

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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The *DANVILLE FLYER* is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

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 \$20.00 for Chapter membership in addition to \$36.00 for NRHS membership. 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, in Danville, IL with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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NATIONAL DIRECTOR: Rick Schroeder

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MUSEUM DIRECTOR: Robert Gallippi

HISTORIAN: Jesse Bennett

EDITOR: Rick Schroeder, rickschro1@gmail.com

PUBLISHERS: Allen Cooke & Doug Nipper

1819 Coventry Dr.

Cooke Business Products, Inc.

Champaign, IL 61822-5239

John Cooke Sr., Honorary Member

MEMBER: Association of Illinois Museums and Historical Societies

Visit our Chapter WWW Home Page On-Line - <http://www.danvillejct.org>



On December 6 the Monticello Railway Museum took delivery of Wabash business car #6. Loaded on a flatcar, along with the 6-wheel trucks on another car, the 1911 built car arrived from storage in the Chicago area. Photo by Doug Butzow

Coming Events

February 21, 2010

Danville, IL - Monthly meeting at Jocko's Pizza Depot, Williams and Gilbert Street, starting at 1:00 PM.

Feb 20-21, 2010

Hoopeston - 4th Annual Model Train Show 2010. Hoopeston JC's, McFerren Park Civic Center on Route 1. Sat 10-4; Sun 10-3.

Feb 20-2, 2010

Mattoon - Twelfth Annual Cross County Model Railroad Days. Cross County Mall, Exit 190, I-57, 3.4 mile west of Route 16. Sat 10-9; Sun 12-5.

Feb 2, 2010

East Peoria - Illinois Valley and River City Railroad Clubs' Peoria Train Fair. Illinois Central College, Rts 116 & 24. 10-3.

April 10 & 11, 2010

Urbana, IL - Annual Train Show and Swap Meet, Lincoln Square Village in downtown Urbana 10-6, 11-4, Free

April 17, 2010

Watseka, IL - Chicago and Eastern Illinois Railroad Historical Society meeting, Watseka Depot 10 AM to 10 PM, tables, tour, dinner and speaker Mark Vaughn talking about the C&EI piggyback service.

Next Meeting

Our next meeting will be held Sunday, February 21 at Jocko's Depot Restaurant, Williams and Gilbert Street, beginning at 1:00 PM.

It looks like everyone is getting "cabin fever", or maybe "caboose fever" for us railroaders, and ready for spring. We had a big crowd at the February session at Rossville in spite of what the weather tried to throw at us. Having only 3-4 inches this time is much better than they got out east. The three of us that set up the sessions are glad to see you enjoy running the railroad. Speaking for myself (your editor) I want to thank Doug and Bob for all the work they do for getting engines running and the "bugs" on the layout fixed for each session (and sometimes during the session as happened this time). Also, Bob came up with the idea of adding the duct work for the furnace and this distributes the heat much better and we also notice the session is much quieter.

Remember that 2010 dues statements have been sent out and 2010 dues should be in by the end of March to keep you on the roster, check the note at the bottom of this page. We want to let those know that have donated that the society appreciates the donation in these tough economic times. Please return to Allen Cooke as soon as possible. We look forward to having you as a member for another year.

You will note several train shows upcoming in the area in February. This year we have moved the Urbana Train Show to April 10 & 11. This is a result of schedule issues for dealers, the Mall and members of the sponsor group. Hopefully with the warmer weather we still will have a good turnout. Once again this year the Chapter will have a couple of tables for selling the few items we have plus the popcorn, a good money maker. Come help and enjoy the show. Bob usually loads up the stuff to bring but with the show being later this year he, and Mark, may be in the fields so we will need additional help to load and haul the material to and from the mall.

We welcome new member Tom Fuller of Ogden to the society.

Rossville Operating Sessions

The CI & ERR will operate on the first Saturday of each month, unless there is a noted change below beginning around 1:00 PM. Please arrive by 12:30 PM so we can get started on time.

