

DANVILLE FLYER

Inside this issue:

March Meeting	1
Government Issues	1
About Us—Officers	2
Missouri Auto Facility	2
C&EI Annual Meeting	3
From My Office Window	3
UP Rail Theft	4
Forced Switching?	4
CP Gets an "A"	6
RJ Coreman New Railroad	6
Chicago—Mexico Service	6
UP Carbon Output	7
Twin Cities Passenger?	7
Photo of the Month	6

MARCH 20TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM.

APRIL 2ND OPERATING SESSION AT ROSSVILLE MUSEUM.

MARCH 26-27, URBANA TRAIN SHOW AT LINCOLN SQUARE SATURDAY 10 TO 6 AND 11 TO 4 ON SUNDAY

March Meeting at Jocko's

For the March meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday, March 20th. Lunch will be around 1:00 PM with meeting to follow.

Doug Nipper is scheduled to present the program

Government Ignores Railroad Suggestions

Editor: Please read, we wonder why the government oversees anything.

The U.S. Department of Transportation's (USDOT) new report on the status of the U.S. supply chain ignores important suggestions provided by the freight-rail industry, according to the Association of American Railroads (AAR).

Yesterday, on the one-year anniversary of President Joe Biden's executive order on supply chains, the USDOT issued a report that lays out vulnerabilities in the nation's freight and logistics supply chain and provides actions needed to speed up the movement of goods from ships to shelves.

Addressing supply-chain challenges is a top priority for the Biden administration. The USDOT has taken immediate and long-term actions to bolster supply chains, and the report provides a path to continue that work, including the recent announcement of \$450 million in grant funds available for port infrastructure projects.

AAR President and CEO Ian Jefferies praised the Biden administration for its focus on supply-chain problems. However, the USDOT report's discussion and policy recommendations directed at freight railroads "raise concerns that powerful special interests are co-opting logistics challenges created by the pandemic to obtain below market rates and pad their own profit lines," Jefferies said in a statement.

"Make no mistake: The recommendation for **federal regulators to impose new economic regulations is at direct odds with the stated goals of this report** to increase freight fluidity and would also lead to freight diversion away from railroads that would hinder the White House's other stated goal of reducing carbon emissions," he said.

The Surface Transportation Board's proposed "**reciprocal switching**" regulation would "create inefficiencies, inhibit investment and in turn make rail transportation less competitive," Jefferies added.

Although freight railroads offered input as USDOT developed its report, it ignores the indus-

(Continued on page 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



New Auto Shipping Facility in Missouri

MARYLAND HEIGHTS, Mo. — The city council of a St. Louis suburb on Thursday approved construction of a facility for shipping automobiles by rail, despite the decision of its planning commission not to recommend the project and the objections of residents in the community of Maryland Heights and a neighboring city.

The St. Louis Post-Dispatch reports that Precision Vehicle Holding of Wayne, Mich., wants to rezone 91 acres to allow construction of the facility to ship vehicles by rail and road from the General Motors assembly plant in Wentzville, Mo., about 25 miles away. The facility would include a 3,500-square-foot office building and 9,500-square-foot truck repair shop. The site is served by a short line in the process of being transferred to Jaguar Transport Holdings, which will operate it as the Missouri Eastern Railroad.

The site is on Maryland Heights' border with Chesterfield, Mo., and sits below an area overlooked by some 388 homes. The

(Continued on page 3)

(Continued from page 1)

try's suggestions and instead focuses on matters that would disrupt supply-chain fluidity, the statement continued.

An array of stakeholders recently outlined to the STB why economic re-regulation of rail will not improve the network, but instead **"do little more than appease the rent-seeking interests of the chemical sector and its allied shipper interests,"** said Jefferies.

"The administration should disregard misleading data analysis and heed these real-world concerns to ensure that its policy agenda is consistent with its top-line goals to increase freight fluidity, spur investment and reduce the environmental impact of the supply chain," he added.

Progressive Railroading 2-25

(Continued from page 2)

planning commission declined to recommend the project because of the potential negative impact on those residents from overnight rail operations. Precision appealed that decision, saying the planning commission exceeded its authority because rail operations are under federal control.

