

DANVILLE FLYER

Inside this issue:

PTC Report	1
UP Close Proviso Hump	2
About Us and Dues	2
Metra and PTC	3
May meeting Minutes	3
NICTD Double Track	4
UP Intermodal Changes	5
Dolton Interlocking	6
Amtrak Gulf Coast	6
CSX Special Loco	7
South Dakota Sale	7
Photo of the Month	8

**SEPTEMBER 15TH
– MONTHLY MEETING AT JOCKO’S
PIZZA BEGINNING
AT 1:00 PM. NOTE
DATE CHANGE DUE
TO AVOID CON-
FLICT WITH MRM
RAILROAD DAYS.**

**HENRY SCHMITT
WILL PRESENT THE
PROGRAM.**

GAO Report on Status of PTC on Various Railroads

RT&S reported Thursday (Aug. 1) that the Government Accounting Office (GAO) released a statement saying that while the railroads are making good progress on the installation of Positive Train Control (PTC) on their individual lines, much work remains to be done to achieve interoperability.

The GAO has released the full report on its audit of PTC progress and provides more detail than the original statement. For example, the report says that Federal Railroad Administration (FRA) officials report that “interoperability challenges also differ across PTC systems and geographic areas.” The report compares PTC issues in the Northeast Corridor with those in the Chicago metropolitan area. Railroads in the Northeast Corridor, including Amtrak, use what’s known as the Advanced Civil Speed Enforcement System (ACSES) while most railroads in Chicago (as well as in most of the United States) are using the Interoperable Electronic Train Management System (I-ETMS).

The report points out the Northeast Corridor hosts more than a dozen railroads subject to PTC requirements, and the corridor runs from Washington, D.C. to Boston, Massachusetts. “Eight commuter roads, Amtrak, and most freight railroads are implementing a form of the ACSES system on at least a portion of their equipment and track. In some cases, railroads in the Northeast will be operating two different PTC systems concurrently on the same track, which will add to the complexity of interoperability, according to the FRA,” the report says.

According to the GAO report, interoperability challenges on the Northeast Corridor include:

Software issues – software is being developed by multiple vendors and has been developed to accommodate railroads’ existing systems that have different configurations. FRA officials point out that ACSES does not have a common set of requirements or specifications.

Boundary issues – a train needs to seamlessly operate PTC when it crosses the boundary between two railroads’ territories. According to a rail industry association, as of June 2019, there are about 20 boundaries on the Northeast Corridor where more work is needed to ensure seamless operation.

Securing PTC wireless communication – FRA requires PTC wireless railroad communications to be encrypted. However, a solution for encrypting PTC wireless communication and data transmittal among railroads operating in the Northeast Corridor is currently in lab development. The development of this solution has been challenging, and Amtrak currently estimates that it will implement the solution by January 2020. Several risks and challenges must be overcome, however, for this deadline to be met.

According to the GAO report, interoperability challenges in the Chicago Area are generated primarily by dense traffic. Specific challenges include:

Software issues – according to the FRA and railroads in the area, software issues have

(Continued on page 4)

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 2019—our 51st 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



Union Pacific to close Proviso Yard Hump, Intermodal Changes

OMAHA, Neb. — Union Pacific confirmed today (7-23) that it has shut down the hump at Proviso Yard in Chicago and curtailed operations at several other yards across its system as the railroad reduces the number of times cars are handled en route.

“Proviso, in particular, was a very old and inefficient hump yard, still using retarder operators to manually flow cars into the bowl tracks,” Chief Operating Officer Jim Vena said on the railroad’s earnings call with analysts and investors. “By moving this work to outlying yards, including one of our most efficient in North Platte, we are not only saving labor dollars but avoiding capital as well.”

Under its shift to a Precision Scheduled Railroading operating model, UP is reducing its reliance on major terminals by pre-blocking traffic at origin, having road trains do more work en route, and doing more block-swapping. The operating plan changes have allowed UP to reduce operations at several yards since it began implementing its Unified Plan 2020 in October. In

(Continued on page 5)

2019— May Meeting Minutes

The May 19, 2019, meeting opened at 1158 at the Olin yard office.