Saturday, March 6, 2010

Saturday, April 3, 2010

The final Spring 2010 sessions on the Danville and Western are not set yet. I have been contacting operators via Email of sessions that have been held so far. Dates will not be published as I have not been able to schedule in advance, thus usually I decide a week or two before the session.. If you have not been on my previous Email list contact me to get on the notification list at rickschrol@gmail.com.

2010 DUES ARE DUE NOW

The last renewal date for 2010 dues is March 31, 2010. If you have not renewed by that date you will have to rejoin as a new member as this is the requirements of the NRHS. This will put an additional burden on our Chapter and the NRHS so get your dues to Allen Cooke as soon as possible.



Danville Chapter, NRHS

Minutes - 1/17/10

President Nipper opened the meeting at 1353.

The secretary's report was approved as printed for December. The Treasurer reported that there was \$1827.89 in the checking account and \$3871.43 in the CD. In addition the 2009 annual financial report was distributed. A deficit was incurred for the year due to the purchase of the TV, printer and duct work in Rossville. The report was approved.

Old Business

None

New Business

The Urbana railroad show was mentioned as being on April 10&11. The Hoopeston show is again planned for February.

Larry Prosser's pictures are now on line. They show the layout under construction.

Bill Wright underwent surgery the prior week. He was doing well.

Al McCoy mentioned his sister had informed him of high school students killed and injured in a train-car accident in Holland Ohio.

The Meeting was adjourned at 1412

A video was shown demonstrating how CTC was operated and developed. Doug Nipper provided it.



The President's Corner

The End Of The "Traditional" Slide Show?

One of the neatest things I remember seeing in high school over thirty years ago was a presentation using slides. They had two projectors set up to fade the images in and out by controlling the lamp voltages on each projector. While one projector was dark, it changed to the next slide. Then it would light up and the other one would fade to dark and change its slide.

Synchronized to music, this made for a very neat presentation. The images on the screen were nearly seamless. The technician in me was awestruck at the technical aspect of doing this, and how you had to split your program between two projectors. As a member of the Chapter then, I had seen many simple slide shows and done a few myself. I also recalled my grandfather's slide shows and how he used to set up his projector and tell the stories of family trips with those images, often to the chagrin of some family members!

When photography was fairly young and still used film-based cameras, many budding cameramen found that slide film was cheaper to process than print film. So for family outings as well as railroad hobby work, the only way to share the pictures you took was the slide show. While families might not have appreciated gatherings to view vacation pictures, we rail fans reveled in the slide shows that became a program staple at club meetings around the country.

Fast forward to today. Most photography is digital, and while there is still processing cost to produce prints, the cost otherwise is zero. Sharing images on the Internet is getting easier every day. Our flat-screen TV combined with a computer can show images to a group, just as the slide shows of old allowed.

There is also now software that allows you to take your still images and make them come to life. Ken Burns, the noted documentary producer with titles to his credit like "The Civil War" and "Baseball", came up with techniques that bear his name. Panning across a still photograph, zooming into a part of it or zooming out from a close-in view are all variations of the "Ken Burns Effects". He would also add sound effects, such as the clanking of metal if he was showing a shot of a blacksmith shop. He is a genius, no doubt.

While there are numerous programs that can employ Ken Burns effects, I have not yet found the perfect one for my use. Microsoft's Power Point is good for business presentations, but not so hot for what I am looking to produce. My realm is free software, but you can pay hundreds or even thousands for a good program that will put your program on a DVD for anyone to be able to play.

So is the traditional slide show a thing of the past? It's probably very near to that point in time. Get your slide collections digitized and then the sky's the limit as to what you can do with those images. The sheer number of slides and photos that most people have makes this a daunting task, but hopefully there will be (or are now) places that do this for a minimal cost to the consumer.

Topic two: Somewhat related to what I wrote above, we have set up a new facet of the Chapter's website that covers the history of the club itself, in pictures. Thanks to some slides from Larry Prosser that I scanned back in 1999, we have some early images of the layout and motorcar operations. And also some members that are since deceased. And those of us that are still around when we were much, much younger. To see this site, not yet linked to on the main site, enter this address directly in your web browser's address bar: <http://www.danvillejct.org/history>

Doug

Air Bag for Trains?