The Chesterfield city council also passed a resolution last week opposing the project, although it has no legal force.

Some 200 residents were on hand at Thursday night's council meeting, while a Chesterfield neighborhood group hired an attorney to represent it before the council. Precision's attorney told the meeting the project would be "no different than a car dealership ... just with rail access."

TRAINS 2-18

C&EI HS Annual Meeting

**Saturday April 9th at The Gathering Place,
702 W Cumberland, Altamont,**

9:00 AM to 11:30 AM— meet and greet, swap tables, display

11:30 to 12:00 Annual Meeting, then lunch on your own

1:00 to 3:00 presentation and driving tour of C&EI lines

3:30 to 5:00 Visit to the Effingham Railroad in Effingham

View from My Office Window—Rick

During a recent operating session George Einhorn from Crete brought a collection of some 23 HO models to donate to the museum. There are 5 C&EI diesels from BL2, to F's, an E unit and a GP9 along with 2 custom painted passenger cars. In addition there are some IC E8/9's, passenger cars and other equipment from the L&N and PRR. We plan to keep the C&EI equipment and convert it to DCC with the rest to be offered at the train show the end of the month. George lived next to the C&EI in Crete and along with the IC were the two favorite railroads.

Saturday March 26th and Sunday March 27th is the Urbana Train Show. This is the first time in 2 years the NMRA group has been able to host the show due to COVID. Hours are 10 am to 6 PM on Saturday and 11 AM to 4 PM on Sunday. This year there will be morning "farmer's market" group in the "high court" mall area which impacts the number of vendors they will have as well as layouts. Their sail is only to Noon but this will prevent larger vendors to come to the show. As of early February there was a limited number of tables sold and I have not heard the current (March) count. In addition the company that rents the tables has raised the price to \$9 per table plus a delivery fee. The NMRA group has secured the entire area for 2023 show. There is no mask mandate at the mall as there was concern with the Champaign County Health Department still wanting masks worn, this is not the case.

As I write this (March 11th) the variety of motive power continues. I spot a coal train at least once a week and usually BNSF power. The UP runs it usual 2 trains with sometimes mixed CN power. Grain is still moving both from local elevators but also from west that is usually handled by barge. Noting the Ft. Madison camera the Mississippi is just starting to open up. The taconite trains still have a unit on each end and usually CN power. Grain trains have anything from one this morning with KCS and BNSF power headed south on a loaded train.

Blame for Rail Theft

Who is to Blame for L.A.'s Cargo Train Thefts? In recent weeks, embattled Los Angeles District Attorney George Gascon has been blasted by the widow of a slain LAPD police officer, and is now being blamed for a "spiraling crisis of organized and opportunistic criminal rail theft," by Union Pacific Railroad officials. As many as 90 containers a day are compromised in Los Angeles alone, thefts that are throwing the U.S. supply chain into chaos and have even been connected to the staggering uptick in crimes, as detailed in Los Angeles this month.

A cache of stolen guns looted from a Union Pacific Cargo train are believed to be connected to the August 16, 2021 murder of Leopoldo "Boxer" Esquivel, 34, a reputed member of the Metro 13 gang. They are an East L.A. gang that investigators and railroad officials believe are behind the heists. Adrian Guererro, Director of Public Affairs for Union Pacific, blames Gascon's policies – specifically Special Directive 20-07 which allows many misdemeanor cases to be dismissed prior to arraignment unless there are special circumstances – for the unrelenting crimes along the 275 miles of track that snake through Los Angeles County. In a letter to Gascon, Guererro said that more than 100 arrests have been made by special agents who act as law enforcement officers for the railway in partnership with the LAPD, the LASD, and the California Highway Patrol. "Of all those arrests," Guererro wrote, "UP has not been contacted for any court proceedings."

Guererro said Union Pacific estimates the company has sustained \$5 million in losses, prompting an expansion of its law enforcement resources, new technologies, drones, electric fences, and cameras to stymie the cargo train crime wave. But even if they catch a crook there is no prosecution for the crime, which just emboldens the organized gangs of thieves. "Some thieves have even boasted to arresting officers that their charges will be plead out to a trespassing," Guererro said. "We find ourselves coming back to the same results with the Los Angeles County Criminal Justice system. Criminals are caught and arrested, turned over to local authorities for booking...charges are reduced to a misdemeanor or petty charge, and the criminal is back on the streets within twenty-four hours."

