



# NORTHSTAR NEWS

## My 2012 Trip to Montana - Part 1 by Dick Tubbesing



Montana Rail Link helpers at the east portal of the Bozeman Tunnel, June 28th. Photo by Dick Tubbesing

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### Meeting Notice

The September meeting of the Northstar Chapter of the NRHS will be held on September 15th at 6:30 pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page.

**Note the EARLIER START TIME at 6:30 pm.**

Program: Hudson Leighton slides

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

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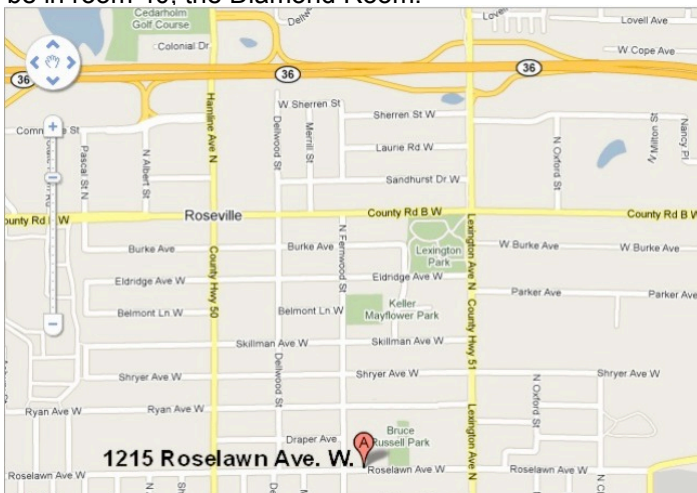
## MEMBERSHIP INFORMATION

Dues are \$51(\$36 for the National dues and \$15 for the local dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 for the National, \$6 for the Northstar Chapter). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.

*A subscription to this newsletter may be obtained for \$18 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.*

### Directions to the Meeting Site

From the east and west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, the Diamond Room.



### My 2012 Trip to Montana - Part 1 By Dick Tubbesing

#### Monday, June 25, 2012 - MSP to Jamestown, ND

Woke up early waiting for my Glencoe friend Roger Libra to arrive so we could proceed to our car rental place to get our car.

We headed north on Highway 10 to follow the BNSF to Dilworth hoping to catch some trains. We did find some road to follow the tracks from Lincoln to Staples, MN. No trains until we got to Staples, MN. Upon arriving at Sta-

ples, a WB manifest on the Brainerd Sub was waiting to enter the Staples Yard. We stopped at the Staples depot and waited for the manifest to come by, but in the mean time, a WB BNSF Z-train came roaring by, which we shot. Then the WB manifest rolled by. Then after that train, an EB stack passed by.

We then headed to Dilworth, but encountered no trains, at least what we could see from Highway 10. Once at Dilworth we headed to I-94 and proceeded to Valley City, ND.

Saw an EB coal in the distance as we proceeded west on I-94. We then exited to Valley City to see if we could catch a train on the Sheyenne River trestle. We found our way to the north side of the trestle through some road construction along the CP North Dakota division track. After driving around a bit for a good photo spot, a WB BNSF coal train came across the trestle. Then we found our way to a city park on the south side to wait for another train. To get to a good photo spot we had to tip toe our way thru a lot of goose droppings in the process. It wasn't long and we heard the sound of diesels, and then a CP EB manifest snaked its way under the trestle, and as the end of the train was crossing under the trestle, along came a BNSF EB manifest across the trestle, so we got the tail end of the CP train under the trestle as the BNSF manifest crossed the trestle above. We waited for another train, but evening was fast approaching and we headed west to Jamestown and our night's stay. We had a good meal at the restaurant next to the motel and then turned in for the night.

#### Tuesday, June 26 - Jamestown to Glendive, MT

We woke up early, had breakfast at the motel and headed west on I-94. Didn't see any trains near the freeway and



