

DANVILLE FLYER

Inside this issue:

September Meeting	1
Joint Rail Agreement	1
About Us—Officers	2
CSX Alternative Fuel	3
UP—CPKS Grain Issues	3
Illinois Higher Speed Rail	4
From My Office Window	5
Grand Canyon Railway	6
BEMU's for Germany	6
May Meeting Minutes	7
Railroad Fleet Stats	7
Photo of the Month	8

September Meeting at Jocko's

Fall is arriving and once again we return to Jocko's Pizza on West Williams Street for our monthly meeting—date is Sunday the 17th. Lunch will be around 1:00 PM with meeting and program will follow. We will also have an update on the attendance at the museum this summer. We would like to note that Larry Nilles of Danville, Indiana, long time member, has received his 25-year NRHS Service pin and certificate. {Program announced at the meeting.

CPKC—CSX—G&W Agreement

Canadian Pacific Kansas City, CSX and Genesee & Wyoming Inc. today announced they've reached agreements for the creation of a direct CPKC-CSX interchange connection in Alabama.

As part of the series of proposed transactions, CPKC and CSX would each acquire or operate portions of Meridian & Bigbee Railroad LLC (MNBR), a G&W-owned railroad in Mississippi and Alabama, to establish a new freight corridor for shippers that connects Mexico, Texas and the U.S. Southeast, the companies said in a joint press release.

The strategic acquisition will provide more shipping options to intermodal, automotive and other customers, said CPKC President and CEO Keith Creel.

"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," he said.

Added CSX President and CEO Joe Hinrichs: "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."

The MNBR runs between Meridian, Mississippi, and Montgomery, Alabama, and currently is operated under a combination of ownership and operating agreements.

"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, Alabama, to Meridian, Mississippi, while enabling our Class I partners to create a new connection into the Southeast U.S.," said G&W CEO Jack Hellmann. "At the same time, we have enhanced

SUNDAY 17TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM NOTED ABOVE NOTE

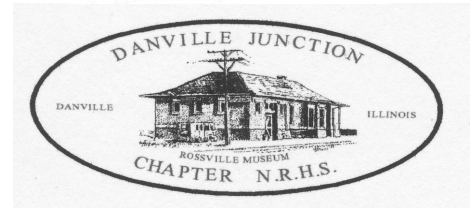
ROSSVILLE, CLOSED FOR THE SEASON AND FIRST OPERATING SESSION THE FIRST SATURDAY IN NOVEMBER.

MARCH 23 & 24 URBANA TRAIN SHOW AT LINCOLN SQUARE IN URBANA, IL.

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



(Continued from page 1)

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."

Under the agreements announced today, CPKC would acquire and operate the segment of the MNBR between Meridian and Myrtlewood, Alabama, and CSX would operate the lines currently leased by MNBR east of Myrtlewood.

As a result, CPKC and CSX would establish a direct CPKC-CSX interchange at or near Myrtlewood. In exchange, G&W would acquire certain Canadian properties owned by CPKC and other rights. MNBR would receive rights to continue to provide local service to existing customers on former MNBR-owned lines and connect with other railroads without interchange restrictions.

Terms of the transactions were not disclosed and will be addressed in negotiated, definitive agreements. Parts of the transactions are *subject to review by the Surface Transportation Board*.

CSX Alternative Fuel

CSX continues to carry out a project aimed at certifying an alternative fuel for use in locomotives.

The Class I is testing a 20% soybean oil-based fuel in 10 locomotives that help serve phosphate customer Mosaic in Tampa, Florida. The tests — which began in 2022 and are yielding impressive results — will demonstrate the effectiveness of a B20 biodiesel blend in Wabtec Corp. FDL Advantage engines, CSX officials said in a press release.

The locomotives so far have consumed more than 200,000 gallons of B20 fuel, which can reduce greenhouse-gas emissions by nearly 20%. Among the project's goals: to provide verified emissions reduction data, monitor the impacts of B20 on locomotive engine components and gain U.S. Environmental Protection Agency (EPA) approval for long-term use of higher biodiesel fuel blends in locomotives, CSX officials said.

