

DANVILLE FLYER

Inside this issue:

May Meeting	1
Moffat Tunnel Agreement	1
About Us—Officers	2
Crew Size	2
Rail Green Corridor	3
Amtrak Gulf Service	3
NS Carbon Capture	4
November Minutes	5
High Speed Rail—Again	5
Photo of the Month	6

May Meetings at Jocko's

The meeting will be at Jocko's Pizza on West Williams Street —date is Sunday the 18th. Lunch will be around 1:00 PM with meeting. Henry will be presenting the program on railroad museums and his trips to various rail operations.

Moffat Tunnel Agreement

Colorado Gov. Jared Polis and Union Pacific Railroad President Beth Whited yesterday celebrated the signing of a historic lease agreement for Colorado's Moffat Tunnel, replacing the original lease signed in 1926.

The new agreement follows the memorandum of understanding signed Nov. 1, 2024, and includes a 25-year lease, a 25-year access agreement for the future Mountain Passenger Rail and finalizes the purchase and sale of the Burnham lead line that will unlock transit-oriented development (TOD) potential for the Burnham Yard property. The public-private partnership ensures continued freight operations through the Moffat Tunnel but also passenger-rail access from Denver through the Moffat Tunnel to Winter Park, Granby, Steamboat Springs and Craig for the future Mountain Passenger Rail Service, state officials said in a press release issued by Polis' office.

The three agreements demonstrate a new model of collaboration that can support the state's needs for moving goods and commerce while providing Coloradans more transportation options, they said.

The pact begins a new period of partnership between the state and UP that will expand passenger-rail service into the Rocky Mountains, continue freight movement through the Continental Divide and unlock access to Burnham Yard, a former rail yard and now a state property with "unparalleled" TOD potential, Polis said.

"With this work, we are showing the country a new model for pursuing passenger rail through collaboration with the railroad. I am thrilled with the three new agreements and look forward to seeing the positive benefits to our state," said Polis.

The 100-year-old, 6.2-mile-long tunnel cuts through the Continental Divide at 9,239 feet above sea level. Created to provide an important East-to-West connection from Denver to the West Coast for commerce, the Moffat Tunnel helped Denver become a center of commerce and growth in the Rockies.

SUNDAY MAY 18TH, REGULAR MEETING AT JOCKO'S PIZZA AT 1:00 PM.

MAY 24-26 OPENING WEEKEND FOR THE ROSVILLE MUSEUM.

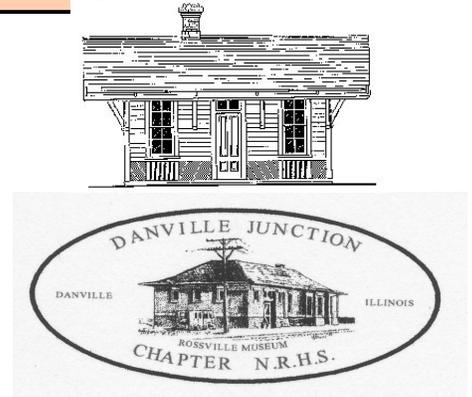
JUNE 7TH FIRST SUMMER OPERATIONG SESSION WITH MUSEUM OPEN, 1:00 PM START TIME.

(Continued on page 2)

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

(Continued from page 1)

The tunnel was created to ensure Denver would remain that commerce hub after UP, the first transcontinental railroad, bypassed Colorado and routed through Wyoming instead. For 99 years UP or its predecessors have held a lease that expired May 1, 2025, state officials said.

“Union Pacific is proud of the hard work and spirit of collaboration that went into this agreement with the state of Colorado. We came together as true partners and the result is an agreement that benefits the citizens of Colorado and the businesses and people who rely upon Union Pacific to deliver the goods and material vital to today’s economy,” said Whited

Crew Size Issue

The Association of American Railroads (AAR) on Monday filed comments in response to the U.S. Department of Transportation’s request for information on how to modernize and streamline rail regulations.

The principal issue raised in the filing is the Biden administration’s crew staffing rule that mandates a minimum of two crew members per train in perpetuity, which AAR describes as “an unsubstantiated mandate that conflicts with the Trump administration’s policy goals of regulatory reform, technological advancement and data-driven rulemaking,” AAR officials said in a press release.

“For too long, outdated, arbitrary regulations have stood in the way of implementing data-backed solutions that can further strengthen railroads’ already remarkable safety record,” said AAR President and CEO Ian Jefferies. “As technology advances, railroads must be empowered to innovate — not be hamstrung by prescriptive rules, including some written more than 50 years ago. As a critical economic enabler, domestic growth and prosperity are contingent upon maintaining freight railroads’ ability to safely, reliably and affordably deliver for American businesses and communities.”