In late January, Governor Gavin Newsom held a press conference in Lincoln Heights echoing Union Pacific's concern that East L.A. gangs were behind the massive swell in cargo train

crime.

"This is organized theft. These are organized gangs of people that are coming out," Newsom told reporters. Then he quickly corrected himself. "Forgive me for saying 'gangs,' that's not a pejorative," he clarified. "They're organized groups of folks that move from site to site." At the event, Newsom did not mention the missing shipments of 36 brand-new handguns and 46 shotguns, which the LAPD believes is at least 84. The LAPD has confirmed that as many of three gun arrests in L.A. in recent months were .22 caliber handguns that were part of the stolen shipment headed to Tennessee.

by Michele McPhee, Los Angeles Magazine (February 3) Via Midwest Rail Scene Report

Forced Switching

Passenger Rail, Environmental Groups, Economists, Labor & More Push Back on STB Forced Switching Rule On March 15 and 16, the Surface Transportation Board (STB) will hold a hearing on a rule that would mandate forced switching on railroads. National Reviews' Domonic Pino examines the broad array of groups who oppose the current NPRM: "There will always be a strained relationship between shippers and carriers. Shippers are always going to want lower rates, and carriers are always going to complain that shippers are making unfair demands," Pino wrote. "But in this case, the evidence presented to the STB clearly leans in the railroads' favor. It's not often in Washington that economic analysis, consumer interests, small-business interests, safety analysis, organized labor, and environmentalism all point in the same direction."

Urge the STB to Scrap Forced Switching - GoRail is organizing a letter to the STB from those that the forced switching rule would negatively impact. "Especially in this moment, when our supply chain, economic recovery and environmental future are top of mind, rail is a tool that could address multiple national goals," the letter states. "For these reasons, we urge the Board to oppose the proposed rule on reciprocal switching (EP 711-1)."

Railroads Zoom Into the Hill - Railroad Day on the Hill is virtually back again this year on March 9th and 10th. Representatives from across the rail industry will meet with their representatives to discuss the successes of the rail industry and the issues that are important to the health of the rail network and our broader economy, including:

- Oppose all efforts to increase truck length or weight limits, including any pilot programs or special exemptions for commodities.
- Oppose any legislative or regulatory efforts that would adversely impact the railroads' ability to invest now and into the future or the economic regulatory balance established under existing federal law.
- Support full funding and streamlined implementation of the Infrastructure Investment & Jobs Act to improve efficiencies, safety and environmentally friendly freight transportation.

Association of American Railroads' The Signal (February 22) Via Midwest Rail Scene Report

Editor: Let me give you an idea of "forced switching" The Bunge Corporation (former Lauhoff Grain) is captive to Norfolk Southern downtown. Depending on routing of outbound loaded cars most will go via NS. Some will be interchanged with CSX at North Yard. NS wants to ship via their lines for income from shipping. Forced switching could allow CSX to enter NS and switch the plant thus Bunge a benefit of an alternate route for product. The biggest complainers about lack of routing are chemical companies captive to one railroad. On the joint track north of Woodland Junction the UP switches the industries and cars routed via CSX are either setout at Coaler or taken to Yard Center for CSX delivery. In Champaign CN has rights to the former Anderson elevator northwest of town for grain trains and fertilizer. Most grain goes via NS to Decatur or Iowa.

CP Gets an A for Passenger Service

Amtrak yesterday recognized Canadian Pacific for earning an industry-leading "A" grade for the sixth-consecutive year on Amtrak's annual Host Railroad Report Card, which ranks freight railroads for keeping Amtrak trains on time.

Amtrak President and CEO Stephen Gardner presented CP President and CEO Keith Creel a plaque to mark the Class I's achievement.

"We're proud of the Amtrak-CP partnership and we applaud you and your team's continued commitment to providing outstanding service to our passengers," Gardner told Creel, according to a press release.

