



# NORTHSTAR NEWS

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## Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will be held **Saturday Sept 20, 2014 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville.

See map on page 2.

Probable Program after the meeting –  
Vintage Railroad Slides by Greg Smith from his collection.

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.

## Northstar Chapter Officers

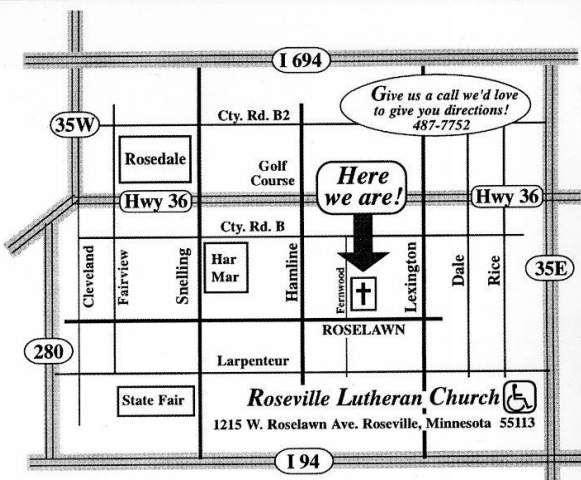
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## Meeting Site

From the east or 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.



## Editor's Column

From the Editor:

(photos B&SV RR by Dawn Holmberg)



Our summer activities were well attended. We had over 20 persons join us for a trip on the new Light Rail 'Green Line' in June. In July we had a great turnout (the best we have had in the last few years) of our society picnic at Prescott WI. We witnessed about 9 BNSF trains pass over the St Croix Bridge and by our picnic area. Our Bus trip to the Boone & Scenic Valley RR to ride behind their Chinese Steam Engine was well attend. Everyone seemed to have a great time!

Challenges are forthcoming to NRHS due to its financial condition. Al Weber was recently elected President, and hopefully this will bring new ideas to lead the organization. Congratulations Al!! See Report below. Also congratulations to John Goodman on his election win to the NRHS BOD!!!

## NRHS Report

Election Results are in and NRHS will have a new President beginning at the Fall BOD meeting in Johnson City, TN on November 15-16, 2014. District 6 Director Al Weber has defeated long time President Greg Molloy by over 500 votes in recent election. In round numbers Weber received 1800 votes to 1300 for Molloy. Al Weber represents the possibility of bringing a new direction to the NRHS in the future. In other news from the National Office: As you probably already know from our recent NRHS News that you should have received in the US Mail....President Molloy and the BOD (at the Summer Convention in Arkansas) set up a committee of several members to consider a different direction for NRHS to go towards. This committee will have several meetings and conference calls with the present BOD and report back by September 20th at a specially called BOD meeting. This plan will have a "thumbs up or down" vote by this present BOD about the future of NRHS. As soon as the results are known from these meetings, we will report back to the chapter what the results are. John Goodman Chapter National Representative

