

DANVILLE FLYER

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**SUNDAY 21ST MEETING
AT JOCKO'S PIZZA AT 1:00
PM. PROGRAM BY DICK
BRAZDA**

**ROSSVILLE OPERATING
SESSION ON MAY 4TH. WE
MAY DO SOME SESSIONS
THE FIRST SATURDAY OF
EACH MONTH IN THE
SUMMER AT 1:00 AND VIS-
ITORS CAN SEE THE RAIL-
ROAD RUN,**

April Meeting at Jocko's

The April meeting will be at Jocko's Pizza on West Williams Street — date is Sunday the 21st. Lunch will be around 1:00 PM with meeting and program will follow. Dave Sherill will present the program.

CN Orders New Ore Jennies for Iron Ore Area

MONTREAL — Canadian National is acquiring 600 new iron ore jennies for its former Duluth, Missabe & Iron Range Railway operation in Minnesota.

Freight Car America is building the cars in Mexico using materials from U.S. Steel, the one-time owner of DM&IR. CN transports iron ore pellets mined by U. S. Steel to the company's mills through a network that includes the railway, docks, and Great Lakes vessels.

"By transporting iron ore pellets mined by U. S. Steel through our extensive rail network, docks, and vessels to U. S. Steel mills, we facilitate the safe movement of raw materials. These, in turn, can be utilized in the production of many things the economy needs, including our iron ore jennies. This integration exemplifies our commitment to powering the economy," Helen Quirke, CN's vice president of supply chain and business development, said in a statement.



ity, said in a statement. "Steel that's mined, melted, and made in America starts with iron ore, and the ability to move it from the mine to the mill quickly and efficiently. This partnership will help U.S. Steel make that possible."

TRAINS On-Line 4-3-24

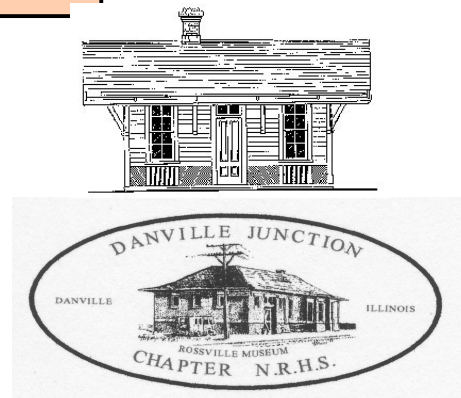
Editor: At least 2-3 times a week I see a southbound loaded or northbound empty taconite train on CN. The loaded train usually has 2 on the headend and one DPU on the rear, I counted 110 cars one day.

"The next generation of ore jennies has arrived, and we are pleased that not only were U.S. Steel materials used in making them, but we are implementing them at our Minnesota Ore Operations facilities," James Jarvi, U.S. Steel's director of logistics, pellet movement, technology and sustainabil-

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 2024—our 56th 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
 Doug Nipper - 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 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.

BNSF Transports Water to Navajo Nation

A recent Rail Talk blog on BNSF Railway Co.'s website describes how the water issues of the Navajo Nation in New Mexico inspired a BNSF water-by-rail solution.

In the arid high desert, water is scarce, especially in the eastern Navajo Nation, wrote staff writer Susan Green. Many homes on the reservation have no running water. A pipeline or wells were not the solution. Another option had to be found.

Drew Halter had railroad experience, including freight car maintenance and operations. He suggested moving the water by train. He is now president of Jacob's Well, named for a sacred site in the Bible. He hopes to turn it into a nonprofit.

The source for the water is in Helena, Mississippi. Tank cars loaded with 21,000 gallons of water are moved west to Amory, Mississippi, where BNSF picks them up and moves them approximately 1,200 miles to a spur at Thoreau, New Mexico. Navajo Nation families then either come to the mission to collect water or the mission trucks it to their homes.

Progressive Railroading 4-5-24

DOE High Tech Cars for Radioactive Waste

Fabrication underway for two high-tech rail cars, Department of Energy says The U.S. Department of Energy (DOE) is posting progress in its efforts to develop two rail cars designed to transport spent nuclear fuel and high-level radioactive waste.