A Palo Alto, CA resident announced that he is working on an air bag for trains that would protect railroad trespassers. Steve Raney, who works for Advanced Transportation Systems Ltd., said that the air bag would act as a cushion when it first strikes the person, and then would form into a firm wedge, scooping up the person as the train brakes to a stop. Mr. Raney said that he plans to ask the Transportation Research Board for \$450,000 in funding for design development and implementation. (ffd: San Jose Mercury News 12-09)

Editor: Who wants to volunteer to be the first to try this out? Only in California would you get someone thinking in this direction.

NS Delivers Wabash Business car#6 to MRM

On December 6 the Monticello Railway Museum took delivery of Wabash business car #6. Loaded on a flatcar, along with the 6-wheel trucks on another car, the 1911 built car arrived from storage in the Chicago area. Private individuals had owned it after it was put up for sale by the N&W in the 1960's.

Member Doug Butzow shot these photos of the car as it was being moved to the museum site by no other than a Wabash F unit. All they needed was a Wabash caboose behind the train. Doug said, "By the time we really got started it started to rain and turned into a miserable day long before 8:00 PM when the flat cars had been returned to the NS interchange. One of those days that would break a person of the notion that railroading is



only fun."

The car was painted in DM&IR colors are from the previous private owner who were fans of the DMIR to some extent and were acquainted with one of the DM&IR's presidents. Plans are to return the car to the original Wabash scheme as it came out of the Decatur shops. The car was lettered "Windy City" and was in service on the Wabash until 1964 when the railroad became part of the Norfolk and Western.

CREATE Completes Strategic Rail Connection in McCook

A key rail connection and capacity expansion project of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program is now operational in McCook, Ill. The \$13.1-million federally- and privately-funded McCook Connection project (Project B6) provides additional connectivity between the Indiana Harbor Belt, CSX Transportation and BNSF rail lines. Trains that had to wait or travel at a maximum speed of 10 miles an hour are now able to proceed through the area at 25 miles per hour as they move onto mainline tracks near the United Parcel Service Willow Springs Distribution Center. The original connection was a single track. The project added a second connection with crossovers on the IHB/

CSX track to allow parallel moves to the BNSF.

The connection will provide additional capacity and congestion relief in the Northern Illinois region, benefiting approximately 15 to 20 freight trains that travel through the connection per day. Because of the increased speed on this connection to the IHB, trains will be able to clear the adjacent IHB/CN crossing more quickly, thus reducing potential freight conflicts with six weekday Metra Heritage Corridor trains and 10 daily Amtrak trains to and from St. Louis traveling on the CN tracks. Approximately 70 workers from CSXT, BNSF and private contractors worked on the project, which began construction 12 months ago. "I am pleased that our strategic CREATE funding is creating jobs and infrastructure that will support our state and national economy," said Representative Dan Lipinski (D-Ill.), a member of the Transportation and Infrastructure Committee. The McCook Connection is the seventh CREATE Project to be completed. Six additional projects are currently under. The CREATE program is a first-of-its-kind partnership bringing together Illinois Department of Transportation, the City of Chicago Department of Transportation and the Association of American Railroads.

Via Railway, Track & Structures website 12-29-09

Editor: I was the Project Manager for the preliminary engineering for this project. We started the project some 5 years ago as the preliminary stage. Hanson Engineering did the environmental work on the project and thus between both it was over 3 years before the PE work was completed. Reason? Federal dollars and working with IDOT who handled the funding. Then it took 2 years for the second phase of the project and a ditch that was about 500 feet long and flowed, when it rained, to the river became a permitting issue for the Corps of Engineers. Example of work when only the railroad is funding are the 3 sidings we did in southern Indiana. From concept to PE to Final Engineering along with the

environment work took 1 year. Construction took the next season and within 2 years about \$18 million was spent and CSX had 3 sidings to use. Five to 6 years from PE to final engineering for projects using federal dollars is pretty quick. Highways usually take at least 10 years. No wonder costs go up and it will continue and they will continue to rise under new rules by the EPA.