## Meeting Minutes Northstar Railroad Historical Society May 17 2014

The meeting was called to order by chapter president H. Martin Swan at 6:30 p.m. in the Roseville Lutheran Church with 18 members and guests present. Marty noted that this would be the last monthly meeting until September. Those present were asked to introduce themselves. The question was asked, were there any additions or corrections to the Minutes of the April 19, 2014 Membership Meeting, as published in the May 2014 issue of Northstar News? Hearing none, a motion to approve the minutes, as published, was made, seconded, and carried. It was noted that NRHS national president Greg Malloy took exception to the report by John Goodman on the NRHS board meeting that John had attended in late April. Greg wants us to publish a special edition of Northstar News with his description of the same event. John gave his comments on the situation. He also reported on plans for future NRHS national conventions. The 2015 convention will be in Rutland, VT. John also talked about other aspects of the national NRHS. Ballots are being sent out for election of national officers. John also reported on planned trips by the chapter. We will be riding the Metro Transit's Blue Line and Green Line Light Rail lines and the Northstar commuter train on June 21st. The trip will start from the 28th Avenue station in Bloomington. There was a discussion of details of the trip. The chapter's annual picnic will be July 19th at Prescott, WI, next to the BNSF mainline. The chapter will provide part of the food, but members will need to bring the rest for themselves. In August, we are planning a trip to the Boone & Scenic Valley excursion railroad in Iowa. If the temperature is under 90 degrees, they will be running their Chinese steam locomotive. If it is hotter than that, they will pull the train with a Diesel loco. Forms are available to sign up for the trip and members are asked to help publicize the trip to others. There was a report on National Train Day 2014, which took place on May 10th, mostly at the St. Paul Union Depot. Amtrak had several passenger cars on display and the Minnesota Transportation had the "Hustle Muscle" locomotive and several vintage passenger cars on display. Our chapter gave out 2005 Minnesota Railroad Calendars and membership application brochures. A number of other organizations also participated in the event. One estimate is that as many as 10,000 people may have attended the event. Earlier this month, Amtrak started using the restored St. Paul Union Depot instead of its station in the Midway. Also, today Metro Transit opened the new station at Target Field in Minneapolis. Some interest has been shown in extending Northstar train service to St. Cloud. It was noted that Amtrak only schedules the Empire Builder to stop at St. Paul Union Depot for 8 minutes. Russ Isbrandt presented the treasurer's report and reported on membership. Northstar News editor Richard Tubbesing reported that the May issue went out and there will be a special issue in June. He also reported on programs planned for meetings. Russ Isbrandt will present the program tonight and Greg Smith is scheduled for September. At this time, nothing is scheduled for October. In November, Roger Libra will present the program. At this time, we do not have a speaker lined up for the Holiday Party. Russ Isbrandt reported on the chapter library. Joe Stark reported on sales by the chapter at recent model railroad flea markets and other events. Dawn Holmberg was not present to give a report on the calendar. Cheer Committee - Dee has contributed more cards. A motion to increase the yearly chapter dues by \$3 per year, starting in 2015, was made, seconded, and carried. There was no other business. Announcements - Milwaukee Road steam loco 261 has been reared and is ready to pull excursion trains again. There are plans for a trip to Duluth in September. There were no other announcements. A motion to adjourn the meeting was made, seconded, and carried at 7:36 p.m. After a break, Russ Isbrandt presented a program of slides from his collection. Respectfully submitted, Dave Norman, Secretary, Northstar Chapter NRHS

## County opposes Minnesota high speed rail plan.

Trains Magazine Newswire. Published: August 22, 2014. (Following items Provided by **Rick Krenske**)

RED WING, Minn. \* The Goodhue County board has reversed an earlier decision and approved a resolution that opposes the proposed Zip Rail high speed rail project between the Twin Cities and Rochester, the Rochester Post-Bulletin reports. The resolution says the project "would carve the county in half, be located outside the median of Highway 52, disrupt the flow of people and goods throughout the county, infringe on landowner rights, and provide no direct benefit to county residents." It reverses a 2012 resolution from Goodhue County that supported the project.

That unanimous decision comes on the heels of a lengthy public hearing in Kenyon where not one person spoke in support of the high speed rail project. Perhaps the biggest complaint from residents was how many county and township roads Zip Rail would intersect and potentially close, which could have a significant economic impact on the agricultural community. "You've got to keep this in perspective," says Chuck Michael, Zip Rail project manager. "A decision on this is a long way off so an informed decision today is impossible." Michael and the Zip Rail team are currently engaged in a multi-year federal study on potential routes and impacts of connecting major metropolitan areas through rural landscapes. Goodhue County is requesting that the Zip Rail be sited within the existing U.S. 52 right of way to reduce local impacts. Michael says that remains an option but further study is required to show the positives and negatives of the potential routes. A major concern for Zip Rail staff is travel time, which would be increased by selecting a route in the existing U.S. 52 right of way. Michael said train speeds, which are projected to reach 220 mph, would be restricted to the point the trip would take an additional 10-15 minutes and potentially lose ridership. A no-build option also remains an option, and is supported by at least a few regional legislators. Rep. Pat Garofalo, R-Farmington, announced intentions earlier this week of drafting legislation that would block a project he characterized as 'a California-style boondoggle.' Michael and Minnesota Gov. Mark Dayton, both take offense with Garofalo's words. "It's easy to say those things now because you don't challenge them on proving it," Michael says of critics, who have become especially vocal in recent weeks. "You can say anything you want. We just can't do that because we have to show our work and that doesn't come overnight. Any way you put it, it's jumping too soon." Gov. Dayton is even more succinct in his assessment. "It sounds like a good way to get a headline," he says of Garofalo.

