

DANVILLE FLYER

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SUNDAY SEPTEMBER 15TH MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM BY DICK BRAZDA

RAILROAD DAYS AT MRM SEPTEMBER 21/22. STEAM FEATURED THIS WEEK-END

FIRST SATURDAY IN NOVEMBER AN OPERATING SESSION IN ROSSVILLE AT 1 PM.

OCTOBER 5, MUSEUM AT WATSEKA IS OPEN NOON TO 4 PM.

September Meeting at Jocko's

Welcome back from the summer vacation. The September meeting will be at Jocko's Pizza on West Williams Street —date is Sunday the 15th. Lunch will be around 1:00 PM with meeting and program to follow.

Amtrak to the Twin Cities

Starting May 21, Amtrak will offer a new, second daily train service between the Twin Cities and Chicago via Milwaukee.

The new state-sponsored Amtrak "Borealis" trains will originate from St. Paul, Minnesota, at midday and from Chicago in the late morning.

The Borealis trains will make the current Empire Builder stops between St. Paul and Milwaukee, and Hiawatha stops between Milwaukee and Chicago. Another benefit of the Amtrak Borealis service is a new eastbound Amtrak origination from Ramsey County's Union Depot in St. Paul, Amtrak officials said in a press release.

"A second daily passenger rail service connecting St. Paul to Chicago via Milwaukee is a welcome addition to our transportation system, providing more choices and travel flexibility for passengers," said Minnesota Department of Transportation Commissioner Nancy Daubenberger.

Amtrak partnered with the DOTs in Minnesota, Wisconsin and Illinois to launch the service, which is funded with help from the Infrastructure Investment and Jobs Act of 2021. Canadian Pacific Kansas City is the host railroad for the route.

The Rail Passengers Association (RPA) lauded the launch of the new service.

"There were years when it seemed as if today's announcement would never take place, and yet here we are today celebrating a new round trip that will transform transportation in this busy corridor," said RPA President and CEO Jim Mathews in a press release. "These new trains also mean new trips that would not have otherwise taken place at all, producing direct returns for the communities they serve."

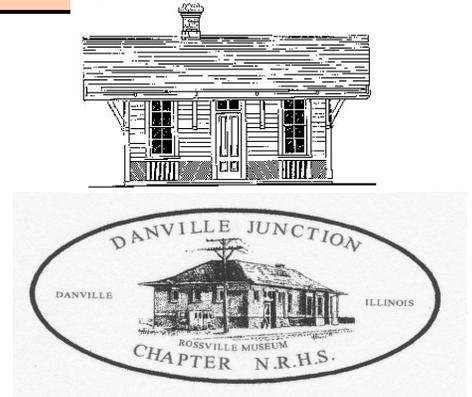
Progressive Railroading 5-24

Editor: This service has been very well received with ridership at or above the expected levels.

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

for a waiver that would allow full implementation of the rule, including a provision that would require railroads to contribute to a spending account annually that would set aside money for the purchase of zero-emissions locomotives.

“We estimate that that payment for us, and I know that it would be similar for the Union Pacific, would be around \$800 million a year,” Farmer told the North American Rail Shippers conference last week.

The rule has a number of problems, Farmer says. Chief among them: A commercially viable zero-emissions locomotive doesn’t yet exist. The rule, which initially would bar two-thirds of the locomotive fleet from operating in California, also doesn’t recognize the complexity of the interstate rail network. The spending account provision would drive up rail costs and ultimately push freight to trucks that emit far more greenhouse gas emissions.

“If CARB receives a waiver from the EPA to implement this in 2026, I promise you ... 17 or 18 other states are going to follow suit and we are going to see a tax on movement of goods through the U.S. supply chain,” Farmer says. “That will have a devastating impact on the competitiveness of the U.S. supply chain.”

Because the rule would put railroads at a competitive disadvantage in California, BNSF would have to reconsider plans

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BNSF and Banning Older Motive Power

CHICAGO — BNSF Railway would have to reconsider its plans to build the \$1.5 billion Barstow International Gateway if California’s zero-emissions locomotive mandate is allowed to move forward, CEO Katie Farmer says.

