

DANVILLE FLYER

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February 19th Meeting at Jocko's

For the February meeting we 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 to follow. Lincoln Butzow will present the February program

BNSF Capital 2013 Expenditure

BNSF's capital investments, the railroad says, "play a key role in its ability to operate a safe and reliable network while supporting the anticipated needs of its customers."

Investing in BNSF's existing infrastructure, the Class I adds, "ensures the railroad is in top condition, which results in less unscheduled service outages that can slow down the rail network and reduce capacity."

Maintenance projects that are part of the \$2.85 billion include replacing and upgrading rail and track infrastructure, such as ballast and rail ties, and maintaining rolling stock. According to BNSF, the projects will consist of nearly 14,000 miles of track surfacing and/or undercutting work and the replacement of 346 miles of rail and approximately 2.8 million rail ties.

According to BNSF, \$402 million of this year's capital plan is for equipment acquisitions and more than \$700 million will be for expansion and efficiency projects, adding to the nearly \$2.5 billion invested in expansion projects over the past five years. This year's expansion plans, the railroad says, "support the growth of BNSF Intermodal and Automotive, Agricultural and Industrial Products customers."

On its Southern Transcon route, between the West Coast and Midwest, BNSF says it will support traffic growth by beginning the construction of a second bridge over the Missouri River at Sibley, Miss., completing double track for one of the last segments of single track along the Southern Transcon. The plan, which continues projects that add several segments of new track in eastern Kansas and southern Calif., will also begin a multi-year terminal and fueling project near Belen, N.Mex. All four projects, BNSF says, will increase capacity throughout the corridor.

BNSF President and CEO Katie Farmer

Also, in the south, BNSF will complete a second main track expansion in Fort Worth. And in the Pacific Northwest, BNSF will begin a multi-year project to add double track near Spokane, Wash., including over the Spokane River and by constructing a siding near Pasco,

(Continued on page 3)

FEBRUARY 19TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM. PROGRAM NOTED ABOVE

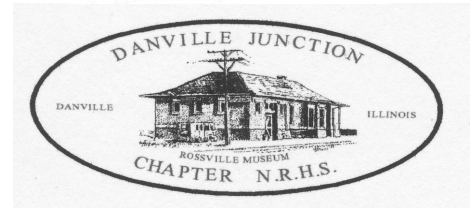
SPRINGFIELD TRAIN SHOW AT THE ORR BUILDING, MARCH 12, 9 AM

URBANA TRAIN SHOW AT LINCOLN SQUARE DOWNTOWN URBANA, IL, MARCH 25 & 26, 10AM TO 6 PM, 11 AM TO 4 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 2023—our 55th 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
- Cooke Wireless, LLC - Publisher & Distributor



NRHS and Local 2023 Dues Payment.

It is that time of year again, Dues for the following year. Last meeting Doug passed out renewal notices and then mailed ones to those not attending. We appreciate the donations that have been added to the 2023 dues check, it will be put to good use at the depot. NRHS members should be receiving their statement this month. It is assumed that an online payment method will be offered again, or direct mail your check. Welcome to another year.

Amtrak New Equipment

Amtrak has announced that 10 manufacturers have submitted their ideas on replacement railcars for such overnight routes as Auto Train, California Zephyr, Coast Starlight, Crescent, Empire Builder and Southwest Chief, marking the “first formal step to completely reequip the Amtrak Long-Distance Network that provides vital service on 14 overnight routes from coast to coast,” the railroad reported Jan. 19.

“Purchasing new long distance train cars will allow Amtrak to

(Continued on page 3)

(Continued from page 2)

upgrade and modernize the iconic and vital overnight services that link our nation's major regions," said Amtrak Board Chair Tony Coscia. "We are looking for new trains that improve safety, reliability, accessibility and efficiency while offering the features our customers believe are most important to modernizing overnight train travel for the 21st century."

Last month, Amtrak sent a Request for Information (RFI) to potential suppliers "defining and describing the scope of the railroad's overnight train fleet," including Superliner I & II, Viewliner I & II and Amfleet II railcars, and solicited input from manufacturers regarding the replacement of this equipment. As part of this effort, Amtrak says it is also researching design elements and customer amenities to "evolve overnight and cross-country train travel in the coming decades."

Later this year, Amtrak says it plans to take the next step by issuing a formal procurement request. Funding for the future purchases is being provided to Amtrak through the federal Infrastructure Investment and Jobs Act (IIJA) enacted by Congress and the Biden Administration in 2021.