There were no corrections to the secretary's report.

The 5/15/19 treasurer's report shows expenditures for utilities and liability insurance. Income from the Urbana train show totaled \$323. The balance in the account stands at \$5823.44. A breakdown of earmarked donations was also distributed.

The Rossville depot cleanup is scheduled for Saturday, May 25 at 1000. The depot will open that day for the summer season. There was discussion on what to do with the boxes of magazines at the depot. Danny will check with the Danville Public Library to see if they want them to give away.

The September meeting will not be at Monticello this year due to low attendance in 2018. Instead a meeting at Jockos on 9/22 was confirmed with the restaurant. **(Editor—changed to September 15)**

It was planned to visit the museum at Union, IL on Saturday, June 8 for the spring trip. There will be a carpool from Rossville.

Skyler disassembled the motor car. He will get together with Doug to order parts.

The old email address for the chapter no longer works. Doug will set up a new one which will bounce to Rick.

Ronald Schmitt donated a book to the chapter on Central Illinois railroading. He has other books for sale.

Henry will provide the September program and Danny will take November.

Jim reported on some Vermilion Valley RR matters, including the possibility of obtaining more trackage from CSX, an SD-40 in the shop and problems with the Lynch Road grade crossing.

Rick reported the BNSF is detouring some coal trains south on the CN thru Champaign due to the flooding in Iowa and Nebraska.

Many thanks were offered to Jim, Travis and the VVRR for hosting the meeting and providing lunch.

Meeting was adjourned at 1228.

Metra Testifies on Status of PTC

Commuter Rail Coalition chair and Metra CEO Jim Derwinski recently testified before the Senate Commerce Committee, where he requested a new grant program specifically for commuter railroads that are struggling to meet the resource demands of implementing Positive Train Control (PTC).

The federal PTC mandate "should be supported by dedicated federal funding for these public agencies," Derwinski said. "The federal PTC mandate has added to the pressure on our capital and state of good repair needs, and the expected PTC operations and maintenance costs will continue to add pressure for years to come."

The problem, Derwinski noted, is that the current funding situation is unsustainable, and it "threatens the future viability" of the important service that commuter railroads across the country provide. Citing this, he made the case for a dedicated funding stream for commuter railroads: "Commuter railroads are highly regulated, capital intensive systems that require a substantial annual investment to maintain rights-of-way and track structure." Such funding will ensure that "commuter rail systems across the country are no longer forced to rely on sporadic discretionary grants and can effectively plan for both safety and capital expend-



(Continued on page 4)

(Continued from page 1)

slowed interoperability work by railroads implementing I-ETMS. The underlying problem is the memory available on the locomotive equipment, which is needed to restore its railroad's track data. To be interoperable, the locomotive equipment also needs to store and exchange multiple railroads' track data, causing the memory to fill up very quickly. According to railroad representatives, memory limitations for I-ETMS locomotive equipment prohibited railroads with large track data files – mainly the Class I freight railroads – from being able to interoperate. Railroads interviewed by the GAO reported the software vendor delivered an interim software solution that allowed the four largest Class I railroads to achieve interoperability. However, the software was delivered seven months later than originally planned, and an additional software solution is still needed to allow the locomotive equipment's memory to store the data of all railroads operating I-ETMS, according to representatives from two railroads and an industry association interviewed by the GAO.

Other technical issues – as additional railroads test interoperability with other roads, the roads must continuously monitor the communications capacity. For example, railroads may have to re-engineer their radio networks, such as re-routing certain communications through different radio towers and other network connections, if issues are subsequently identified.

Scheduling interoperability work with other railroads – the number of players in the Chicago railroad scene complicates the ability of roads to schedule interoperability testing sessions. Chicago is the busiest railroad hub in North America and handles one-fourth of the nation's freight rail traffic. Nearly 500 freight trains and over 700 passenger trains travel through the area owned by several different railroads every day. The FRA reports that work to achieve interoperability in Chicago will ramp up in late 2019 or early 2020, but the complexity of the work will strain all resources involved.

For the complete report, go to www.gao.gov.