The fabrication process is underway for the Fortis rail-car project, which involves the creation of two high-tech rail cars that can be operational before the end of the decade, DOE officials said in a press release. The eight-axle, flat-deck cars will be equipped with high-tech sensors and monitoring systems.

In 2021, the Association of American Railroads approved the car's design, which enabled the DOE to award contracts to start building a car prototype. Kasgro Rail recently started fabricating deck components for the Fortis prototype at its facility in New Castle, Pennsylvania. The Pacific Northwest National Laboratory is providing technical and design support for the project.

The prototype eventually will undergo extensive single- and multiple-car train testing at the Federal Railroad Administration's Transportation Technology Center in Pueblo, Colorado.

"The Fortis rail car's move from design into fabrication and eventual testing demonstrates [our] commitment to safe and secure spent nuclear fuel transportation," said Erica Bickford, the DOE's federal manager for the Fortis rail-car project. "This is a necessary component to operationalize [our] integrated waste management system for storage and disposal of spent nuclear fuel."

The DOE also has developed a 12-axle rail car called Atlas, which wrapped up final testing last year. The two Fortis cars will provide more flexibility when the department transports payloads of spent nuclear fuel and high-level radioactive waste to future federal interim storage facilities and disposal sites, DOE officials said.

The Fortis design incorporates the same cargo attachment system as the Atlas car and will have the same integrated security and safety monitoring system. The Fortis car will be shorter and used to ship smaller and lighter packages, or to load casks of spent nuclear fuel at nuclear power plants that might be space-constrained. On average, the DOE expects to ship about five casks of spent nuclear fuel on a train at a time, with each rail car carrying one cask.

Progressive Railroading 3-19

NS Service for Baltimore Port

NS to launch dedicated intermodal service in response to the Baltimore port crisis.

Starting April 5, Norfolk Southern Railway will offer a dedicated intermodal service to facilitate the flow of freight between the Elizabeth Marine Terminal at the Port of New York and New Jersey and the Seagirt Marine Terminal in Baltimore.

NS is in discussions with Ports America to extend this service directly on-dock at the Seagirt Intermodal Container Transfer Facility. The expansion would benefit shippers close to Baltimore, NS officials said in a website post.

The new service is one of several steps NS is taking to address supply-chain issues since the Port of Baltimore closed last week due to the collapse of the Francis Scott Key Bridge. NS and CSX are the two Class I's that serve the Port of Baltimore.

Yesterday, NS transported cargo from the first Baltimore vessel diverted to the Lamberts Point terminal in Virginia since the bridge collapsed after a cargo ship hit it on March 26.

"Leveraging our extensive franchise footprint and strategic partnerships with ocean carriers, short line railroads, East Coast ports and other transportation providers, we are providing our customers with a flexible, reliable service product that they can count on in this time of need," said NS Chief Marketing Officer Ed Elkins.

NS officials said their plan to address the Baltimore port crisis includes the following steps:

- The Class I's Triple Crown Services network will help facilitate the dedicated intermodal service and work directly with cargo owners who need a door-to-door solution;
- NS is collaborating with the Port of Virginia to leverage service points such as the Virginia Inland Port in Front Royal to serve regions farther afield, including western Maryland, southern Pennsylvania and northern Virginia;
- NS has implemented an embargo for automotive traffic

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destined for the Dundalk Marine Terminal at the Baltimore port, and is working with automotive customers to find solutions to importing and exporting automobiles during the embargo. NS is working with auto manufacturers to develop rail solutions through alternate ports of entry in Georgia, Florida, Delaware, New York and New Jersey;

- NS is working with break bulk cargo customers to find alternative solutions to move their inventory. For example, NS' partners at Fairwinds Landing in Norfolk, Virginia, are offering customers an alternative location; and
- NS is working with coal shippers to use alternative river and East Coast port trainloads, including the NS Lamberts Point terminal in Norfolk.

Progressive Railroading 4-5-24

NS Acquires Transload Facility

.ATLANTA — Norfolk Southern has acquired Great Lakes Reload's Chicago transload warehouse facility, which handles inbound loads of steel and outbound loads of agricultural and construction equipment.

NS said the deal, announced on Tuesday, advances its strategy to convert so-called flexible freight to rail. Flexible freight can move via truck or rail.

