

DANVILLE FLYER

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January Meetings at Jocko's

For the January meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday, January 16th. Lunch will be around 1:00 PM with meeting to follow. Please remember you may be ask to wear a mask upon entering the restaurant.

Doug Nipper will present the program for this meeting and Rick is planning to present his in February.

CP—KCS Merger Approved by Stock Holders

Canadian Pacific shareholders yesterday (12-8) voted overwhelmingly in favor of the issuance of CP common shares to Kansas City Southern common stockholders in connection with the proposed CP-KCS combination.

The CP shareholders voted on two items during yesterday's special meeting. The first vote was to approve the issuance of up to 277,960,197 CP common shares as the share consideration under the terms of the merger agreement. The second vote was to approve the Class I's name change to Canadian Pacific Kansas City Ltd. The name change depends on the proposed merger's approval by the U.S. Surface Transportation Board (STB).

The vote results were 99.91% in favor of the share issuance resolution and 99.83% in favor of the name change resolution.

"The overwhelming support our shareholders have given to the transaction is critical to making this combination a reality," said CP President and CEO Keith Creel in a press release. "In the coming days, we will be working to complete the steps required to close into the voting trust, and in the months ahead we look forward to participating in the STB's comprehensive regulatory review."

As announced Sept. 15, CP agreed to acquire KCS in a stock and cash transaction valued at \$31 billion, which includes \$3.8 billion of outstanding KCS debt. The transaction values KCS at \$300 per share.

KCS stockholders are slated to vote on the merger agreement tomorrow (12-10). Progressive Railroading 12-9

Editor: We have already cast our KSC stock in favor of the merger and 99.6% of KCS stockholders approved the merger. I hate to see the colorful KCS image change but as they say, life moves on.

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

JANUARY 8TH OPERATING SESSION AT ROSSVILLE MUSEUM.

JANUARY 30TH, CID/NMRATRAN SHOW, LEBANON IN BOONE COUNTY FAIR- GROUND 10 TO 3.

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
- Jess Bennett – Historian
- Bob Gallippi – Museum Director
- Rick Schroeder – Editor & NRHS rep
- Cooke Wireless, LLC - Publisher & Distributor



Funding for Decatur Bridge Approved

The Illinois Commerce Commission (ICC) has authorized a total of \$18 million in funding to construct a road overpass over Norfolk Southern Railway track and make other crossing improvements in Decatur, Illinois. About \$12 million in funding will come from the state's Grade Crossing Protection Funds, while \$6 million will come from the Multi-Modal Transportation Bond Fund, which is part of Illinois Gov. JB Pritzker's Rebuild Illinois program. The NS track overpass will be located at Brush College Road. The funds will also help pay for the installation of gates and median barriers at the Faries Parkway grade crossing, which is on Illinois Central Railroad (IC) track, as well as the relocation and gating of an IC crossing on Harrison Avenue. Total costs for the Brush College Road/Faries Parkway Project is \$62.7 million, with ICC committed to spending a total \$18 million under the five-year Crossing Safety Improvement Plan. The city of Decatur will be responsible for future maintenance of the bridge substructure, superstructure and highway approaches. IC will be responsible for future maintenance costs of automatic warning devices and crossing surfaces. The project is expected to be completed by the end of 2025. The project is designed to address safety

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NS Meltdown

WASHINGTON – Surface Transportation Board Chairman Martin J. Oberman today asked Norfolk Southern CEO Jim Squires to explain the railroad's deteriorating performance metrics and rising number of shipper complaints.

"I am requesting that you provide the Board with a review of the current state of NSR's network, and your assessment of what factors are affecting NSR's ability to achieve past levels of fluidity and consistent service, and in particular the impact on customer service of previous headcount reductions for train, yard, and maintenance employees," Oberman wrote in a letter to Squires.

NS's key performance metrics – including average train speed, terminal dwell, and number of trains holding per day – have trended in the wrong direction over the past several weeks compared to 2019 levels, Oberman noted.