## Lake Superior & Mississippi Railroad Recovers From Flood.

08/17/2014 WDIO.com By: Briggs LeSavage [blesavage@wdio.com](mailto:blesavage@wdio.com)

After flooding a couple years ago wiped out bridges along the Lake Superior and Mississippi Railroad's route, volunteers thought it might be the end of 35 years of showing tourists the St. Louis River Corridor by train. "We didn't know if we'd be back up in operation, if it was going to be economically feasible for the (Burlington Northern Santa Fe Railroad) to actually replace the bridges, so our future was in question," Harold Dols, a 11-year volunteer with the LS&M Railroad, said. The railroad had to stop running for a few months in 2011 and then the entirety of the 2012 season because of flooding, but with repairs complete and service back to full throttle two years later, Dols said the railroad is now finding issues in higher insurance costs. "Significantly higher insurance costs have been taking a toll in terms of us being able to plan forward with seasons and our operation," Dols said Part of the tracks LS&M Railroad runs on are BNSF property. Dols said if LS&M would be able to avoid higher insurance costs if they consider moving launch sites. "We have some potential ideas of moving our operations and starting off in Riverside and we'd be completely on our own LS&M tracks and from there we could actually continue on with our \$5 million liability coverage." Volunteers are also looking for new ways to show off the area's rich history—a similar goal to the city. "I think we could be a wonderful asset to the development of the recreational potential of this area. We've been here for well over 35 years bringing people down close to the St. Louis River and showing it's wonderful beauty and history. I think we could continue to do that and bring people and kayaks and bikes and so forth down to this area," Dols said. But he said there might also be other options on the table for the railroad, including adding a bike path. Dols said LS&M Railroad hopes to be able to work in collaboration with any projects. Sharon Broschious is visiting Duluth from Richmond, Virginia. She said it's encouraging to see so many working so hard to help their railroad. "We thought that was pretty impressive that there's a group of people who are willing to make that commitment to keep this railroad running," Broschious said. "I think it's a great idea and hopefully they can keep doing it."



Pictures by R Tubbesing

## Minnesota crossed by 50 oil trains a week.

Article by: DAVID SHAFFER ,

Star Tribune: July 26, 2014.

Newly released details show trains pass close to state's populated areas. Fifty oil trains, each loaded with more than 1 million gallons of North Dakota crude oil, pass through Minnesota each week, and almost all of them go through the Twin Cities, according to the first detailed reports on the state's crude-by-rail traffic obtained by the Star Tribune. The reports, submitted to state officials by railroads and stamped 'confidential,' say that oil trains can be more than 100 tank cars long as they pass through 39 of the state's 87 counties. The greatest concentration is on the BNSF Railway main line between Moorhead and the Twin Cities. Canadian Pacific, another railroad serving North Dakota's Bakken region, sends far



