

# DANVILLE FLYER

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## November 20th Meeting at Jocko's

**For the November meeting we will be at Jocko's Pizza on West Williams Street—date is Sunday the 20th. Lunch will be around 1:00 PM with meeting and program by Dick Brazda to follow. The December meeting will be December 4th, same time. Rick Schroeder will present the program, a look back at the local railroads, Wabash, NYC, PC, P&E and a few IT photos. (No December FLYER)**

## Amtrak Long Distance Service Study

WASHINGTON —The Federal Railroad Administration has launched a website for comments leading to an evaluation of long-distance service Amtrak had previously discontinued, as well as its two current triweekly routes, the New Orleans-Los Angeles Sunset Limited and the New York-Washington-Cincinnati-Indianapolis-Chicago Cardinal.



The “Amtrak Daily Long-distance Service Study” site, which began operation Oct. 28, now only describes the FRA’s mission to examine the possibility of resurrecting routes dropped when faced with federal budget reductions. Cutbacks, additions, and rerouting occurred throughout Amtrak’s history, but pivotal cancellations came in two groups, in October 1979 and May 1997.

October 1979:

- Floridian: Chicago-Nashville-Jacksonville-Miami/Tampa;
- National Limited: New York-Pittsburgh-Columbus, Ohio-Indianapolis-St. Louis-Kansas City;
- Lone Star: Chicago-Wichita-Oklahoma City-Ft. Worth-Dallas/Houston;
- North Coast Hiawatha: Chicago-St. Paul-Bismarck-Billings-Missoula-Spokane-Seattle.

May 1997:

- Desert Wind: Salt Lake City-Las Vegas, Nev.-Los Angeles;
- Pioneer: Denver-Boise-Portland, Ore.,-Seattle.

**NOVEMBER 20TH, MEETING AT JOCKO'S PIZZA AT 1:00 PM.**

**DECEMBER 4TH , ANNUAL MEETING AT JOCKO'S PIZZA 1:00 PM.**

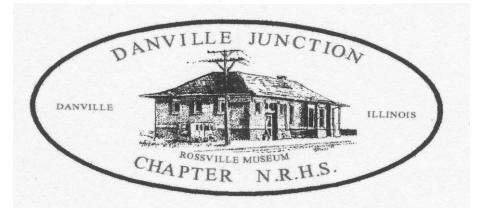
**DECEMBER 3RD AND JANUARY 7TH ROSSVILLE, DEPOT MUSUEM, OPERATING SESSION BEGINNING AROUND 1 PM.**

**THERE WILL NOT BE A DECEMBER ISSUE OF THE FLYER.**

## 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 2022—our 54th 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.**



MVPX 2512 at the Dewey, IL elevator 10-22 D Sherrill photo

## CN Still Courts the Springfield-KC Line

WASHINGTON — Canadian National has asked federal regulators to condition the approval of the Canadian Pacific-Kansas City Southern merger on the granting of trackage rights over the KCS line linking Springfield, Ill., with Kansas City and St. Louis.

CN has sought to own the Springfield Line outright, arguing that the Surface Transportation Board should order CP and KCS to divest the route.

But in a final brief filed with regulators on Oct. 21, CN says it would be willing to accept trackage rights on the Springfield Line, which it would upgrade and connect with its former Illinois Central to create a new single-line route connecting Kansas City with Chicago, Detroit, and Eastern Canada. CN says it would be able to divert 80,000 trucks per year to intermodal service over the line once \$250 million is spent on improvements.

“Divestiture of the Line to CN is the best remedy to address CP’s anticompetitive acquisition of the parallel Springfield Line .... But at the public hearing, the Board asked CN if it would consider trackage rights as an alternative remedy,” CN wrote in its filing. “After careful consideration, CN believes that, while not optimal, the type of trackage rights remedy raised by the Board could sufficiently preserve the Springfield Line as a viable competitive alternative, but only if those rights are accompanied by provisions that would protect CN’s investment and impose service commitments.”