"Transloading solutions play a pivotal role in optimizing rail networks, and this partnership exemplifies our dedication to maximizing efficiency and flexibility for our customers," Stefan Loeb, Norfolk Southern's vice president of business development and first and final mile markets, said in a statement. "By acquiring the Great Lakes Reload facility, Norfolk Southern gains access to a unique set of end-to-end supply chain solutions, unlocking significant new business opportunities for existing and future Norfolk Southern customers while preserving the successful operations already in place."

The 60-acre GLR site has an outdoor rail capacity of 175 cars, a climate-controlled 386,000 square foot warehouse with 13 overhead cranes, 18 indoor rail spots, and indoor box car docks. GLR will continue to operate the facility and support operations for Norfolk Southern.



GLR has the infrastructure and capabilities to store and transload all commodity types, including steel, cement, and lumber.

The facility will continue to be served by Great Lakes Terminal Railroad, a Class III short line. NS acquired 2.69 miles of track in the transaction, which Great Lakes Terminal will lease and continue to operate. Indiana Harbor Belt connects the Great Lakes Terminal to NS.

"This long-term strategic partnership will help us grow Norfolk Southern's first mile and final mile rail traffic into and out of our Great Lakes Terminal," Chuck Marias, president of Great Lakes Reloading, said in a statement. "We will continue to provide premium transloading and warehousing services to existing and future customers and are excited to be part of Norfolk Southern's First and Final Mile Markets network."

"Providing carload customers, a safe and efficient location to land freight in a large important market like Chicago is a game changer," Loeb said on LinkedIn

Via TRAINS On-line 4-3-24

Value of Transborder Freight

The value of transborder freight moved by rail in January, between the United States, Canada and Mexico, totaled \$15.6 billion, a 6.9% decrease compared to the value of freight moved by rail in January 2023, according to the U.S. Bureau of Transportation Statistics (BTS).

Freight moved in January by all modes of transportation between the three nations totaled \$124.2 billion, down 1.3%.

The value of freight moved by rail between the United States and Canada in January totaled \$8.2 billion, while the value of cargo moved via rail between the United States and Mexico that month totaled \$7.4 billion.

Measured by the value of goods, the top three busiest rail border ports for cargo moved by rail between the United

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Urbana Train Show Results

Urbana Train Show-March 23 and 24

The club had a successful two days of selling 152 bags of popcorn for \$1 each. Also, there was \$136.25 of railroad items sold. Over half of the money came from specialty HO track that Rick Schroeder donated.

I want thank the people who worked the booth: Dick Brazda, Skylar Brown, Bob Gallippi, Danny Honn, Doug Nipper, and Mark Ziebart. I appreciate the other club members who stopped by the booth: Doug Butzow, Lincoln Butzow, Bob Davison, Robert Gibson, Terry Henderson, Jim Montgerard, Scott Reed, Nick Roderick, Rick Schroeder, Dave Sherrill, and Jamie Walters. Special thanks for Doug Nipper who cleans and maintains the popcorn popper, and also, to Skylar Brown who picks up items from museum and returns them.

At times when the crowd gets very thin, you wonder if the booth is worth it. Over two days the money raised is worth it. More importantly, the booth is good exposure for the club to the public. It is good activity and bonding for members who work the booth and visit the booth. It is also, good for our club to show support for Urbana train show. Many train shows have passed away because of lack of support.

Henry Schmitt

Danville Junction Chapter President.

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States and Canada in January were Detroit, \$2.2 billion; Port Huron, Michigan, \$1.9 billion; and International Falls, Minnesota, \$1 billion.

The top three commodities — as measured by the value of goods — moved by rail between the United States and Canada were vehicles and parts, \$2.9 billion; mineral fuel, \$800 million; and plastics, \$500 million.

The top three rail ports between the United States and Mexico were in Laredo, Texas, \$3.8 billion; Eagle Pass, Texas, \$1.9 billion; and Nogales, Arizona, \$700 million.

The top three commodities — as measured by the value of goods — moved via rail between the United States and Mexico, were vehicles and parts, \$3.7 billion; computers and parts, \$500 million; and mineral fuels, \$400 million.

Progressive Railroading 3-28

Second Section

The Cincinnati Southern Railway Board of Trustees on Friday announced the the city of Cincinnati had closed the sale of the short line to Norfolk Southern Railway for \$1.6 billion.