In addition to its strong dispatching performance from its Minneapolis-based rail traffic control center, CP was the first

(Continued on page 7)

CP Chicago to Mexico Service Starts

Canadian Pacific announced today it has launched the first dedicated intermodal train between Lazaro Cardenas in Michoacan, Mexico, and the U.S. Midwest.

CP worked with Kansas City Southern on an interline basis to launch the first Lazaro Cardenas-to-Chicago train, which was born out of the need to avoid excessive delays due to the unprecedented and ongoing supply chain challenges affecting North America's West Coast, CP officials said in a press release.



The first train carrying containers offloaded at Lazaro Cardenas arrived Tuesday morning at CP's Bensenville Yard in the Chicago area. Total transit time from vessel arrival at Lazaro to train arrival in Chicago was just seven days, CP officials said.



The Mexico-to-Midwest train is a sign of things to come if the Surface Transportation Board (STB) approves the merger between CP and KCS, said CP President and CEO Keith Creel. The combined railroad would be called Canadian Pacific Kansas City (CPKC).

"With STB approval, CPKC will work with our customers and invest in new infrastructure and train services to unlock the full potential of the combined network to offer unmatched supply chain alternatives and benefits compared to other rail options through congested ports and a real alternative to highway-clogging trucks," Creel said. "I would envision creating a new Mexico Midwest Express interline service that could deliver all of these benefits."

Progressive Railroading 3-9



UP to Reduce Carbon Output

Union Pacific Railroad yesterday announced it will begin using a higher biodiesel blend in locomotives it acquired from Wabtec as part of UP's plan to reduce its carbon footprint.

The new collaboration helps the Class I as it works to increase the percentage of low-carbon fuels consumed to 10% of its total diesel consumption by 2025 and 20% by 2030, UP officials said in a press release.

"Increasing the use of renewable diesels and biofuels currently represents the most promising avenue to help Union Pacific meet its environmental goals," said Beth Whited, UP's executive vice president of sustainability and strategy. "We want to drive emissions down as quickly as possible, and we believe this new project with Wabtec will make a difference."

UP will begin testing B20 biodiesel and R55 renewable diesel on trains powered by Wabtec FDL engines operating in California in second-quarter 2022. As testing progresses, it is anticipated that higher percentages of biofuels will be used.

The project will help UP meet its science-based target to reduce greenhouse gas emissions 26% by 2030 and reach its ultimate goal of net-zero emissions by 2050.

Wabtec locomotives were previously approved for B5 R30 (5% biodiesel and 30% renewable diesel) for locomotive engines. Biofuel is a domestically produced, clean-burning, renewable substitute for petroleum diesel.

"Biodiesel and renewable diesel are important sustainable solutions for the rail industry both in the near-term and in the future," said Bob Bremmer, group VP for Wabtec's Fleet Innovation and Transformation division

Progressive Railroading 3-9

NRHS and Local 2022 Dues Payment.

For your local renewal we appreciate those of you that will be joining for another year. The renewal notice has been mailed to those not at the meeting so mail in to the address on the envelope.

Chicago-Twin Cities Passenger Rail

The Wisconsin and Minnesota departments of transportation yesterday announced a \$31.8 million federal grant to fund station and rail segment improvements aimed at doubling passenger-rail service and increasing freight efficiency along the corridor that connects the Twin Cities, La Crosse, Milwaukee and Chicago.

The Twin Cities-Milwaukee-Chicago Intercity Passenger Rail Project (TCMC) will add a second daily passenger-rail round-trip along the corridor shared by Amtrak Empire Builder and Hiawatha Service trains. The trains will stop in the Twin Cities,



La Crosse in southwestern Wisconsin, Milwaukee and Chicago.

The TCMC added round-trip is expected to begin in 2024 or sooner. Rail improvements will ease

train congestion, modernize sections of track and speed the movement of freight, said state, federal and Amtrak officials during a media event held yesterday in La Crosse.

The grant funds come from the Federal Railroad Administration's (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) program.