"For example, NSR's system average train speed for manifest service was 14.01 mph for the second reporting week of November 2021, showing a marked decline against the same week for November 2019 when NSR's manifest train speed was 20.7 mph," Oberman wrote. "This delta is particularly troubling given the focus on the manifest network in NSR's precision scheduled railroading operating model."

The declining performance figures come as the railroad is struggling to replace train and engine crews who have left the railroad in recent months. The ranks of transportation employees have declined in each of the past three months, Oberman notes.

Norfolk Southern customers have complained to the STB about missed switches, stranded cars, longer transit times, unexpected operating plan changes, and lack of communication from the railroad's customer service department.

"Many of these complaints are from customers along NSR's Cincinnati to Chattanooga corridor, but I have also heard from shippers in the deep South and the mid-Atlantic," Oberman wrote. "Taken together, they represent a cross-section of key commodity groups. These rail service disruptions have caused customers to incur additional costs, typically without compensation from NSR."

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View from My Office Window—Rick

The leaves are finally off the trees between the house and the Canadian National so viewing trains is much easier. Traffic is always good throughout the day and the mix of merchandise, intermodal, coal, oil and taconite makes it nice.

As I write this today (12-15), and watching the ATCS, a south-bound CN merchandise has stopped and checking the ATCS note NS has a westbound blocking the diamond at Tolono waiting for an eastbound going by Sloan. After about 25 minutes of blocking Airport Road, the train is almost 2 miles long, they headed south. NS is running long trains and the WB would not fit at Tolono or Sloan siding.

Last week I noted that there were OS lights on the siding both east and west of the diamond at Tolono. They had been there for at least 24 hours so decided to drive and check it out. There was an EB blocking the county road on the east side of town and one of two crossings in town. West of Rt 45 was another EB which had the crossing on the west side blocked. Sloan siding had a train for two days and at Ryan, near Farimount, another set for at least two days. Watching the ATCS in the afternoon the following day the Sloan train moved out and then the EB west of the diamond left. The other EB did not leave until the following day. So much for delivering cars to customers.

"You too can watch trains from the comfort of your home" by going to YouTube and typing in "Virtual Rail". There are a number of free cameras with some of the best being Ft. Madison, IA, Horseshoe Curve, Elkhart IN, and Belen, NM. In addition they feature a group from various sites on videos that are 15 to 30 minutes long.

Most of you area aware that railroads are running longer trains, some on BNAS and NS are 3 miles long. I was recently watching the Elkhart camera and an EB started by with some 7 units up front. The train was very long and finally 2 DPU's appeared with another long group behind it. I noted the time and at around 20 mph it took the train some 24 minutes to go by the camera.

So much for precision railroading when you are stuck at a grade crossing watching a train for 24 minutes.



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Oberman asked NS to provide an update on the state of its network, explanations of why NS has been unable to match 2019 service levels, and how it plans to attract and retain employees.

Oberman sent a similar letter to CSX Transportation CEO Jim Foote in October.

TRAINS On-Line 11-23-21

Editor: Remember the days of the UP-parking trains south of Chicago Heights because they could not get their trains, or those of CSX, into the yards? Bruce Bird has noted in recent weeks (November) that west bounds are being stacked up east of Decatur. As note on Channel 3 news Bement had every crossing blocked for several hours. The week of the 10th I made a trip to Danville for a visit to the museum and checked the ATCS before I left. It noted a train in the siding at Sidney and something on the westbound at Ryan. Around 9 there was a WB filling the siding at Sidney, some 14000 feet long. As I passed Ryan on the Catlin Road there was a 2+ mile train, no crew. I came back to Savoy around 2 PM and both trains were still in their locations. I paced a RoadRailer all the way to Philo as they passed everything in the sidings as they headed to Decatur.

CP and Hydrogen Power Loco

Testing of the first line-haul hydrogen-powered locomotive for North America reached a new milestone on November 30 when the prototype unit moved under its own power for the first time.

Class 1 Canadian Pacific is designing and building the locomotive using fuel cells and batteries to power the electric traction motors. Speaking virtually at the Cutric Second Annual Smart Rail Technology Conference on November 30, CP chief engineer Mr Kyle Mulligan said: "We are going to deploy that prototype into one of our terminals in Calgary." This will be followed by testing on the main line he said.