The California Air Resources Board’s in-use locomotive rule went into effect on Jan. 1. It bans the operation of any locomotive that is 23 years old or older from operating in the state. And it requires switching, industrial, and passenger locomotives to be zero-emissions by 2030 and freight line-haul locomotives to be emissions-free by 2035.

CARB has asked the U.S. Environmental Protection Agency

East Palestine Follow Up

The National Transportation Safety Board (NTSB) said Tuesday that a rail car's defective wheel bearing caused the train derailment and subsequent hazardous material release in East Palestine, Ohio, last year.

NTSB investigators said that the derailment occurred when a bearing on a hopper car failed and overheated, leading to the fiery derailment of a Norfolk Southern Railway train. At a meeting held at East Palestine High School, the NTSB discussed its investigators' 37 findings in the case that began the night of Feb. 3, 2023, when 38 rail cars on the train derailed, causing a fire and later leading to a decision to conduct a vent and burn involving toxic chemicals in five of the train's tank cars.

In presenting their findings, NTSB investigators said the decision by the local incident commander three days later to conduct a vent and burn of the contents of the tank cars carrying vinyl chloride monomer was based on incomplete and misleading information provided by NS officials and contractors. The vent and burn was not necessary to prevent a tank car failure, NTSB investigators found.

The board issued 25 safety improvement recommendations directed at several organizations, including NS, the Association of American Railroads (AAR), Federal Railroad Administration, Pipelines Hazardous Materials Safety Administration, the state of Ohio, the International Association of Fire Chiefs, the International Association of Fire Fighters, the National Volunteer Fire Council and The Chlorine Institute.

In addition, four previously issued and reiterated recommendations were directed at the U.S. Department of Transportation secretary, the FRA and the Class I's.

The board faulted NS for concluding that vinyl chloride being transported in some of the cars was at risk of exploding in the immediate days after the derailment. The conclusion resulted in the vent and burn of the five cars, which led to the release of toxic chemicals and a giant plume of dark smoke that hovered ominously over the area.

The controlled burn required a community evacuation and prompted East Palestine residents to be concerned about long-term health impacts of the release of those toxic chemicals. Vent and burn is a seldom used procedure and should

be used only when there is a high probability of tank-car failure, according to NTSB investigators. In this case, the vent-and-burn action was approved by NS and its contractors based on misinterpreted information and disregarded evidence, NTSB staff said. Investigators found that an alternative option to vent-and-burn was overlooked.

Contributing to the severity of the hazardous materials release was the continued use of DOT-111 tank cars to transport flammable liquids and other hazardous materials. During the derailment, three DOT-111 cars were mechanically breached, releasing flammable and combustible liquids that ignited, investigators said.

The DOT-111 tank car is being phased out of flammable-liquids service because of its long record of inadequate mechanical and thermal crashworthiness and propensity to release lading in a derailment, NTSB officials said. The board has called for an accelerated phaseout of DOT-111 tank cars in hazmat service.



Overheated wheel bearings are a common cause of rail accidents, according to NTSB officials. Hot-bearing detectors are part of a system intended to warn crews to stop the train before the hot bearing can cause a derailment. In the East Palestine case, the train crew did not receive a hot-bearing warning until the train passed over a detector in East Palestine, when the overheated bearing was about to cause its axle to fail. The crew began to slow the train using dynamic braking, but it was too late.

Progressive Railroading 6-26-24

Freight Car America Production

FreightCar America Inc. yesterday announced the production of its 10,000th rail car at its manufacturing plant in Castanos, Mexico.

The milestone marks the completion of transformation of the company's manufacturing process, FreightCar officials said in a press release. Built between 2020 and 2022, with the fourth line completed in 2023, the facility spans 700,000 square feet and employs 2,000 workers.

With four fully operational production lines, the plant has a capacity to build more than 5,000 units per year, with a fifth

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NS Areas Train Changes

NS made numerous changes to train symbols on May 27. There are some new trains, some symbol changes, and some trains have been abolished.

New -- 38N East Decatur, IL - Conway, PA daily Departs East Decatur at 05:00. Works Lafayette. Runs the Chicago Line east of Butler.

39N Conway, PA - Decatur, IL daily Departs Conway at 00:30. Runs the Chicago Line to Butler. Works Fort Wayne.

