

DANVILLE FLYER

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April Chapter Meeting and Rail Trip—Canceled

This year we had planned, thanks to Jim Montgerard of the Vermilion Valley Railroad, to have our annual rail trip from Foster, Indiana to the VV facilities near the former Olin plant in April instead of May. With the results of shut down of all activities in all states Jim notified us that we need to cancel the trip. We totally understand and he hopes to invite us in October for a hot dog roasting event. With the amount of rain we have had lately, and cool weather, October and a *fall color* trip might be even better. That said, since we had canceled the Sunday event at Jocko's , and they may still be closed, we will cancel any meeting in April. Our final meeting will be in May and one more newsletter will be published at that time.

To everyone, be safe, and hopefully by the time you read this some normalcy is back in place for our lives.

Pullman Junction Federal Grant

The Chicago Region Environmental and Transportation Efficiency (CREATE) partners have received a \$12.9 million federal grant for the Pullman Junction project in south Chicago.

The project will improve rail safety and fluidity, and reduce congestion throughout the Chicago Terminal by constructing a second main track, improving existing track geometry, increasing operating speeds and updating signals and switches in the junction, CREATE officials said in a press release. The Federal Railroad Administration issued the grant through the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI).

A quarter of all U.S. freight rail shipments move to, from and through Chicago each year. The Pullman Junction improvements will help remove bottlenecks and replace outdated infrastructure that slows train movements and limits capacity, CREATE officials said.

"The CRISI grant will pay dividends beyond Chicagoland to customers and families across the country who depend on the diverse products moved by rail," said Association of

(Continued on page 2)

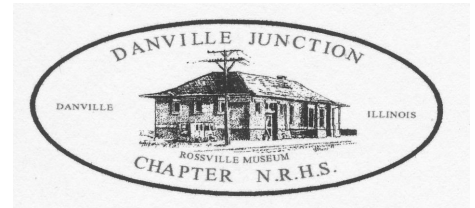
MAY 17TH MONTHLY MEETING AT JOCKO'S PIZZA BEGINNING AT 1:00 PM. AGAIN, THIS IS A PLANNED MEETING AND WILL HAVE MORE INFORMATION AFTER APRIL 30TH.

MEMORIAL WEEK-END—OPEN MUSEUM AT ROSSVILLE.

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 2020—our 52nd 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



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American Railroads (AAR) President and Chief Executive Officer Ian Jefferies. AAR is a CREATE partner.

The \$12.9 million federal award leverages \$65 million from the Illinois Department of Transportation (IDOT) and \$6.5 million from AAR to complete construction of the Pullman Junction project. The grant application was submitted by the Cook County Department of Transportation and Highways on behalf of the CREATE partners, including the IDOT, Chicago Department of Transportation and AAR.

The Pullman Junction project is part of CREATE's efforts in Chicago's East-West Corridor.

Progressive Railroading 3-25



Pullman Jct, a system of blades, gates and flashing lights controlled the NKP/C&WI and Rock Island Crossing at Stoney Island. R Schroeder 8-15-79

2020 — March Meeting Minutes

The March 15, 2020, meeting opened at 1342 at Jockos.

There were no corrections to the secretary's report. There was little financial activity during month. Income was \$85 in dues and donations. A utility payment was the only expense for the month. Closing balance is \$5946.48

The Urbana show scheduled for March 28-9 was canceled. The annual C&EI HS meeting was postponed from April to the fall.

A spring trip was deferred for now. April will be the Vermilion Valley ride. Jim Montgerard donated some Lionel material to the club.

The Muncie model train show was well attended according members who went.

The next operating session is scheduled for 4/4. It was mentioned there are some external leaks on the north side of the depot that need attention during the summer.

The meeting was adjourned at 1352.

Danny presented a video on the Alaska RR.

Amtrak Schedule Changes—Train Elimination

Hopefully by the time you read this some changes have been made to the better:

Amtrak - Beginning Saturday, March 21, Amtrak service on three Illinois routes out of Chicago will be reduced beginning Saturday, March 21. The reductions, for an indefinite period, reflect dwindling ridership during the coronavirus outbreak.

The West Coast will also see its first service reductions beginning March 23, with a dramatic decrease for Northern California's Capitol Corridor service. In the Pacific Northwest, one Amtrak Cascades trip is being dropped.