“The broader impact this will have in enabling our customers to accelerate some of the commitments they’ve made to their customers to reduce their environmental footprint [is exciting],” said Arthur Adams, the Class I’s senior vice president of sales and marketing.

Mosaic is a key project partner by allowing the testing to take place on the fleet that operates in dedicated service for its mining, manufacturing and distribution operations in the Tampa area, CSX officials said. Operating the locomotives in closed-loop service has provided a controlled test environment, they added.

The project also involves Wabtec, which has modernized the 10 AC4400 locomotives with FDL Advantage engine technology and will periodically perform necessary EPA emission testing on the units at its facility in Erie, Pennsylvania.

CSX expects to complete the test this year and submit the results to the EPA in 2024.

Progressive Railroading 7-18-23

UP—CPKC Grain Issues

WASHINGTON — Union Pacific’s contention that Kansas City Southern can’t haul grain from the Upper Midwest to the Gulf Coast using trackage rights south of Beaumont, Texas, is “revisionist history,” Canadian Pacific Kansas City has told federal regulators.

Earlier this month CPKC asked the Surface Transportation Board to enforce the trackage rights that KCS gained as part of UP’s 1988 acquisition of the Missouri-Kansas-Texas Railroad.



But UP, in a filing last week, said the South End trackage rights giving KCS access to Houston and Galveston are limited to a handful of so-called North End originations in Kansas, Nebraska, and Iowa. UP also contends the board lacks jurisdiction in what amounts to a

contract dispute that should be settled in court or in arbitration.

CPKC says the issue revolves around what UP and Kansas City Southern negotiated and what the Interstate Commerce Commission intended when it made the trackage rights a condition of its approval of UP’s acquisition of the Missouri-Kansas-Texas in 1988.

Union Pacific, CPKC says in a sharply worded rebuttal, “attempts to ignore the plain language of what UP and KCSR negotiated, what UP asked the ICC to impose to satisfy a condition the ICC imposed on the UP-MKT merger, and what the ICC in fact imposed. UP’s revisionist history should be given no weight, and the Board should enforce the plain language of the terms imposed by its predecessor to protect competition.”

UP also argued that since KCS took UP to court in a 1997 dispute over the trackage rights, it’s clear that even CPKC should realize the STB lacks jurisdiction.

CPKC disagrees.

“The 1997 complaint demonstrates that UP’s position in this proceeding reflects a troubling pattern: when KCSR engages in a transaction that offers shippers better competitive options and thereby threatens UP’s market position, UP



BUILDING AMERICA®

(Continued on page 4)

(Continued from page 3)

responds by seeking to take away KCSR's rights. It did so in 1997 after KCSR acquired an interest in the Mexican Concession, and it is trying to do so again now after KCSR became part of the larger CPKC network."

KCS only sporadically used the rights over the past 35 years. After obtaining the concession to operate in Mexico in 1996, KCS concentrated on cross-border grain movements it could originate and that maximized the railway's length of haul.

The CP-KCS merger has prompted shipper interest in using CPKC's single-line service from the Upper Midwest to reach export markets via Houston and Galveston, CPKC says.

UP contends CPKC cannot use its South End trackage rights for grain traffic unless the shipments move through Kansas City from Lincoln, Topeka, Atchison, and Omaha/Council Bluffs

Illinois Higher Speed Rail

On June 26th the Amtrak reached a milestone in Illinois with the introduction of 110mph track speed on most of the former GM&O route from Chicago to St. Louis. 20 years in the process the politicians can now say that travel time is cut for those taking the train between those metropolitan cities.

The project required an upgrade of roadbed and track, closing some 39 grade crossings, upgrade of all others to quadrant gates with detectors and additional long sidings on the route.

While I was still working my Decatur engineering firm received the contract to prepare all of the documents for the grade crossing changes. Over some 5+ years we surveyed, designed and the state then let for bids for the work. Almost every project required a public hearing, especially the ones that were closed. Some of the work required bridge work and during that time the Texas Chief was detoured to the former C&EI route between the two cities. Amtrak Lincoln Service was cut back and some buses connections made. The idea the project would create some 900 jobs, but in our case 3- 4 of our employees were assigned to the project and no new hires. The UP did all the trackwork and brought in their own crews when needed. Government likes to play with numbers.