Changes -- 10K is now Conway, PA - Croxton, NJ daily (Previously terminated at Allentown, PA)

121 is now Sterling Heights, MI - Mitchell, IL (ALS) daily (Previously terminated at Decatur, IL)

122 is now Cincinnati, OH - Kansas City, MO daily (Previously terminated at Decatur, IL)

30N is now Madison, IL (TRRA) - Elkhart, IN daily (Previously terminated at East Decatur, IL)

302 is now Elkhart, IN - Bellevue, OH daily (Previously originated at Ft. Wayne, IN)

Abolished -- 115 Decatur, IL - Kansas City, MO (UP). Traffic now on 122

18K East Decatur, IL - Elkhart, IN. Traffic now on 30N.

31N Decatur, IL - Mitchell, IL (ALS). Traffic now on 121. adapted from Railfans of Indianapolis' Railfan Rambles (June) via Midwest Rail Scene

Additions:

As of August 25th the Roadrillers, 251/252 made their last run from Detroit to Voltz, MO. The ageing equipment forced NS to look at updating the transportation side to TOFC on flats or containers on spine cars. The new trains are 251/252 and operate to and from Toledo, OH to Voltz, MO. Departures are around 3-4 AM 6 days a week and will still put the new service in the Danville area around 11 AM to 3 PM, depending on other traffic.

**Oct 12-13 Springfield – Great Train Show, Orr Building, Illinois State Fairgrounds, 801 Sangamon Avenue.
10-4**

Final RoadRailers

Norfolk Southern Sets Date for RoadRailer Finale RoadRailer has reached the end of the line. The last runs of Norfolk Southern Triple Crown RoadRailer trains 255 and 256 are scheduled to depart their respective terminals outside of Detroit and Kansas City on the weekend of Aug. 24-25. The freight the aging equipment carries — auto parts in general and particularly those bound for Ford Motor Co.'s Kansas City Assembly Plant, which builds the F-150 pickup and Transit Connect van — will continue to move on Norfolk Southern rails. But the trains' eastern terminal will shift to Toledo, Ohio, after the last runs of the dedicated RoadRailer trains. The RoadRailer trailers will ride as TOFC moves for a few days or weeks during a transition period, with Triple Crown 53-foot domestic containers mixed in. And then the RoadRailer trailers will be replaced entirely by Triple Crown domestic containers that will ride in conventional double-stack service on Toledo-Kansas City hotshots 255 and 256. Stefan Loeb, Norfolk Southern's vice president of business development and first and final mile markets, says there are two reasons for the shift from RoadRailers to domestic double stack service. "The first is the age of the equipment. All equipment reaches its end of life, and what you don't want to do with critical business like we have with all of the auto parts users is to end up without a product," Loeb says.



A service failure runs the risk that an assembly plant would be forced to suspend production due to delayed auto parts shipments. The old and specialized RoadRailer equipment requires more maintenance, Loeb says, so it's a good time to take the remaining rail bogeys and 1,250 RoadRailer trailers out of service. "And that transfers to the second fundamental reason," Loeb explains. "It allows us to not just continue to provide great service through existing standard equipment, but because it will be standard equipment it amplifies the ability to take the service to other areas." With RoadRailer equipment confined to the Detroit-Kansas City route, Triple Crown couldn't compete with trucks for auto parts business in other lanes. Triple Crown is the NS subsidiary that provides door-to-door service, a requirement for handling auto parts. Triple Crown also handles first- and final-mile dray moves for some intermodal marketing companies and bulk transload shipments.

The RoadRailer concept dates to the 1950s on Chesapeake & Ohio. The railroad operated bimodal vans, mostly on the rear of Pere Marquette passenger trains in Michigan, for only a few years. NS revived the idea when it launched Triple

Crown Services in 1986 to haul auto parts between Detroit and St. Louis. A Chicago-Atlanta service was added two years