As part of the Conrail carve-up in 1999, the STB granted CP trackage rights down the east side of the Hudson River from the Albany, N.Y., area to New York City. CN says its request in the CP-KCS merger is similar and would unlock the Springfield Line’s potential.

CN contends that because CP and KCS don’t plan to invest in the Springfield Line it would be relegated to “branch line status,” which it says is anticompetitive and therefore requires a remedy in the form of divestiture or trackage rights.

CN also argues that regulators have imposed conditions for losses of potential competition between railroads, citing build-out conditions imposed on the CN-IC, Union Pacific-Southern Pacific, and CN-Duluth, Missabe & Iron Range mergers.

In addition to the trackage rights, CN seeks the right to invest

in the Springfield Line and terminals, along with “safeguards to ensure adequate maintenance, efficient service, and non-discriminatory dispatching.”

Additional trackage rights through Kansas City and an ownership interest in the Kansas City Terminal would be required to link the Springfield Line with the KCS International Freight Gateway intermodal terminal, CN says.

CN also says its control of the Springfield Line would allow traffic to bypass Chicago and reduce the impact of CP-KCS merger-related traffic increases in Chicago’s western suburbs.

CP and KCS have called the request for divestiture of the Springfield Line a dramatic overreach that would harm competition, as well as shippers on the route who currently enjoy single-line service to Mexico. There’s no regulatory basis for the STB to award CN the line, the railways said.

CP and KCS doubted there were 80,000 trucks that could be diverted to CN service between Kansas City and Chicago or Detroit, noting that they would already be using intermodal service offered by Norfolk Southern, BNSF Railway, and Union Pacific. In its final brief filed with the STB, CP said CN’s requests amounted to sour grapes.



“CN’s entire litigation strategy in this proceeding has been aimed at delay or dismemberment of the new CPKC network, which will match CN’s single-line route to the Gulf (created by the CN/IC transaction) and compete directly against CN in many markets,”

CP wrote in its filing. “CN’s request for a Board order requiring a forced sale of KCS’s lines east of Kansas City is only the most blatant of CN’s efforts to achieve through Board action what it could not achieve in the marketplace. On the facts here, the Board lacks authority to grant the relief CN requests.”

CP told the board that it would be willing to talk with CN regarding a joint venture involving investment and use of the Springfield Line to compete for truck traffic that’s not currently moving over existing rail routes between Kansas City and Chicago

*TRAINS Newsletter 10-25-22*

**See Map on Page 8**

(Continued from page 1)

Other notable long-distance discontinuances were the New York-Philadelphia-Chicago Broadway Limited in September 1995 (though the Pittsburgh-Youngstown-Chicago segment, over CSX's former Baltimore & Ohio route, was resurrected as an extension of the New York-Pittsburgh Three Rivers from 1996 until 2005), and the Sunset Limited east of New Orleans, after the route was repaired following damage inflicted by Hurricane Katrina in August 2005.

Historical "routes that qualify" information has yet to appear on the site, though it does begin to list evaluation criteria prescribed by Congress in Infrastructure Investment and Jobs Act legislation:

- Link and serve large and small communities as part of a regional rail network;
- Advance the economic and social well-being of rural areas of the United States;
- Provide enhanced connectivity for the national long-distance passenger rail system;
- Reflect public engagement and local and regional support for restored passenger rail service.

Significantly, lawmakers made it a point to have the FRA oversee the process, rather than Amtrak management.

Section 210 of 2008's Passenger Rail Investment and Improvement Act had required Amtrak to come up with ways it could improve each long-distance route. Reports developed by Brian Rosenwald's in-house analytical team showed how financial performance and ridership of both the Cardinal and Sunset Limited would substantially benefit from daily operation, while detailing the equipment manipulations to make that happen. But Amtrak's management under President Joe Boardman and the company's board of directors — most of whom still serve in that capacity today — never acted on the recommendations after a perfunctory inquiry about cost to the host railroads. Rosenwald was subsequently forced out.