FRA releases final PTC implementation rule

U.S. railroads have waited a couple of months for the FRA to issue a final implementation rule on positive train control (PTC). The wait is over. Yesterday, (1-12-10) the FRA released the rule, which governs PTC implementation on the nation's major freight-rail lines, as well as commuter and intercity passenger-rail routes.

PTC systems, which feature digital radio links, global positioning systems and wayside computer control systems, are designed to help dispatchers and train crews safely manage train movements. The Rail Safety Improvement Act of 2008 mandates that interoperable PTC systems be installed on most passenger-rail routes and lines used to move certain hazardous materials by 2015's end. Closed passenger-rail systems, such as light-rail, rapid transit and subway systems, will not be required to adopt PTC.

The final rule builds on a Notice of Proposed Rulemaking that the FRA issued in July 2009. The rule specifies PTC systems' required functionalities, the means by which the systems will be certified, the contents of implementation plans required by the statute, and the process for submitting implementation plans to the FRA for review and approval.

The final rule serves as the "end of the beginning of the process," according to FRA offi-

cial, who held a media teleconference yesterday to discuss PTC's history and the rule's contents. A result of more than a decade of work by FRA and various stakeholders, in partnership with the Railroad Safety Advisory Committee, the final rule will enable railroads to begin finalizing their PTC implementation plans, the officials said. Thirty U.S. railroads, including the Class Is, Amtrak and 22 commuter railroads, must submit those plans to the FRA by April 16.

The FRA estimates it will cost the railroads a total of about \$5.5 billion to install PTC on 69,000 miles of track, including components placed onboard 30,000 rail vehicles. In addition, railroads will spend about \$820 million annually to maintain and refurbish the systems. (The railroads estimate it will cost about \$10 billion)

For the next 60 days, the FRA will accept additional comments on a few specific provisions of the final rule. The agency will determine "whether clarity can be improved, and whether further opportunities for cost savings, consistent with safety, are available," FRA officials said.

Via Progressive Railroading 1-13-10

Editor: The North-South CN line and the CSX line to Indy will be part of the Amtrak system that will require PTC. Any line running passenger trains will have to comply.



Indiana High Speed Rail (HrSR)

Last summer, the Associated Press reported an anecdote about Baudilio Tejerina, a native of Spain who works for Northwestern University in Evanston, Ill. Tejerina takes the Amtrak train to Lafayette regularly to work with faculty at Purdue. He said it would be "fantastic" to see the rail line upgraded to higher speed service.

"It would be something that belongs to this century," said Tejerina, who is used to the high-speed trains that run throughout Europe and wonders why there isn't a similar system in the United States.

(Editor: In Europe they pay 2-3 times as much for gasoline and those taxes go to public transportation including high speed rail. If we raise our cost per gallon to \$6-7.00 and put that into transportation people will leave their cars and ride rail.)

Many Hoosiers wonder the same thing. They can take encouragement from the fact that their state is playing a major role in the development of high-speed rail, the most important advancement in our country's

THE 32nd
URBANA
TRAIN
SHOW

LINCOLN
SQUARE
VILLAGE

APRIL 10 &
11, 2010

Admission
Free

transportation network since the interstate highway system.

On Oct. 2, the Indiana Department of Transportation submitted an application for \$2.816 billion in federal stimulus money to implement high-speed passenger rail service from Chicago to Cleveland through Gary and Fort Wayne.

Indiana is also seeking \$71.4 million in federal stimulus high-speed rail funding for track improvements to Norfolk Southern's Chicago Line between Porter and the Illinois state line, which supports current Amtrak service.

The project would address "the single most delay-prone intercity rail passenger corridor in the country," in a way that would relieve congestion and contribute to the development of a regional high-speed rail corridor, the state said in its funding application.

Indiana is one of nine states that have joined forces to establish the Midwest Regional Rail System. This initiative, in development for 13 years, calls for a 3,000-mile regional network that will be hubbed in Chicago. Trains will operate at speeds of up to 110 mph to connect towns and cities along key 100- to 500-mile corridors, using existing rights of way.

Three of the identified corridors – Chicago to Detroit, Chicago to Cleveland and Chicago to Cincinnati – pass through Indiana. The Chicago-to-Cleveland route will run through Fort Wayne, and the Chicago-to-Cincinnati route will run through Indianapolis.