headed to Bismark, ND. We drove into town and found the restored NP depot (now a restaurant). After getting a McDonald's ice cream cone nearby, we shot some pictures of the Bread Of Life Church and NP steam engine on display. Then we headed to Mandan, ND across the Missouri River and found the BNSF yard. There we found a WB grain train that appeared ready to depart. We headed west on the old highway that followed the tracks and stopped at Judson, where we found some signals that would give us an indication a train was near and waited for the grain train to arrive. We again followed the tracks west to New Salem, ND (home of largest cow as seen on the hillside from I-94.) We shot a BNSF freight here, and then followed the North Dakota Scenic Byway which followed the tracks along some gravel roads. This part of North Dakota is not your typical flat land as there are numerous buttes and gulleys and the BNSF has numerous bridges across some of the gulleys. Alas, we did not catch a train and eventually found our way back to I-94 and headed to Dickenson, ND, a BNSF division point. We wound our way down to the tracks and yard and saw that the grain train that left Mandan had arrived and an EB manifest appeared ready to leave. We headed east of town and waited for the EB manifest to roll by. After heading back to I-94 We stopped at the freeway exit so Roger could see the painted canyon of the Theodore Roosevelt National Park badlands. Then we went down to the tracks where the BNSF has some scenic track to Medora, ND. We followed roads that were fairly close to the tracks to Medora, center of the North Dakota Badlands - nice photo vistas, but alas no trains. Then we got back on the freeway and headed for our next stop, Glendive, MT, another BNSF division point and yard and our next night's stay. After having a ham and cheese sandwich at the nearby family restaurant we turned in for the night. Glendive's downtown has a lot of bars which is not conducive for family dining.

### **Wednesday, June 27 - Glendive to Forsyth, MT**

After very gale-like winds the night before, the morning dawned clear and the winds had died down. After breakfast, we headed to the Glendive yard to see if any trains were ready to depart, and hoping for a non-coal train. Sure enough, there was a WB manifest waiting to depart, and we headed west to a road crossing to video the BNSF WB manifest pass by with a bluff to the right. Then we headed back to the yard and a two unit second generation diesel pair was switching some cars. After watching the switching at the west end of the yard, this short train proceeded to the wye which connected to the now Yellowstone Valley Railroad (ex-GN line connection from Glendive to Sydney, MT) and across the bridge over the Yellowstone River. We got a shot as it left the yard with what appeared to be oil supplies for the Bakken oil field boom. Just west of Glendive we encountered a property that had some wrecked cars (probably from some past derailment) some of which had GN markings, and Roger got some pictures of these. After checking the yard again for any trains (EB trains out of Glendive do not follow any roads except for I-94) we headed northeast and followed the Yellowstone Valley Railroad tracks about half way to Sydney. Just north of Glendive there is a grain elevator with a loop track filled with grain cars, but no evidence of a train nor did we find any train along this line. Along the way we stopped at a berg, if you can call it that, called Intake, MT that had some dilapidated grain elevators to see if we

could find any signals that a train might be nearby. No luck.

We then proceeded back to I-94 and headed to Terry, MT, where the old Milwaukee Road main line joins the ex-NP line of the BNSF.

We stopped momentarily on the freeway to photograph the Milwaukee Road bridge over the NP line just east of Terry. We exited the freeway and went into town and saw what appeared to be what's left of the NP depot and a rather ratty NP caboose in front. There are signals here and we checked to see if any trains were close. The signals were dark, so we proceeded west on the frontage road that followed the tracks and encountered maintenance of way equipment and places where new track had been laid down. Finally after a few miles, we encountered an EB BNSF manifest. We then hightailed it back to Terry on the freeway to get this train going under the Milwaukee Road bridge east of town. We got back in plenty of time to set up for the shot, and then heard on the scanner that this EB BNSF manifest was to go onto the Hettinger Sub at Terry. What a surprise. This train would be heading up the grade to cross on the bridge on the ex-Milwaukee Road line to South Dakota and we set up to video the train east of the bridge. To the east, we saw a WB light in the distance, and waiting a bit, a WB empty maintenance of way rail train came by (probably to pick up old rail west of Terry, and it had two High-Railers on the rear end, an interesting train to say the least.

Then we got back on the freeway and headed to Miles City, MT. We didn't encounter any trains here, but found the dilapidated NP depot, which appeared to home to stray cats, dogs and raccoons. It was sad to see this nice NP brick building in such disrepair. We then headed north of town to find the Milwaukee Road depot which now houses a department of education office or such. We got pictures of the depot, and proceeded east along the tracks. The tracks are intact as they service a couple of grain elevators. We found what appeared to be a car repair facility which I think are in some ex-Milwaukee shops. We got pictures of this and then headed west to our next night's stay in Forsyth, MT. After checking into the Rails Inn motel, which faces the small coal marshaling yard for Montana Coal, we went to Fitzgerald's for dinner with a window viewing the tracks. While we waited for our quesadillas, we watched an EB BNSF add some cars to its train and depart town. After we got back to the motel, as the sun set, a couple of WB coal trains arrived and I shot a couple of pictures, albeit in low light. Then we turned in for the night.