"This represents the final phase in our long-term plan to replace our trains—beginning with new Acela equipment and continuing with the Amtrak Airo™ trains announced last month," Coscia said. "We believe in the future of our Long-Distance service, and we look forward to enhancing the customer experience across the Amtrak network, and further supporting U.S. manufacturing."

The existing fleet of overnight railcars has been delivered to Amtrak over the course of 40 years—with the first of more than 800 cars entering service in 1979. Most of the equipment in the current fleet will approach the end of its service life after the next decade.

Last year, Amtrak ordered 125 new diesel-electric locomotives, primarily for use on Long Distance routes. Over the last two years, Amtrak has invested \$580 million toward \$1.75 billion in accessibility improvements at Amtrak stations—largely along these routes. Additionally, Amtrak dedicated \$28 million to refresh railcars in the current overnight fleet, aiming to bridge the future fleet's arrival.

Railway Age 1-20-23

(Continued from page 1)

Wash. BNSF will continue multi-year intermodal facility expansion projects in Chicago (Cicero) and Stockton, Calif. Also, in California, BNSF will continue its track efficiency improvement projects in San Bernardino, along with property acquisitions in the Barstow area, "enabling future rail facility and infrastructure development" for the Barstow International Gateway Project.

"Our capital plan reflects our growth mindset and commitment to having the capacity and equipment we need to support our customers," said BNSF President and CEO Katie Farmer. "Continued investment in our network through our capital plans helps ensure we run a safe, efficient and growing railroad that provides customers with the service they expect from BNSF."

Railway Age 1-19-23

Editor Comment— High Speed Rail

On page 4 there is an article about Brightline trains moving up to the 110 mph in a Florida corridor. If you have followed any news about Brightline you know that group is building a high-speed line along Florida's east coast and over to Orlando. There has been public money involvement in much of the line but the bulk of the investment/construction is with private money. The route uses part of the Florida East Coast Railroad until they split off to Orlando. I don't remember when this started but it has occurred within the last 3-5 years.

Here in Illinois, when I was still working some 12 years ago, the Feds put up some 1.5 billion to get high speed between Chicago and St. Louis. This was all public money with Amtrak and the Union Pacific involved. We had a large contract to do all of the grade crossing changes. At this time the new route though Springfield is moving along but still several years away. Only a portion north of Dwight has reached the 100 mph status. The UP has benefitted with movement on intermodal trains. So how many years are we away from 110 mph or above running between the two major cities? That is any guess at this time. Private works, public takes forever.

Rick

Metra Projects

A project to improve a Metra route in northern Chicago qualified for a \$117 million "Mega" infrastructure grant award, federal officials announced yesterday.

The grant is one of nine valued at a combined \$1.2 billion that the Biden administration awarded under the new National Infrastructure Project Assistance Discretionary Grant program known as Mega.

The \$117 million will help fund the Metra Union Pacific North rebuild Fullerton-to-Addison project, which calls for replacing 11 bridges, 4 miles of track structure and 1.75 miles of retaining walls along Metra's UP-N line.

Metra estimates that the project will reduce passenger-rail delays by 38 million hours over the next 30 years, American Public Transportation Association (APTA) officials said in a press release.

The grant is one of four awarded yesterday to "critical" passenger-rail and transit projects, they said.



"Providing the necessary investment to modernize our public transit and passenger-rail systems will allow agencies across the country to meet growing community demands for increased mobility

choices that will reap economic and environmental benefits nationwide," said APTA President and CEO Paul Skoutelas.

Also among those nine awards was a \$292 million grant for a project that will help prepare for the future replacement of Amtrak's Hudson Tunnel. That project calls for replacing the two rail tubes that Amtrak and New Jersey Transit trains use to travel under the Hudson River between New York and New Jersey. President Joe Biden was in New York City yesterday to announce that grant award.

Progressive Railroading 2-1-23

Brightline Testing 110 MPH

ORLANDO — Brightline has begun or is preparing for further higher-speed testing in two locations along Florida's East Coast as it continues preparations for service to Orlando later this year.