(Editor: - Illinois has worked on high speed from Chicago to St. Louis for some 6+ years and finally has 110 mph to Lincoln. If you look this line is mostly tangent and all grade crossings not have quad gates. With the advent of PTC (positive train control) running 110 mph trains on freight routes will more than double the cost as all signaling will change. Notice how much will be spent on NS for some 30 miles of track. In addition, the recent funding for HrSR systems will not include funding for PTC, something the railroads will have to fund themselves)

A bit of Minnesota history

Olmsted County railroads have been making headlines, at times heatedly, for decades. A look back makes today's debate seem quite tame in comparison.

Rochester settlers realized that prosperity depended on attracting one or more railroads. But even then, a "yes, but not in my backyard" sentiment prevailed. In 1859, a deal was struck with a railroad planned to connect Winona and St. Peter, Minn. Thomas Cummings knew the route went across his claim in what is now the Kutzky Park area of northwest Rochester. The first grading of the route began across his land, and he resisted so strongly that Bill Messler, foreman of the crew, shot him in the chest. A menacing crowd gathered, and the possibility of a lynching seemed so threatening that Messler was hurried out of town "on a fast team" to Winona for protection. Cummings recovered from what was first thought to be a fatal wound. He moved to establish a ferry across the Minnesota River just north of Sleepy Eye. He died at age 64 and was buried at Fort Ridgely.

Winona & St. Peter's first train pulled into the city Oct. 12, 1864. Eventually, the line became part of Chicago & Northwestern Railroad. The trains brought boom times to Rochester. Wheat was king, and the city became the starting point for many shipments east. Trains left Winona daily at 1:15 p.m., arriving in Rochester at 5 p.m. They reversed course the next morning, leaving Rochester at 7:45 a.m. and arriving Winona at 11:30 a.m.

In the 1880s, the North Western Railroad tapped the populous eastern region of the United States and extended through Rochester into the growing Dakotas, which were attracting large numbers of settlers. North Western named young Dr. William J. Mayo its Rochester surgeon. When hard times hit the Dakotas, W.W. Mayo and his sons treated the sick from that area whether they could pay or not. Upon learning this, the railroads authorized free transportation for people who were ill and could not pay.

Shown here is a Dec. 30, 1890, railroad excursion between Spring Valley and Winona, although the scene's precise location is unknown. Winona & Southwestern Railroad went from Winona to Omaha, Neb., bypassing Rochester by 12 miles since Winona promoters feared it would draw trade away. The route was described as "a torturous course from Winona through the bluffs to St. Charles," going on to Dover, Eyota, Simpson, Stewartville and Spring Valley.

Via Rochester Post-Bulletin 12-29-09

Editor: Today the city has been fighting the existence of the DM&E, now owned by CP Rail, and wanting the railroad to move out of town. The Mayo Clinic has been one of the leading opponents of the railroad. It is interesting to note the association of Dr. Mayo and the railroad in the 1880's.

What Two Railroads Say

Ross Capon: Jim Young and Matt Rose at TRB today ~ Via Brass Switchkey railnews, V.17, #4, January 18, 2010 - fwd from Roger Clark

[To the NARPC Council and Directors Circle, January 11, 2010] ~ Among many Transportation Research Board presentations today that deserve reporting, perhaps the most interesting were given by the top executives at UP and BNSF, on panels entitled, respectively, Freight Rail Sustainability: Opportunities and Barriers and New Departures in U.S. Passenger Rail Development. Numbers are mine, for your convenience. Their respective comments should be seen in context of the topics of the 2 panels. Both tempered their comments about trucks with positive comments about the importance of truckers as business partners -Ross

Jim Young....

1. If you shut down railroads, you shut the country down in two weeks.
2. One double-stack train can take 300 trucks of the highways.

3. I have 1,800 locomotives at \$2 million a piece that have generated no revenue in 18 months. (Maybe 12 mos.)

4. Let's look at whether the trend is towards supporting rail or not. He then presented a table with two columns: "What Hurts," "What Helps".

