consumption trends toward services and away from goods, said AAR Senior Vice President John Gray in a press release.

"However, two underlying factors have helped magnify this trend for railroads. The first is overbuying by many retailers in late 2020 and during 2021 that is now being reflected in substantial inventories of unsold goods that weakens replacement demand," he said. "Meanwhile, a slackening of internet buying from its pandemic peak has softened trailer movements of packaged goods by rail."

Excluding coal, carloads declined 2.3% last month; excluding coal and grain, carloads fell 1.9%. For the first nine months of 2022, U.S. railroads reported 9,019,302 carloads, up 0.1%, and 10,259,554 intermodal units, down 5.1%. Total combined U.S. traffic for the first 39 weeks of the year was 19,278,856 carloads and intermodal units, down 2.7% year over year.

Progressive Railroading 10-6

September Meeting Minutes

Taken by D. Honn Transcribed by Nipper

CALLED TO ORDER at 1:40PM by President Schmitt. Secretary's Minutes as printed in the Flyer approved with no corrections or additions.

Treasurer's Report: Basically we broke even the last four months, with a tiny surplus of \$1.12 for that period, which beats most years. Major expense was utility bills (\$375). Major income was Jesse Bennett memorial donations (\$250). We are doing very well, money wise, coming into the dues renewal season. Ending checking balance is \$8513.95. Report approved.

OLD BUSINESS: Trips taken by members this year were discussed. About nine people on each trip to N. Judson and Rochelle.

Skylar says the engine is about ready to be re-installed on the Chapter's ex-C&EI motorcar, which is mostly stored in the treasurer's garage. Once it's back in, the cab can go back on and some painting can be done. (Transcriber: Who wants to store it then?)

NEW BUSINESS:

Memorial plaque at Rossville will be updated with Jesse's name once Henry can get the blank down to the engravers. He mentioned that we lost a very good and well-liked founding member when Jesse passed away last month. We will certainly miss him at the meetings.

Good member attendance at the museum this year, and we are guessing we averaged 4-6 visitors most weekends.

Nipper is re-fitting bad florescent lights at the depot with LED bulbs, some ballast driven and some direct line-wired. The latter are most efficient, having no ballast to heat up. May buy another case of those to keep going, while also keeping some back as spares.

Henry has been buying old picture frames at Goodwill and the ReStore, and putting many of the wallhanging things at Rossville in them. It really does spruce up the displays.

Nipper mentioned that water is still causing damage to the interior of the depot. The wainscoting near the sink is about completely pulled off the wall, and so is the paper towel holder!

We need someone to give programs, although Dave has a library of DVD's to show.

GOOD OF THE ORDER: Skylar says that NS must be in the process of starting rail replacement in the area. Some crossings have been torn out on either side, but the new sticks of rail have not been pulled off the rail train yet.

ADJOURNED at 1:55PM.

Program by Nipper on Trains, Towers and Depots from the late 70's and early 80's.



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

Photo of the Month



The date is May 5, 1973 and Dave Sherrill, Jim Millikin and I were following the abandonment of the Judyville branch. The L&N had applied for abandonment and in late 1972 it was granted. Rail had been pulled up and everything else was gone but we did salvage the switch stand that Jim is standing next to. Rick Schroeder photo