Of the previously discontinued routes, advocacy groups have been actively engaged in lining up regional support to resurrect the North Coast Limited and Pioneer, though key segments of those trains' original route (into Butte, Mont., and Boise, Idaho, respectively) have been abandoned or severely downgraded.

That fate especially applies to large swaths of the Floridian's

many former routes through Indiana and the National Limited's irreplaceable ex-Pennsylvania Railroad main west of Pittsburgh across Ohio.

The site notes, "Over the next year, we'll be engaging with and listening to stakeholders, including transportation and rail partners, federally recognized tribes, and communities as we evaluate how to better connect people with long-distance rail services. This is the first time that many communities, partners, and stakeholders will be included in a study of this magnitude, and we are committed to forming diverse and inclusive groups in every region."

It isn't clear how a completely intact route with clear marketability like the Desert Wind's through Las Vegas, Nev., might be prioritized without a groundswell of grass-roots interest. After all, the major weakness that led to its 1997 downfall is that Amtrak management had reduced it to three times per week.

FRA spokesman Cory Gattie tells Trains News Wire that the study will also evaluate potential new long-distance routes. He says, "FRA's initial engagement with stakeholders was at the [American Association of State Highway and Transportation Officials] Council on Rail Transportation Conference last month in Kansas City. Moving forward, we intend to post further engagement opportunities on the project website as the study progresses." Those activities are expected to continue through 2023, as the agency evaluates the practicality and financial feasibility of resurrecting discontinued routes.

*TRAINS Newswire Nov 1*



MRIX 8317 and sister units are serving the grain elevator at Wapella, Illinois. Photo 10-22 by Dave Sherrill.



## U.S. DOT Grants

The U.S. DOT's Federal Highway Administration (FHWA) announced the first round of grants from President Biden's Bipartisan Infrastructure Law's competitive Bridge Investment Program.

These early planning grants, going to 23 projects in 23 states, will help fund early phases of project development to create a pipeline of bridge construction projects, one of many ways in which the Bipartisan Infrastructure Law will help build, repair, and replace tens of thousands of bridges in communities across the country.

In total, the Bipartisan Infrastructure Law's Bridge Investment Program will make the single largest dedicated investment in bridges—\$12.5 billion over five years, with nearly \$2.4 billion available in FY 2022—since the construction of the interstate highway system.

The full list of proposed awards can be found on the FHWA web site: <https://www.fhwa.dot.gov/bridge/bip/planninggrants2022/>

Planning grants under the Bridge Investment Program are available for projects in the early phases of project development, where eligible activities include planning, feasibility analysis, and revenue forecasting. By providing planning grants in addition to construction grants, U.S. DOT can aid in the development stage of a project—whether owned by a state, a city, or a local community—that could then later be eligible to apply for a construction grant through a range of competitive grant programs where bridge projects are eligible, including the Bridge Investment Program, MEGA, INFRA, and RURAL, based on criteria outlined in the Notice of Funding Opportunity (NOFO).

The Bipartisan Infrastructure Law provides a total of \$20 million in FY 2022 funding for Bridge Planning grants. FHWA will reserve the remaining \$1.6 million to award to projects identified under the upcoming Large Bridge Project grant awards that may be better suited for a planning grant than a construction grant

*Railway Track and Structures 10-14*

*Editor: It is good that some funds are becoming available for bridge projects in various parts of the U.S. The first planning grants, in the amount of \$18,400,000 will be awarded to 23 pro-*

*jects. One is Gallatin County in Illinois will receive \$48,000 for a planning study to replace the Peabody Road Bridge over the Saline River in Bowlesville Township in Gallatin County, \$48,000. Of the 23 projects the construction projects total \$2.8 million. These will provide jobs in various industries involved in bridge construction. The balance of the projects are planning and study which will be handled by consultants. In the planning stage many of them will be involved in the environment stage and, as most I have been involved with, will take 2 to 5 years before final design starts and then construction. Of course, at that point in time there needs to be money available for construction. In addition, as per experience when the "shovel ready" projects were awarded in 2009, we, as a consultant, did not increase staff but used all staff currently working for us. Each month we filed a report of how many were working on the project and the government then reported it as "jobs created".*

## New UP Grain Terminal

Union Pacific Railroad late last month announced a new grain transload facility at its Global 4 intermodal terminal in Joliet, Illinois, now is open.