So for \$1.96 billion the track and crossing changes along with the speed increase has cut some 30 minutes of travel time from the original Lincoln Service schedules (remember that only applies if you are traveling the entire route). That amounts to \$6.5 million per minute saved. Of course that only applies if the trains are on schedule 100% of the time, something that one would question. What else was gained for the money? The Union Pacific now has a rebuilt "high speed" route for intermodal trains from Joliet to St. Louis. Not bad when someone else (you and me) pays to upgrade your facility.

Rick Schroeder

Container Ships

The Port of Baltimore last week welcomed the largest container ship ever to visit the state with the arrival of the Evergreen Ever Max at Seagirt Marine Terminal.

The vessel weighs 165,350 tons and has the capacity to handle 15,432 20-foot equivalent units (TEUs). The port has a 50-foot-deep channel and the cranes needed to serve a vessel of this size, Maryland Port Administration (MPA) officials said in a news release.

At approximately 1,200 feet long, the Ever Max is longer than four football fields. Previously, the largest container ship to visit the port was another Evergreen vessel, the Triton, which first arrived in 2019 and has a capacity of 14,424 TEUs.

Additionally, the port's container business is expected to increase due to the CSX-owned Howard Street Tunnel expansion project in Baltimore, which will allow for double-stacked container trains. This would give the East Coast double-stack capacity from Maine to Florida, MPA officials said.

The Howard Street Tunnel project is being funded by the federal and state governments, CSX and other sources. It is scheduled to be completed in 2026 and expected to increase the port's business by about 160,000 containers annually.



From My Office Window

Since we moved in to the new home in 2020 the distant trees, as well as our new plantings, continue to decrease the visibility of CN passing trains. It is harder to spot engine numbers, even on the IC SD70's that still run in pairs. So this issue of the column will cover another topic.

The following comments do not reflect those of the NRHS, the Chapter, any officer in either group, anyone walking down the street or anyone else I may know.

For those of you that get TRAINS magazine I hope you read the commentary by Bill Stephens on page 10 about regulations of California railroads. Also, we all have our opinion on "Climate change" and how long this planet may survive (they say we have 10-12 years). I will get to that article in a minute.

As I write this article on August 22nd I went to the Miso energy site that monitors and manages the electrical grid from Canada through MN, WI, IA, IL, MI, IN, MO, TN, MS and part of LA to the Gulf. At 2:00 PM the outside temperature was 92 degrees, almost no wind and the grid had a load of 115,000 Mw. The site lists real time production of energy by each source. At that time coal was 39%, gas 40%, nuclear 10%, wind 7%, solar 3% and other 3%. So checking once or twice a week through the summer this is normal. The only peak in wind occurs from January to April when it reaches around 25%. According to the US energy Information Administration wind and solar will reach 42% in 2050.

So what about the TRAINS article. California, as we know, wants to lead the country in eliminating a form of power generation except wind and solar. As part of that the California Air Resources Board has determined that diesel locomotives present a pollution problem and that alternate power sources must be used. So first they plan to tax railroads that are operating older than 23 years by 2024 and by 2030 older must be replaced. In 2020 the average age of a short line locomotive in California was 43 years. The new power that would be acceptable goes for over \$500,000 and close to a million, more than the income of most short lines.

The AAR, the ASL&RRA, have filed a suit over the regulations noting it will put companies out of business as the alternate sources of power are not available yet, still in testing in various locations. The short lines handle 260,000 carloads per year and this would be the equivalent of 781,000 truck loads

on the area roads. The response from the CARB is they are the polluter, the main problem and railroads must change. At the same time California is requiring that all trucks become electric by a certain date and it has been noted by the trucking industry that the additional weight will cut down on hauling capacity plus driving range will be an issue.

Today money and politicians drive the push to zero carbon and here in Illinois the new law will require all power plants to shut down by 2035. The Springfield power plant is an exception (politicians?) as they have until around 2040. According to the law windmills and solar panels will power the state by 2040 (did not you note the above quoted government reports).