Railway Track and Structures – August 1

Editor: Please note the issues as I mentioned in a comment in the other column. Via radio (scanner) I have heard numerous times the problems with PTC from dropping out to waiting for a software update. This is a very complex system that will save lives, but is not the cure all for accidents as politicians will believe. Rick S

(Continued from page 3)

itures.”

“The National Safety Council has cited rail as the safest form of transportation in the country,” the Coalition noted. “In addition to installing PTC, many commuter railroads across the US have invested in myriad other safety protocols to ensure that passengers and railroad personnel are travelling and working in environments that simultaneously underscore and highlight their safety.”

Derwinski closed his testimony by inviting members of the Senate Commerce Committee to visit Chicago's Metra to experience PTC in the most complicated network in the US.

The Commuter Rail Coalition is an association “representing the interests, needs and benefits of the nation's commuter railroads. It was formed by industry leaders to engage and educate stakeholders and advocate for the resources necessary to sustain this vital public asset.”

Railway Age 8-7

Editor; As we all know the Congress passed a law to implement a system that had not been designed yet and is having a multitude of issues implementing. This was drafted by politicians that knew nothing of how railroads work and how the system would work. I wonder how many will take Mr. Derwinski up on his offer to visit the railroad and see the issues first hand in Chicago.

NICTD Double Track Project

The Northern Indiana Commuter Transportation District (NICTD) has requested entry into the engineering phase of the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program for its double-track project along the South Shore Line in northwest Indiana.

NICTD has already completed the development phase of CIG, which includes an environmental review and an analysis of project alternatives for installing a second mainline track from Gary to Michigan City, Indiana.

The project includes 17 miles of new track, four new bridges, station and parking improvements at five South Shore Line stations, street-running track removal, new track installation that would be separated from roadways in Michigan City and the closure of 21 grade crossings in the city.

“The double-track project will transform the physical and eco-

(Continued on page 5)

(Continued from page 2)

the second quarter, UP shifted traffic handled at Des Moines, Iowa, to Neff Yard in Kansas City, Mo. UP also shifted work from its Armourdale Yard in Kansas City to its 18th Street Yard. Operations have been curtailed at the yard in Salem, Ill., near St. Louis, as well as at the 36th Street Yard in Denver and East Yard in San Antonio, Texas.



BUILDING AMERICA®

Proviso is the third hump UP has idled this year. This winter the railroad idled the humps at Hinkle, Ore., and Pine Bluff, Ark., with remaining traffic flat-switched. From April through June, volume at Proviso declined by about 1,100 cars per day compared to the same period a year ago, according to data the Chicago Transportation Coordination Office reports to the Surface Transportation Board. In the first week of June, for example, Proviso handled an average of 1,840 cars per day, down from 2,658 in the same week a year ago. In the week ending July 6, the latest figures available, Proviso averaged just 1,129 cars per day.

“We will continue to look for ways to reduce car touches on our network, which will undoubtedly lead to additional terminal rationalization opportunities,” Vena says.

Humps are efficient when they handle large volumes of traffic and are located at the right places, Vena noted. Bailey Yard in North Platte, Neb., the world’s largest classification yard, is one of them.

“I think North Platte’s going to be there for a long time,” he says. “We’re asking it to work harder though.”

The yard, which has eastbound and westbound humps, is handling record volumes and is setting records for processing cars quickly. Englewood Yard in Houston also will remain in operation, Vena says. “Houston’s growth area,” Vena says. “We expect that hump to be efficient and stay there.”

TRAINS On-Line 7-23



(Continued from page 4)

conomic landscape of the northwest Indiana region and catalyze growth in communities served by the South Shore Line,” said Michael Noland, NICTD president and chief executive officer, in a press release.

Progressive Railroading 7-2

UP Changes in Chicago Intermodal

Watch for major changes to Union Pacific’s Chicago-based intermodal operations this month. Rumors are already swirling about specific traffic shifts and operations changes, but the only definite details available come from a May 2 UP notice announcing Intermodal re-shuffling.