The diesel fuel tanks on the modified unit have been replaced by the extraction battery system and the cooling system and radiator fans have been replaced by the hydrogen storage. The fuel cells are located where the diesel engine and alter-

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Rochelle History

Rochelle Hobo History ~ fwd David Yetter

Some of you might find this interesting, we all have heard of the Rochelle train park, I wish CNW and BN still ran thru here, alas it's not to be, U.P. & BNSF run thru, at least there is some yellow still present, not the perfect yellow of CNW.. ~ DY]

The integral part of growing up in Rochelle was the adventure of exploring the Hobo Jungle. The jungle contained all of the requisites needed for a rite of passage. Parents warned us to stay away from the jungle. The threats, though vague, were cause for great concern. One could almost see themselves being dumped into the pot of hobo stew as part of a nutritious supper. In any case nothing good would come of a visit to the Hobo Jungle.

"There's a race of men that don't fit in,
A race that can't stay still;
So they break the hearts of kith and kin.
And roam the world at will.
They range the field and they rove the flood.
And they climb the mountain crest,
Theirs is the curse of the gypsy blood.
And they don't know how to rest.
If they just went straight they might go far;
They are strong and brave and true;
But they're always tired of the things that are;
And they want the strange and new.
They say, 'Could I find my proper groove;
What a deep mark I would make!'
So they chop and change, and each fresh move is only a fresh mistake."

So was written in *The Hobo's Hornbook* by George Milburn in 1930.

Some background here ... In 1854, the Airline Railroad reached the area that is today Rochelle. That track is today the Union Pacific. By 1857, a second railroad, Ogle & Carrol, was constructed through the community. The Ogle & Carrol Railroad merged and grew into today's Burlington Northern and Santa Fe.

With the railroads came a group of individuals known as hoboes. Much of what we know about hoboes comes from ro-

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manticized movies, songs and stories. Good natured, independent and happy to be free. The hobo life was considered an individual choice. Unfortunately, that was not always the case. Spikes in the numbers of hobos riding the rails came at the end of the Civil War, WWI and during the depression. Returning soldiers needed jobs, many also had emotional problems from what they had experienced and could not function in society. To travel across the country was a slow process. Horses were not fast and jobs disappeared as quickly as they popped up. The trains were the fastest and most economic method of travel.

In 1903 Hohenadel Canning Company opened in Rochelle. Asparagus, corn, pickles and peas all needed to be harvested. The jobs were here and this siren call brought the hoboes.

Rochelle was served by two railroads. Trains would roll into town and the unemployed would jump off and begin searching for any seasonal job available. Until they received their pay, the hoboes needed a place to live. Hobo jungles were generally located in areas with trees for shade, water for bathing and cooking and far enough from the "town clowns" that the hobo could avoid the locals.

Rochelle had a few hobo jungles. The current rail diamond at the site of the Rail Fan Park was close to work and located in an area where trains slowed down to pick up and drop off cars. A perfect place to jump on or off a train. Locations where the trains crossed Kyte Creek were perfect locations for hobo jungles. North of Memorial Park was the jungle that most of us remember. A short trip under the bridge or along the tracks and you could enter the world of the hobo.

For some, a glimpse of the denizens in the jungle was enough. A quick sighting and a faster retreat. Others braved the dangers. You could end up in the stew pot, or worse your parents could learn of your escapades. Today, the Rochelle Street Department owns much of the land that was the jungle. For myself, every time I drive east on First Avenue past Memorial Park, I look north and smile. I can almost see the stew pot bubbling. [*Rochelle News Leader*, 11/10/21]

(Editor note: During my time as a youth, noted a number of these Hobo Camps around the rails in Council Bluffs. Several years ago, discovered two on the fringe of Council Bluffs ... one near the Missouri River IC bridge and a second, near abandoned CGW and current BNSF trackage.)

Via Brass Switchkey Railnews #36, v28, Dec. 11, 202, Dick Wilson, Editor, Omaha, NE

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nator were. "We are building this in a way that is modular so that we can retrofit existing platforms," Mulligan said.

