

# DANVILLE FLYER

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## May Meeting at Jocko's

**The May meeting will be at Jocko's Pizza on West Williams Street — date is Sunday the 19th. Lunch will be around 1:00 PM with meeting and program will follow. This will be the last newsletter until September as we do not meet June, July and August. Enjoy the summer train watching, attending swap meets and visiting museums or train rides.**

## CPKC Merger is Working

CALGARY, Alberta — Canadian Pacific Kansas City's first-quarter financial results reflected the progress the railway has made in the year since the Canadian Pacific-Kansas City Southern merger, executives said today.

"One year into our historic combination, I am proud of what our dedicated family of railroaders has accomplished as we deliver on the benefits of our unrivaled network — spurring competition, increasing safety, and connecting more markets for our customers," CEO Keith Creel said. "Today's results show the success of our efforts to drive growth as the only railway connecting Canada, the United States, and Mexico."

On a combined basis — which estimates the effects of the CP-KCS merger as if it had become effective on Jan. 1, 2023, instead of April 14, 2023 — CPKC's operating income was flat, at \$1.2 billion, as revenue increased 2%, to \$3.5 billion. Earnings per share increased 3%, to 93 cents. The operating ratio was 64%, a 0.5-point increase compared to a year ago.

CPKC's freight volume increased 1% in the quarter based on revenue ton-miles, which rose thanks to longer lengths of haul on the combined network. On a carload basis, traffic declined 3%.

Intermodal length of haul rose 12% thanks to the combination of losing short-haul Mexico-U.S. traffic and growing international volume as well as the Midwest Mexico Express cross-border intermodal trains that link Chicago and Kansas City with points in Mexico. The MMX service has grown 24% per week since February.

Chief Marketing Officer John Brooks says CPKC was glad to see the short-haul business leave because it chewed up capacity at the railway's terminals in Mexico and at the Laredo border crossing. Now that capacity is available for longer-haul business.

BNSF and J.B. Hunt moved their cross-border traffic off CPKC de Mexico in favor of a Ferro-

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**SUNDAY MAY 19TH MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM BY DICK BRAZDA**

**ROSSVILLE—MAY 25-27 OPENING OF THE MUSEUM FOR THE SUMMER. SATURDAY THE 25TH 9 TO NOON CLEANUP OF THE MUSEUM.**

**FIRST SATURDAY IN JUNE, JULY AND AUGUST AN OPERATING SESSION AT 1 PM.**

## 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.**

## CPKC's CP 2816 is on the road

CALGARY, Alberta — After its first public display on Wednesday, Canadian Pacific No. 2816 begins the CPKC “Final Spike Steam Tour” today, traveling from Calgary to Medicine Hat, Alta., on the first leg of a two-day trip to Moose Jaw, Saskatchewan, where its next display event is scheduled. The first U.S. display date is April 30 in Minot, N.D.; the display and travel schedule is available here; details of display locations and times are covered here.

CPKC is now offering [a Train Tracker](#) on [the Steam Tour portion of the railroad's website](#), utilizing the page's route map. There is no detailed schedule with arrival and departure times, however. The website also offers information on the locomotive's restoration, photos and videos, and a series of Frequently Asked Questions about the trip.

For reasons of access from remote locations, most day-to-day *Trains* Magazine coverage of the tour will be available on [our Facebook page](#).

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mex routing via the Eagle Pass, Texas, gateway late last year.

The longer lengths of haul also was helped by energy, chemicals, and plastics traffic moving from Alberta to the Gulf Coast and Mexico,

along with growth in international intermodal, grain, and potash traffic, Brooks says.

CPKC will gain additional long-haul business when its auto ramp in Wylie, Texas, in the Dallas-Fort Worth area, opens in June. The facility will enable CPKC to haul finished vehicles from Ontario assembly plants to Texas rather than interchange the business at Chicago.

International intermodal volume was up 14% in the quarter due to a surge in imports through Vancouver, British Columbia, as well as Lazaro Cardenas on Mexico's west coast.

The combined railway's operating metrics improved for the quarter, as average train speed rose 13% and terminal dwell declined 10%. Operations on CPKC de Mexico – which had experienced congestion last year – showed continued improvement, with car miles per day increasing 23% and the number of active cars online declining 15% despite the railway carrying record gross ton miles in Mexico.

CPKC placed three new sidings into service on its north-south corridor in the U.S., along with two new sidings in Mexico, as part of the railroad's plan to spend \$275 million on merger-related capacity improvements, Chief Operating Officer Mark Redd says.

In addition, the new bridge across the Rio Grande at Laredo, Texas, is 65% complete and remains on schedule to open by the end of the year. The single-track span will double capacity at the busiest U.S.-Mexico rail gateway.

