

DANVILLE FLYER

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February Meetings at Jocko's

The meeting will be at Jocko's Pizza on West Williams Street —date is Sunday the 16th. Lunch will be around 1:00 PM with meeting. The program will be presented by Lincoln Butzow.

FRA Grants for Rail Projects

The Federal Railroad Administration today announced it has awarded more than \$1.1 billion in Railroad Crossing Elimination Grant Program funding to 123 rail projects designed to improve or study more than 1,000 grade crossings nationwide.

Projects to be funded in 41 states will build railroad overpasses and underpasses, fund safety upgrades that will save lives, and make improvements that will result in safer communities for pedestrians and motorists as well as rail workers and riders, FRA officials said in a press release.

The construction of new overpasses and underpasses, in particular, will eliminate the risk of collisions between trains and roadway users and prevent blocked crossings, which delays drivers and emergency responders.

Among the grant awards is \$204.2 million to the city of Columbia, South Carolina, for the final design, right-of-way acquisition and construction of the Assembly Street railroad separation project, including activities to support grade crossing-related improvements on Norfolk Southern Railway and CSX-owned infrastructure in the city. The project will consolidate freight operations from two corridors into one.

Accidents at grade crossings are the second leading cause of rail-related deaths in the United States, with more than 2,000 incidents and 200 fatalities occurring at grade crossings each year, according to the FRA. Furthermore, blockages resulting from slow moving or stalled trains at crossings cost time and resources and may cut off access roads and delay first responders from reaching emergencies.

Over the last 12 months, the FRA received more than 26,000 complaints of blocked crossings through the agency's Public Blocked Crossing Incident Reporter. Today's announcement is the largest investment in grade-crossing safety in the FRA's histo-

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SUNDAY FEBRUARY 16TH, REGULAR MEETING AT JOCKO'S PIZZA AT 1:00 PM.

SATURDAY MARCH 1ST, OPERATING SESSIONS IN ROSSVILLE AT 1 PM.

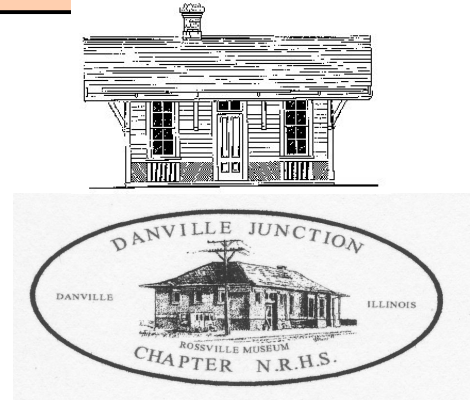
MARCH 9TH. SPRINGFIELD TRAIN SHOW AT THE FAIRGOUNDS ORR BUILDING 10-4 PM

MARCH 29TH AND 30TH, URBANA TRAIN SHOW AT LINCOLN SQUARE MALL.

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 2025—our 57th 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
Doug Nipper - Publisher & Distributor

NRHS and Local 2025 Dues Payment.

It is that time of year again, Dues for the following year. We appreciate the donations that have been added to the dues check, it will be put to good use at the depot. NRHS members should have received their statement and online payment method will be offered again, or direct mail your check.

For local members a renewal notice will be sent via email. Please mail in the completed form with your check or bring to the next two meetings.

Doug Nipper

(Continued from page 1)

ry, agency officials said.

Combined with previous rail investments announced under the Biden-Harris administration, the FRA has now invested a historic \$48.5 billion in Infrastructure Investment and Jobs Act (IIJA) funding in more than 445 rail projects across the country and Amtrak.

“Today’s grants are another example of the Biden-Harris administration reversing a half-century of federal underinvestment in America’s rail network and delivering for the American people, helping people in communities big and small get to and from their homes, schools, businesses, and workplaces safely

and without delays,” said FRA Administrator Amit Bose.