Saturday's changes will also see the Chicago-Milwaukee Hiawatha, already reduced from seven trips to four, cut to just one daily round trip. The Empire Builder will handle local passengers on that segment and add stops at Milwaukee's Mitchell Airport and Sturtevant, Wis. The move eliminates the ability of passengers to travel northbound from Chicago in the morning.

The other changes to Chicago-based routes:

Chicago-St. Louis Lincoln Service: Two round trips are cancelled. Southbound, the 7 a.m. and 5:15 p.m. departures (trains 301 and 305) will be cut, while the 9:25 a.m. (train 303), 1:45 p.m. (Texas Eagle) and 7:00 p.m. departures will continue to operate.

Northbound, the 4:35 a.m. St. Louis departure, which affords Illinois boarding passengers a 10:00 a.m. Chicago arrival, is joined by the 7:55 a.m. Texas Eagle, and 5:30 p.m. Lincoln Service trains out of St. Louis, with service dropped that had departed at 6:30 a.m., and 3:00 p.m. (trains 302 and 304).

Chicago-Quincy, Ill: The Carl Sandburg round trip is cancelled. Only the morning departure from Quincy and afternoon trip out of Chicago are retained, though Mendota, Ill., Princeton, Ill., and Galesburg, Ill., travelers will still have an option to take either the California Zephyr or Southwest Chief from to and from some of those stations.

Chicago-Carbondale, Ill.: One of two round trips is cancelled. With an additional nocturnal frequency continued to be provided by the City of New Orleans in each direction, the state has opted to keep the morning Saluki departure from Carbondale and the 4 p.m. Illini out of Chicago.

The reductions in Illinois aren't as extensive as those in Michigan. As of Saturday, only one of three Chicago-Pontiac, Mich.,

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Wolverine round-trips continues, in addition to the Chicago-Port Huron, Mich., Blue Water. The Chicago-Grand Rapids, Mich., Pere Marquette has been cancelled.

The Capitol Corridor will drop from 15 to five weekday departures in each direction (plus the Coast Starlight) on Monday over its busiest Sacramento-Emeryville, Calif., segment; as of late Wednesday, reductions on the San Joaquin and Pacific Surfliner corridors had not been announced. The Cascades, which had already stopped service north of Seattle, will eliminate the last round trip of the day.

No long distance train reductions have been planned, according to Amtrak's Marc Magliari.

Jacob Walls, a graduate student at Chicago's Chaddick Institute of DePaul University who is compiling statistics on the impact of the coronavirus on transportation, tells Trains News Wire that Lincoln Service train 303 he rode from Chicago to Bloomington/Normal, Ill., on March 17 had mainly single travelers spacing themselves in the two open coaches.

"I had used Guest Rewards points for the trip, but Amtrak let me change the reservation without imposing a point reduction penalty," he says.

During a Chaddick Institute-hosted webinar Wednesday, transportation consultant Erik Cempel told participants that Amtrak's current bookings are down 60%, future reservations are off 80%, and passenger cancellations are up 400% from the same period last year.

Via Trains On-Line 3-23

Second Section—

Thursday morning rail news Via Trains On-Line

— A magnitude 5.7 earthquake near Salt Lake City shut down light rail service and disrupted FrontRunner commuter service Wednesday, but service has resumed today with some residual delays, the Utah Transit Authority reports. The earthquake, which struck at 7:09 a.m., caused widespread damage, but no serious injuries were reported, the Salt Lake Tribune reports.

— Citing coronavirus concerns, the Federal Railroad Administration has cancelled three public hearings over the Texas Central high speed rail project, the Dallas Business Journal reports. The hearings had been scheduled in Dallas on March

31; Navasota, Texas, on April 1; and Houston on April 2. An FRA spokesman told the Business Journal that the agency is considering other options for public hearings.

— Two parents have been charged with reckless endangering and trespassing after an incident captured on video in which they and five children had to scramble to avoid being hit by a Norfolk Southern train in Pennsylvania. Herald-Mail Media reports that Greencastle, Pa., police charged Albert Lowell Horst and Brenda Kay Horst of Waynesboro, Pa., after the Feb. 23 incident captured by Virtual Railfan cameras.

— Metro-North Railroad has fully activated positive train control on two of its three primary routes, railroad president Katy Rinaldi announced. The technology is now in operation on all 74 miles of the Hudson Line from Grand Central Terminal to Poughkeepsie, N.Y., and the 82-mile Harlem Line from Grand Central to Wassiac, the Rockland/Westchester Journal News reports. Still to be completed are 62 miles on the New Haven Line.

