

DANVILLE FLYER

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California High Speed Rail up to \$77 Billion—yes Billion, or more

California's proposed high-speed rail system will cost \$13 billion more and take four years longer to build than original estimates. The California High Speed Rail Authority on March 9 announced that the line connecting Los Angeles to San Francisco would now cost \$77.3 billion—and as much as \$98.1 billion—from estimates two years ago.

The first trains won't operate between San Francisco and Bakersfield until 2029 at the earliest, and the full system would not begin operating until 2033. The new estimates were part of a draft 114-page business plan issued by the rail authority ahead of public hearings and formal submission to the State Legislature in about 60 days.

In the original business plan, the authority said it had only enough money in the bank to build an initial operating system, counting on private investment to fund completion of the system. The funding gap at that time was \$40 billion, which is certain to rise under the new estimates. Authority chief executive Brian Kelly said the new plan is based on a wide range of uncertainties, including the cost of more than 35 miles of tunnels in Southern California, which could cost from \$26 billion to \$45 billion.

"These are the best estimates we have to date," Kelly said, adding the mega-project cannot be completed on a "pay as you go" approach.

The report has not changed the position of Gov. Jerry Brown, a longtime champion of high-speed rail. In his recent State of the State address, Brown said, "I make no bones about it. I like trains and I like high-speed trains even better."

The revised completion date of 2033 is contingent on full funding. The authority recently disclosed that current construction in the Central Valley of 119 miles of track between Wasco and Madera would now cost \$10.6 billion, up from about \$6 billion.

One of the top priorities now, Kelly said, is to fulfill the state's obligations under \$3.5 billion in grants that the Obama Administration provided, which require that 119 miles of track be completed and all of the project's environmental clearances be obtained by 2022. Theoretically, Washington could ask for its money back if those requirements are not met.

The plan also estimates it will cost \$29.5 billion to build an initial operating segment from San Francisco to Bakersfield, up from \$21 billion. Other increases total \$4.6 billion for the remainder of the system, even accounting for inflation over the four-year delay. The project has faced mounting criticism and difficulties acquiring property, as well as lawsuits from counties, water agencies, farm bureaus and cities that caused delays and sharply drove up costs. Environmental reviews alone soared from a projected \$388 million in 2010 to more than \$1 billion.

Voters nearly a decade ago approved a \$9 billion bond to build a high-speed system, with the federal government paying a third of the estimated \$33 billion project and private investors covering another third. Washington only added \$3.5 billion and Republicans have

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April 15—Monthly Meeting at Jocko's Pizza on Williams St, 1:00 PM—

May 26-28 Union - Illinois Railway Museum's Memorial Day/Founders Weekend. The Summer begins! Diesel and Electric trains will operate.

May 16-17 Monticello - Monticello Railway Museum's featured Southern Railway #401 photo charter run. This first time event will include a night photography session with the Southern 401,

Jun 23-24 Galesburg Railroad Days' 41st Annual Galesburg Railroad Days. Galesburg High School Fieldhouse. Sat 9-4; Sun 10-3.

Jul 20-21 Collinsville - St. Louis Railroad Prototype Modelers Meet. Gateway Convention Center. 9-7 \$25

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 any-

one 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 2018—our 50th 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
- Cooke Business Products - Publisher



Amtrak Quarterly “Report Card” on Host Railroads

Amtrak has begun posting a quarterly "report card" that rates how long its trains are delayed while traveling on host freight railroads' tracks. The majority of Amtrak's network operates on track owned, maintained and dispatched by freight railroads. Amtrak delays on host railroads are caused primarily by freight railroads that require passenger trains to wait so that freight trains can operate first, Amtrak officials said in the report card.

Federal law requires that Amtrak passenger trains must be given preference over freight trains using any rail line. There are only a few exceptions to that rule, according to Amtrak. Amtrak's first Host Railroad Report Card gives letter grades to six Class Is based on delays per 10,000 train miles. Specifically, that is defined as the number of minutes of host-responsible delay, divided by the number of Amtrak train miles operated over that host, times 10,000.