During the recent hurricane in California I happened to find a video of a driver who was driving around in his car with a mounted camera showing what was going on with the storm. He pulled into an area with 2 cars in front and waited. I watched as the front one turned and proceeded to a Tesla charging station, one of 6. All were full of cars. So I went back and forth to some other videos and some 20 minutes later when I came back he was next in line. Some 15 minutes later he backed into a spot and when I returned some 30 minutes later he was still charging with 3 cars waiting in line. I watched no more.

CPKC is working on hydrogen powered locomotives, at least 2 are in service I think. CSX has joined them as a partner for the tests. NS has tested LNG out east for some 2 years and no news how that stands. Watco, Progress Rail and a couple of others have, or are, building battery powered units and some have been moved to California for testing. BNSF is testing one that is in a consist on through trains. So progress is being made and maybe in another 20 to 30 years we will have battery powered trains, but not by 2030.

By the way, if a company or municipality tells you that your electricity is coming from renewal sources check out my 3rd paragraph. I have been watching that site for at least 2 years and the number never change no matter how many windmills or solar panels are installed.

I watched a history channel show on Stonehenge. Seems like they found another site 150 miles away and 3,000 years old, identical, stones from there were moved to Stonehenge because the change in the earth's tilt the Southern Cross could no longer be seen. Climate Change?

Rick Schroeder

Grand Canyon Railway

WILLIAMS, Ariz. — Grand Canyon Railway's No. 4960 completed three consecutive Saturdays of round-trip excursions from Williams to the south rim of Grand Canyon National Park on Aug. 5, 12, and 19. The 100-year-old 2-8-2 commemorated its centennial year with an official celebration as part of the Aug. 12 run.

The locomotive "ran like a champ," said Eric Hadder, chief mechanical officer of the Grand Canyon Railway. The last two Saturdays saw No. 4960 parked in front of the Grand Canyon depot during the layover, with stairs leading up to the cab to allow visitors to look inside. For Hadder, it was a memorable highlight. "We had a lot of folks taking an interest in the locomotive," he said. "Everyone wanted to get their picture taken by the cab."

The next excursion for No. 4960 is scheduled for Sept. 2, as part of the railway's 2023 steam schedule, which sees the steam locomotive run on the first Saturday of each month along with additional dates for special occasions. According to Hadder, the two weeks leading up to the trip will see routine servicing and inspection.



No. 4960 leads the Grand Canyon Railway's No. 4960 was selected to pull fan-trip trains on the railroad until the end of the steam excursion program in 1966. Purchased by Grand Canyon Railway in 1989, the locomotive has been in active service since 1996 after undergoing an extensive rebuild and being converted to burn oil. It currently burns waste vegetable oil since 2009.

The 2-8-2 was built in 1923 by the Baldwin Locomotive Works for the Chicago, Burlington & Quincy Railroad. In the late 1950s,

No. 4960 was selected

TRAINS ONLINE

BEMUs for Germany

ALSTOM has unveiled at Chemnitz main station in Germany the Coradia Continental battery-electric multiple-unit that it is supplying to Mid Saxony Transport Authority (VMS), which from 2024 will operate on the 80km Chemnitz - Leipzig line.

VMS ordered 11 BEMUs from Alstom for €100m in 2020, exercising an option in a contract signed in 2014 for the supply of 29 Coradia Continental EMUs. Alstom will also maintain the new BEMUs up to 2032 and there are further options for the supply of up to 12 more trains.

The Coradia Continental BEMU has a range of 120km and a maximum speed of 160km/h when powered by its lithium-ion batteries. It can also draw traction current from the overhead catenary on electrified routes.

The three-car trains are 56m long and can each seat 150 passengers. Alstom says that its high-performance lithium-ion battery solution guarantees catenary-free operation without sacrificing performance or passenger comfort.

Production of the new BEMU fleet for VMS is taking place at Alstom's Salzgitter and Mannheim sites in Germany. The battery traction system has been supplied from Tarbes in France, Alstom's world centre of excellence for green traction systems.