— A Union Pacific employee at Bailey Yard in North Platte, Neb., has tested positive for the COVID-19 virus, the North Platte Telegraph reports. The West Central District Health Department says the individual, a man in his 50s, recently was on a cruise and traveled to California. The employee and others who came in contact with him are under self-quarantine.

— Union Pacific has closed its Omaha, Neb., headquarters to the public and now has about 2,000 employees working remotely, leaving fewer than 500 people at work at the headquarters building, the Omaha World-Herald reports. Meetings are limited to no more than 10 people, and signs are posted reminding workers of the 6-foot social distancing guideline.



I know that many of you did not know Walt Baselt, a long time member of the Chapter, as he did not attend meetings but read our newsletter for a number of years and always sat with us at the Urbana train show. Walt passed away on March 19th at the age of 89. I have known Walt from some 30 years in both the railroad and model hobby and took a lot of rail trips together along with Bruce Bird and Steve Henkel. We used to head out to Tolono anytime I heard of something special coming on NS or the CN.

Tennessee Pass—update

TB filing: Union Pacific's Tennessee Pass could become short cut for Utah crude oil New information on Utah crude oil project comes from Surface Transportation Board's website in an un-redacted filing

By Bill Stephens | March 9, 2020

RELATED TOPICS: UNION PACIFIC | CRUDE OIL | WEST COLORADO

WASHINGTON — Union Pacific has been negotiating a sale of its dormant Tennessee Pass route with Rio Grande Pacific, the short line holding company that would operate a new railroad proposed to haul heavy crude oil out of Utah's Uinta Basin. The information was accidentally disclosed in a filing posted briefly to the Surface Transportation Board's website on Monday before being removed. A redacted version, blocking out sensitive commercial information including Rio Grande Pacific's name, was later made public.

addendum>Vail Valley rail line eyed for shipping crude oil from Utah ... Trains would roll from Utah's oil fields to Gulf Coast refineries in competing offer from Kansas grain producer.

News | March 11, 2020 From Randy Wyrick
rwyrick@vaildaily.com

A railroad line through the Vail Valley could carry up to 400,000 barrels a day of Utah crude oil headed to Gulf Coast refineries. According to industry reports, Union Pacific is negotiating with Rio Grande Pacific for the Tennessee Pass line to make it part of a railroad system to carry crude oil out of Utah's mineral-rich Uinta Basin. It could mean between three and 10 trains a day through the Vail Valley.

Competing Tennessee Pass Proposals: The news comes on the heels of a competing request by Kansas grain producer, KCVN, asking the U.S. Surface Transportation Board to force Union Pacific to sell the Tennessee Pass line for \$8.8 million. KCVN wants to create more direct access to West Coast ports and grain markets. The Union Pacific dug in its heels against KCVN's request. Kristens South, senior director of Union Pacific's corporate communications and media relations, said UP is in "active discussions with another party to potentially restore service to the line, and we plan to continue these discussions."

KCVN demanded that the Surface Transportation Board reveal who Union Pacific "other parties" are. The Surface Transportation Board did that Monday, but by accident. A fil-

ing appeared briefly on the Surface Transportation's website, but was quickly removed, the Trains News Wire reported.

"While I cannot provide specifics, I can confirm that we are currently in active discussions," said Rquel Espinoza, Union Pacific Railroad senior director of corporate communications and media relations, in an email. Michael Haeg, Rio Grande Pacific's head of marketing and sales, also declined to comment.

KCVN offered up to \$10million for the 229-mile Tennessee Pass line on Nov 14, 2019, Union Pacific declined the offer on Dec 20, 2019. When KCVN requested the Surface Transportation Board to force Union Pacific to sell, KCVN's offer dropped to \$8.8 million. It will cost \$278 million to rehabilitate it, KCVN's filing says.

If trains roll through the Vail Valley hauling oil or anything else, they would likely be years away. Utah's Seven County Infrastructure Coalition is proposing the new Uinta Basin Railway to connect to the national railroad network and move oil, gas and other commodities. The SCIC will work with the Surface Transportation Board to get environmental clearances. Rio Grande Pacific will operate the railway, the SCIC said in a press release. KCVN already bought the 122-mile Towner Line that runs through Colorado's Eastern Plains.

