

DANVILLE FLYER

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SUNDAY 15TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM BY DICK BRAZDA ON NRHS CONVENTION

ROSSVILLE, FIRST OPERATING SESSION THE FIRST SATURDAY IN NOVEMBER.

NOV 11-12 SPRINGFIELD, IL - GREAT TRAIN SHOW, ILLINOIS STATE FAIR-GROUNDS. 10-4

NOV 19 EAST PEORIA - PEORIA AND PEKIN TRAIN FAIR, ILLINOIS CENTRAL COLLEGE, RT. 24 1 MILE EAST OF RT. 116. 10-3

October Meeting at Jocko's

The October meeting will be at Jocko's Pizza on West Williams Street —date is Sunday the 15th. Lunch will be around 1:00 PM with meeting and program will follow. This summer Dick Brazda attended the NRHS convention in Florida and he will present photos of the various activities and train rides.

NS—CN Intermodal Agreement

New Domestic Intermodal Solution Connecting Canada, Kansas City, and Atlanta

CN and Norfolk Southern (NS) on Sept. 11 announced a new domestic intermodal service linking CN-served Canadian markets with NS-served Kansas City and Atlanta, "the heart of the fast-growing manufacturing and consumer base in the Southeastern U.S."

According to the Class I railroads, the service, which launches on Oct. 2, will provide customers with "an integrated, market-competitive, and efficient all-rail service."

The two carriers, CN and NS say, will utilize new intermodal steel wheel interchanges in Detroit and Chicago to "seamlessly operate like a single-line intermodal product." The new, cost-effective, steel-wheel-connected service option for customers converts truck traffic to long-haul rail. This, the Class I railroads say, would help reduce greenhouse gas (GHG) emissions and customers' overall carbon footprint. Integrated rail interchanges also provide customers with the opportunity to optimize their cargo loaded weights.

Through the strength of the partnership, CN and NS say they are committed to:

"Providing fast and reliable service for our customers.

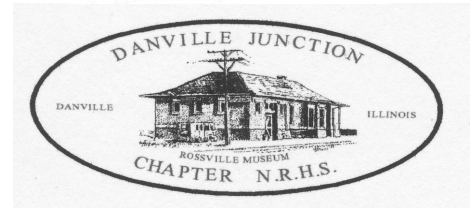
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	North/Eastbound	South/ Westbound
Atlanta, GA ↔ Toronto, ON	3.7 Days	3.3 days
Kansas City, KS ↔ Toronto, ON	3.8 Days	3.6 Days
Atlanta, GA ↔ Calgary, AB	7.1 Days	7.1 Days

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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“Helping our customers grow and reach new markets.

“Reducing GHG emissions by converting truck traffic to long haul rail.

“Eliminating costly and GHG producing crosstown trucking.

“Providing customers with opportunity to optimize their cargo loaded weights.”

“This new CN-Norfolk Southern Domestic Intermodal service combines premier intermodal choices for our shared customers,” said NS President and CEO Alan H. Shaw. “Designed with customer-centricity top of mind, it simplifies their processes, enabling smoother rail shipments between Canada, Kansas City, and Atlanta.”

Editor: Note they are working to move truck traffic between Canada and Kansas City to rail. Presently the only intermodal we see are the east and west bound stack trains and Roadrailer. It will be interesting to see if TOFC traffic starts to show up on either those trains or within mixed freight. The time schedule will be important.

Gillman's Incobrasa Facility to Expand

Incobrasa Industries LTD's Soybean Processing Plant in Gilman Receives Assistance Today, Governor JB Pritzker joined state and local leaders along with the Illinois Department of Commerce and Economic Opportunity (DCEO) to celebrate the groundbreaking of Incobrasa Industries LTD's expanded manufacturing facility. The expansion represents more than \$250 million capital investment and will create 40 new full-time jobs while retaining 200 jobs - generating economic benefit for the region and state.