Also today, the FRA announced more than \$146 million in funding to strengthen intercity passenger rail service on six routes across the country. Administered through FRA’s Restoration and Enhancement Grant Program, selected services benefiting from IIJA grants being announced today include:

- California’s Amtrak Pacific Surfliner service on the

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LOSSAN Corridor from Los Angeles to San Diego, \$27.1 million;

- Connecticut's CTrail Hartford Line service from New Haven to Springfield, Massachusetts, \$11.6 million;
- Brightline's Florida service from Miami to Orlando, \$33.8 million;
- Amtrak's Gulf Coast service from New Orleans to Mobile, Alabama, \$21.1 million;
- North Carolina's Amtrak Piedmont service from Charlotte to Raleigh, \$14 million; and
- Amtrak's Borealis service from Chicago to Minneapolis-St. Paul, \$38.6 million.

Editor: There are 5 projects listed in Illinois of which the one near us is listed below. All the others are in the Chicago area. There are 6 listed in Indiana with the one closest to us in Crawfordsville for the grade separation of Market Street/CSX crossing. The grant is for \$1,120,000 with the city contributing 30% match

Illinois – An Equity-Focused alternatives analysis for the Bradley Avenue “Railroad Crossing (Up to \$240,000) City of Champaign

The proposed project was selected for Project Planning and includes activities to grade separate the Bradley Avenue at-grade crossing in Champaign, Illinois. The project will explore potential grade separation methods. The project aligns with the selection criteria enhancing safety, as the project will improve safety for vehicles, pedestrians, and cyclists, and reduce delays caused by the train crossings. “The City of Champaign will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural areas.

Progressive Railroading 1-10-24

California Drops Locomotive Regulation

California has withdrawn its pending waiver and authorization requests that the U.S. Environmental Protection Agency (EPA) has not yet acted on. In a win for railroads, this includes the In-Use Locomotive Regulation.

“While we are disappointed that the U.S. EPA was unable to act on all the requests in time, the withdrawal is an important step, given the uncertainty presented by the incoming Administration that previously attacked California’s programs to protect public health and the climate and has said will continue to oppose those programs,” California Air Resources Board (CARB) Chair Liane M. Randolph said in a statement issued to *Railway Age* on Jan. 14. “CARB is assessing its option to continue its progress as part of its commitment to move forward the important work of improving the state’s air quality and reducing harmful pollutants that contribute to poor health outcomes and worsen climate change. The waivers and authorizations recently approved [including, in part, the Commercial Harbor Craft Rule], along with other existing programs, will advance essential emissions reductions in key sectors as we assess next steps. It’s clear that the public health, air quality and climate challenges that California faces require urgent action. We are ready and committed to continuing the important work of building a clean air future.”

The In-Use Locomotive Regulation that had been up for EPA review would have banned any locomotive that is 23 years or older from operating in California starting in 2030 and required that new locomotives only operate in the state if they are “zero-emissions locomotives,” beginning in 2030 for switcher, industrial and passenger locomotives and 2035 for line haul locomotives.

Rail industry groups, including the Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA), oppose the regulation, which was finalized in 2023, and called on the EPA to reject CARB’s authorization request to implement it. The Surface Transportation Board (STB) also filed comments to explain its jurisdiction over interstate rail transportation and “how the broad preemption provision in the Interstate Commerce Act (as amended), 49 U.S.C. § 10501(b), could impact the EPA’s decision.”

In a lawsuit against CARB filed on behalf of their members in

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the Eastern District of California, AAR and ASLRRA challenged the CARB rule, which they said “would limit the useful life of today’s locomotive fleet (more than 25,000 locomotives) and mandate their premature replacement with zero-emissions locomotives.” They argued that CARB “lacks the legal authority to enact the locomotive rule because only the federal government has authority to regulate rail operations.”

In September 2024, the U.S. District Court for the Eastern District of California issued an order in that case, staying the litigation pending the EPA’s decision regarding CARB’s request. One month later, CARB issued an Enforcement Notice concerning its In-Use Locomotive Regulation. Because the EPA’s ruling on CARB’s request had not been made at that time, CARB announced it would delay data collection requirements that were set to begin on Jan. 1, 2025.