Adding the Tennessee Pass line would reopen around 360 miles of railroad from Kansas to Dotsero, and "provide a substantial and significant competitive alternative to BNSF and UP to many freight rail shippers in Colorado but also throughout the Western United States," KCVN says in its STB filing. KCVN claims tht other users would include Martin Marietta Materials, the Climax Molybdenum mine, and the American Gypsum wallboard plant and mine in Gypsum. The Tennessee Pass line runs from Pueblo, over Tennessee Pass and down through the Vail Valley to Dotsero. The UP has not used the Tennessee Pass line since the mid-1990's when UP merged with DRGW/Southern Pacific.

Via Brass Switchkey railnews #12, March 23, 2020-6



Metra to begin Construction Projects

Metra this week began several major projects as part of its 2020 construction program that will continue through the fall.

Commuter-rail service reductions related to the COVID-19 pandemic have enabled Metra to get an early start on its construction program, Metra officials said in a press release.

“While we’d much rather be running normal service, we’re using this opportunity as best we can,” said Metra Chief Executive Officer and Executive Director Jim Derwinski. “By doing this, we hope to reduce the number of construction schedules needed this summer and may be able to finish some work more quickly than normal.”

The 2020 construction program includes improvements at 25 stations, 37 grade crossings and seven bridges. The program also includes replacement of about 53,000 rail ties, and signal and communications improvements.

Additionally, work will involve construction of two new stations; the replacement of a 121-year-old bridge over Milwaukee Avenue in Chicago; a \$28.5 million fiber optic project on the Rock Island and SouthWest Service lines; and construction of new track segments on the UP West Line.

The bulk of the construction program includes smaller infrastructure improvement and maintenance projects distributed across Metra’s 11 lines in Chicago.

Metra allocated \$241.3 million in its 2020 capital program for the construction projects, including \$51.2 million for station and parking improvements, \$46 million for track maintenance and improvements, \$22.7 million for bridge projects and \$34.2 million for signal system upgrades.

Additional funding was allocated in prior years’ capital programs or came from outside sources, including municipalities and Metra’s freight railroad partners



Amtrak On-Time Performance Standard

The Federal Railroad Administration (FRA) late last week proposed a rule that would define Amtrak on-time train performance and would set a minimum performance standard of 80 percent. The proposed performance and service quality metrics would give Amtrak, its passengers, service providers, the FRA and others a common tool to help objectively gauge intercity passenger rail travel, FRA officials said in a press release.

“Eighty percent is a minimum standard,” said FRA Administrator Ronald Batory. “We expect many routes will be much more reliable. Clarity should help all parties ensure compliance.”

To develop the standard, FRA and Amtrak consulted with many stakeholders, including the Class Is that host Amtrak trains, states, labor unions, an advocacy group that represents Amtrak riders, and the Surface Transportation Board. The rule proposes additional measurements for evaluating how well Amtrak serves the public, including financial performance and customer service metrics.

For years, Amtrak officials have expressed frustration over delays in its passenger trains caused by host freight railroads. Amtrak owns and maintains most of the tracks in the Northeast Corridor, while most of the other tracks on which Amtrak trains operate are owned by freight railroads, which make dispatching decisions about the trains that have priority on their rail lines.

“Delays to our Amtrak trains by host railroads directly affect both our revenues and our costs. The [FRA’s] proposed rules will produce meaningful metrics that reflect the customer experience and a standard for measuring when Amtrak trains are not being given the required preference by host railroads,” Amtrak officials said in a prepared statement.

The proposed rule is expected to be published in the Federal Register in the “near future,” FRA officials said. The agency will accept written comments for 60 days from the date of publication. The FRA also intends to hold a public hearing, which likely will be held online.

Progressive Railroading 3-23



Vegas High-Speed Rail Progress

XpressWest last month took steps to secure private debt funding for its \$4.8 billion plan to build a 170-mile high-speed, electric rail line from Southern California to Las Vegas, the Los Angeles Times reported.

Owned by Florida-based Brightline, XpressWest officials told the LA Times the company has taken steps to secure private debt funding under bond programs operated by California, Nevada and the federal government. If the funding is secured, rail line construction could begin later this year with service launching in 2023.

Brightline, soon to be known as Virgin Trains USA, acquired XpressWest in 2018. The Las Vegas line would be marketed as Virgin Trains.

Progressive Railroading 4-1

ICC Grade Crossing Upgrades 2011-24

The Illinois Commerce Commission (ICC) earlier this week approved a five-year, \$315 million plan for grade crossing safety capital projects across the state.

The funds will be dispersed by the Grade Crossing Protection Fund to help local communities and railroads pay for safety improvements at more than 1,400 crossings during fiscal years 2021-2025, ICC officials said in a press release.