"With Incobrasa's announced expansion today, the company will more than double its production capacity by 2030. That's a win for

Gilman, for Illinois, and for the nation," said Governor JB Pritzker. "In addition to sustaining and creating new, permanent, good-paying careers, this new \$250 million expansion will mean dozens of construction and installation jobs for workers here in Iroquois County and across the region. We're making it easier for companies to do business in Illinois. We're investing in our skilled workforce. And we're modernizing our transportation systems,

roads, ports and airports. Illinois is on the rise and open for business."

Incobrasa is an industry leader in soybean processing that has had a manufacturing presence in

Illinois since 1997. The company's capital investment will construct a new soybean crushing facility - adding 170,000 square feet of new state-of-the-art production facilities. The company will also be constructing a 50-acre solar array to help fuel the facilities. The Gilman plant processes soybeans to produce animal feed, packaged vegetable oil, and biodiesel. This expansion will enable the company to make use of the vast supply of soybeans that are available in Illinois, which is the larg-



est soybean producer in the United States.

"Bolstered by DCEO's EDGE tax credit, Incobrasa's \$250 million investment at its Gilman location will create jobs and boost the economy," said DCEO Director Kristin Richards. "Through a variety of business attraction incentives, the State of Illinois is committed to supporting businesses with a shared commitment to investing in Illinois' communities while spurring economic development." In addition to the soybean crushing plant, the project will include a 50-acre solar array. This will have the capacity to generate 5 megawatts of energy, which can be used to provide power directly to the plant or to feed the grid. As part of the expansion, the company received an Economic Development for a Growing Economy (EDGE) tax credit, which specifies a minimum capital investment of \$155.8 million.

State of Illinois press release (September 8) Via Midwest Rail Scene.

FRA Rail Grants

The Federal Railroad Administration (FRA) of the U.S. Department of Transportation (USDOT) announced Sept. 25 that it has invested more than \$1.4 billion from President Biden's Infrastructure Law into 70 rail improvement projects in 25 states and Washington, D.C.

According to FRA, this is the largest amount ever awarded for rail safety and rail supply chain upgrades through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program.

As part of President Biden's Investing in America agenda, federal investments are "tackling long-standing rail needs by supporting communities nationwide to help get people and goods where they need to be safely, quickly, and conveniently," according to FRA. Projects selected through the CRISI program, which is four times larger since President Biden signed the Bipartisan Infrastructure Law, support community safety through track improvements, bridge rehabilitations, fewer highway-rail grade crossings, upgrades on routes carrying hazardous materials, and more. Selected projects also improve connectivity, reduce ship-

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ping costs, increase resiliency to extreme weather, reduce emissions, and support workforce development.

Projects will benefit every region of the country, with nearly two-thirds of CRISI funding flowing to rural communities.

Local projects are:

Illinois – Ties and Rail Upgrade for Economic Growth on the Keokuk Junction Railway Project (Up to \$15,268,018) Keokuk Junction Railway Co. (KJRY)

The proposed project involves project development, final design, and construction activities to complete various track-related improvements, in an effort to rehabilitate KJRY's 126-mile mainline. The project aligns with the selection criteria by improving system and service performance as it will increase track safety standards from Excepted track to FRA Class 2 track standards, resulting in increased operating speeds and more efficient operations. KJRY will provide a 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Indiana – Safety, Sustainability, and Alternative Energy Project (Up to \$2,685,600) Louisville and Indiana Railroad Company (LIRC)

The proposed project includes final design and construction activities for various track-related improvements, upgrades to certain grade crossings, and solar panel installation at certain rail facilities. The project aligns with the selection criteria by improving system and service performance as it will help LIRC to increase reliability of service on the rail line from Indianapolis, IN to Louisville, KY, reduce safety risks such as derailments caused by potential rail failures, and implement energy-saving infrastructure. Louisville and Indiana Railroad Company and the Indiana Department of Transportation will provide a 52 percent non-Federal match.