AAR Responds

“Railroads are pleased that the California Air Resources Board has withdrawn its authorization request for the ill-conceived in-use locomotive rule,” AAR said in a Jan. 14 statement to *Railway Age*. “As we move past this untenable proposal, railroads look forward to advancing their already strong sustainability profile and further reducing emissions in the years to come.”

Railway Age 1-16-24

Editor: I have reported on this California proposal in past issues of the newsletter. Had this gone forward it would probably have put half of the states shortlines out of business. In addition the Class I’s would have had major issues with motive power that would enter the state as most would not comply and the system that would meet the requirements has not been proven yet.



UP and Scheduled Crews

OMAHA, Neb. – Union Pacific has implemented engineer scheduling at nearly three quarters of its crew hubs.

The agreements, reached between the railroad and the Brotherhood of Locomotive Engineers and Trainmen, put engineers on a schedule that includes 11 days on and four days off. They previously were on call up to 24 hours per day, seven days per week.

Under a tentative agreement reached in May 2023, UP and the union expected to roll out the 11/4 scheduling systemwide by July 1, 2024. When the deadline came and went without full implementation, the BLET filed a lawsuit.

At the time, UP said the number of starts per engineer had fallen, rather than remained stable as the railroad and union had hoped. The union argued that UP unilaterally modified the agreement by placing engineers returning from rest days at the top of the call list, rather than at the bottom.

Now engineer scheduling is in place at 20 of UP’s 28 crew hubs, executives said on the railroad’s earnings call last week.

One of the goals, CEO Jim Vena says, is to ensure that all engineers have the same number of starts per month as they did before adoption of the 11/4 schedule. “We’re close but not perfect,” he said in an interview. “And that’s the stuff that we have to work through.”

Keeping the number of work days level is important for both the union and the railroad. For engineers, it means stable income after the shift to scheduled work. For UP, it means the railroad doesn’t have to hire more engineers to handle the same amount of traffic.

Vena, who worked as a conductor and engineer early in his career at Canadian National, says he understands how important it is for engineers to be able to know when they’ll be working and when they’ll have days off.

“We’re a better railroad when we get to a place that we can maximize the number of people that know what their schedule is,” he says.

Vena says he has spoken with engineers who want to maximize their income and therefore don’t like the scheduling system. But he says the majority support working 11/4.

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UP has not been able to reach a scheduling agreement with the SMART-TD union that represents conductors. SMART-TD has five separate regional contracts with UP, which Vena says complicates negotiations.

"I think there's a deal to be made with SMART," Vena says. "So far they've decided that we're not on the same page, but we'll go through that and get to the right place."

TRAINS On-Line 1-27

CSX an Admired Company

CSX yesterday announced it earned a spot on the 2025 Fortune World's Most Admired Companies list.

On this year's list, the Class I retained its standing among the top companies globally and improved its industry ranking, moving up to fifth place from sixth, according to a CSX press release.

The annual list from Fortune, in partnership with Korn Ferry, recognizes corporate excellence and is regarded as one of the most reputable



assessments of company performance and reputation. The achievement underscores CSX's continued commitment to innovation, service quality and leadership in the transportation industry, CSX officials said.

"Our inclusion on Fortune's 2025 list and improvement in our industry ranking underscore the strength of our ONE CSX team, our strategy, and our focus on creating long-term value for our stakeholders," said Joe Hinrichs, CSX president and chief executive officer. "It is a reflection of the hard work and dedication of everyone at CSX."

Progressive Railroading 2-7



CNW 1385 Back to Museum?

NORTH FREEDOM, Wis. — The Mid-Continent Railway Museum has launched a fundraising effort to return its celebrated steam locomotive, Chicago & North Western 4-6-0 No. 1385, to the museum to continue the effort to restore the 1907 Alco to operation.

The locomotive, out of service for more than a quarter-century and away from the museum since 2013, is currently at a contract repair facility without rail access. Plans call for it to be lifted by two cranes onto a heavy-haul semi-trailer for a 6-mile move to a siding where it will be placed on a flatcar and transported by the Wisconsin & Southern back to the museum. Cranes will then place it back on museum rails.