UP officials believe the state-of-the-art facility will help reduce supply-chain costs for agricultural producers and processors. The transload terminal is managed by JCT, a 50/50 joint venture between Consolidated Grain and Barge Co. and Gavilon Grain LLC.

Regional producers and processors can transport their grain products by truck to Global 4, where the cargo will be transloaded into containers for shipment by rail to West Coast ports for export to overseas markets.

The facility initially will be used to transload soybeans and distiller's dried grains. The number of commodities the terminal can handle will be expanded at a future date, including cleaned beans, UP officials say.

The terminal is operational in time for Midwest agricultural producers to utilize for this grain harvest season, said UP Executive Vice President of Marketing & Sales Kenny Rocker in a "Status of the Railroad" letter to customers dated Oct. 27.

"This new facility offers greater access to containers for exporters and faster container turnaround times for ocean carriers — a win-win solution for both our agricultural and ocean carrier customers," he wrote.

*Progressive Railroading 11-3*



## Midwest Expansion Study

The Minnesota and Wisconsin departments of transportation will host hearings tomorrow in La Crosse, Wisconsin, and on Wednesday in Winona, Minnesota, to solicit public comments on rail improvements needed to provide a second Amtrak daily round trip between St. Paul, Minnesota, and Chicago. The additional Twin Cities-Milwaukee-Chicago service would involve trains running along Amtrak's Empire Builder and Hiawatha routes.

Minnesota and Wisconsin DOT staff members and design engineers will seek public comments on the design plan improvements for work in La Crosse, and Winona and La Crescent, Minnesota. The rail improvements include upgrades to track, grade crossings, and signal and communications infrastructure.

Final design plans are slated for completion in summer 2023 with construction scheduled to run from 2024 into 2025. Service is anticipated to begin in late 2024.

"These improvements will make passenger train schedules more reliable and enhance freight train operations. Additionally, local communities will benefit from shorter delays at railroad crossings," Minnesota DOT officials said in a press release.

In May of 1972, more than 50 years ago now, the L&N started on an ambitious project to reduce the diamond count at the North Yard interlocking. In these two photos by Rick Schroeder, you can see the current configuration taking shape. The old northbound main is already out of service, and this was done back a decade earlier by the C&EI when they did the GRS CtC conversion. All the sidings we know now were created then, and the old northbound was used for those. #1 Main today was called #2 back in those days, and lasted until the SBD era when they were called West Track and East Track. But I think we all wonder why they only kept the tightest radius curve over the diamonds!

*Editor: Thanks to Doug for noting this point in history of Danville Junction, or also known as North Yard. It is hard to believe that it has been some 50 years since I took those photos. For those of you that are not aware, the train order board in the photo is at Rossville.*



## October Meeting Minutes

The October 16, 2022, meeting opened at 1309 at Jockos.

The secretary's minutes were accepted as printed.

The report from the treasurer shows two significant payments during the month, depot rent and a utility payment. Closing balance is \$7714.95.

Doug N. is continuing to install new LED lights in the train room.

Dick will provide program for November and Rick for December.

Elections will also occur in November.

Dave and Henry are planning to attend train shows 10/29 in Peru, IN and 11/19 in Danville, IN. The first operating session at Rossville is scheduled for 11/5. The interior wall in the sink area is falling off, leaving the brick remaining. No easy solutions suggested. Dave mentioned a train show in Bloomington on October 22..

The meeting was adjourned at 1312. Henry showed pictures from his trips to various museums and railroads during the last year.