Specifically, railroad officials say they’ve sought to “simplify” Chicago intermodal operations by idling Global 3 intermodal ramp early this month with the Canal Street Container Depot following shortly thereafter. The railroad’s news release says that intermodal operations will consolidate around Global 2, which is expected to handle U.S. cargo; Global 4 will handle mostly international freight; while Yard Center will handle auto parts.

“While these changes to the Chicago intermodal complex allow us to streamline operations and offer faster loading and unloading of containers, they will also result in benefits to our customers,” according to the release.



BUILDING AMERICA®

A source familiar with Chicago railroading also tells Trains that Union Pacific has plans to idle the hump at Proviso Yard and may have stopped operations completely as of Monday.

TRAINS On-Line 7-3

DJC SEPTEMBER MEETING

Sunday, September 15th at 1:00 PM

Jocko's Pizza on Williams Street

C&EI HS Watseka Depot Museum

First Saturday October—last one

Dolton Interlocking—CSX 3rd Main Track

Dolton Interlocking to Benefit from \$19 Million CREATE Grant More than \$19 million in federal transportation funding has been awarded to the Chicago Region Environmental and Transportation Efficiency Program's Dolton Junction Interlocking project in Dolton and Riverdale. The project is intended to help ease rail congestion in the south suburbs and far south side of Chicago. The funding was awarded through the U.S. Dept of Transportation's Consolidated Rail Infrastructure and Safety Improvements grant program. According to CREATE, the Dolton Interlocking is the location where CSX Transportation, Indiana Harbor Belt and Union Pacific rail lines cross.

The project location extends from 136th Place in Riverdale on the north to Monroe Street in Dolton on the south, and from Eggleston Avenue on the west to Center Street on the east. The interlocking sees 125 freight trains from UP, CSX, IHB, Norfolk Southern, and Canadian National per day and six Amtrak trains per week, the tri-weekly Cardinal. (The four-times-per-week Amtrak Hoosier State is expected to cease operation in June 2019.) The project will upgrade and reconfigure the CSX, IHB, and UP connections, including the replacement of a north-south connection between the IHB and CSX. It will also construct a third main line with direct access from CSX and Barr Yard to the UP main line. Crossovers between two main IHB tracks will be constructed. The connection between IHB and UP will be upgraded.

The Dolton tower will also be automated for remote control. CREATE says the project will increase freight train speeds for multiple routes from 15 mph to 30 mph, including routes accessing CSX Barr Yard, UP Yard Center, UP Dolton Intermodal Yard, a CSX main line, and all mainline connections between IHB, CSX, and UP. The increased speeds will enable this location to handle increased freight train throughput. Due to increased freight train speeds the potential for delay to Amtrak trains will be reduced. Final project specifications and estimates are being developed, according to CREATE.

Trains On-Line 6-12

Editor: When I was working for URS, we got this project from CSX, the year was 2005. The project involved extending the south track east out of Barr Yard under Metra and the CN to near Dolton and then taking the track west of the tower to connect on a better alignment to the

UP (ex-C&EI). New crossovers were to be installed around 127th Street and at one time we were going to straighten out the curve where the B&OCT crossed the C&WI (C&EI) which would require rebuilding the ball diamond in the adjacent park. This project, in 2005, was estimated at around \$10 million. But of course, it was part of the CREATE projects, so all government agencies were involved. We did the preliminary design, preliminary reports and did this over many times. We revised the preliminary plans probably 20 times. The environmental work was started long before I left and was finished long after I retired. Because of the long years of delay the IHB went ahead with some of the track work and the tower is now gone. So, for those of you who wonder why a project costs so much look at the difference since 2005. Had CSX and the IHB, along with NS who has trackage rights to get the bottle train to the steel mill, financed this themselves it would have been long completed and under budget. We did 3 Indiana siding design projects for CSX and they did the construction in about 18 months.

Amtrak on Gulf Coast

The Federal Railroad Administration (FRA) announced a \$33 million grant will be awarded to help fund the restoration of passenger-rail service along the U.S. Gulf Coast, the Southern Rail Commission (SRC) reported late last week.