### **Thursday, June 28 - Forsyth, MT to Bozeman, MT**

This day we headed to Bozeman, MT. We proceeded west and exited the freeway so we could follow the tracks. Near Hysham, MT, we encountered an EB coal train on a curve and got a quick shot of this train. Then we proceeded on to the National Park Monument called Pompey's Pillar, a large rock outcrop east of Billings. We stopped and took in this site. We proceeded to follow roads that closely paralleled the tracks all the way to Billings. We went by Huntley, MT where the old CB&Q line from Nebraska connects to the Montana Rail Link (MRL's eastern terminus). Alas we found no trains. We wound

our way into Billings and found the NP depot, which is now a restaurant, and rode around seeing if there were any trains, but to no avail. Then we proceeded west to Laurel, MT and home of the MRL main yard and shops. The old GN line from Great Falls, MT comes in at the northeast corner of the yard. We drove around and there were some BNSF trains in the yard but awaiting crews. We stopped for a Subway sandwich for lunch, and drove around the yard again and passed the BNSF rail facility where they connect pieces of rail into welded rail segments. After Roger got some pictures, we then found our way to the freeway (Now I-90) and proceeded west. We exited to the town of Columbus, MT to see if there were any trains, and as we approached the tracks we heard a diesel horn. We then proceeded west on the dead end service road and found a lonely BNSF GE unit heading to a siding to pick up a set of freight cars left by a previous train I presume. We waited for the crew to inspect the train and set up to video this train as it headed east. The MRL has some great vistas from Columbus all the way to Livingston, MT and we hoped to find a train along this segment, but no luck. It is difficult to find MRL/BNSF trains on this segment during the day. We got to Livingston late afternoon. We saw an MRL WB manifest sitting in the yard appearing ready to depart. We decided to head up Bozeman pass to find the tunnel. As we left town, on the remnants of the NP branch to Gardiner a MRL local was backing a few cars off the branch into the Livingston Yard, including one flat car with a house trailer on it. We found the tunnel, and then headed back to Livingston. After hearing over the scanner that this MRL WB train had some power problems, we decided to get something to eat. We first tried to eat at the old NP beanery east of the depot (which houses a nice museum), but it was closed. To the east we saw a lot of cars (Go where the locals go!) and had a great steak dinner at the Steak and Chop House along with some 'Moose Drool' Beer (a Missoula, MT brew), while looking out at the tracks to keep tabs on this MRL manifest. Just as we finished eating, the train started to leave. We headed up to the east portal of the Bozeman tunnel to catch this MRL manifest. When we got there, an EB BNSF manifest had just exited the tunnel so we just missed it. Then we waited and got the MRL WB manifest and helpers going by and into the tunnel. We watched the helpers cut off and return to Livingston. Then we went to the west portal of the tunnel, and an empty coal train was waiting to enter the tunnel. In setting up, we encountered a real stink, Roger and I looked at each other, with the look... was it you? Nope, as we got to the edge of the cliff, there was a dead deer carcass. Gee what a smell! As the sun was setting, we got the train as it headed into a gully and the west portal of the tunnel. It was getting dark, so we headed west to Bozeman and checked into our motel for the next 5 nights.

### Friday, June 29

We got up early and drove to the east side of Bozeman along a frontage road and the bottom of the west slope of Bozeman pass. We got an eastbound coal train with Grinstein Green SD-70 units here, then hustled up to the east portal of Bozeman Tunnel and got the train coming through the tunnel. This was such a gorgeous day, clear, temperature in the 70s with a slight breeze, so we decided to wait for more trains. Since our location was obscured by greenery of the E portal, I wondered around to try and get a better shot. I walked up this one person's driveway, and the owner came out and we started talking. He is a retired

architect and one couldn't ask for a better location to watch trains, and he was also a railfan. He pointed to a place on his property where we really got a good angle on the tunnel. He also pointed up the mountain side from his property where remnants of the Lewis and Clark trail were. Very Interesting. We got a couple of BNSF WB grain trains with MRL mid-train helpers and the WB MRL local with a few cars. Some helpers on heavy trains are kept on the train to the town of Bozeman and cut off there, some helpers are cut off at the tunnel. It was lunch time, so we headed into town for a sandwich at Applebees. Then we waited for an EB coal train, and sped up to the tunnel. It was late afternoon, so I decided to shoot the train going into the W portal of the tunnel and Roger would get the train coming out of the E portal of the tunnel. Called my friends Steve and Sue Ayres in Belgrade, MT, where my sister Carol and niece Jill Peterson and husband Craig were staying. They invited us to dinner, so we headed to Belgrade (8 miles W of Bozeman) for dinner, then headed to our motel for the night.

### Saturday, Sunday and Monday, June 30, July 1 - 2 Bozeman

These three days were occupied with family business. The remaining description of the trip will come in the October issue of Northstar News.