## Class 1's Want a Piece of the Pie

The Surface Transportation Board late last week announced it will hold a continuing hearing Nov. 17-18 on Amtrak's application to operate passenger-rail service along the Gulf Coast between New Orleans and Mobile, Alabama. The STB also announced it will hold a voting conference on Dec. 7.

The November hearing will focus on the examination and cross-examination of new evidence presented in supplemental materials filed after previous hearings on the matter concluded May 12, STB officials said in a press release.

The board expects the evidentiary part of the hearing to be completed within five hours. During the Dec. 7 voting conference, STB members will discuss and potentially vote on the case. Although the voting conference will be open for public observation, no participation by the parties or the public will be permitted, STB officials said.

Meanwhile, the board has extended for six months a temporary reporting period of Class Is. In addition, the board is requiring updated information from BNSF Railway Co., CSX, Norfolk Southern Railway and Union Pacific Railroad.

The board is directing the four Class Is to continue submitting biweekly service progress reports until May 5, 2023. All



Class Is must submit weekly performance data during that period, as well.

In April, the STB held a public hearing on the Class Is' poor service performance that included testimony from shippers and others. Class I

officials talked about the causes, extent and likely duration of service disruptions and their remedial efforts.

In response to the testimony, the STB ordered BNSF, CSX, NS and UP to file service recovery plans. The most recent data shows those railroads now are meeting some of their six-month service improvement targets and many key performance indicators are trending in a positive direction, STB officials said in a press release.

However, the data continues to validate anecdotal information about service issues, they said. Key performance indicators such as velocity, terminal dwell, first-mile/last-mile service, operating inventory and trip plan compliance show that railroads remain challenged in general, and in particular when compared to pre-pandemic service levels, STB officials said. Accordingly, continued monitoring is needed, they believe.

*Progressive Railroading 10-31*

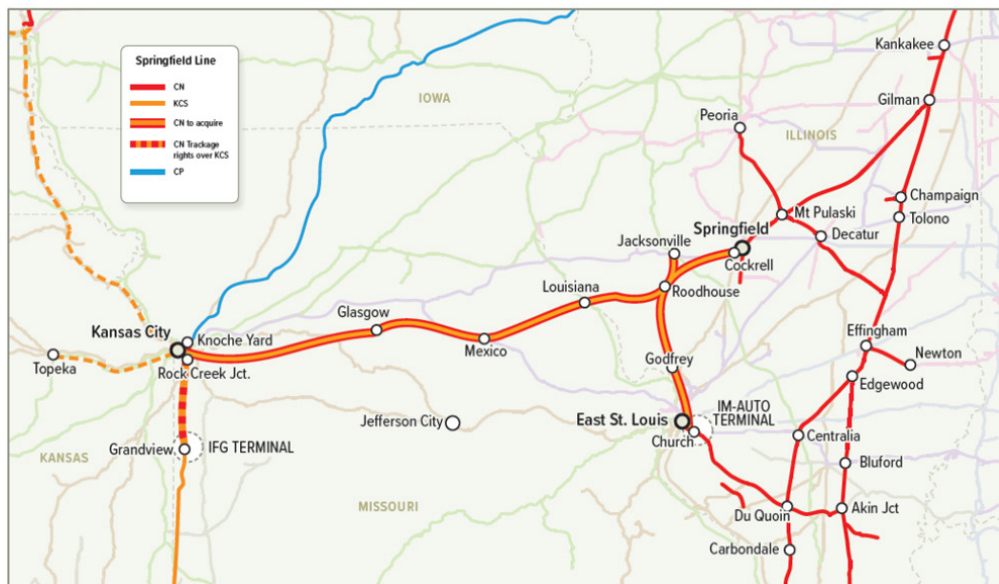


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**We're on the Web!**  
**[www.danvillejct.org](http://www.danvillejct.org)**

## Photo of the Month



Check out the story on Page 3 concerning the CN wanting trackage rights over the proposed KCS-CP Merger.