The SRC applied for the grant from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The commission has been working on restoring passenger-rail service to the Gulf Coast since service ended 14 years ago when Hurricane Katrina devastated rail infrastructure there.

The federal CRISI grant will be matched with commitments from the state of Mississippi; the Mississippi Department of Transportation; the city of Mobile, Alabama; Amtrak and private partners. The grant funds also will be paired with priority investments from Louisiana, according to a press release issued by the SRC and Transportation for America.

The restored service will stop four times a day in New Orleans, Bay St. Louis, Gulfport, Biloxi and Pascagoula. Capital investments to restore passenger-rail service also will benefit freight traffic, and the SRC intends to support port access

(Continued on page 7)



(Continued from page 6)

and circulation, commission officials said.

Efforts to restore Gulf Coast service have been bipartisan among the states of Louisiana and Mississippi, Alabama SRC commissioners, Mississippi Gov. Phil Bryant, Louisiana Gov. John Bel Edwards and members of Congress, according to the SRC.

Amtrak has shown a "consistent commitment" to the project by providing an inspection train in 2016; working to minimize freight-rail conflict; and contributing matching funds for the CRISI grant application, commission officials said.

"Amtrak has strong state and local partners in Mississippi, Alabama, and Louisiana," said Amtrak President Richard Anderson in the SRC press release. "The Mobile-New Orleans route exemplifies the type of short corridor service Amtrak wants to establish throughout the nation."

CSX—Another Special Scheme on Locomotives

CSX unveiled its Spirit of our Law Enforcement commemorative locomotive at the Class I's locomotive shop in Huntington, West Virginia.

The CSXT 3194 was renamed to honor the nation's police officers. The unit joins the railroad's collection of Pride In Service locomotives launched this spring: the Spirit of Our Armed Forces and the Spirit of our First Responders.

The locomotive is a "moving tribute to the men and women who serve us every day and aligns with CSX's goal to connect military service members, first responders and their families to the resources and support they need," said Ed Harris, CSX's executive vice president of operations, in a press release.

Each locomotive is painted to honor the CSX Pride in Service partners and to promote the CSX Pride in Service program, which is a "community investment initiative with a goal of positively impacting 100,000 military service members, veterans, first responders and their families by 2020," CSX officials said.

Progressive Railroading

South Dakota to Sell Rail Lines

The South Dakota Department of Transportation (SDDOT) will issue an invitation for proposals (IFP) to purchase all state-owned rail lines, after the state's Railroad Board decided yesterday they should be sold.

The lines to be sold include:

- the 285-mile Mitchell-to-Rapid City Line (MRC);
- the 77-mile Britton Line, which runs from Aberdeen to Geneo Junction Connection, North Dakota, and Jarrett Junction to Britton, South Dakota;
- the 83-mile Napa-Platte Line, which runs between Napa Junction and Platte, South Dakota;
- the 68-mile Sioux Valley Line, which runs between Elk Point to Canton, South Dakota, and Beresford, South Dakota, to Hawarden, Iowa;
- the 15.3-mile Yale Line between Huron and Yale; and
- the 4.2-mile Wolsey, South Dakota, interchange.

Prospective buyers may propose to purchase a single line, a portion of a line or a combination of any of the lines, according to a draft IFP.

The SDDOT is expected publish rules for the sale on its website on Aug. 26. Offers are due Nov. 21 and the board will review all offers on Dec. 4, keloland.com reported.

The state government bought hundreds of miles of track in the late 1970s, when the Milwaukee Road went bankrupt, according to the news station.

Progressive Railroading



UP 4014 and train head west after a publicity stop at Rochelle, Illinois. Bob and I, along with probably a hundred+ other railfans were on the overpass west of the UP's intermodal facility.

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

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

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

Photo of the Month



Bob Gallippi and I spent the day, July 30th, catching shots of UP 4014 at three locations from Rochelle to near Clinton, Iowa—along with another 500 fans. The best location turned out to be Round Grove, Illinois where no one was in the way and everyone held a somewhat photo line. We were pleased we got to see it in Illinois, hopefully over next couple of years it will make its way back. Western area and Texas area will probably be in the near future. Photo by Rick Schroeder