later via the Triple Crown hub at Fort Wayne, Ind. Conrail became a partner in Triple Crown in 1993, and eventually the Triple Crown RoadRailer network blanketed the East and reached beyond the NS system to destinations including Minneapolis, Toronto, Fort Worth. The RoadRailer bimodal system — which allows trailers to ride on rail bogeys and be coupled together in trains as long as 150 units — was revolutionary, Loeb says. Although Amtrak, BNSF, CSX, Canadian National, and Union Pacific all flirted with RoadRailer operations at one time or another, the system never gained sustained, widespread acceptance beyond Triple Crown. In 2015, NS pruned the Triple Crown network to just the Detroit-Kansas City lane after deciding not to update the fleet. Most of the RoadRailer freight went back to the highway, and Triple Crown's volume plunged by 80%. "This was a very transformative technology that worked. And the real beauty of it is it allowed us to keep a business that a lot of railroads lost or struggled with over the years," Loeb says. "I know a lot of people will see the sadness of it going away," he says. But because RoadRailer lasted as long as it did on NS, it gave Triple Crown a bridge to a new growth-oriented era on the railroad. "It's given us the opportunity to go back to its original plan, which was door-to-door auto parts across our network," Loeb says. To accommodate the shift from Detroit to Toledo, NS made investments in additional parking spaces and new gates at the Toledo terminal. It also is prepositioning Roadrailer-empty containers to handle the first loads out of Toledo, which is more centrally located for auto parts manufacturers in Ohio. The Toledo-Kansas City transit time for the stack trains will be the same as the Detroit-Kansas City RoadRailers they are replacing. "It has to be, right? The automakers demand it," Loeb says.



NS 9936 leads the last Roadrailer, train #255, through the siding at Sidney, IL on Sunday, August 25, 2024 R Schroeder photo

Other intermodal customers will be able to take advantage of the capacity that will be available on the stack train, Loeb says. And by using conventional containers there's a potential to develop new interline intermodal service through Kansas City to Mexico, which has become an automaking powerhouse that relies on parts produced in the Midwest.

"Kansas City's obviously a very interesting gateway for us with our connecting partners," Loeb says. "A lot of work would have to be put together to do that, but it's definitely possible." The 255-256 stack service will use Norfolk Southern's former New York Central Water Level Route between Toledo and Butler, Ind., where there's a connection to the former Wabash main line to Kansas City. The final 256 RoadRailer is scheduled to depart from Voltz, Mo., at 12:01 a.m. on Aug. 24, while counterpart 255 will depart Oakwood, Mich., for the final time at 2:20 a.m. on Aug. 25. The trains typically run in daylight across Illinois on Norfolk Southern's former Wabash main line. The 256 is scheduled for a 3:40 a.m. arrival at Oakwood the next day. The 255 is scheduled to pull into Voltz at 2:40 a.m. on Aug. 26, which will bring down the curtain on Norfolk Southern's 38-year RoadRailer experiment.

by Bill Stephens, *Trains newswire* (August 12) via *Midwest Rail Scene*



May Meeting Minutes

May 19, 2024 meeting opened at 1: 10 PM.

There were no additions or corrections to the April meeting minutes. The treasurer reported \$624.41 in expenses and \$.04 interest income. Total asset are \$8,659.19

Old Business

May's operating session went well. There will be operating sessions during first Saturdays of summer if there is enough interest.

Dick and Henry did attend the spring NRHS conference at Cedar Rapids, Iowa. Had an excellent 90 mile ride on Iowa Interstate RR business train and tour of their shops. Also, visited Railroad Heritage Midwest America in old Rock Island Silvis shops.

A South Shore RR trip on June 15 was discussed. Leave Rossville museum at 6:30 AM. Board Hammond station at 9:18 AM. Arrive at South Bend airport station at 10:43 AM and leave at 12:33 PM. Arrive at Hammond at 2:00 PM. Eight people said that they may be interested.

New Business

Museum housekeeping is scheduled for Saturday morning, May 25. Rick Schroeder said that he would do September program.

Meeting adjourned at 1: 30 PM. Henry gave a presentation on Spring NRHS conference.

Excellent. New Chapter member is: James Temple, 1142 Meadows Walk Dr, Bourbonnais, IL 60914

Alaska Railroad new Seward Port

The Alaska Railroad has approved purchase of a new \$137 million cruise ship port in Seward, to be built by a local developer and funded through a combination of loans and bonds.

The facility could be completed in time for the 2026 cruise season.

The Anchorage Daily News reports the railroad's board on Thursday, Aug. 1, approved the deal to purchase the dock once construction is complete. The Seward Co. is developing the project; Anchorage-based marine construction company Turnagain will build the facility. It will be funded through a combination of a commercial loan and \$60 million in bonds approved by the state legislature in 2022. A bill to allow bond funding for the entire project was vetoed by Gov. Mike Dunleavy over concerns it could face legal challenges because it was passed by the state House of Representatives after a constitutional deadline for the end of the legislative session.