—What Hurts.....

5. Tier IV emissions standards must be met by 2015-this is a multibillion dollar expense, the technology still has to be developed, and it looks like we'll actually be losing fuel efficiency.

6. PTC - FRA report indicated \$10 billion cost to the industry and maybe \$5-600 million in benefits. Is that the best use of funds? I have \$200m for PTC in this year's budget-we have taken down other projects as a result.

7. Tax structure that favors other modes

8. Risk of passenger service consuming capacity ("A typical conversation with a mayor who wants commuter train service goes like this: just give me your railroad from 6 to 9 AM and 3 to 6 PM.")

—What Helps.....

9. Infrastructure tax credit

10. Public-Private Partnerships

11. Balanced regulation would be good—no change would be a positive. (Great industry concern about deregulation bills on Capitol Hill.)

12. Asked how best to improve productivity, Young said, 'we've doubled the life of rail, we have good process controls with our customers-but we still have opportunities across the whole supply chain.'

13. Responding to my question about PTC, "Estimated \$1-1.5 billion cost to UP. We have delayed some technology and some other investments as result. We will comply with the law."

14. More on competition, and his disagreement with 'deregulatory' efforts: "U.S. railroads are losing business to the CN at Prince Rupert [RC: I understand that port is two days' less sailing time from the Orient than California, one day less than Seattle/Tacoma]. We are losing business

to the Panama Canal. We are losing business to trucks, considering some of their pricing. We are losing business when companies decide to relocate/co-locate production. The idea that we don't have competition is just wrong."

15. "I'm still dealing with signal systems built in the 1950s, in terms of incremental."

Matt Rose.....

1. One of the biggest changes has been the change in railroad leadership in our industry-turnover in CEOs. We now realize how important passenger rail is in our society. With future population grown, the need to reduce dependence on foreign oil and reduce carbon emissions and the highway bill not paying for expansion.

2. I'm excited about OneRail. His PowerPoint then displayed logos of all the original OneRail members.

3. Relationship between freight traffic and Amtrak OTP: In 2007 our gross ton miles were 10.3 billion, OTP 88%; 2008 10.088%; 2009 8.495%. (GTM 10.6 in 2006, 10.0 in 2005, I didn't catch the OTP.)

4. When return on capital is low, our investment goes down."we extracted capital from the business." Regulatory issues and return on investment have a profound impact on our ability to serve-this should be of great interest to those of you who care about co-mingled service.

5. "We can't be faked out by recent numbers"—the economy will grow again and capacity issues will return.

6. At the National Surface Transportation Policy Revenue & Study Commission on which I served, we found that passenger rail uses over 20% less fuel than cars and planes.

7. If we moved 10% of ton-miles from road to rail we would save one billion gallons of oil a year.

8. We need a sustainable level of passenger investment. The Commission found that the focus should be on lines 500 miles or less.

9. The Commission's call for a 5-8 cents a gallon increase in the gasoline tax was met with a rousing chorus of "who appointed

these clowns?" but we worked through that. Having an artificially low gasoline tax will not allow us to address the problems.

10. I believe that passenger speeds above 90 mph require separate tracks. (FRA's Szabo and Amtrak's Gardner on the same panel emphasized the need to base decisions on specific situations taking into account factors such as freight traffic density.)

11. I believe operation above 110 mph requires grade separation.

12. The Administration has a big challenge to get these grants right so the money continues to flow.

13. I think the vision we need is maybe 25 corridors with 250 mph service, developed over 20 years at a cost of close to \$1 trillion. A lot of my rail passenger friends get angry when I say this, but we have a national imperative to reduce carbon emissions, dependence on foreign oil, and handle population growth. We need efficient transportation! (He pegged latest 2030 population estimate at 355m.)

Editor: I have included this in the Flyer to let you see what the industry thinks of various issues that the Government is looking into. These are issues and concerns that you will not see in the normal press, that is newspapers or on television. Do you see how much regulations will cost the railroads? Congress always thinks it is simple to pass another regulation but they never look at time frame, costs and impact to the business that will be regulated.