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2018— March Meeting Minutes

The March 18, 2018 meeting of the chapter was held at the railroad shop of Don Bodine, south of Covington, IN. Terry Bodine, Don's dad, reviewed the history of the CD&V, whose right of way ran thru the Bodine property on its way to the Stringtown coal mines. Following the presentation, attendees inspected the outdoor railroad which is being built on the property in narrow gauge 2"= ft. size. Track has been laid, including a bridge across a stream. Equipment is in the process of production. Regular operation is expected to commence this summer. A lunch was also provided partly by the Bodines and Henry Schmitt. Members appreciated the hospitality and history shared by Mr. Bodine and his family and friends.

While no formal business meeting was held, the treasurer's report showed only one expense for the month, renting tables at the Urbana RR Show for \$60. Various income totaled \$224.50. The checking account balance is \$5863.16 as of 3/15/18.

Doug Nipper will present the program at the April meeting. This will be an Internet connected program of electrified trains in the Norway area in winter—really interesting and worth seeing.

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The first report card covers January through December 2017. Amtrak gave Canadian Pacific a grade of A for performance, BNSF Railway Co. a B+, Union Pacific Railroad a B-, CSX a C, and Norfolk Southern Railway and CN an F.

Following are some Amtrak comments regarding hosts' performance on sample routes:

- 97 percent of passengers on Amtrak's Chicago-Milwaukee Hiawatha service, which operates on CP track, arrived at their destinations on time. Ninety percent of trips experienced no freight train interference.
- 90 percent of passengers on Amtrak's Carl Sandberg/Illinois Zephyr service arrived at their destinations on time with less than 4 minutes of delay by BNSF freight trains.
- More than 57 percent of passengers arrived late at their destinations on the Coast Starlight service, which operates on UP track. On an average trip on this route, passengers experienced 4 separate instances of delay caused by UP freight trains, accounting for 48 minutes of delay on average.
- 50 percent of passengers traveling on the Amtrak Cardinal service on CSX track arrived late at their destinations by an average of 1 hour and 27 minutes. On 85 percent of trips, the Cardinal's 350 passengers are delayed by CSX freight trains.
- Over 67 percent of passengers arrived late at their destinations while traveling on Amtrak's Crescent service, which operates on NS track. The typical Amtrak train, carrying 350 passengers, is delayed over 1 hour and 40 minutes due to NS freight trains. Many Amtrak trains wait as long as 3 hours and 12 minutes for NS freight trains using this track.
- Over 200,000 passengers arrived late at their destinations on the Illini/Saluki service, which operates on CN track. Amtrak trains were delayed by CN freight trains on nearly 90 percent of trips on this service.



Go to: <http://media.amtrak.com/wp-content/uploads/2018/03/CY2017-Report-Card—FAQ—Route-Details.pdf>.

Progressive Railroading 3-23

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vowed not to add any more. Private investors have said they would not commit without a guarantee that they won't lose money.

Editor: Can we believe that an additional cost of \$13 billion in 2 years (note that 10 years ago the cost was estimated at \$33 billion) will not more than double the cost of the project by 2033? The Illinois segment cost \$2.1 billion for the higher speed from Chicago to St. Louis (still not totally in affect). I have not seen any numbers of final costs, but I do know the firm I worked for before I retired had the contract to do all of the grade crossing work and their contract doubled due to changes and environmental issues. I am sure the final cost is much higher for the project. I read some interesting statistics about California recently. The top 1% of earners pay 50% of the tax base. California has the widest spread of income between rich and poor than any other state. Residents of Spanish descent now outnumber those of other races. California is the highest taxed state and the plan is to increase taxes on residents.

PTC Update

Positive train control (PTC) systems are operating on about 56 percent of freight railroads' route miles that are required to be governed by PTC systems, up from 45 percent in third-quarter 2017 and 16 percent on Dec. 31, 2016, the Federal Railroad Administration announced yesterday.

Passenger railroads have made less progress, with PTC systems in operation on 24 percent of required route miles as of Q4 2017 — the same as in Q3 2017, FRA officials said in a press release.

The Q4 2017 data also show that railroads have made progress in installing PTC system hardware, with 15 railroads reporting they have completed hardware installation necessary for PTC implementation. Another 11 railroads reported they've installed more than 80 percent of PTC hardware. In addition, all but three railroads reported they've acquired sufficient spectrum for their PTC needs.