Work on the project began in late 2020. "We moved into regenerative braking development and testing at the same time, our locomotive fabrication and assembly," Mulligan said. "Now we find ourselves here in Q4, where we're doing our final integration control system and factory testing."

Mulligan told delegates that CP has 1200 diesel-electric locomotives and significant expertise in locomotive modernization. "We do not purchase new locomotives as much as one would think," he told delegates. "We reutilize our existing platforms, we modernize their electronics. We rebuild the engines and then give them a new life.

"When we purchase a locomotive, they are typically 50 year assets," Mulligan explained. "If we were to invest in Tier 4 locomotives today, we would quickly find ourselves post-2050 still burning diesel fuel." He said CP is trying to leverage its modernization strategy and incorporate zero emissions technologies. He said that CP's biggest cost is around fuel and labour.

Mulligan said that the locomotives are already hybrids. "They have electric traction motors that are powered by a diesel engine. If you remove that diesel engine and alternator and replace it with zero emission technology, you already have a platform that can leverage that electric input to provide traction."

He told delegates that a benefit of the hydrogen locomotive is that the power output that can be created from the hydrogen and batteries can be similar to what is produced from a diesel engine. Mulligan also called this a challenge but explained that CP has already seen areas that can be optimized in terms of onboard hydrogen storage.

Battery capacity on the prototype is already double what was ordered initially he said, adding that CP believes there will be further developments over the next couple of years.

Rail Group News 12-1-21



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concerns about two grade crossings being too close to a busy road intersection in Decatur near several large industrial complexes, ICC officials said in a press release. It's currently impossible to install flashing lights, gates or bells at either crossing; train operations are often blocked for significant amounts of time, they said. Since 1990, 17 train-vehicle collisions have occurred at the NS crossing and four collisions have happened at the IC crossing. No fatalities and one injury have been reported out of the 21 total incidents.

Progressive Railroading newswire (December 21) via Midwest Rail Scene

Editor: While I was still working full time for URS we had the contract for the Preliminary Design of this project. That was over 10 years ago—projects are not “shovel ready”.

Springfield Rail Project Funded

U.S. Secretary of Transportation Pete Buttigieg late last week announced \$1 billion will be invested in infrastructure projects through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants program. The funding has been awarded to 90 projects in 47 states, the District of Columbia and Guam.

Fiscal-year 2021 RAISE Transportation discretionary grants are for planning and capital investments in surface transportation infrastructure and were awarded on a competitive basis for projects that will have a significant local or regional impact, U.S. Department of Transportation officials said in a press release.

Rail-related projects, grant recipients and grant amounts include:

Charlotte Multimodal Transit Hub, Charlotte, North Carolina, \$15 million.

Wasco SR 46 Improvement Project, Wasco, California, \$24 million.

Southwest Chief La Junta Route Restoration Program, Colorado, \$2.8 million.

Derby-Shelton Multimodal Transportation Center, Connecticut Department of Transportation, \$12.6 million.

Benning Road Bridges and Transportation Improvements, District of Columbia Department of Transportation, \$15 million.

A. Philip Randolph Regional Multimodal Transportation Hub and Complete Streets Connectivity, Palatka, Florida, \$8.2 million.

Springfield Rail Improvements Project, Springfield, Illinois, \$13.5 million.

Fare Modernization, Neighborhood Transfer Points, Regional Transfer Hubs and Operator Comfort Stations, New Orleans Regional Transit Authority, \$18.5 million.

Blue Hill Avenue Multimodal Corridor Project, Boston, \$15 million.

Detroit New Center Intermodal Facility Project, Michigan Department of Transportation, \$10 million.

19th & 37th Street Trolley Station Improvements, Southeastern Pennsylvania Transportation Authority, \$15 million.

South Dakota Freight Capacity Expansion Project, South Dakota Department of Transportation, \$22 million.

Janesville Bridges and Track Restoration Project, Wisconsin Department of Transportation, \$6.8 million.

Coal to China

CHARLESTON, W.Va. — Railroads are benefitting from China's continued appetite for U.S. coal as America exports coal to China in volumes unseen in much of the past decade. American coal producers are supplying China for electricity generation and steelmaking due to a now year-long unofficial ban China imposed on Australia.

