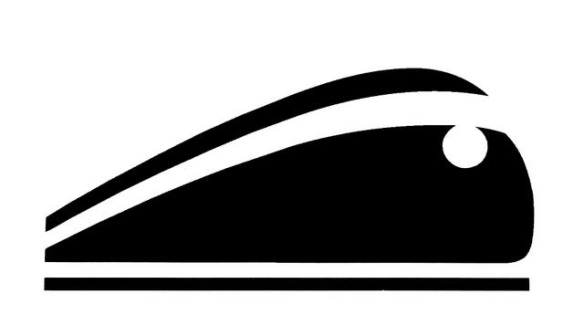
**New York and Chicago Railroad**

**www.NYChicagoRR.org**

**High Speed Rail Service from the Great Lakes**

**to the Northeast Corridor / East Coast**

**NYChicago RR**

[**http://www.nychicagorr.org/**](http://www.nychicagorr.org/) **March 27, 2025**

**Information**

**Charles Paidock, Director**

**(312) 842-5036**

**cpaidock@hotmail.com**

**Senate Bill 1901 / House Bill 3285**

**Senate Bill 1863 / House Bill 2938**

**https://www.hsrail.org/blog/support-integrated-railway-program-bills-in-springfield/?**

**Illinois RR industry seeks passage of Integrated Railway Legislation**

**for improving statewide transportation**

**https://www.hsrail.org/blog/bills-to-expand-illinois-railway-program-introduced/**

**Two exciting bills are under consideration now in the Illinois General Assembly that could dramatically expand and improve train service in our state. One would fund a growing and dynamic state railway program. The second would provide for initial design and engineering for high-speed and regional rail.**

**Charles Paidock, Director of the NYC Railroad, stated that "With over 400 plus freight trains a day passing through Illinois, and increased inter-model container shipments, the transfer yards of the six class one railroads that go through the city have exceeded their capacity. Over 50 Amtral passengerss trains as well either begin or end in Chicago, and an extensive commuter service adds to the congestion. Infrastructure improvements are vital to keep all of this traffic moving."**

**The first piece of legislation (Senate Bill 1901 / House Bill 3285) would lay the foundation for a robust statewide railway program, by financing major components of the system. This includes planning capacity, to ensure Illinois has the expertise and resources to develop new routes, improve existing service, and advance electrified high-speed rail.**

**It would make investments in new bridges, additional tracks, and upgraded grade crossings to enhance safety, reduce delays, and increase system capacity. It would replace Metra’s aging fleet with faster, more efficient equipment. And it would support frequent departures, maintain affordability, and accommodate growing ridership.**

**The second piece of legislation (Senate Bill 1863 / House Bill 2938) addresses the need for detailed engineering and design work that must happen before any shovel hits the ground: pre-construction planning, and expanded, accelerated planning, for the five lines that Illinois already has in the federal Corridor Identification and Development Program, as well as four others that deserve investment.**