At the direction of U.S. Transportation Secretary Elaine Chao, the FRA is taking a "proactive approach" to make sure railroads acquire, install, test and fully implement certified PTC systems in time to meet the "interim deadline" of Dec. 31, FRA officials said.

"It is the railroads' responsibility to meet the congress-

sionally mandated PTC requirements," said FRA Administrator Ronald Batory. "The FRA is committed to doing its part to ensure railroads and suppliers are working together to implement PTC systems."

FRA leadership hosted face-to-face meetings in January and February with executives from 41 railroads required to implement PTC. The meetings' purpose was to evaluate each road's PTC status and learn what remaining steps are necessary to meet the December deadline, or, at a minimum, to meet the statutory criteria to qualify for an alternative schedule, FRA officials said.

As a result of those meetings, FRA staff are now meeting with PTC suppliers to learn more about their capacity to meet demand for railroads' PTC implementation "in a timely manner," FRA officials said. For more information on the railroads' PTC status in Q4 2017, see the FRA's website.

Progressive Railroading 3-21

GE Upgrades Units for NS and CP

GE Transportation has completed the first of 100 locomotive modernizations for Norfolk Southern Railway in 2018 and has received an order to modernize 80 Canadian Pacific locomotives this year, the manufacturer announced yesterday.

In 2017, GE modernized 30 locomotives for CP. So far this year, GE has secured 225 orders for locomotive modernizations.



The company's modernization program involves outfitting aging locomotives with customized solutions, such as upgraded control systems. Modernizations also may include converting locomotives from DC to AC traction. The rehab work will be carried out at GE's 1-million-square-foot plant in Fort Worth, Texas, which is now the world's largest locomotive modernization facility, GE officials said in a press release.

"We've seen our modernization program grow 20 times since 2015," said Pascal Schweitzer, GE Transportation's vice president, services. "Over the last decade, GE has transformed more than 2,000 locomotives for customers worldwide, including for the



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majority of the Class 1 Railroads in North America as well as international customers."

Last year, many locomotive manufacturers observed steady demand for remanufacturing work as railroads' orders for new locomotives slowed down, as reported in Progressive Railroading's January 2018 issue.

Progressive Railroading March 21

Riding the Train in 1918

From the Brass Switckey Railnews #10: Jim L. Ruber stories

M&StL wrecks - Year 1920 "Just what interest Bill" (THE NEW HAMPTON GAZETTE, New Hampton, Iowa, June 5, 1918) ~ "I was riding on a freight train through Kansas," a Santa Fe official relates. "I was up in the cupola of the caboose. Downstairs the conductor and the rear brakeman watched carefully a pan of beans 'warming over' on the old coal stove. They waited only the return of the head brakeman before 'putting away' their luncheons, which they were taking from their full dinner pails. The pan of beans was a partnership dish. I could see the head brakeman coming down the train from the engine. Suddenly there was a jerk, a shock, and I saw freight cars begin to pitch from the track and pile up in heaps. I had a hasty vision of the head brakeman sailing through the air and landing in a cornfield, clear of the right of way.

"Bill's killed," I shouted as I clutched wildly to retain my seat. "He's been thrown clear over into the field. As the caboose finally came to a standstill, about the only car left on the track, the conductor and the rear brakeman rushed forward to gather up the remains of Bill. But as they ran to him 'Bill' picked himself up in a dazed sort of way and was brushing the dirt from his eyes and his clothes when they reached him.

"There was at least \$75,000 worth of cars and freight piled up there in that wreck, probably \$100,000--a total lost. But the question 'Bill' asked as his rescuers reached him was: "Boys, how's them beans back there?"



ICC Funds Rail Projects

The Illinois Commerce Commission (ICC) has approved a five-year plan that calls for \$194 million in funding to help local communities and railroads pay for safety improvements at more than 700 rail crossings.

The Grade Crossing Protection Fund will distribute the dollars over fiscal years 2019-2023 to help cover the cost of 16 new bridge projects, 194 new grade crossing projects and low-cost improvements at about 500 crossing locations.

"Rail crossing safety is a top priority of the Illinois Commerce Commission to prevent the loss of life due to train-related collisions. The Crossing Safety Improvement Program enables the ICC to identify and help provide funding for much-needed rail crossing safety projects on local roads and streets in communities throughout Illinois," said ICC Chairman Brien Sheahan in a press release.

