

DANVILLE FLYER

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November and December Meetings at Jocko's

For the November meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday, November 21th. Lunch will be around 1:00 PM with meeting to follow. Program will be by Dave Sherill. The December Annual Meeting will be on Sunday December 5th. Rick Schroeder will present the program—a look at photos of the Chicago and Eastern Illinois Railroad by David Ingles. Please remember you may be ask to wear a mask upon entering the restaurant.

Amtrak Lincoln Service Speed Increased

Illinois increases speed on Amtrak trains. In mid-August, top speeds on much of Amtrak's Chicago to St. Louis Lincoln Service corridor increased from 79 to 90 miles per hour. With signal testing completed and certified for reliability by the the Federal Railroad Administration, the higher speed is run between Laraway Road, south of Joliet and CP Wann, 2 miles south of Alton. According to a UPRR general order, trains can operate at the upper limit if Amtrak locomotives leading the train are equipped with both Incremental Train Control System (ITCS), to monitor the status of highway crossings, and the Interoperable Electronic Train Management System (I-ETMS), integrating new tech for train control and operating systems to enhance train-operation safety.

Since federal money for right-of-way and signaling improvements became available in the 1990's, Illinois has sought to shorten travel times on what had devolved from a Gulf, Mobile and Ohio 2-track speedway into a deteriorated single-track line, with slow speed or out-of-service passing sidings. More than \$2 billion spent to upgrade the Joliet-Alton segment to 110-mph operation.

Although travel times are only marginally reduced and schedules are not being immediately adjusted when Amtrak brought back its full slate of Lincoln Service trains in July, the corridor possesses state-of-the-art crossing protection and signaling that are ready to accommodate the higher speeds once money become available.

The fastest Chicago-St. Louis schedule resuming in a few weeks is train #301, a 7am Chicago departure with limited stops that reaches St. Louis at 12.20pm. Travelers on the route still must contend with potential freight train interference delays in the Chicago-Joliet and Alton-St. Louis terminal areas and situations such as one inflicted on St. Louis-Chicago train #300 on July 1. [Ride the Rails Newsletter, Sept. 2021] Via Brass Switchkey Railnews #32, v28, Oct 26, 2021 – Omaha.

**NOVEMBER 21TH,
MEETING AT JOCKO'S
PIZZA AT 1:00 PM.**

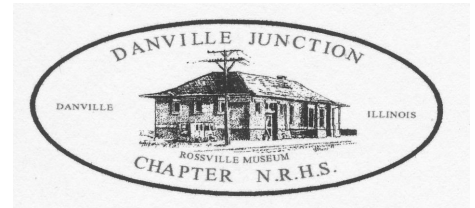
**DECEMBER 4TH
OPERATING SESSION
AT ROSSVILLE MUSE-
UM.**

**DECEMBER 5TH,
ANNUAL MEETING AT
JOCKO'S PIZZA AT 1:00
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 2021—our 53rd 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



Metra—Major Car Purchase

CHICAGO — Metra’s board of directors has approved the purchase of up to 500 new multilevel cars from Alstom, a purchase CEO and Executive Director James Derwinski calls “truly transformational.”

The Alstom Coradia cars, while compatible with the current fleet of gallery cars, will feature two entrance doors on each side, as opposed to the current single entrance; full seating rows on both upper and lower level; near platform-level boarding (requiring only a single step up into the cars); full accessibility for all cars, including accessible restrooms; and enhanced heating and air conditioning systems which scrub the circulated air. A video of the car’s features is available [here](#).

“We are finally modernizing one of the oldest fleets in the country and, in doing so, we will improve operations while elevating our passenger experience to an entirely new level,” Derwinski said in a press release. “It’s really part of our long-term plan

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CP and KCS Merger Continues

Canadian Pacific and Kansas City Southern have jointly filed a railroad control application with the Surface Transportation Board (STB) regarding their proposed merger, which would create the only single-line railroad linking the United States, Mexico and Canada.

The new railroad would be called Canadian Pacific Kansas City (CPKC). The control application provides an overview of the proposed operational integration of the CP and KCS rail networks, the impact of that consolidation on the companies' finances and labor needs, and the anticipated competitive and other benefits, CP and KCS officials said Oct. 29 in a press release.



Information in the filing outlines the public and customer benefits a CP-KCS combination would bring, including more efficient north-south trade arteries to support the interconnected supply chains of the United States, Mexico and Canada, they said.

The joint control application reiterates the applicants' commitment to keep all existing freight rail gateways open on commercially reasonable terms, including the Laredo gateway between the United States and Mexico, they said. It also shows how customers will not lose competitive routings because no new regulatory "bottlenecks" are being created, they said.



It also describes how the combined company will compete aggressively to attract traffic to its network via new single-line lanes between Canada, the Upper Midwest and the Gulf Coast, Texas and Mexico.