Indiana – Upgrading a Critical Indiana-Illinois Rail Corridor Project (Up to \$8,128,000) Toledo, Peoria & Western Railway Corp. (TPW)

The proposed project involves project development, final design, and construction activities for a variety of track-related improvements. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will increase capacity to stage and store railcars, as well as return the track to a state of good repair along TPW's corridor that serves agricultural customers in rural are-

as of Indiana and Illinois. The project will also increase safety and reliability, in addition to improving operations through the elimination of inefficient movements. TPW and the Indiana Department of Transportation will contribute funds totaling a 50.5 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Progressive Railroading

Roadrailer Status

RoadRailer's Final Days? Despite much speculation among local crews that Triple Crown would terminate its RoadRailer service by early summer, this unique intermodal equipment continues to operate as of July. Ever since downsizing its RoadRailer network to just the Detroit-Kansas City, Mo., route in 2015, the NS subsidiary had eventually planned to replace the RoadRailer trailers with conventional intermodal trailers or containers. The remaining trailers are reaching the point where they cannot be economically maintained, and the cost of new trailers from Wabash National is considered to be excessive.



The only reason that Triple Crown and NS continue to operate these trains is to support one customer, Ford Motor. Ford uses these trains to shuttle automotive parts from Detroit area suppliers to its Kansas City assembly plant in Claycomo, Mo. Triple Crown then markets the eastbound service to other customers, gaining revenue from what would otherwise be empty trailer movements back to Detroit. The westbound RoadRailer operates as Train 258, and departs Detroit's Oakwood Yard at 2:20 am, Tuesday-Sunday. It is due into NS' Voltz Inter-modal Terminal east of Kansas City at 2:45 am the next morning, with trailers being available for out-gating. Counterpart Train 256 is due to depart Voltz at 11:59 pm, Sunday=Friday, and arrived Oakwood at 3:05 Tuesday-Sunday. With these schedules, the two trains normally meet on former Wabash between Decatur, Ill., and Peru, Ind., during midday.

Railfan & Railroad newswire (September) Via Midwest Rail Scene

Reciprocal Switching

The Surface Transportation Board has extended by 15 days the comment period for its proposed reciprocal switching rule.

The Association of American Railroads had sought a 90-day extension for comment on the rule, officially dubbed Reciprocal Switching for Inadequate Service. The rule, proposed last month, would provide rail customers with access to a second railroad as a remedy for inadequate service.

Comments are now due by Nov. 7, with replies due by Dec. 6, the board said.

Meanwhile, two senators – Tammy Baldwin, D-Wis., and Shelley Moore Capito, R-W.Va. – applauded the board for the proposed reciprocal switching rule.

“We have been concerned about the prolonged service challenges facing many rail shippers in recent years and have appreciated the efforts taken by the Board to date to require service improvement plans and increased data reporting.² However, ensuring that the freight rail system works for all stakeholders will require more than just additional reporting. This proposed rulemaking is an appropriate next step that will improve rail service, and we encourage you to move ahead with the final rule. We also believe more may be needed and ask that you continue engaging with shippers as stakeholder comments are reviewed and the Board considers next actions,” they wrote in the Monday letter.

TRAINS NEWS WIRE 10-3-23

Editor: So how would that work. Lets take the example of NS serving the Bunge plant in Danville in which they deliver some cars to CSX and North Yard. Lets say that NS really falls down on service to the company and wants CSX to serve the plant. Following the procedure this could happen with CSX getting rights to go the one mile to the Bunge plant. This would never happen. The chemical industry has been pushing this for several years and especially in the Gulf state area. Where many of the plants are served by only one major carrier. At the same time the AAR and the railroads have been opposed to the possible rules.

Danville Update—by Doug Nipper

Last summer, CSX had a rail train unload a few sticks of rail in the curve behind my house. It was put on the west side of #1 main, and this is where they had non-standard 141 pound steel on the inside of the curve. No rail gang came last year, though, to put it in, so it's been sitting back there on the ground for quite a while.