An update on the museum website says the move is estimated to cost about \$80,000. Once returned to North Freedom, final assembly and testing can begin, with the goal of returning the locomotive to operation in 2026. The exact timeframe for the move is currently being determined but is projected to be in mid to late spring.

"While we appreciate the public's enthusiasm to see 1385's progress," says project manager Mike Wahl, "the contractor shop where the 1385 work is taking place is a private business, not a museum. It is not open for public tours." People who just show up hoping to see the 1385 will be turned away, he says. "If you wish to partake in future 1385 volunteer work sessions, consider joining Mid-Continent as a member."

Work still to be completed once the locomotive is returned to the museum, Wahl says, includes hydro and steam tests for the boiler; installing pistons and valves; jacketing; connecting the locomotive and tender; and numerous small details.

No. 1385 is one of 325 class R-1 locomotives built for the C&NW for fast freight and secondary passenger service. Retired by the railroad in 1956, it was purchased by the museum for \$2,600 in 1961. Listed on both the state and National Register of Historic Places, the locomotive is one of only eight preserved C&NW steam engines. It extensively toured the Midwest in the two decades before it went out of service in 1998

TRAINS News Wire 2-6-25

Rail Traffic

WASHINGTON — After a one-week downturn, U.S. weekly rail traffic has rebounded into positive territory.

According to the Association of American Railroads, traffic for the week ending Feb. 1 included 513,622 carloads and intermodal units, a 4.5% increase from the same week in 2024. That gain followed a 2.5% decline a week earlier.

The overall figure included 222,071 carloads, down 0.1% from the corresponding week in 2024, and 291,551 containers and trailers, up 8.2%.

Overall volume, through five weeks of 2025, shows carload traffic up 0.2% from the same period a year ago, while intermodal volume is up 10.3%. The combined volume shows a 5.6% increase from the first five weeks of 2024.

North American volume for the week, from nine reporting U.S., Canadian, and Mexican railroads, includes 325,668 carloads, down 0.4% from the same week in 2024, and 375,743 intermodal units, up 6.8%. The overall volume, 700,411 carloads and intermodal units, represents a 3.3% increase from the fifth week of 2024.

Year-to-date volume for North America is up 6.1% from the first five weeks of 2024. That includes a 5.9% increase in Canada and a 16% increase in Mexico.

CSX Reopens Damaged Line

Freight cars are once again rolling through the western North Carolina town of Spruce Pine after CSX Transportation crews reopened about 2 miles of its Clinchfield Railroad route north of Spruce Pine, gaining access to a local freight customer. CSX officials confirmed the line's restoration in a video posted to LinkedIn on Saturday.

The railroad is now able to deliver and pull railcars from The Quartz Corp., a producer of high-purity quartz used in the semiconductor business. Its business was affected by the significant flooding caused by the aftermath of Hurricane Helene on Sept. 27, 2024. Various sources say quartz from western North Carolina accounts for as much as 70% of the world's quartz for semiconductors.

The railroad's Blue Ridge Subdivision north of the customer's spur through the Nolichucky River Gorge to Erwin, Tennessee, remains out of service as crews continue reinforcing a new roadbed and rebuilding a bridge at Poplar, North Carolina. No public timeline has been provided for the reopening of that line.

For now, revenue freight headed for Spruce Pine is being routed from Spartanburg, South Carolina, and Bostic Yard in Bostic, North Carolina, to the south, just as rock trains and maintenance-of-way equipment have gained access to the out-of-service areas.

At the same time CSX was restoring service to Spruce Pine, about 45 miles to the northwest, local reports say CSX ran its first work train across the Chestoa Bridge over the Nolichucky River near Unaka Springs, Tennessee. The steel bridge collected significant debris from high waters during Helene's historic floods.

SEPTA Train Catches Fire

RIDLEY PARK, Pa. (WPVI) -- A SEPTA train carrying roughly 350 people went up in flames on Thursday night in Delaware County.

It happened around 6 p.m. near the Crum Lynne Station in Ridley Park. The six-car train was traveling from Philadelphia to Wilmington when it caught fire. An image shared with Action News showed flames and smoke billowing out of the windows.