CP has agreed to acquire KCS in a stock and cash transaction for about \$31 billion, which includes the assumption of \$3.8 billion of outstanding KCS debt. The proposal values KCS at \$300 per share.

Via Progressive Railroading 11/1/2021

Editor: You can go online to the STB site and read the filing application. CPKS plans major work between Illinois and Kansas City with numerous sidings and CTC plus an increase in trains from around 6 daily to some 25 daily.

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to evolve and serve the changing needs of today's commuters.

Metra says about 40% of its current 840-car fleet, while safe to operate, is rated in marginal or poor condition, and that the new cars will provide a noticeably smoother and quieter ride.

"Most people don't realize that we are constantly making upgrades to tracks, bridges and our car servicing," Bruce Marcheschi, chief operating officer/deputy executive director, said in the release. "But this is something that our passengers will immediately see, feel, and smell. This is a real game-changer for our riders."



The initial order is for 200 cars, with the option to buy up to 300 more for a total of \$1.8 billion. The cars are a customized version of the Coradia Duplex and will be built in Hornell, N.Y. The first car is expected to be delivered 42 months after the contract is finalized, with the rest of the order delivered over the next 2½ years

TRAINS 10-27

STB Sets Merger Dates

WASHINGTON — The Surface Transportation Board has laid out a 245-day schedule for submission of evidence and arguments on the merger application for Canadian Pacific and Kansas City Southern under a proposal released Tuesday afternoon — envisioning a longer process than the railroads had hoped for.

The 245-day plan would proceed from last Friday, Oct. 29, when CP and KCS filed a 4,342-page application outlining their plans for executing the merger and expectations for increased business [see "CP and KCS project dramatic rise in daily train counts," *Trains News Wire*, Nov. 2, 2021]. CP and KCS had proposed a schedule which would have seen the STB decide on the merger within 10 months of the filing date, but the STB said it is modifying that schedule in light of the "high level of interest in this proceeding, as well as the complexity and magnitude of issues that may arise," to ensure sufficient time for submission and review of evidence. The board's proposed schedule allows more time for rebuttals and responses to the application. A date

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for a public hearing or oral arguments on the merger would be determined later.

A total of 13 deadlines are set in the proposed schedule. Among them:

— Comments, protests, requests for conditions and other filings opposing the merger application would be due 90 days after filing, or Jan. 27, 2022.

— Responsive applications would be due 120 days after filing, or Feb. 26, 2022.

— Responses to those comments in opposition and rebuttals in support of the application would be due 145 days after the filing, or March 23, 2022.

— Responses to the responsive applications would be due 175 days after filing, or April 22, 2022.

— Rebuttals in support of the responsive applications would be due 205 days after filing, or May 22, 2022.

— Final briefs would be due 245 days after the application, or July 1, 2022.

In its decision, the board says the proposed days are subject to change depending on the comments received, and that it may grant requests to extend filing deadlines “for good cause.” It set Nov. 12 as the deadline for written comments on the proposed schedule. *TRAINS 11-2-21*

NS Tier 4 Yard Locomotive

Progress Rail, Norfolk Southern Unveil First GP34ECO
Progress Rail and Norfolk Southern have unveiled the first GP34ECO locomotive, built for yard and intermediate operations to meet Environmental Protection Agency Tier 4 emission standards. The locomotive, intended to reduce nitrogen oxide emissions by 90% compared to older locomotives, is currently undergoing testing for EPA certification. It is powered by a 3,000-hp 12-710 EMD engine and is the first to use a diesel exhaust fluid/selective catalytic reduction aftertreatment system for line-haul locomotive applications.

Norfolk Southern assembled the locomotive core at its Juniata Locomotive Shop in Altoona, Pa., and worked with Progress Rail and Caterpillar on final assembly, engine, and aftertreatment system work. It also features a new crashworthy cab and new cab electronics. “In recent years, we have collaborated with Progress Rail to upgrade more than 100 loco-

motives that power our road and terminal operations,” Tom Schnautz, Norfolk Southern vice president of Advanced Train Control, said in a press release. “This new locomotive is another step forward in our modernization journey, and we look forward to achieving Tier 4 emissions certification.”

Since 2008, Norfolk Southern and Progress Rail have re-powered 50 locomotives specifically for the ECO line. The units offer lower emissions, fuel savings, and other efficiencies, and each and replace two older, less-efficient locomotives. The unit will be placed in service in Harrisburg, Pa., later this year, with NS and Progress working to ensure field-testing meets final emissions certification requirements.