Major projects in the plan include:

- \$12.6 million to assist Sangamon County with the cost to construct a grade separation to carry Iron Bridge Road over the Union Pacific Railroad track near Chatham;
- \$9 million to assist Champaign County with the cost to construct a bridge to carry Curtis Road over Illinois Central Railroad tracks. The project will replace the existing Curtis Road grade crossing in Savoy; *(Project will cost around \$40 million and only preliminary engineering completed so far.)*
- \$3.5 million to assist Chicago with the cost to reconstruct a CSX bridge over 63rd Street;
- \$2 million to assist Elmhurst to construct a new pedestrian grade separation of Union Pacific Railroad tracks adjacent to York Road;
- \$2 million to assist Mundelein with the cost to construct a pedestrian-rail grade separation of the Wisconsin Central Ltd. tracks near Hawley Street; and
- \$1 million to reconstruct roadway approaches and install gates and automatic flashing light signals on Martin Luther King Jr. Drive at the Illinois Central Railroad tracks in Decatur.

The ICC prioritizes projects based on factors such as collision history, traffic volume, engineering requirements and geographical location.

Rail News – 3/27/18

May Vermilion Valley RR Trip—May 20th

TRAIN EXCURSION AND PICNIC FOR THE MAY MEETING

Rather than the usual meal and meeting at Jocko's restaurant on May 20th, we will head to Foster, Indiana to ride the V V RR "Cannonball" like we did the last two years. This ride will take place on the Vermilion Valley Railroad, which operates on the former Conrail (P&E) trackage from the state line east of Lynch Road to the former Olin plant west of Covington, now Flex-N-Gate. After arriving at Olin, we will have a picnic featuring burgers and hot dogs provided by Mr. Jim Montgerard at the former Olin cabin once used for company picnics, that now serves as the V V RR's headquarters. Please do consider a donation to Jim to help cover his food costs. (If he'll take it!)

Foster is just off US136 right before you get to IN63 headed towards Covington. Turn north at the motel there, and cross the tracks and turn left. You can park back in the grain elevator's parking lot, and the train will be staged nearby or perhaps arrive as we wait. We will try to get permission ahead of time to park cars at the elevator. Maybe a group could share a ride in from Danville....



Please wear attire suited for the railroad environment. No sandals, but sneakers should be OK. Prefer hard shoes or boots if available. The trip will start when everyone arrives, hopefully no later than 11:00 A.M. CDT.

Hope to see you there.

Rail/Highway and Trespass Accidents Up

Recently released statistics from the Federal Railroad Administration (FRA) reveal a mixed safety story for the rail industry with 2017 marking the lowest rate of track-caused and human factor-caused accidents ever, but the year also saw an increase in crossing incidents and in trespassing casualties.

First, the good news, the Association of American Rail-

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Status of UP Big Boy

Union Pacific's restoration of Big Boy No. 4014 enters yet another phase in coming days as the steam shop crew in Cheyenne, Wyo., plans to lift the boiler and roll out the 4-8-8-4's trailing truck for inspection and repairs, UP steam chief Ed Dickens told an audience Saturday at the train show here.

With work on the front engine largely done, the steam crew is turning its attention to the rear half of the locomotive, Dickens, senior manager of heritage operations, said during his annual presentation at the Rocky Mountain Train Show. The lift will be Sunday or Monday.

The aim is not just to get the locomotive running in 2019 to commemorate the 150th anniversary of the Golden Spike, but to do the highest quality restoration possible, manufacturing new parts in many cases instead of restoring old parts that could fail on the road. Piping under the boiler that is inaccessible when the engine is complete is being replaced, he said.

To make its 2019 target, the shop has also outsourced work, turning to Pennsylvania's Strasburg Rail Road for driver tire and pin work and minor use of a shop in Denver. There's also been work on the highly visible front end with work on the pilot and air pump shields.