Creel said CPKC hopes to reach a contract with the Teamsters Canada Rail Conference, the union that represents the railway's engineers, conductors, and dispatchers in Canada. With the two sides far apart and negotiating with federal help, union members are currently voting on a strike authorization.

"This is truly something that I hope can be avoided," Creel says of a potential work stoppage in Canada.



The union has thus far been opposed to a proposal that would shift engineers and conductors to an hourly pay rate and scheduled days off.

"We will not do a bad deal," Creel says.

A strike, which could occur as early as May 22, would also affect commuter rail operations in Vancouver, Toronto, and Montreal.

TRAINS 4-24

## NS Upcoming Board Meeting

The Brotherhood of Maintenance of Way Employees Division-International Brotherhood of Teamsters (BMWED-IBT) has endorsed Ancora Holding Group LLC's proposal to overhaul Norfolk Southern Railway's board and replace current President and CEO Alan Shaw.

"The BMWED-IBT, after more than a year of non-committal hedging on reasonable, needed changes and untenable shakiness in management at Norfolk Southern, has determined that a change in leadership is needed for the freight rail carrier and its employees," BMWED-IBT President Tony Cardwell said in a press release.

The union has been unable to get assurances from NS management to implement policies and procedural changes to prevent future NS train derailments such as the one that occurred in February 2023 in East Palestine, Ohio, Cardwell said.

"At this juncture, seeing no path forward, we see no reason to support the current administration at Norfolk Southern," he said.

A majority shareholder at NS, Ancora is running a proxy campaign for its seven candidates to be elected to the NS board. The investor group also has proposed that the Class I's top leadership be replaced with former United Parcel Service Inc. executive Jim Barber as CEO and former CSX executive Jamie Boychuk.

"It's a tremendous vote of confidence to gain the support of the BMWED Teamsters – they are going to be a critical partner as we work to build a more efficient, safer and sustainable railroad," Barber said in an Ancora press release. "With all that the BMWED Teamsters' members have riding on a successful

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turnaround of Norfolk Southern, I'm glad that we were able to meet, speak and align on fundamental principles about how we're going to move Norfolk Southern forward."

NS has proposed its own set of board candidates. Shareholders will decide the Class I's future leadership during their annual meeting on May 9.

BMWED-IBT is the first rail union to publicly endorse Ancora's proposal.

In February, the Brotherhood of Locomotive Engineers and Trainmen (BLET), which represents locomotive engineers employed at NS, announced it would "vigorously oppose" Ancora's attempt to remake the NS board and replace Shaw.

BLET General Chairman Scott Bunten said the union is opposed to Ancora Holding's interest in bringing in board members and management that would enforce precision scheduled railroading at NS.

Also in February, the Brotherhood of Railroad Signalmen announced its "grave concern" with Ancora's proposed strategy that centers on drastic cost-cutting to generate short-term profit.

Progressive Railroading 4-26

ry one six-car train of ore per hour. It will be the first real-world operational deployment of a battery-electric freight railcar capable of operating without a locomotive pulling it. It will also be one of the largest scale implementations of industrial robots.

The deployment is estimated to eliminate up to 55,000 gallons of diesel consumption and 617 tons of vehicle-level CO2 emissions.

"We're excited to partner with Intramotev to deploy their TugVolt technology," said Jeff Bittner, the mining company's senior vice president of operations. "This partnership represents an incredible opportunity to increase our efficiency, decrease our carbon footprint, and keep our workers safe and focused on what they do best through adoption of emerging digital technologies. It's a win-win for everyone involved."

Railroads that are isolated from the national, common carrier rail network do not fall under Federal Railroad Administration regulations and therefore can operate autonomous equipment without having to clear regulatory hurdles.

Intramotev's ReVolt car has run more than 1,000 miles making trips between Iron Senergy's Cumberland Mine in Waynesburg, Pa., and its Alicia Harbor barge loading terminal on the Ohio River.

TRAINS 4-24

## Self Propelled Freight Cars.

ST. LOUIS – Intramotev, which retrofits freight cars with autonomous, self-propelled battery electric technology, today announced a partnership with global mining company Carmeuse Americas to deploy its TugVolt cars at a limestone mine in Cedarville, Mich.

"We couldn't have asked for a better partner to deploy our technology in Michigan than Carmeuse," Intramotev CEO Tim Luchini said in a statement. "For over 160 years, Carmeuse has been on the frontlines of innovation, and we're thrilled to partner with them to cut emissions, save fuel costs, and keep their workers safe."

With support from the Michigan Mobility Funding Program, Intramotev will deploy three TugVolt battery electric railcars at a Carmeuse Americas mining site in Cedarville, on Michigan's Upper Peninsula, to support a new railway that will car-

## 2 Person Crews

U.S. Rep. Eric Burlison (R-Mo.) has introduced a Congressional Review Act (CRA) resolution of disapproval in an effort to nullify the Federal Railroad Administration's rule that mandates a minimum of two-person train crews.