### Obama plan for high-speed rail, after hitting a bump, chugs forward again

By Mark Clayton, Staff writer / August 21, 2012  
The Christian Science Monitor  
Weekly Digital Edition

Just a few months ago, the program seemed moribund – or headed that way fast. First, Republican governors in Florida, Ohio, and Wisconsin early last year rejected federal dollars and high-speed rail plans for their states, citing their expectations for cost overruns and insufficient ridership. Then, in November, Congress axed the White House's six-year, \$53 billion budget request for high-speed rail. Critics celebrated, with the conservative National Review proclaiming in a headline, "The Death of a High-Speed-Rail Program."

But the Obama plan to build high-speed rail corridors, conceived in 2009 and intended to catch America up to the sophisticated passenger rail systems in Asia and Europe, has lately been revived by two turns of events. First, in June, Amtrak unveiled a \$150 billion upgrade plan for the Northeast rail corridor that stretches from Boston to Washington, D.C. – with new high-speed rail service as its centerpiece. Then, California's Legislature voted July 6 to approve \$5.8 billion to begin building a new 220 m.p.h. line, starting in the state's Central Valley.

The recalibration marks a big step backward from the original White House plan for 13 high-speed rail corridors in 31 states. California and the Northeast are the only two truly high-speed corridors that remain on the drawing board – with a raft of much smaller "higher-speed" rail improvements in the pipeline.

But even this pared-down plan could, over time, spur expansion of high-speed rail into the Midwest and elsewhere, say advocates of the service. In addition to California and the Northeast, faster trains and other improvements to passenger rail are slated for corridors run-

ning from Portland, OR, to Vancouver, British Columbia; from St. Louis to Chicago; and from Washington, D.C. to Charlotte, NC.

"It's a foundation that's being laid," says Eric Peterson, a transportation policy consultant and research associate with the Mineta Transportation Institute at San Jose State University. "All this progress is going on despite this national politica overlay of apparent total opposition toward anything having to do with passenger rail."

Still, Congress is not authorizing any new money for high-speed rail, and Mr. Peterson says "it may be a year or two" before that happens. "But what people don't realize," he says, "is that there's still money in the pipeline that will push this forward for years."

Congressional hatchets did not touch most of the \$10 billion allotted, under the 2009 economic stimulus act, for high-speed rail and "higher performance" rail (with trains that travel 90 to 110 m.p.h.). They mainly slashed future funding. As a result, 153 projects are now swinging into action with \$9.6 billion in funding, the Federal Railroad Administration reports.

"We are definitely making progress implementing high-speed rail in America's mega-regions – on the coasts – where 80 percent of Americans live," says Darnell Grisby, director of policy development and research at the American Public Transportation Association (APTA), a Washington-based trade group championing high-speed rail. "We're only just now really ramping up for actual construction projects."

So far, about \$1.5 billion of the \$9.6 billion has been spent – with another \$7.5 billion to be expended by 2017 on projects ranging from tunnel expansion in the Northeast Corridor to upgraded tracks between Portland and Seattle. About 20,000 short- and long-term jobs are created per \$1 billion spent – or about 180,000 direct jobs overall.

In 2010, an APTA-commissioned survey of more than 24,000 Americans found that 62 percent would definitely or probably use high-speed rail service for leisure or business travel if it were an option. Since then, however, the public mood may have soured: With the economy still struggling, voter support of high-speed rail in California has faded, a poll in that state found.

"Obviously it's been a rocky start," says Robert Yaro, president of the Regional Plan Association, a New York-based group, and co-chairman of America 2050, which has also supported the national high-speed rail plan. "We have to remember that these huge infrastructure projects can take a generation to win public support."

Critics, though, say high-speed rail will never win broad public backing because it's an expensive boondoggle that would mainly transport the well-heeled in Democratic-voting states – not the average American. They cite studies based on US metro-rail systems, many of which show lagging levels of ridership and revenue. The more pressing need, some say, is to upgrade the links between suburbs, where most people live, with the cities to which people commute.

They also argue that the plan delivers mostly old technology, not true high-speed rail.

"The problem with Obama's high-speed rail is that it's an obsolete technology that doesn't make sense today," says Randal O'Toole, a senior fellow at the Cato Institute, a libertarian think tank that, along with the Heritage Foundation and the Reason Foundation, led the fight to nix the rail plan. And just because it works in other countries does not mean the United States should automatically climb on board.

"High-speed rail was successful in Japan because at the time it was developed only 12 percent of Japanese were driving," he says. "It makes no sense today when cars go where you want to go when you want to go. Just because other countries built this and are driving themselves into bankruptcy doesn't mean we should."