UP began its quest to restore No. 4014 in 2013 when the railroad reached an agreement with Rail Giants Museum in Los Angeles to retrieve the locomotive. No. 4014 is one of eight preserved Big Boys from a fleet of 25 that operated primarily in Wyoming and Utah between 1941 and 1959. When restored, No. 4014 will be the first of her kind to turn a wheel under her own power in 60 years and the largest operating steam locomotive in the world. (March 3rd)

**Chicago & Eastern Illinois Railroad
Historical Society Annual Meeting
Hampton Inn, Eastgate area Danville
April 21—10:00 AM to 9:00 PM
Tour of Vermilion County Museum—1:00
Annual Dinner at Jocko's—5:00
Annual Meeting— 6:30 to 9:00 PM**

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roads (AAR) credits rail employee's commitment to safety, as well as investments in maintenance and new technologies from railroads as reasons behind the industry's strong safety record. The AAR points to several notable safety statistics that are on a downward trend since 2000 and include a 44 percent decline in the train accident rate, a 38 percent decline in the equipment-caused accident rate, a 55 percent reduction in the track-caused accident rate, a 45 percent reduction in the human factor-caused accident rate and a 42 percent decline in the derailment rate.

"While the safety of rail operations remains strong, our job is not done," said AAR President and CEO Ed Hamberger. "The rise in pedestrian deaths in 2017 is a stark reminder of the perils of risky behavior around railroad tracks."



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The FRA's statistics show a 22 percent increase in trespass deaths between 2016 and 2017, as well as increases in crossing collisions, crossing deaths and trespass injuries. Operation Lifesaver, Inc. (OLI), notes that the 2017 rail trespass casualty rate (deaths and injuries per million train-miles) was 1.55, its highest level in the past decade.

"We are very concerned about the increase in crossing incidents and deaths, and alarmed by the sharp rise in trespass deaths," said Interim OLI President Wende Corcoran.

She continued by saying OLI would focus public attention on these issues during September's Rail Safety Week and pledged to continue a close working relationship between FRA and OLI's state programs to continue to spread the safety message.

"Increasing public awareness is absolutely paramount to helping people make better decisions around railroad grade crossings and tracks," said FRA Administrator Ronald L. Batory. "The Federal Railroad Administration, in conjunction with the National Highway Traffic Safety Administration, has re-launched our national 'Stop. Trains Can't.' campaign to further educate people about the dangers of grade crossings and to reach key, at-risk demographics. The Department of Transportation is unwavering, deliberate and committed to this important issue."

States with the most crossing collisions in 2017 were Texas, California, Illinois, Florida and Georgia. States with the most trespasser casualties (deaths and injuries combined) in 2017 were California, Texas, Florida, Pennsylvania and Illi-

nois. There were 888 total fatalities in 2017, 575* (64.7 percent) were trespass deaths and 274 (30.8 percent) were crossing deaths.

*The FRA's trespasser fatality statistics exclude highway-rail crossing.

RT&S March 19

Shorts

Ford Motor Co. may buy Detroit's long-vacant Michigan Central Station. Detroit media are still speculating about the details and the timing, as the Detroit Free Press reports that sources say the move will happen. The Free Press also reports that Ford executives have spoken before about increasing the company's presence in historic Detroit neighborhoods, even as it upgrades facilities at its Dearborn, Mich., headquarters. Michigan Central Railroad, part of the New York Central System, built the depot in 1913. It was closed in 1988 and re-opened to limited tours and special events in recent years.

CSX Transportation CEO James Foote told federal regulators this week. "Since the initial implementation of our scheduled railroad model, our dedicated workforce has delivered six months of service improvement based on key metrics," Foote wrote in a March 28 letter to the Surface Transportation Board. "Our recent performance is above 2017 averages and we've achieved record levels for velocity, car order fulfillment, and dwell."

Editor: Interesting, CSX car loads down 10% so far for 2018 compared to up for most of the other carriers.

NRHS and Local 2018 Dues Payment.

For those of you that are NRHS members you should have gotten a notice about paying for 2018 dues. For NRHS members this will be completed on line but they will also accept checks and PayPal with the new system.

For your local renewal we sent out the renewal notice and for payment please send your check (or pay at a meeting) to the Treasurer at PO Box 1013. Renewal is required by the April meeting to continue to receive this newsletter.

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

Photo of the Month



PRLX 9554, ex BNSF SD70MAC is westbound in a snowstorm at Philo, IL—April 1, 2018. No, not an April Fools Day joke as the snow started just prior to arrival and by the time I posted this in the newsletter we had 4 inches on the ground. RMS