On March 15, the city received the entire sale proceeds and an additional \$20 million in deferred transaction fees from NS.

At the board's special meeting on Feb. 29, members voted unanimously to approve a contract with UBS Financial Services to serve as financial advisor as required by Ohio law. The board also approved an investment policy statement as required by state law to indicate how the sale proceeds would be invested.

The sale is expected to generate about \$55 million annually for the city, more than double the current lease payments paid each year by the railroad, said Paul Muething, the board's chair, in a press release. Ohio laws require that the funds only be used by the city to rehabilitate, modernize or replace existing infrastructure.

"This transaction gives us the ability to deliver transformative and perpetual value to the city and its citizens. That is precisely what is now occurring," said Muething.

The 337-mile, 143-year-old railroad operates between Cincinnati and Chattanooga, Tennessee. NS — which had leased the line for many years — announced in November 2022 that it signed an agreement with the city to buy the railroad. Cincinnati voters approved the sale late last year.

Progressive Railroading 3-19

The Surface Transportation Board's Office of Environmental Analysis (OEA) has issued a draft environmental assessment regarding CSX's and Canadian Pacific Kansas City's applications to acquire the Genesee & Wyoming Inc.-owned Meridian & Bigbee Railroad (MNBR).

(Continued on page 6)

March Meeting Minutes

The March 17, 2024, meeting opened at 1320 at Jockos.

The secretary's minutes were accepted as printed.

The treasurer's report included utilities for \$200. Dues, donations and interest brought in \$140.16. It was noted that interest rates have fallen since the chapter invested in a CD for a year. The checking account balance is \$3797.63.

For the Urbana show, popcorn will be \$1 per bag.

It was reported the March operating session went well.

A summer trip on the South Shore RR after double tracking has been completed will be planned.

Henry and Dick signed up for the NRHS spring meet in Cedar Rapids, IA. It will include a ride on the Iowa Interstate (ex CRIP) and a tour of the Silvis shops. It was mentioned that Red's Iowa Trains had good pictures of activity in Iowa.

The C&EI annual meeting will be April 13 in Monticello. It was reported the Muncie train show was ok. On the return a stop was made in Atlanta to see Mr. Muffins Trains. It has grown even bigger.

The meeting was adjourned at 1332.

Dick presented pictures of the Algoma Central from 1973.

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Per a deal announced in June 2023, CSX and CPKC plan to acquire parts of the short line to create a new corridor that would link the U.S. Southeast with Texas and Mexico. MNBR's lines run between Meridian, Mississippi, and Montgomery, Alabama.

CPKC would acquire a 50.4-mile segment between Meridian and Myrtlewood, Alabama, with MNBR continuing to serve the route after the acquisition. CSX would resume operations on 107 miles of track between Myrtlewood and Burkville, Alabama, that has been leased to MNBR for the past 20 years. As part of the new arrangement, MNBR would no longer serve that route.

The OEA invites the public to review and submit comments on all aspects of the draft environmental assessment. Comments are due by April 17.

Progressive Railroading 3-19

Steam is coming to Illinois this year. First, the UP has announced that the Big Boy will come to Illinois later this year

but details have not been announced. One would assume it will be the Chicago area again but with the upgrade of the St. Louis bridge this past year we might see a southern Illinois trip.

Canadian Pacific Kansas City has released a more detailed schedule of dates, display times, and locations for its Final Spike Steam Tour, the three-nation trip featuring CP Hudson 4 -6-4 #2816 to mark the first year of the merger of Canadian Pacific and Kansas City Southern. Area fans may want to note the following times - May 8, Franklin Park, Ill.: Franklin Park, 9748 Franklin Ave., 3-8 pm and on May 10, Davenport, Iowa: Quinlan Court, 101 East River Drive, 2-5 p.m. There will be a return trip of course and the locations and times will be announced later. This is a chance to see the CP Hudson close to our area. Davenport would be a good location as there is railfanning in the area including Galesburg.



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

Photo of the Month



It is 1987 and the Lincoln Square Train Show was in its 3rd year of filling the mall with dealers and trains. Member Terry Henderson setup his S Gauge layout, with the help of Keith Erickson, to the enjoyment of kids. .