The APTA's Peterson acknowledges that the original Obama plan was "overstated" in terms of what it would deliver, glossing over the fact that many changes would be upgrades, but not bullet trains. That gave opponents an opening to attack it as a lot of spending on outmoded technology, he says. Countries with true high-speed service, he adds, have seen economic gain in the form of transportation efficiency and revitalized city centers.

Not all Republicans in Congress flatly reject high-speed rail. Rep. John Mica of Florida is a sharp critic of the Obama plan, but he is a booster of intercity rail. He also supports high-speed rail in the Northeast, but only if Amtrak hands over the reins to private companies. Other GOP backers are said to include Sens. Mark Kirk of Illinois and Rob Portman of Ohio.

But the huge expense of building high-speed rail – plus the fact that it is largely taxpayer-funded and government-run – makes it a natural target for today's conservatives, in particular. Many say it's dubious that high-speed rail can overcome such political opposition long enough to become viable.

Others, though, note that other big infrastructure projects have overcome such resistance.

"President Eisenhower backed the federal Interstate [Highway] System over opposition of his own party," says Mr. Yaro of America 2050. "But it's very hard to find anyone today that feels that way.... High-speed rail will be the same. It's what we need to create the capacity for national growth for decades to come. The only question is whether we'll see this. I think we can. I hope so."

### **Chapter trip to Duluth a Success**

Twenty nine chapter members and their friends took a chartered bus from the Amtrak Midway Station to Duluth August 18th to ride behind Soo Line 2719 one last time before it goes into the shops for its FRA mandated 15 year tear down and inspection. Six additional members and friends joined us in Duluth, including Duane Durr, four year Director of Region 6.

Arrival was in plenty of time for members to explore the Lake Superior Transportation Museum.



Departure was about 10 minutes late, 40 minutes behind the 10 am departure of the North Shore Scenic's Lester River train. A one hour delay was incurred outside of Two Harbors waiting for a CN train to depart.

Members enjoyed the exclusive use of the Missabe W-24 combine. This car was unusual in that it contained two tables in what would be sections and 3 bedrooms, accommodations not usually found in combines. This car was a support car for the business car *Northland*.



**Northstar Chapter members and friends gathered at the head end of the Two Harbors train at the end of the run in Duluth.** Photo by Dawn Holmberg

### **Large Scale Model Railroad to be Sold** By Rick Krenske

For as many years as I can remember, Metro (model railroad club) has gathered in Coon Lake to ride behind the trains created by Harry Johnson. Don Johnson, Harry's son, has been continuing that legacy, but now Don will be 89 years old this coming January, and that 1000 foot loop of track and the remaining William Crooks engine are being sold to Iron Horse Farms to carry riders well into the future. Here is the email I received from Don.

"After running at Coon Lake for 64 years, this Labor Day weekend may be the end of an era. I have a hand shake agreement with Eric Thompson from Iron Horse Farms to buy my entire operation. He anticipates starting the tear down in September. I plan to run the Sunday and Monday of Labor Day weekend, weather permitting. It will be sad to see this end, but Iron Horse Farms is only about 20 miles from me, so I can visit often. I am also trying to declutter and get rid of years of collecting and accumulating of my stuff and my father's (H.A.O. Johnson).

### **Nebraska Zephyr Rides Again!** Illinois Railway Museum Website

The Illinois Railway Museum, in cooperation with Amtrak and BNSF Railway, will operate the *Nebraska Zephyr*, powered by CB&Q 9911A "*Silver Pilot*", on an excursion between Chicago and Quincy, IL on September 22nd and 23rd.

On each day, the *Nebraska Zephyr* will depart Chicago Union Station at 9:00 am and travel on BNSF's Mendota subdivision 162 miles to Galesburg, Illinois, arriving at 11:40 am. The *Zephyr* will depart Galesburg at 12:00 pm for another 96 miles to Quincy, Illinois, turn on the wye at West Quincy and arrive back at Galesburg at 4:00 pm.

The *Zephyr* will then depart Galesburg at 4:20 pm and arrive back at Chicago Union Station at 7:00 pm, a total round trip of over 500 miles.

This will be the first time the Nebraska *Zephyr* has operated with passengers from Chicago Union Station to Galesburg since it was in service in 1968 and the first scheduled passenger service to Quincy, Illinois. This will be a rare excursion that should not be missed.

Tickets will go on sale Wednesday, August 29th.

The Excursion will be split up into three ticketed segments:

Chicago - Galesburg Each Way: \$129 Coach, \$229 Parlor  
Galesburg - Quincy Round Trip: \$139 Coach, \$239 Parlor

Each segment is sold separately and requires a ticket. Both classes of service include a meal in the dining car *Ceres*. All proceeds go to the continued restoration of the train.