High (higher) (HrSR) Speed Rail Funding

Illinois' plans for high-speed passenger trains, designed to transform rail into a preferred transportation option and create jobs, will move forward on a slower track than some officials had anticipated.

Funding for Illinois became official on Thursday when President Barack Obama is scheduled to announce \$8 billion in economic stimulus grants for the states to develop 13 high-speed rail corridors linking major cities and the rural areas between them. Illinois will receive about \$1.23 billion, according to the White House.

The decision places Illinois behind California, which is slated to receive \$2.34 billion to begin building 220-mph passenger service between Los Angeles and San Francisco; and Florida, which will receive \$1.25 billion to develop a high-speed route connecting Tampa, Orlando and Miami, officials said.

Illinois officials, from **Gov. Pat Quinn** to lawmakers chairing key transportation committees in the General Assembly, had been increasingly optimistic in the run-up to the decision that Illinois would receive between \$2 billion and \$2.5 billion to start 110-mph passenger service in a few years from Chicago to St. Louis, Detroit, Milwaukee and other Midwest cities.

Plans called for eventually investing in true high-speed travel that would boost train speeds to 220 mph and slash trip times, for example, on the Chicago-to-St. Louis route to under two hours, compared to five-and-a-half hours currently. The move would for the first time give rail a clear edge over air travel for trips of 300 to 500 miles, experts said.

In its application to the Federal Railroad Administration, the Illinois Department of Transportation requested \$4.5 billion of the \$8 billion available nationwide.

"I wish the decision were made to concentrate a lot of money on Illinois, but the expectations were probably too high,"

said U.S. Rep. Dan Lipinski, D-Ill.

U.S. Sen. **Dick Durbin**, D-Ill., offered a different assessment of how Illinois fared in the competition for grants.

"At the end of the day, Chicago is still the rail hub of America, and it will be the high-speed rail hub of America," Durbin said. "That is good for us, good for the communities that are nearby and good for people who work construction jobs."

Durbin noted that separate grants will be awarded Thursday to Wisconsin. That state will get \$823 million for a Chicago-Milwaukee-Madison high-speed rail project that eventually would extend to Minneapolis. Another \$244 million will go to Michigan for the Chicago-Detroit corridor. The \$1.23 billion for Illinois breaks down as follows:

\$1.1 billion to construct tracks, install signals, build stations and buy some locomotives and passenger coaches for 110 mph service between Alton, Ill., near St. Louis, to Dwight, Ill.

\$133 million to build the Englewood flyover bridge near 63rd Street in Chicago. The flyover is intended to reduce delays by separating **Metra** Rock Island commuter trains from Amtrak and freight trains on one of the most congested rail junctions in the U.S.

\$1.25 million to conduct an environmental impact study on a proposal to build a second set of tracks between Chicago and St. Louis to accommodate 110 mph trains.

IDOT and the **Union Pacific Railroad** have been working for years to upgrade track and signals for high-speed trains on a portion of the 284-mile route between Chicago and St. Louis. But so far only a small section near Springfield has been tested at speeds above Amtrak's current maximum operating speed of 79 mph.

The federal funding was supposed to put the project and others on a fast track.

Illinois Transportation Secretary **Gary Hannig** said he's pleased that about 15 percent of the total federal grants is coming to Illinois. He said it will be important to show early successes to draw passengers to high-speed trains.

"The money will create a significant number of jobs and provide us with a springboard to continue to build as the project moves forward," Hannig said.

Aside from the federal grant, Illinois has committed \$400 million for high-speed rail. But that's a down payment.

Passage of federal surface transportation funding legislation coupled with more federal and state investments in high-speed rail will be needed to meet the goals of getting 110 mph service up and running within several years between Chicago and St. Louis, Detroit and Milwaukee, officials said.

The broader concept envisions a nine-state Midwest high-speed network, with its hub in Chicago. That plan may have been dealt a blow by the Obama administration's decision to spread around the \$8 billion rather than concentrate larger amounts of money on a few select projects, officials said.

Editor: Note the cost to save 1 hour of time will be about \$21.1 million per minute of travel time saved.

2010 DUES ARE DUE NOW