(Continued from page 2)

In its comments, AAR called for an overall shift to performance-based standards that drive innovation and allow railroads to adopt modern technologies.

In addition to repealing the two-person train crew rule, the AAR recommends that the USDOT:

- modernize track inspection regulations to facilitate the use of proven technology that offers enhanced safety benefits;
- complete regulatory revisions initiated during the first Trump administration to reflect the use of modern, self-diagnostic signal equipment across the rail network;
- finalize a previously proposed rule that would reflect advances in air brake technology by extending inspection intervals.

Whether the USDOT repeals the two-person crew rule remains to be seen, however. During his Senate confirmation hearing held in January, Transportation Secretary Sean Duffy indicated his support for a two-person crew mandate.

Also, Vice President J.D. Vance – as a senator from Ohio when the Norfolk Southern Railway train derailment occurred in 2023 in East Palestine, Ohio – introduced rail safety legislation that included a two-person crew size rule that was supported by then-former President Trump

Progressive Railroading 5-7

RailGreen Corridor

The Port of Virginia is collaborating with Norfolk Southern Railway on its new RailGreen program that reduces supply chain emissions for shippers, port and NS officials announced yesterday.

With the first-of-its-kind emission reduction program for freight rail connecting to the East Coast port, shippers now have the nation's first "RailGreen Corridor" to conduct business, the organizations said in press releases.

NS runs daily service to and from the Virginia Inland Port (VIP), which is the port's intermodal terminal in Front Royal. VIP connects to The Port of Virginia's terminals in Norfolk Harbor. Cargo owners using NS's lane can participate in RailGreen and reduce emissions.

A company's supply chain emissions are the hardest to track and tackle. RailGreen makes it possible by using third-party

validation to verify carbon-reducing activities against international standards. The partnership will contribute to a reduction in scope 3 emissions on the East Coast, port and NS officials said.



"Rail is already the most sustainable way to transport goods over land, and we're not resting on that advantage. By working with The Port of Virginia, we've created a green-shipping solution for customers transporting goods to and from the coast," said NS Executive Vice President and Chief Commercial Officer Ed Elkins

Progressive Railroading 5-7



Amtrak Gulf Service

Amtrak yesterday announced the long-awaited, twice-daily train route between New Orleans and Mobile, Alabama, will be called the Mardi Gras Service.

The new route will feature morning and evening departures from both cities this summer, but Amtrak officials have yet to announce a specific start date. Fares and schedules will be available on Amtrak.com when a service start date is announced in a few weeks, according to an Amtrak press release.

"This service will open the Mississippi Gulf Coast to a whole new tourism market, making already wonderful places even better by supporting local businesses, attracting more visitors

(Continued on page 4)

(Continued from page 3)

and strengthening the entire southern region's infrastructure and economy," said Southern Rail Commission (SRC) Chairman Knox Ross. The SRC as long sought reestablishing Amtrak service along the Gulf Coast since passenger-rail service was knocked out by Hurricane Katrina in 2005.

Amtrak will operate the service under contracts with the states of Louisiana and Mississippi, financial support by the city of Mobile and with the backing of the SRC.

Including the Mardi Gras route, Amtrak will operate 31 state-sponsored routes for 23 state and agency partners in 20 states. Services such as these are the fastest growing Amtrak business segment, with active efforts in many more states to expand the Amtrak network in partnership with the Federal Railroad Administration, Amtrak officials said.



In addition to travel between New Orleans and Mobile, the cities of Bay Saint Louis, Gulfport, Biloxi and Pascagoula will also have same-day connections in both directions daily to the Amtrak City of New Orleans route between New Orleans and Chicago via Memphis.

Amtrak Mardi Gras Service riders also can make next-day connections in New Orleans to Amtrak Crescent trains to and from New York via Atlanta, and Amtrak Sunset Limited trains to and from Los Angeles via Tucson, San Antonio and Houston.

Progressive Railroading 4-25

How does it work? Locomotive exhaust enters a containment system allowing CO2 to be stored as liquid and is easily off-loaded when the locomotive refuels. The carbon is transported to end-users like concrete, fuel, and chemical producers, for purchase, NS officials said.

The first rail car could hit the tracks by late summer, with full production beginning a year later, NS officials said. The project is designed to help NS achieve its sustainability targets, including a 42% reduction in scope 1 and 2 emissions by 2034

Progressive Railroading 4-29

Editor: So, I wonder what the cost is to construct the equipment and modify one or more locomotives for the carbon capture. And the article notes the car is behind a locomotive, does that mean that only one unit in a consist will have a tank car? When a group of locomotives enter a fueling rack where will the tank car be for offloading? I am so amazed at the cost industry is going to spend to remove CO2 from the atmosphere and then the greenhouses that pump it in to grow plants. In addition, every time you pour a soda CO2 is released into the air (I watched the truck pull up next to a Sonic and off load CO2 into the piping of the building for soda).