Brightline is slated to begin 110-mph testing this Saturday in part of Florida's Palm Beach County. Brightline

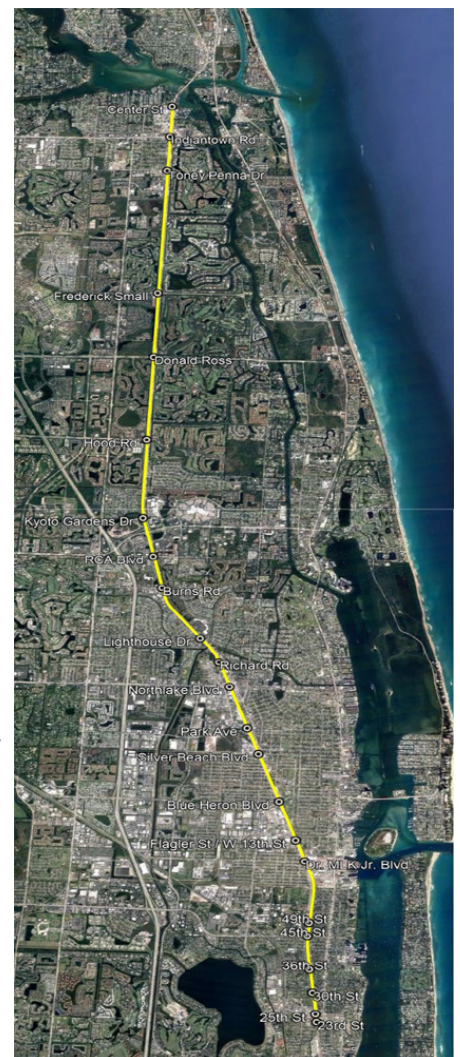
These are the current or upcoming plans:

As of today (Wednesday, Feb. 8), testing at speeds up to 79 mph will be conducted in Indian River County. That will begin at 7 a.m. and continue through 7 p.m. on Friday, Feb. 10, with flaggers at three locations in Winter Beach (69th Street and N. Winter Beach Road; 65th Street and S. Winter Beach Road;

Hawk's Nest Golf Course) and five in Gifford (53rd Street; 49th Street and Lindsey Road; 45th Street and County Road 702; 43rd Street; and 41st Street and County Road 630.

As soon as Saturday, Feb. 11, testing at speeds up to 110 mph will begin in northern Palm Beach County, including Jupiter, Palm Beach Gardens, North Palm Beach, Lake Park, Riviera Beach, and West Palm Beach. Testing will take place between 7 a.m. and 4 p.m., with flaggers present at crossings when there is active testing.

TRAINS



Gulf Coast Trains—Agreement?

LAKE FOREST, Ill. — Retired BNSF Railway CEO Robert D. Krebs and his wife Anne have donated their Lake Forest mansion, with an assessed value of \$5.96 million, to Lake Forest College, the Chicago Tribune reports in a paywalled article.

The 9,217-square-foot Italian-villa mansion is on 2.6 acres of land on Walden Road in the upscale North Shore suburb, and features stone, terra cotta paving, and hand-carved walnut doors brought from Italy.

The gift will also preserve the Krebs' Renaissance art collection, Krebs told the Tribune. The mansion is about a mile from the college, where Krebs is a member of the board of trustees, and the intention was that the home would become a study location, the Krebs Center for the Humanities. That prompted concerns from neighbors about noise and traffic; the Krebs have proceeded with the donation but have not sought the special-use permit that would be needed to hold classes at the mansion.

Lake Forest College, founded in 1857, is a private liberal arts college with a 107-acre campus about 30 miles north of downtown Chicago. Trains readers may know it as the home of the Center for Railroad Photography & Art's annual Conversations weekend; the 2023 edition of Conversations is coming up April 14-16

TRAINS 2-6

UP New "Train Crew" Program

Unions Push for Iowa to Limit Length of Trains. Unions that represent rail workers are lobbying for a state law that would limit the length of trains. Chris Smith, state director for SMART-TD, a union that represents transportation workers, said "long trains lead to more accidents, are more unsafe, lead to more blocked crossings and, for our small communities in Iowa, that could be a life-or-death situation if your house is on fire or your grandma or child is having a medical issue, then that ambulance could get to you on time. Luckily, we haven't had lots of occurrences of that kind in our state, but we do have lots of occurrences of blocked crossings"

A federal report found the length of trains increased 25% between 2008 and 2017. There is currently no limit in state or

federal law on how long a train can be. "My opinion is when these laws came out, railroads weren't running three-and four-mile trains," Smith says. A bill to set 8500 feet, which is about 1.6 miles, as the maximum train length cleared initial review in 2022 Iowa Legislature. Smith says he and others will be back at the statehouse next year, lobbying for action. "We're going to be working on legislation to limit train length in the state of Iowa to help protect its citizens and to be at the forefront in Iowa and the United States to get this done because I think Iowans understand that we need to protect our people," Smith says. Smith, who is from Tama, Iowa, has worked as a UP conductor and engineer for nearly 18 years. According to the Iowa DOT, 18 different private railroad companies ship freight through the state. "The railroad industry for Iowa is big, with ethanol and grain and coal that comes through," Smith added.