In late 2020, China quit buying coal from Australia after top officials in the country criticized China on its handling of the COVID-19 outbreak. Since then, China has relied on other coal producers, like the U.S., to supply its needs. China is heavily dependent on coal and is the world's largest consumer of the nonrenewable resource. And even though China's economy has soared since pandemic restrictions lifted, the country is still sourcing its coal from suppliers other than Australia.

Data from the U.S. Energy Information Administration shows

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November Meeting

The Nov. 21, 2021, meeting opened at 1306 at Jockos.

The secretary's minutes were accepted as printed.

The treasurer's report shows 2 major expenses for the month: utilities and postage. Income totaled \$1791, mainly dues and donations. Closing balance is \$6598.86.

The November operating session occurred, but the December session was rescheduled for 12/11.

Skyler has the motor car winterized. The remaining work is on the alternator bracket.

Some members attended the Danville IN show, which was large and well attended.

Rick said he would provide the December program. Doug Nipper volunteered for January.

The current slate of officers was reelected for another year.

Henry referenced the upcoming Crown Point show. He was notified late on 11/7 that the Bodine RR was operated that day. It was too late to notify other members. The meeting was adjourned at 1315 Dave Sherrill presented a program on early streamliners.

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that through the first half of 2021, the U.S. has exported 5.4 million tons of coal to China, compared to slightly more than 531,000 tons for the same period a year ago — a profound 920% increase year-over-year. For the first half of 2019, before the pandemic, the U.S. exported a little more than 771,000 tons to China.

For the first half of 2021, the U.S. has exported more than 554,000 tons of thermal coal to China for electricity generation, compared to a measly 488 tons for the same period a year ago. It is the most thermal utility coal the U.S. has shipped to China since 2013. As for metallurgical coal, used to produce steel, the U.S. has shipped 4.8 million tons to China in the first six months of 2021, compared to less than 532,000 tons a year prior. It is the also the most met coal China has received from America since 2013.

According to the Association of American Railroads' most recent weekly railcar traffic data, published Nov. 6, U.S. railroads have moved 2.8 million carloads of coal this year, a 11.6% increase year-over-year, or a positive difference of more than 68,000 carloads. While 2020 coal production was hindered by the pandemic's impact on the economy, China is accelerating coal's demand, and carloads as the U.S. backfills tons previously supplied by Australia.

Norfolk, Va., and Baltimore, Md., lead the nation in coal exports at 14.7 million tons and 10.9 million tons, respectively,

through the first six months of 2021, the most recent data published by the U.S. EIA.

But terminals in the Gulf of Mexico have been the biggest beneficiaries of 2021's coal export tailwinds in terms of percentage gains. New Orleans has handled 5.9 million tons through June 2021, compared to 2 million tons a year prior, a 197% increase year-over-year. Houston-Galveston, Texas, handled more than 187,000 tons in the first six months of 2021, compared to less than 7,000 tons a year prior. Gulf Coast terminals will often handle export-bound thermal coal originating from the PRB due to limited port capacity and coal-related infrastructure on the West Coast.

In early October, Reuters reported that China had begun the process of releasing some Australian coal from bonded storage along its coast due to an ever-intensifying power crisis. At the time, it was estimated China had about 1 million tons of Australian coal in warehouse storage, but despite the effort to process some of the reserved coal, it was not a clear indication that China would start using Australian coal on a regular basis again.

TRAINS On-Line 11-24-21

Editor: In my opinion we now know why in a recent (November) virtual phone call meeting between our President and the China President there was no mention of COVID 19 or other political issues. So much for those that want to eliminate coal production in this country – they don't know we are shipping to China, the largest producer of CO2 omissions.

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Business Tagline
or Motto

Photo of the Month



Eastbound P&E with PC 2345 heads east out of Hillary Yard to Indianapolis in June 1974. On the left is the Brickyard Siding and the lead up the hill to get to the brick plant on the south side of U. S. 150. George Wynn Photo, Schroeder Collection.