"Rail crossing safety has always been a top priority of the Illinois Commerce Commission to prevent the loss of life due to train-related collisions," said ICC Chairman Carrie Zalewski.

The five-year plan proposes funding for 23 highway-rail bridge projects, four pedestrian-rail bridge projects, more than 330 grade crossing projects and lower-cost improvements at more than 1,000 crossing locations. (The following is by local county projects to upgrade crossings (may be surface and equipment upgrade – Fiscal 2021 to 2024)

Champaign 289084Y IC Savoy E Curtis Road Construct Grade Separation ICC 9,023,038 total cost 15,038,396

Champaign 479935T NS Sadorus CR 800E Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 360,000 400,000

Champaign 543282T NS Mahomet S Spring Lake Road Install Automatic Flashing Light Signals; Install Roadway Gates 279,000 310,000

Champaign 166889D UP Sidney 1800E Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 364,500 405,000

Champaign 166902P UP Sidney CR 800N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 522,000 580,000

Champaign 166911N UP Royal 1300N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 339,000 355,000

Champaign 166914J UP Royal Homer Lake Road Install New Roadway Gates 369,000 410,000

Champaign 166922B UP Royal 1800N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 498,000 530,000

Champaign 166925W UP Royal 2000N Install Roadway Gates 288,000 320,000

Champaign 166929Y UP Royal 2200N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 483,000 515,000

Vermilion 166944B UP Rankin 370E Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 256,500 285,000

Vermilion 166950E UP Rankin 3850N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 319,500 355,000

Vermilion 166951L UP Rankin 3900N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 292,500 325,000

Vermilion 353693Y CSX Alvin 2950N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 388,000 420,000

Vermilion 353718S CSX Danville Jones Road Install Automatic Flashing Light Signals; Install Roadway Gates 438,000 470,000

Vermilion 166945H UP Rankin E 3550N Road Install Automatic Flashing Light Signals; Install Roadway Gates 288,000 320,000

Vermilion 166946P UP Rankin 3700N Reconstruct Roadway Approaches; Install Automatic Flashing Light Signals; Install Roadway Gates 428,000 460,000

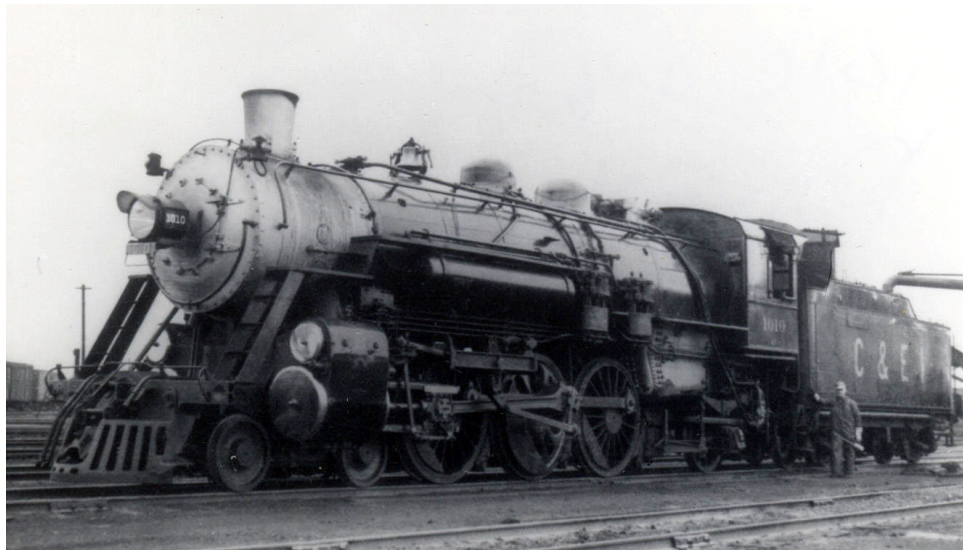
Vermilion 166947W UP Rankin E 3800N Install Automatic Flashing Light Signals; Install Roadway Gates 288,000 320,000

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

Photo of the Month



Chicago and Eastern Illinois Railroad #1010 takes on water at Oaklawn Shops, Danville, Illinois. Built by Baldwin Locomotive Works in 1911 to 1912 the locomotive was classed as a P41, larger than the early class of K1 Pacifics. When built in 1911 the engine was lettered for the Frisco Railroad, controlling company of the C&EI. Unknown date and photographer, c1940.

C&EI HS collection.