Railroad traffic through Iowa is slated to increase soon with the merger of Canadian Pacific and Kansas City Southern railroads. Some officials and residents in cities along the route have expressed concern about the increase in number of trains as well as the increase in the length of trains. A spokesman for one of the country's largest railroads has said trains of all lengths have been safely operated for years and longer trains maximize resources and reduce fuel and labor costs to help pay for maintenance of the plant and to pay taxes plus returns to investors.

Contributor David Yetter writes ... It was only time before states like Iowa will demand a limit on train length; I also know the rails will fight this. I see the point on shorter trains, who wants to walk a 2- or 3-mile-long train in subzero weather to find what's wrong. When I worked at C&NW we had way cars, the rear brakeman with radio, would start walking toward the front, the head brakeman would start toward the rear. If the rear brakeman found the problem, he'd call the engineer to whistle in the head brakeman. Once fixed the rear brakeman just waited till the way car came to him so he could get on. Now they have to walk both ways. That will cause further delays.

The Brass Switchkey (January 1) via Midwest Rail Scene

Editor: Railroads are under the auspice of the FRA and the chance of a state upholding a law about train length will probably never happen. Shorter trains, run more trains.

From My Office Window

The days are getting longer and now I can see the early evening trains. Still have the mix of motive power, like yesterday a southbound grain with a lone CSX unit. Moments later, since they had been waiting in the siding at Tolono, the northbound empty grain had a UP and NS unit. The mornings are usually best time if you are in the area.

This summer the C&EI Historical Society will hold their annual meeting at Watseka on 15th. This year we will hold a joint meeting with the TP&W group that has organized via Facebook. The original society became dormant for some years and a younger TP&W fan from Peoria area started the site and as of now we expect some 15+ from that group to attend. We also will have some 10 dealers/displays setup after 10 AM which will be the biggest group we have had for some time. I will present part of the afternoon program presenting a collection of my TP&W slides that I have taken over the years. Most of those have not been shown except to our group a long time ago. We will also have a C&EI presentation. So put that date and time, 10:00 AM to 6:00 PM, on your calendar.

The other event coming up that we participate in is the Urbana Lincoln Square Train Show, March 25th and 26th. The local NMRA group took over the show from the Midwest Central Railroad Club. Last year, the first time for the group after the 2021 cancelation, the group had to work around a Saturday morning sale that Urbana hosts each Saturday during the year. This year Mike notes they have been able to work the area better and have several layouts and dealers. In addition I understand they are working on a small layout that they will raffle off. Neat idea.

Southern 5000, GP38-2 in Champaign on November 7, 1986

Carloads Down Again

U.S. railroads hauled 449,586 carloads, containers and trailers in the week ending Feb. 4, a 1.9% decrease compared with the same week last year, according to Association of American Railroads data.

Carloads for the week totaled 216,700, down 0.9%, while containers and trailers totaled 232,886, down 2.9%.

Six of the 10 carload commodity groups that AAR follows on a weekly basis logged increases. They included motor vehicles and parts, up 2,725 carloads to 13,155; petroleum and petroleum products, up 1,578 carloads to 10,727; and nonmetallic minerals, up 1,445 carloads to 25,578.

Commodity groups that posted decreases during the week included coal, down 6,723 carloads to 58,224; grain, down 1,236 carloads to 22,244; and chemicals, down 1,182 carloads, to 32,743.

Meanwhile, Canadian railroads posted 77,460 carloads for the week, up 11.4%, and 57,745 intermodal units, down 8.7%.

Mexican railroads reported 20,395 carloads, down 5.6%, and 15,008 intermodal units, down 1.2%.

For the first five weeks of 2023 compared with the same period in 2022:

- U.S. railroads reported 2,293,210 carloads and intermodal units, down 3%;
- Canadian railroads reported 693,084 carloads, containers and trailers, up 6.2%; and Mexican railroads reported 184,944 carloads and intermodal containers and trailers, down 0.1%.

Progressive Railroading 2-9-23



January Meeting Minutes

The January 15, 2023, meeting opened at 1249 at Jockos.

The Bodines were welcomed as new members and Scott Reed was welcomed back as a former member.