The 748-foot floating double-pier berth will replace a 60-year-old facility. The project will also see construction of a new

68,000-square-foot terminal building [see "Alaska Railroad seeks funding for new Seward passenger dock," *Trains News Wire*, April 17, 2024]. A 150-foot transfer span will allow direct connection to Alaska Railroad trains or other ground transportation.

The project will be supported in part by a 30-year commitment from Royal Caribbean group, which will have preferential berthing rights. Construction will begin at the end of the current cruise season.

"Large developments are never easy. Today's greenlight approval was two years in the making," said Mickey Richardson, CEO of the Port of Tomorrow, representing The Seward Co. ownership, as reported by *Must Read Alaska*. "The Alaska Railroad Board's decision to purchase the new facility shows the value of the certainty of the partnership between Royal Caribbean Group, Turnagain, Seward Co., and the executive team at the Alaska Railroad created. The agreement guarantees cruise ships will continue to serve Seward for the next 30 years and beyond.

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to build its massive terminal in Barstow, Farmer says.

The railroad has acquired all 4,500 acres of property for the terminal and is beginning the permitting process in Barstow, which backs the project that will create as many as 20,000 direct and indirect jobs in the longtime rail hub. BNSF's main lines from the Los Angeles Basin and Northern California converge at Barstow, a key point on the railway's Southern Transcon.

BIG will include a block-swap yard, support yard, and warehouses and transload centers where goods in international containers can be transferred to domestic containers for the eastbound trip to inland markets via rail. The idea behind BIG is that it will ease congestion at the ports of Los Angeles and Long Beach and eliminate the 80-mile dray moves for freight that's currently trucked from the ports to the Inland Empire for transloading before being trucked to one of BNSF's intermodal terminals for the trip east.

If CARB gets EPA's blessing and survives a court challenge from railroads, BNSF would "absolutely re-evaluate our investment in California," Farmer says'

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line available to increase production volume by approximately 20%, according to the company. The facility's location — about two hours south of the Texas border — allows for streamlined materials-sourcing and access to a "highly skilled local workforce," FreightCar officials said in a press release.

"Looking to the future, FreightCar America's strategic decision to shift manufacturing to Mexico has set us apart and positioned us for sustainable and profitable growth," said CEO Nicholas Randall. "Reaching this milestone continues to establish new standards for excellence as we realize the benefits of vertical integration and cost optimization over the coming year."

Progressive Railroading 6-26-24

Editor: Remember when they built coal hoppers in Danville, closed the plant, went to the former N&W shop in Roanoke and then moved to Mexico. Worker scale was probably the main reason for moving. In review of trains on BNSF Virtual Rail cameras I have seen trains of coil and flat steel heading southwest. Probably headed to Mexico.

Raleigh & Fayetteville RR—by Allen Cooke

The Raleigh and Fayetteville Railroad (RFCC) is a short line operated by the R.J. Corman Railroad Group. It covers a distance of approximately 63 miles, connecting Raleigh and Fayetteville in North Carolina. Here are some key details about the RFCC:

Cities Served: Fuquay-Varina, Raleigh, and Fayetteville.

Counties Served: Cumberland and Wake.

Interchange Points: Norfolk Southern (Raleigh), CSX (Fayetteville), and Aberdeen and Rockfish Railroad (Fayetteville).

Startup Date: December 2022.

Services: The RFCC provides operational support to various industrial facilities that ship via rail, offering customized services to meet their needs¹.

Additionally, there are discussions about a commuter rail system between Raleigh and Fayetteville to ease congestion on Interstate 40. Around 20,000 people in Fayetteville currently commute to Raleigh for work daily, making this project a potential solution².

If you're interested in traveling between Fayetteville and Raleigh, there's also a daily train service that departs from Fayetteville and arrives in Raleigh, with a transfer at Selma. The journey takes approximately 5 hours



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

Photo of the Month



On August 25th, 2024, Norfolk Southern RoadRailer westbound 255 heads into the “sunset last run” toward Philo, Illinois in the siding at Sidney, Illinois Rick Schroeder photo.