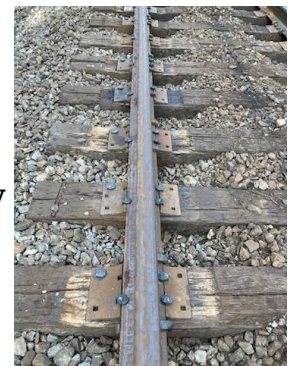
Then this August, a couple more rail trains were in town. They unloaded more 136 pound rail, which is the CSX standard, on both sides of #1 from RA Jct north, past NE RA Jct, skipping the west side where they dropped that rail last year. Also about that time, a lot of MofW activity was observed at Liberty Lane. In mid-September, big semis came in with turnout sections that they would unload with huge end-loaders and walk them across Liberty to RA Jct. A new turnout was also being unloaded for the NE RA Jct. control point north of West Newell Road.

I talked to the foreman when that was going on, and asked him why they were replacing turnouts and rail that had been put in only about 15 or so years prior, during the 2007/2008 project to extend the double track up to West Newell for the Winter Ave bridge work. He said the turnouts and rail still looked pretty good, but management was getting nervous about future steel production in this country due to the energy policies that are being implemented. They wanted to get all this steel replaced ahead of any coming shortages. He also told me that the 141 pound stuff in the curve proved to be harder steel than what they were used to, so it was harder to profile with the rail grinder. They want to get everything on the 136 pound standard...

JD Cooke has observed that all the ballast required for the turnout replacements was dumped at the south end of North Yard. These mountains of rock blocked access to the east side



New rail in place





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of the yard there was so much. They have been taking it up to where they need it in smaller dump trucks.

Bottom of old plate is shiny from movement on the tie. The track machine adzes the tie seat for the new plate.

JD also observed that since North Yard is down to four usable tracks now, they were tying up the rail trains and the rail gang equipment down in the hole track, which now just connects to the former P&E line. It's mostly dead now, with just one customer at Ross Lane. The second rail

train's engine was all the way down to Section S! JD thinks they will eventually abandon that whole former Conrail line, but Rick thinks that they might "rail bank" it for the future.

Interchange between CSX and NS is still good. Cars from Bunge going to CSX. Repair cars going to the old Freight Car America shop. Autoracks going to Mervis to be "de-decked" and turned back into regular TTX flats. But no more than CSX picks up their cars, the yard can get plugged pretty quickly.

Class One Revenue

The Surface Transportation Board (STB) recently determined that five Class I's were "revenue adequate" in 2022.

The designation generally means those railroads achieved a rate of return equal to or greater than the board's calculation of the average cost of capital for the freight-rail industry. The STB determined that the 2022 railroad industry cost of capital was 10.58%. The board compiled a revenue adequacy figure for each Class I that was in operation as of Dec. 31, 2022.

The revenue adequate Class I's in 2022 and their respective rates of return are: BNSF Railway Co., 12.89%; CSX, 16.17%; Norfolk Southern Railway, 14.55%; Soo Line Corp. (including Canadian Pacific's U.S. affiliates), 13.31%; and Union Pacific Railroad, 17.96%. Grand Trunk Corp. (including CN's U.S. affiliates) and Kansas City Southern Railway Co. achieved 2022 rates of return of 8.99% and 9.19%, respectively, so they were not deemed revenue adequate.

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Iowa Traction Preservation Award

Iowa Traction Receives Inaugural NRHS/Railway Age/RT&S Historic Preservation Award, by William C. Vantuono, Editor Railway Age

The National Railway Historical Society, Railway Age and Railway Track & Structures presented Class III Iowa Traction Railway with the inaugural "Outstanding Railroad Historic Preservation Award," the intent of which is "to honor and recognize a North American common-carrier railroad for a historically significant preservation project." Iowa Traction was one of five finalists; the award was presented in front of an audience of railroad industry professionals at the Railway Interchange trade show in Indianapolis, October 2, 2023.