The secretary's minutes were accepted as printed.

The report from the treasurer showed two expenses, \$200 for utilities and \$166 for post office box.. Income was \$235, from dues sales and donations. Closing balance is \$9034.95.

Doug N. is continuing to install new LED lights in the train room, with enough on hand for one more fixture. The January operating session went well.

Lincoln will provide the program for February.

Travis said a June visit to North Judson be welcome. No date for steam operation has been set yet. Doug Butzow reported work in Monticello centered on a water crane, water tank and progress on the turntable.

The Urbana show is scheduled for March 25-26. It was decided to obtain 2 tables and sell popcorn.

Terry Bodine indicated he was working on a canal boat and covered bridge. Donnie was working on a steam loco. Dave reported there will be a show in Lebanon, IN the last weekend in January. The Muncie IN show is the last weekend in February.

The meeting was adjourned at 1303. Rick Schroeder presented the program that covered from the Cumbre and Toltec Scenic Railroad to NYC steam, P&E, NYC and PC motive power and some rail track and bridge construction projects

NS Clears Ohio Derailment

All rail cars where a train derailment occurred Feb. 3 in East Palestine, Ohio, have been cleared from the site, Norfolk Southern Railway announced yesterday.

Freight-rail service has been restored to mainline 2, NS officials said in a service alert.

"While this allows for a route through the site, customers should expect availability delays of at least 24 hours on shipments moving between Cleveland and the Northeast via Pittsburgh due to residual congestion and continued efforts to restore service to mainline 1," the alert stated.

Also yesterday, Ohio Gov. Mike DeWine, Pennsylvania Gov. Josh Shapiro and state, local and federal officials announced that evacuated residents in and around East Palestine can safely return home. Hundreds of residents evacuated after the NS train carrying vinyl chloride derailed in East Palestine near the Ohio-Pennsylvania state border. To avert a possible ex-

plosion, NS conducted a controlled release of the chemicals, which discharged toxic and potentially deadly fumes into the air on Monday afternoon.

Air quality samples in the area of the wreckage and in nearby residential neighborhoods consistently showed readings at points below safety screening levels for contaminants of concern. Based on this information, state and local health officials determined that it is now safe for community members to return to their residences, according to a press release issued by DeWine's office.

Air monitoring will be ongoing. In addition, NS has hired an independent contractor to work with local law enforcement, the U.S. Environmental Protection Agency and state officials to take air quality samples and provide results at no charge to residents. Free testing of water from private wells in the impacted area also will be offered by the independent contractor hired by the railroad.

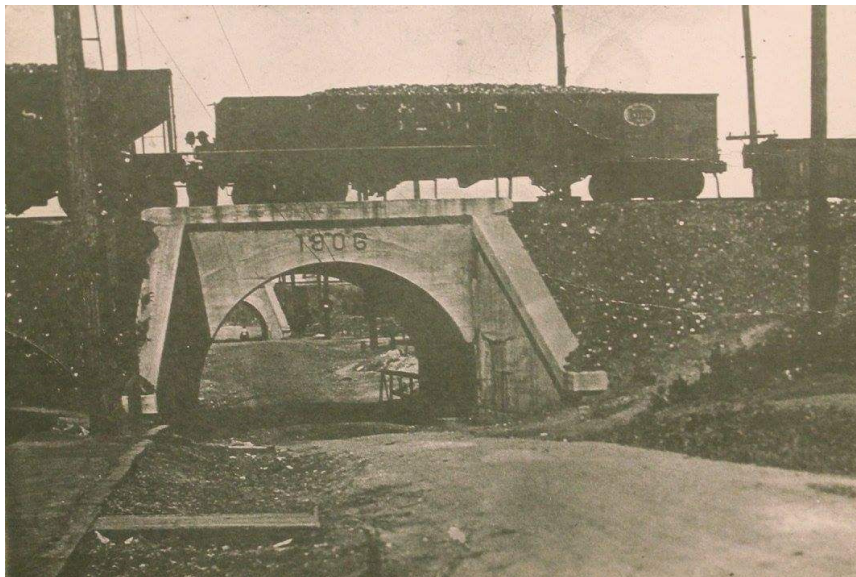
Progressive Railroading 2-9

Danville Junction Chapter, NRHS
PO Box 1013
Danville, IL 61834-1013

Phone: 217 552 6514
Email: rickschro1@gmail.com

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

Photo of the Month



From the Randy Rippey Collection—looking east on the Belgium-Catlin Road, NYC Lyons Yard.