### **Skytop Carcasses in Montevideo** By John Goodman

In the late 1940's the Milwaukee Road home-built four parlor observation cars in the series named *Rapids*. The Friends of the #261 have one of these car named *Cedar Rapids*.

The Milwaukee Road liked these cars so much that they approached Pullman Standard builders to replicate this unique *Skytop* observation end to a sleeper. The Pullman Standard built 6 of this type car (it included 8 cross-wise bedrooms in the forward 2/3 of the car, in addition to the very large observation area. These cars were in the *Creek* series of car names.

After 1961 when the *Olympia Hiawatha* was dropped west of Deer Lodge, MT, the railroad sold these 6 cars to Canadian National for their upgraded passenger service through-out Canada.

One of these 6 cars is alive today (*Coffee Creek*) and still on live rails up in Fargo, ND, owned by a private owner.

Three of these cars have been cut up for scrap. Two of these cars were placed on a barge in Lake Erie as part of a floating bar-restaurant. The boat/barge was named *Landsdown*, and it was a historical relic in itself.

The bar-restaurant eventually went out of business and the barge (with the two railcars mounted permanently on top of the boat,) sat silently with no plans to do anything with the cars or the boat.

Two years ago the owner(s) decided to scrap the entire set-up (including the 2 railcars) when the Milwaukee Road Historical Society stepped in and asked the scraper to help save the two cars. The cars were permanently set in concrete around the trucks of each car.

The scraper cut each of the two cars into 3 pieces (see pictures) and with help from a donation from a member of the group, the carcasses were were loaded on two flat cars and shipped to Montevideo, MN where there is a small Milwaukee Road museum.

As you can see in the pictures, the remains of the cars (Alder Creek, and Spanish Creek) are on ties on the ground at the museum for "all" to see.



**The sad remains of two Skytop sleeper lounges at Montevideo, MN. See the extra page to see what the cars were originally like. Photos by John Goodman**

**From Trains Newswire**

**Amtrak, transit targeted for cuts in GOP platform**

By Bob Johnston

Published: August 31, 2012

TAMPA, FL — This week at the Republican National Convention, the party-approved platform reaffirmed presidential hopeful Mitt Romney's vow, made during the Iowa primary in January and again in an interview several weeks ago, to eliminate all Amtrak funding if he is elected in November. During his acceptance speech last night, Romney made no reference to transportation policy.

"The public has to subsidize every ticket nearly \$50," the platform's statement on transportation claimed, continuing, "It is long past time for the federal government to get out of the way and allow private ventures to provide passenger service in the Northeast Corridor. The same holds true with regard to high-speed and intercity rail across the country."

The platform also made it clear that the party was willing to cut financial support for public transportation and other infrastructure investment because "funding the Highway Trust Fund remains a challenge given the debt and deficits and the need to reduce spending. Republicans will make hard choices and set priorities, and infrastructure will be among them."

Since the 1980s, about 20 percent of transportation trust funds has gone for transit projects, and in 1991's Intermodal Surface Transportation Efficiency Act, money also began to be diverted for multi-modal capital investment such as passenger rail stations and bike paths. But the trust fund became insolvent in 2008 – gas taxes have not been raised since 1993 – and has required infusions of general revenue spending of more than \$40 billion since then. However, the Republican platform firmly rejects any recalculation of the tax from a per-gallon charge to a "vehicle miles traveled" standard because "it would involve monitoring of every car and truck in the nation." Further, the platform insists that all trust fund money be used for highways. "In some states with elected officials dominated by the Democratic Party, a proportion of highway funds is diverted to other purposes. This must stop."

At the convention, House Transportation and Infrastructure Chairman John Mica (R-FL) told Politico.com's Kathryn Wolfe, "I'm still on a holy jihad to try to get Amtrak operations under control." He said that he intends to hold two more hearings when he gets back to Washington, one on how Amtrak competes with private contractors and another one on Amtrak's money-losing routes that require subsidies.

#### **UP steam to visit Nebraska and Iowa in September**

Published: August 29, 2012

CHEYENNE, WY – Union Pacific Railroad will be operating its historic 4-8-4 steam locomotive No. 844 through Iowa and Nebraska in early September as part of the railroad's 150th anniversary celebration. The locomotive will be on display in Boone and Ames, Iowa, and Grand Island and North Platte, NE during the trip. The railroad's steam-powered exhibit train will depart its Cheyenne, WY home on August 30. and return on September 17.

Union Pacific is operating the locomotive throughout its system to celebrate the railroad's 150th anniversary. A full schedule for No. 844's travels can be found online at [www.upsteam.com](http://www.upsteam.com) and the locomotive can be tracked online via GPS at [twitter.com/UP\\_Steam](https://twitter.com/UP_Steam).