Around 146 millions years ago the CO2 wa about 2500 ppm, it decreased from that point in time to about 4 million years ago to about 450 ppm, today (2007) it is around 411 ppm. At the same time the average world temperature has gone down some 10 degrees.

I look out my office window at all the CO2 absorbing plants we have and know that we are doing our part just as NS plans to do.

NS and Carbon Capture

Norfolk Southern Railway is piloting what it says is the rail industry's first carbon-capturing rail car.

The Class I is working on the pilot with Remora, which retrofits locomotives and trucks with zero-backpressure carbon capture. The project involves placing a tender car behind a locomotive to scrub emissions, preventing them from entering the atmosphere.

The new technology is built to capture 70% of carbon dioxide and reduce other air pollutants by 90% without affecting the train's power, NS officials said in a website post.

This will be last issue of the newsletter this spring and it will return in September. Remember, we do not hold meetings in June, July and August. Enjoy the summer, check out railroad museums and maybe a train ride on Amtrak



April Meeting Minutes

The The April 27, 2025, meeting opened at 1300 at Jockos.

The secretary's minutes were accepted as printed. The only expense for the month was the memorial gift in memory of Mark Ziebart. The Urbana railroad show generated \$304.06 in revenue. Other revenue totaled \$80.04. Current checking account balance is \$4755.75.

An operating session will be held on Saturday, May 4. The Urbana show generated good revenue. Attendance by chapter members was good.

Attendance was also good at the 2 rail programs the Vermilion County Museum, one Illinois Terminal and C&EI.

A possible spring trip to the French Lick Scenic Railway in June was proposed. Trains run on Saturday. Travel time is over 3 hours each way.

Henry will present the program in May.

Henry and Skyler attended the Silvis Train Day sponsored by the Railroading Heritage of Midwest America. They observed the former UP steam locos under repair and had a short ride behind a small steam locomotive among other events.

JD reported on the Vermilion Valley burning residual material in tank cars near Lynch Road. He also mentioned that the Bunge facility was being sold and that there were many stored cars on the former NYC south of Westville. He also mentioned that Powell Felix had purchased some used locos.

Meeting paused, 1320-1346.

Jim mentioned he plans to attend the NRHS spring conference in Johnson City, TN. Dick said he planned to attend the NRHS convention in Lansing, MI.

The meeting was adjourned at 1353. Rick presented a program of NYC trains, towers and other facilities.

Illinois High Speed Rail—Again

The following is my comments and opinion:

In the Friday edition of the News Gazette (May 9th) there is an article on another study for highspeed rail from Chicago to St. Louis. Quoted from the News Gazette:

“The Illinois High-Speed Railway Commission, with assistance from the Illinois Department of Transportation, is conducting a feasibility study for high-speed rail from Chicago to St. Louis. State officials envision a line with speeds of up to 220 mph, compared to Amtrak trains that currently reach up to 110 mph on the existing corridor between the two cities.

The project would call for “dedicated rail lines powered by electricity” that do not cross roads or other railroad tracks, officials said. The study will assess possible routes for potential ridership, public benefits and costs.

“The study, in accordance with the Commission, will propose a plan for a network linking St. Louis, Mo., and Chicago, Ill., integrating existing Amtrak and Metra services, and linking Rockford, Moline, Peoria, and Decatur,” state officials said. “Additionally, intercity bus services will be coordinated with

the rail line.”

The Mayor of Champaign is advising citizens to comment on the study with their wish for the route to include Champaign-Urbana because of the U of I and how that would get people to Chicago in 45 minutes and 2 hours to St. Louis

In 2013 there was a study for a route to Champaign, parallel to the CN to Tolono, then west parallel to NS to Springfield and from there south to St. Louis. The cost, some 30-50 billion. Remember reading about California, how much it was proposed to cost, how much today (three times so far) and nowhere near any completion. Today the 50 billion will be 100+ billion.

How about the present Amtrak higher speed project to St. Louis, cost some \$3 billion and saved around 45 minutes of travel time. A friend of Dick's that was part of the 2013 study gave us a presentation on the original proposal. I took him back to Champaign to catch the train back and ask about alignment. He said “it would be 50 feet and parallel to the CN mainline.” The monthly ridership at C-U (March) was 23,672 and assume half each way that is 65 people to Chicago on each NB Amtrak train. Will this ever happen? In my opinion, no.

Rick

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



Rock Island 4056 at Englewood, Illinois 1947