"We will be able to operate electrically on one of the most important rail routes in the transport authority area without it already being electrified," says VMS managing director, Mr. Mathias Korda.

"Being able to travel in clean, environmentally-friendly and comfortable way between Chemnitz and Leipzig is the result of the interplay between regional ownership as a transport authority and innovative technology from Alstom."

"Alstom's ambition is to be the global leader in sustainable mobility, reducing emissions and pollution in catenary-free operation," says Mr Müslüm Yakisan, president of Alstom's Germany, Austria and Switzerland (DACH) region.

"The presentation of the first battery-powered train developed by Alstom is an important step in this direction.

International Railway Journal 8-23-23

May Meeting Minutes

The May 21, 2023, meeting opened at 1259 at Jockos.

The secretary's minutes were accepted as printed. The report from the treasurer showed one expense during the month, \$400 for Rossville liability insurance. Closing balance is \$8442.96.

Regaining the tax-exempt status for the chapter was discussed. Rick Schroeder made a motion to file an application to the IRS at a cost of \$275, seconded by Terry Henderson. It was approved and the secretary will submit the application. Doug discussed the need to change the chapter's bank. The current one has been sold. He will begin looking for an alternative.

Travis Hunt reported that North Judson has not yet established a schedule for steam operation. Dates will be determined later for the trip.

An Amtrak trip scheduled for May 20 to Centralia was canceled as the southbound train was sold out. Instead, Dick indicated he will be planning a trip from Bloomington to St. Louis with his brother in June. When the date is finalized, the chapter members will be invited to join to ride the 110 mph trains. A similar trip to Joliet is possible and will be considered for later in the summer/fall.

Skyler completed work on the motor, and it will be placed into the motor car soon.

The Rossville Museum will reopen to the public on May 27. Cleaning will commence at 10 on that Saturday, as well as preparing the layout for summer operation. Doug will purchase supplies for the refrigerator.

The Vermilion Valley RR was sold to Gulf & Atlantic Railways. They indicated they will be making a significant capital investment in the property. Chesapeake and Indiana was also part of the sale.

The meeting was adjourned at 1316.

Rick presented pictures of some of the bridge construction projects he was part of during his career.

Railroad Fleet Statics

The August issue of Progressive Railroads lists the car and locomotive fleet of railroad from 2007 to present. Some interesting notes are about age and type. There are 61,693 RR and 39,274 PVT box cars. Covered hoppers are 40,124 RR and 75,578 PVT. Open hoppers are 40,124 RR and 75,587 PVT. On the gondola side there are 93,626 RR and 101,695 PVT. Flat cars come it 61,970 RR and 146,259 PVT (lot of TTX). Refrigerator 6,203 RR and 4,241 PVT. Tank cars have the most spread, 449 RR and 439,120 PVT (not a surprise). Total freight cars are 384,567 RR and 1,256,491 PVT.

In 2022 35,813 freight cars were built of which the railroads accounted for 5,036, a total increase of 10,000 from 2021.

On the locomotive side in 2000 there were 20,028 units in

service with 640 being new units and 81 rebuilt. The number increased each year and by 2015 t 2018 there were some 26,500 in service each year. 2014 saw 1,073 new units which decreased each year that by 2018 only 128 were new but rebuilding was up. By 2022 the fleet had dropped to 23,184 with only 10 new units delivered (in 2021 there were no new units added.). In 2021 there 290 rebuilds, 2092 in 2022 and as we know, you have been reading the various publications, the major carriers are moving units into rebuild with many being converted from DC to AC power. Norfolk Southern continues to rebuild units at Altoona shops while Wabtec (former GE) and Progress Rail do the same. Other small shops are converting some units for short lines and industrials.

Danville Junction Chapter, NRHS
PO Box 1013
Danville, IL 61834-1013

Phone: 555-555-5555
Fax: 555-555-5555
Email: someone@example.com

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

Photo of the Month



It is September 17, 2011 and Monticello Railway Museum #401 is arriving at the station with 3 cars and a Wabash caboose.
Rick Schroeder photo