Iowa Traction Railway, a subsidiary of Progressive Rail Inc., is the last functional interurban freight railroad in North America. Its rolling stock continues to function for its original purpose: moving freight to customers. All its interurban electric locomotives are more than 100 years old, and while not restored, are repaired and maintained in a manner consistent with their original construction. Erection and maintenance of the overhead electrical distribution system is contemporary with the era of the rolling stock. Interchanging with Union Pacific and CPKC (Canadian Pacific Kansas City), this functional example of century-old technology continues to effectively and efficiently serve the needs of 21st century customers and shippers. Operating alongside public roads and through many locations visible to the public, the Iowa Traction provides an education in early 20th century electric railroading, providing many lessons to current generations.

The NRHS Preservation Award Committee is R. Victor Varney, Edward M. Berntsen, Tony White and Mike Yuhas.



Iowa Traction #51, Mason City, IA 10-24-2007 R Schroeder

September Meeting Minutes

The September 17, 2023, meeting opened at 1340 at Jockos.

The secretary's minutes were accepted as printed.

The report from the treasurer covered the summer period. Expenses included \$275 for renewing as a non-profit entity, \$400 for utilities, and approx. \$215 for domain fees and concession supplies. There was \$565 in memorial donations for Bill Pierson. The closing balance is \$8565.36. Skyler and Mark were thanked for their work in opening the depot for most of the summer. Visitor attendance totals were similar to last year.

On June 23, a chapter group rode Amtrak between Bloomington and St. Louis, including 110 mph running. The trip was enjoyable, with some of the members touring the aquarium during the layover. On August 5 a group traveled to North Judson, IN for a ride at the Hoosier Valley RR museum. In addition to the ride behind a small steam loco, a tour was provided by Travis of the workshop. It included the BL-2 which was close to operation at that point and has returned to operation since then.

Skyler and Doug reinserted the engine in the motor car. It awaits bolts from Menard for completion. Dick reported on the NRHS convention in south Florida. He will provide pictures for the October program.

Several members plan to attend the Danville, IN train show on Nov. 18. Last Saturday Skyler and Mark rode Metra, starting with a special service on the CN line from Joliet. There is a weekend ticket available which makes riding easy. It could be a future trip for the chapter. Dick updated the work Mervis does on railroad cars (28 auto racks a month) and parts.

The meeting was adjourned at 1359.

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Meanwhile, the STB also has issued a notice of proposed rulemaking that focuses on providing shippers access to reciprocal switching as a remedy for poor rail service. The proposed regulations would provide a streamlined path for the prescription of a reciprocal switching agreement when service to a terminal-area shipper fails to meet any of three performance standards: service reliability, service consistency and inadequate local service.

The proposed standards are intended to reflect a minimal level of rail service below which a shipper would be entitled to relief, and each standard would provide an independent path for a petitioner to obtain a prescription of a reciprocal switching agreement. To enable shippers to monitor and measure their rail service, the proposed rule would require all Class Is to provide their customers with the historical data for the three service metrics within seven days of a customer's request.

"In the past several years, and particularly since 2021, it has become clear that many rail customers nationwide have suffered from inadequate and deteriorating rail service. "For

this reason, the board has determined to focus its efforts with respect to reciprocal switching on providing relief," said STB Chairman Martin Oberman in a press release. "The board is proposing that one approach to improving rail service is to afford affected shippers the opportunity to obtain a reciprocal switch to a competing Class I when service falls below a standard set in the proposed rule."

The STB has proposed a new, service-based approach that the Association of American Railroads (AAR) is reviewing to better understand its scope and possible impact on rail service and network fluidity, said AAR President and CEO Ian Jefferies in a prepared statement. The association plans to engage with the board "on this important matter," he added.

"While the STB did not perform a cost-benefit analysis, any new regulation must be backed by data, narrowly tailored to address a specific and well-defined problem, and ensure benefits exceed costs," said Jefferies. "Any switching regulation must avoid upending the fundamental economics and operations of an industry critical to the national economy — that Congress saved once by partially deregulating — and be subject to the highest level of scrutiny.

Progressive Railroading 9-7-23

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

Photo of the Month