The 411-mile corridor between St. Paul and Chicago will be served by two daily Amtrak round-trips, with departures planned for each city in the morning and midday. The first year of service is projected to serve more than 124,000 riders. Improvements to the line are expected to save \$34.7 million in freight costs over the next 30 years of operation. Grade crossing improvements will reduce gate-down times, while capacity improvements will increase efficiency.

"Through the leadership of [FRA Administrator Amit Bose], strong partnerships with state and local leaders in Wisconsin and Minnesota, and our productive relationship with Canadian Pacific, we are moving the addition of Amtrak service between the Twin Cities, Milwaukee and Chicago to the forefront of our growth efforts," said Amtrak President and CEO Stephen Gardner in a press release. "While we cannot announce a TCMC start date yet, know all of us working together can make this happen in months instead of years."



Progressive Railroading 3-10

February Meeting Minutes

The Feb. 20, 2022, meeting opened at 1306 at Jockos. The secretary's minutes were accepted as printed.

There was only one expense for the month, \$10 for state non-profit registration. The financial statements for 2021 showed income of \$3834 and expenses of \$3092, for a gain of \$741 for the year. Earmarked donations have a balance of \$16 in the motorcar account and \$79 in the layout account.. Closing balance is \$8884.86.

The Urbana train show was discussed. It was decided to forgo the popcorn this year and obtain one free table for display and sales.

The March operating session is schedules for 3/5. Doug N put installed a relay in the motorcar. More progress will be made when weather warms up. Doug N will provide the March program. The April meeting is moved to the 24th so it does not conflict with Easter. Dave and Henry plan to attend the Muncie show on 2/26. The Springfield show is 3/13. A spring trip was discussed. Ideas are being solicited. Doug B reported a former IC SW14 was donated to the Monticello museum. He also indicated steam is expected this summer.

The meeting was adjourned at 1321. Rick presented pictures taken by Dave Ingles and donated to the C&EI Society after his passing.

BNSF Biofuel Locos.

BNSF Railway Co. and Wabtec yesterday announced they're working together to advance sustainability with a new biofuel project aimed at quantifying the impact of alternative fuels on emissions, durability and performance in Wabtec locomotives.

 BNSF and Wabtec will begin testing biofuel in the second quarter. The companies aim to demonstrate the performance of biodiesel (B20) and renewable diesel (R55) in revenue service on Wabtec Tier 3 and Tier 4 Evolution Series locomotives in California. BNSF will operate the locomotives between Barstow and Los Angeles, the companies said in a press release.

Wabtec already has approved a 5% biodiesel (B5) and 30% renewable diesel (R30) blend for its locomotive engines.

"Rail is already the most carbon-efficient mode of land freight transport, and the use of these lower carbon fuels is another means for BNSF to reduce its emissions and help meet its carbon reduction goal," said John Lovenburg, BNSF's vice president of environment and sustainability.

Last year, BNSF conducted a pilot with a battery-electric locomotive developed by Wabtec in commercial service between Barstow and Stockton that showed an 11% reduction in

fuel consumption and greenhouse gas emissions compared with standard diesel units operated on the same route.

Progressive Railroading 3-10

(Continued from page 5)

Amtrak host to certify schedules to measure on-time status at each Amtrak station, Amtrak officials said.

In January, Amtrak and CP announced an agreement that calls for the two railroads to cooperate on Amtrak's plan for bringing new and expanded intercity passenger-rail service to the Midwest and southern United States. And given CP's consistent record as an Amtrak host, Amtrak is supporting CP's proposal to expand its network in a merger with Kansas City Southern, Gardner said.

"CP is pleased to continue to support Amtrak and its infrastructure projects to provide capacity needed to accommodate additional service and thankful to Amtrak for its support of our historic combination with Kansas City Southern," said Creel.

CN also received an "A" grade on Amtrak's 2021 Host Railroad Report Card. The other Class Is received the following grades: BNSF Railway Co., B+; CSX, B; Union Pacific Railroad, C+; and Norfolk Southern Railway, D-

Progressive Railroading 3-11

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

Photo of the Month



Mike Stoelb, former manager of C&EI piggyback service, caught northbound #58 at 33rd Street in Steger, Illinois in May 1965 with GP9 #238 in the lead. C&EI HS Collection.