Trains newswire (September 30) Via Midwest Rail Scene

Flying Green Flags

WASHINGTON – BNSF Railway will gain trackage rights over a short stretch of Union Pacific's Jefferson City Subdivision in Missouri to begin serving a power plant 45 miles west of St. Louis. The 11.5 miles of trackage rights will allow BNSF to deliver coal trains from the Powder River Basin to Ameren's power plant in Labadie, Mo. UP currently serves the Ameren Labadie Energy Center, a 2,372 megawatt plant that is the state's largest generating facility. In a regulatory filing, BNSF said the trackage rights agreement would become effective in November. BNSF's Cuba Subdivision connects with UP's Jefferson City Sub near Pacific, Mo. BNSF's ability to gain trackage rights to serve the plant go back to the 1995 agreement reached with UP as part of the UP-Southern Pacific merger.

Editor: Coal loadings are up over 10% due to increase in natural gas prices and demand.

PITTSBURGH — Wabtec will supply components for a Metra order for new passenger cars, the company announced today. Included are brakes; passenger doors; heating, ventilation, and air conditioning (HVAC) systems; and event recorders. The 200-car order for new bilevel cars is being built by Alstom under a contract approved by the Metra board earlier this year [see “Metra approves order for 200 new passenger cars ...,” *Trains News wire*, Jan. 14, 2021].

“We are thrilled to begin work on this large-scale contract supplying the most advanced technology for doors, brakes, and HVAC to one of the world's busiest commuter rail

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The Oct. 17, 2021, meeting opened at 1344 at Jockos.

The secretary's minutes were accepted as printed. The treasurer's report shows 2 major expenses for the month: utilities and depot rent to CSX. Closing balance is \$4991.06.

Dues statements for 2022 were made available to those in attendance.

The September meeting in Monticello was enjoyed by all who attended.

Skyler has the engine on the motor car operating. Remaining work includes the water drain and alternator bracket. Doug provided a picture of a C&EI car for authenticity. Doug N. also indicated the DCC upgrades on the layout were completed; there are now 6 districts and the improvements have been paid for.

Dave agreed to provide the November program and Rick said he would do the December one. Nov. there will be an operating session.

The treasurer reported that 5 new members were added in 2021, while 2 were lost.

The east door at the depot has been prepared for winter. The remaining preparations are planned. Dave and Henry plan to attend the large Dayton RR show on Nov. 6. JD reported a train order was found from many years ago for an Amtrak train to detour from the C&O of Indiana via the former PM from LaCrosse to Wellsboro and via the B&O to Chicago. Rick reported the C&EI calendar and next issue of the magazine were at the printer. The photo collection of Dave Ingles pertaining to the C&EI was donated to the Society.

The Urbana train show is scheduled for 3/26-7/22.

The meeting was adjourned at 1400. Henry presented a program of tourist RR visits over the past 3 years.

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systems," Lilian Leroux, Wabtec Transit president, said in a press release. "This new contract builds upon our position as a leading equipment manufacturer on both sides of the Atlantic and across the world, and will ensure safe, reliable, and timely passenger service to millions of riders ... throughout the greater Chicagoland area." Components will include 800 double doorways and 400 single doorways, with door control systems including touchless buttons, and the FastBrake microprocessor-controlled braking system which will be interoperable with existing cars in the Metra fleet.

Metra Chicago-area ridership up ... Metra ridership continues to rise and is recovering a little faster than expected. Metra officials said about 70,000 riders a day used Metra in July, about 25% of ridership in July 2019. Ridership, however was up 172% when compared with June 2020. Metra expanded train schedules in July to accommodate more people returning to their downtown offices and people using trains outside of rush-hour periods. Metra spokesperson Mike Gillis said, there is still a large amount of uncertainty about when crowded trains will be normal and it may take several years for ridership to return to 2019 levels. It was pretty popular before the pandemic, but we have really been pushing it for customers to use as it is a contactless way to pay your fare."

A second Amtrak passenger train that will run between St. Paul and Chicago is expected to begin daily service in 2024, after Minnesota lawmakers set aside \$10 million for the project. The money from the state was the final piece needed to make the additional round-trip service to Chicago's Union Station a reality. The rest of the funding for the \$53.3 million capital portion of the project comes from a \$3 million federal grant and funding from Wisconsin and Amtrak. The second train will supplement existing Amtrak service on the Empire Builder route, which stops in St. Paul as it connects Chicago to Seattle or Portland, Oregon.

The second train is expected to ferry about 124,000 passengers between St. Paul and Chicago each year and would make the trip in about 7-1/2 hours. It would travel at a speed of 79 mph. The second train would stop in Red Wing and Winona in Minnesota. It would make six stops in Wisconsin, including at Wisconsin Dells and Milwaukee, before ending in Chicago. (memo ... last October, Amtrak reduced service on the Empire Builder and 11 other long-distance routes to three

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

Photo of the Month



The northbound Illini with #260 about to pound the N&W diamond at Tolono, Illinois on June 20th, 1988. Walt Baselt captured this photo of double track still in place, the "tower" was still there and Terry Shearer inspecting the train.