#### **Los Angeles-Las Vegas operator acquires bi-levels**

By Bob Johnston



Published: August 28, 2012

LAS VEGAS — Las Vegas Railway Express, which plans to begin luxury rail passenger service between suburban Los Angeles and Las Vegas in 2013, announced Tuesday it had “executed an agreement with a private owner to acquire its first set of passenger railcars for its ‘X’ Train project.” Spokesperson Maria Bailey told Trains News Wire the cars being refurbished are ten bi-levels built by Pullman Standard. “The architectural firm is working on drawings of what the inside of the cars will look like, and those renderings should be released soon,” she said. The company’s release noted that the work would begin early next year but did not disclose the terms of the cash purchase nor where the cars came from. In the release, Las Vegas Railway Express president & CEO Michael A. Barron did say, “Our plan is to use this first railset as our operating prototype and as a model for future cars.”

The “X” Train website shows some drawings of bi-level interiors and offers some details on what service is being planned: Thursday and Friday departures from Fullerton, CA, to Las Vegas with returns on Sunday back to Los Angeles, presumably at two different departure times. An introductory price of \$99 each way includes “Vegas Class” accommodation and all-inclusive food and beverage. The train would offer gambling lessons while traveling in California and upon crossing into Nevada allow for approximately 90 minutes of gambling before arrival at Las Vegas.

The train would operate over Union Pacific rails once traversed by that railroad’s famed City fleet, including the *City of Las Vegas*, *City of St. Louis*, and *City of Los Angeles*. Amtrak

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served the route with its *Desert Wind*, which was discontinued with the systemwide cuts of 1997.

Pullman Standard built bi-levels for multiple railroads, including the first push-pull commuter cars for Chicago & North Western. Colorado Railcar did have a number of ex-Southern Pacific Pullman Standard-built bi-levels on its Ft. Lupton, CO property in September, 2008, several months before the company went bankrupt. The cars were at various stages of transformation dating from the stillborn *Marlboro Express* in the 1990s (which was to feature a hot tub car), the *Golden Eagle* transcontinental train that was to run with Amtrak express cars in 2001, and eventually the Colorado Railcar-owned *Grand Luxe* cruise train, which abruptly halted operations in August, 2008. Representatives from Las Vegas Railway Express declined to say specifically where its cars are coming from.

## Railfan Calendar

**Twin City Model Railroad Museum Train Show and Sale**  
Saturday, September 15th, 9:00 am to 3:00 pm, Minnesota State Fairgrounds Education Building. Admission: \$6, children under 5 free.

### Iron Horse Central Steam Up

Saturdays, September 22nd and October 6th. 24880 Morgan Avenue, Chisago City. See website  
<http://www.ironhorsecentral.com> for details.

### North Metro Model Railroad Club fall train flea market.

Saturday, October 13, 9:00am - 2:00pm, VFW Coon Rapids, 1919 Coon Rapids Blvd, Coon Rapids, MN 55433.  
Admission: \$5, children 12 and under free.

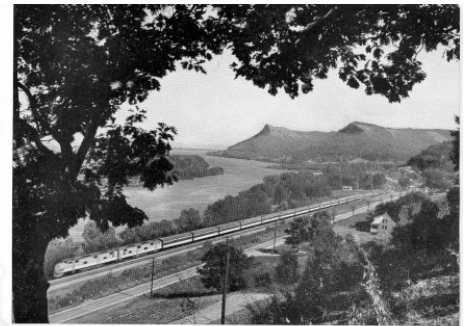




Almost every dining room of a new train was taken from the Olympic Hiawatha that is a model of fine dining and service.

Left: Here is the bar and the cheerful Tip Top Grill, a friendly gathering place for all passengers on the Olympian Hiawatha.

Right: Beverage of all kinds, snacks and light meals are served in the Tip Top Grill. The bar also provides varied dining arrangements.



## The Speedliner Fleet that makes rail travel an adventure in luxury and silent speed

On May 29, 1927, The Milwaukee Road presented the first of the Hiawathas and opened the doorway to a new kind of rail travel.

Here was a different kind of train. Its stronger, lighter, welded steel cars were created from truck to road by Milwaukee Road designers, engineers and craftsmen. New in concept, in decoration and in passenger facilities, these cars were planned to provide a higher degree of silence and riding ease even at speeds in excess of sixty miles per hour.