According to SEPTA spokesperson Andrew Busch, as the train was being evacuated it was learned the first car was catching fire.

"Very quick action by our crews that helped allow this to be a safe outcome," Busch said. "We don't know where this started, just that it was in the area underneath the train and then obviously engulfed the train in flames."

Passengers tell Action News smoke was reported several minutes after leaving Philadelphia.

"I could smell a weird smoky, sulfury smell," recalled Cynthia Kayati, of Smyrna, Delaware. "I thought it was the train, normal stuff, but it was getting really strong especially as we got to Crum Lynne."

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January Meeting Minutes

The January 19, 2025, meeting opened at 1307 at Jockos.

The secretary's minutes were accepted as printed.

The treasurer's report included a postal box rental of \$182. Income from dues and donations totaled \$905. The checking account balance is \$4661.57.

The operating session on November 2 was well attended. The next session will be on February 1.

Due to Easter, the April meeting will be on the 27th, the 4th Sunday.

The Lebanon, Indiana, show is January 26. Several members plan to attend. The Urbana show is on March 29 & 30. The chapter plans to rent one table and get free one when they become available.

Doug reported that winter work is planned on the turntable and water tower at Monticello.

It was reported that this year is the 90th anniversary of the NMRA.

Lincoln Butzow will provide the program at the February meeting.

Rick noted that the C&EIHS annual meeting will be held April 12 at the Vermilion County Museum.

The meeting was adjourned at 1317. Henry presented a video about the UP Big Boy.

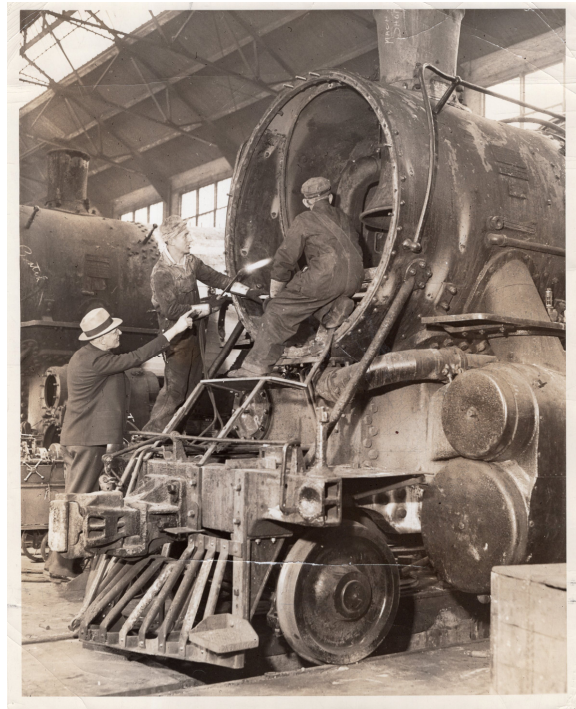
(Continued from page 6)

"I started to smell it too after a little while. I think we got two stations down from here and then people were really starting to notice it, starting to panic a little bit," added Alvan Hurley, of Newark.

Some passengers say due to the odor, the train stopped and passengers were advised to move to the back before they made the final stop. Busch says SEPTA is investigating and reviewing the steps taken. Passengers are grateful workers acted quickly to get everyone out of harm's way.

"I think they do an amazing job of making sure we're good," said Kayati. Service was halted for several hours before it resumed just after 11 p.m. The cause of the fire is still under investigation.

Channel 6 ABC 2-7-25



On April 12th the C&EI HS will hold its annual meeting at the Vermilion County Museum. One of the programs being presented is my talk on the history of Oaklawn Shops. At one time over 1000 employees maintained locomotives and freight cars in the facility. I welcome you to come and learn the history.

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

Photo of the Month



The date is November 1964 and eastbound Burlington freight headed by No. 914 is passing the cemetery in Naperville, Illinois. I spent part of the day there after checking the slides from "Noon at Naperville. Note the 1962 Corvair convertible in the background. Wish I still had it. Rick Schroeder