Earlier this month, the FRA announced it adopted the final rule, which the freight-rail industry has long opposed. A 2015 study that found no safety difference when a train is operated by one or two people — making the FRA's rule unnecessary, Burlison said in a press release.

"The imposition of a two-person crew requirement disproportionately harms small businesses, jeopardizing their viability in a highly competitive industry," said Burlison. "We should reject this burdensome regulation and instead prioritize allowing the rail industry, which understands its opera-

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tions best, to thrive without government intervention."

Co-sponsors of the CRA resolution include U.S. Reps. Scott Perry (R-Penn.) and Randy Weber (R-Texas). The Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA) support the resolution, according to Burlison's press release.

"Instead of charting a data-driven path to make rail even safer in the future, FRA has shown its misplaced priorities with this unfounded and flawed regulation. Railroads are committed to working with our union counterparts and policymakers on solutions that meaningfully advance safety," said AAR President and CEO Ian Jefferies.

Added ASLRRA President Chuck Baker: "While time will tell the full scale of this new burden and it will differ railroad by railroad, one thing is clear: Some short line railroads now will have to divert limited capital away from projects that truly advance safety and service towards complying with unwarranted regulations.

Progressive Railroading 4-26

## Brightline—California to Nevada

USA: Project promoter Brightline West held a groundbreaking ceremony on April 22 in Las Vegas to launch its project to build a high speed line from the city to southern California.

As currently planned, the 351 km line would link Las Vegas and Rancho Cucamonga to the east of Los Angeles. An estimated 96% of the alignment would be located in the median of the I-15 highway, passing through federal land controlled by the Bureau of Land Management and National Park Service.

Brightline West would serve a station at Victor Valley, part way along the route and located close to the Interstate 15 highway.

Most of the route will be laid out for 320 km/h operation, but environmental impact statements submitted to Federal Railroad Administration propose that the 80 km southern section through the Cajon Pass would be limited to a maximum speed of 225 km/h.

On December 8 last year, US President Joe Biden announced that the Department of Transportation had agreed to contribute up to \$3bn towards the project under the Federal-State

Partnership for Intercity Passenger Rail Programme. The rest of the project is planned to be privately funded and has received a total allocation of \$3-5bn in private activity bonds from the US Department of Transportation.

The groundbreaking ceremony was attended by dignitaries including Transportation Secretary Pete Buttigieg, Brightline Founder Wes Edens, Nevada Governor Joe Lombardo, and a number of other political and business figures from Nevada and California.

'People have been dreaming of high-speed rail in America for decades — and now, with billions of dollars of support made possible by President Biden's historic infrastructure law, it's finally happening', said Buttigieg. 'Partnering with state leaders and Brightline West, we're writing a new chapter in our country's transportation story that includes thousands of union jobs, new connections to better economic opportunity, less congestion on the roads, and less pollution in the air.'

'This is a historic project and a proud moment where we break ground on America's first high speed rail system and lay the foundation for a new industry', said Wes Edens, Brightline founder. "Today is long overdue, but the blueprint we've created with Brightline will allow us to repeat this model in other city pairs around the country.'

In Florida, Brightline already operates a 200 km/h push-pull diesel-powered inter-city service from Miami and West Palm Beach to Orlando, which it is seeking to extend westwards to Tampa along the Interstate 4 corridor.

Although the promoters describe Brightline West as the first true high speed rail project in the USA, the state government-backed California High Speed Rail Authority has been building the alignment of its 270 km Initial Operating Segment between Merced, Fresno and Bakersfield for several years. The launch of CHSRA's trains is now expected in 2030-33, although these will not serve the Los Angeles basin, nor provide any connection with the Brightline West route.

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## April Meeting Minutes

The April 21, 2024, meeting opened at 1333 at Jockos.

The secretary's minutes were accepted as printed.

The treasurer's report included no expenses. Dues, donations, Urbana show receipts and interest brought in \$428.34. The checking account balance is \$4225.97.

The Urbana show yielded good revenue, \$288.25.

It was reported the April operating session went well.

A June trip on the South Shore RR to see the new double tracking is planned. To ride to South Bend requires boarding a train around 920 in Hammond, as the next eastbounds only go to Shops. A specific date will be determined at the May meeting.

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. Henry will plan pictures from the trip for the May meeting, along with some P&L pics from Lincoln.

The C&EI annual meeting was a good event in Monticello.

Doug noted it was time to work on the motor car.

Aden indicated that one of the new Norfolk Southern inspection shed was being constructed in Williamsport. This will inspect trains from all 4 sides and join two others on the NS.

Aden also reported that the Road Railer trains will likely be replaced by containers by the end of the year.

The meeting was adjourned at 1353.

Dave presented a video on the Agawa Canyon trains of the Algoma Central.

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## 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. Nate Horton, deceased, of Bismarck featured his Lionel collection.