Travelers promptly took the original Twin Cities Hiawatha to their hearts. Soon the first Hiawatha was replaced by a larger and even further advanced model... a second Chicago-Twin Cities train took to the rails... then the

service was expanded to include other routes. The Olympian Hiawatha, presented in 1947, was the first transcontinental member of the fleet. Diesel and electric powered, its six duplicate units consist of private-room sleeping cars, Touralux sleepers, Lounge-dormitory cars.

Milwaukee Road Hiawathas now rank among the world's great trains with a record of having carried millions of pleased passengers billions of delightful miles free from traffic tie-ups and highway hazards, from morning along top or storm aloft. The Hiawathas provide 3000 miles of service every day throughout the midwest and northwest.



The new type of bedroom on the Olympian Hiawatha has circulating room and a fully reclined inner.

## Luxurious Bedrooms in the Skytop Lounge car

The distinctive signature of a great train, this unique car is exciting to look at, delightful to ride in. The smoothly rounded rear and illustrated on the back cover, is almost wholly enclosed in glass and least-resistant glass to provide a perfect observation room for continuous scenic views of a mountain wonderland. With ample room for twenty passengers, the Skytop Lounge is reserved for those holding space in the private-room sleeping cars.

Double bedrooms on the Olympian Hiawatha conform to one of the two floor plans illustrated in the diagram. Each style has two large, comfortable berths with foam rubber mattresses. There is a full length clothes closet and individual heating, lighting and air conditioning controls. The decorative scheme is in beige and rust or light green.



The rail car dinner and the public address system on the Olympian Hiawatha is your constant in a tempting meal.

## Meals to Remember in a beautiful car

Nothing adds more to the pleasure of a rail journey than appetizing, well-served meals. Foods for the Olympian Hiawatha are drawn from nationwide markets with fresh fruits, vegetables and other perishables being chosen from local crops. Stewards, chefs and waiters are specially selected from experienced personnel. The galley has the finest, modern equipment—even including a deep freeze unit.

The diner, with seats for forty, has a charming and unusual decorative scheme which visually divides the spacious car into three sections of equal size and so creates a pleasingly intimate atmosphere. Tables for two and four are provided.

All passengers on the train are welcome in the dining car and may select a variety of meals from a la carte or table d'hôte menus. Prices are moderate.



Comfortably upholstered chairs and seats provide extremely varied seating arrangements in the cheerful Tip Top Grill.

## The Tip Top Grill... social center of the train



Adding to the lulling and recreation space for all passengers on the Olympian Hiawatha is the Tip Top Grill, a full car as delightful as any atmosphere as it is distinctive in plan and decorative details. The Tip Top Grill is partially divided into two sections by a central pantry and curved bar. Though the car serves a dual purpose throughout, the restaurant end is intended primarily for those who wish a light meal or a snack. In the cocktail lounge, your favorite beverage is expertly mixed and served.

With a radio and concealed loud speakers to provide music and entertainment, the Tip Top Grill is a cheerful gathering place where you can get acquainted with fellow passengers and relax comfortably over a light meal, refreshments or a bedtime snack. The car is open throughout the day and the evening hours.



Upper and lower berths each have their own individually controlled reading lights and air conditioning.

## Comfort and Privacy in thrifty Touralux cars

Here is something wholly unique with The Milwaukee Road's Olympian Hiawatha. Touralux sleeping cars are not re-built or re-conditioned. They are brand new cars designed for this special service. With wider and longer lower berths, Touralux cars offer the comfort and privacy of standard sleepers, yet the cost of your space is about one-third less and the rail fare is little more than in coaches.

Touralux cars are carefully designed for daytime comfort and the beds have foam rubber mattresses. Each of the fourteen sections has a small, drop-down table, and the unusually wide windows enable you to enjoy the scenic route to the utmost. There is a large men's lounge with separate dressing and smoking sections, and a beautifully appointed lounge for women in each car.



This extra page was repeated to show what the Montevideo carcasses were like.

By 1947, the Milwaukee Road Olympian was a well established Chicago - Seattle-Tacoma train. While lightweight coaches and diner were added in the mid '30s, the train ran with heavyweight Pullmans. That all changed in 1947. To compete with the Great Northern's streamlined Empire Builder, the Milwaukee re-equipped the train and made it a member of the Hiawatha tribe. The re-equipped train still ran with a 3 compartment 2 drawing room open platform observation car and 6 section 6 double bedroom heavyweight sleepers until 10 roomette 6 bedroom streamlined sleepers arrived with the Pullman Skytops arrived in 1949. This brochure was printed July 1950. Come into the chapter library to examine this fine promotional brochure. Brochure from Northstar Chapter Library Files.



**Manifest on the Hettinger Sub (ex- Milwaukee Road) near Terry, MT.** Photo by Dick Tubbesing