fewer oil trains through the state, the data show. Almost all of the oil trains pass through populated areas. Ramsey County and Clay County, which borders Fargo, N.D., have the most traffic, 45 per week on average. In the seven-county metro area, every county except Scott and Carver sees at least 40 oil trains per week. "We are getting a fuller picture of what is actually passing through our communities that have densely populated areas right next to these rail lines," Rep. Frank Hornstein, chairman of the Minnesota House transportation finance committee, said of the state's decision to release the oil train data. Before now, state officials have said only that seven or eight oil trains run daily through the state. The detailed county-by-county information had been declared nonpublic by the state Public Safety Department until the Star Tribune asked officials to reconsider that classification. Minnesota's disclosure comes two days after U.S. transportation officials announced draft regulations to retrofit or retire thousands of older tank cars to reduce accident risks from crude oil and ethanol trains. At least 15 major accidents involving crude oil or ethanol trains have occurred in the United States and Canada since 2006. The worst was just over a year ago in Lac-Mégantic, Quebec, where a runaway oil train derailed, exploded and burned, killing 47 people. At least 10 other states, including all of Minnesota's neighbors, have already disclosed details about oil trains crossing their states. Railroads in May were ordered by the U.S. Transportation Department to supply states with information about trains carrying at least 1 million gallons of Bakken crude oil. BNSF and Canadian Pacific, whose U.S. headquarters is in Minneapolis, had pushed state officials not to disclose the oil train information. On Friday, Minnesota Public Safety Commissioner Mona Dohman reviewed the state's position and concluded the information is public under a recent Federal Railroad Administration declaration that it's not sensitive security data. The reports, which pre-sent the train counts as weekly averages, noted that traffic can vary from week to week. Where do they go? Almost all of the oil trains passing through Minnesota cross into Wisconsin, traveling along the Mississippi River before turning east, often to East Coast oil refineries. About three oil trains a week travel BNSF's tracks through the far southwest corner of the state, where rail lines lead into Iowa or South Dakota. Duluth and Rochester have no Bakken oil train traffic, according to the reports. But Dave Christianson, senior rail planner for freight at the Minnesota Department of Transportation, said a few trains carrying crude oil from Canada pass through Duluth on another railroad. They're not in the reports because the federal order applies only to Bakken crude. Ethanol trains also are not counted in the reports, but state officials have said they also pass through the Twin Cities. Moorhead is a major crude oil crossroads for BNSF, the reports show, with 10 oil trains per week going southbound out of the area, and another 35 trains per week heading east. Eventually, most of the shipments pass St. Cloud, where BNSF tracks parallel Hwy. 10 into Anoka County. Exact routes are not specified in the reports, however. After passing through the Twin Cities, oil trains head southeast along the Mississippi, where BNSF owns tracks on the Wisconsin side and Canadian Pacific owns tracks on the Minnesota side. But Canadian Pacific reported only four North Dakota oil trains per week passing through the metro area and then going southeast through Dakota, Goodhue, Wabasha and Winona counties. BNSF reported 10 times that number through the Twin Cities and onto its Wisconsin trackage. Neither BNSF nor Canadian Pacific would comment on the reports Friday, but both railroads said they have taken steps to improve rail safety. They also have policies to encourage shipment of oil in newer, more-robust tank cars. "[Canadian Pacific] has undergone comprehensive companywide strengthening of our operating rules and employee training," said Canadian Pacific spokesman Ed Greenberg. "We have increased track and train inspections across our network, including through the state of Minnesota. We really have redoubled our efforts around emergency preparedness, including collaborations with local first responders and planning and training." Under a 2014 state law sponsored by Hornstein, Minnesota also is adding new rail inspectors and taking other steps to address oil train risks. Christianson of MnDOT said two inspectors plus a new hazmat expert will be hired within weeks. Meanwhile, the state Transportation Department is studying the risks of 500 road crossings on railroad tracks that carry oil trains, he said. The goal is to identify the highest-risk intersections, and invest in safety improvements. Hornstein said that when it comes to oil trains, both the state and federal government need to increase oversight of railroads, including requiring disclosure of more precise routes and times to local officials. But he said the release of the county-by-county data is a positive development. "I think it should be taken a step further," he said. David Shaffer \* 612-673-7090 \* @ShafferStrib

## STREAMLINER WEEKEND

Steamliner Weekend June 2014 at Spencer NC. F-units and E-units were gathered together for a weekend show at Spencer NC. Assisting in assembly of this classic fleet of existing Streamliner locomotives was Norfolk Southern RR. It included SOO #2500 from the LSRM. (also including Doyle McCormack's ALCO PA-1 in NKP Paint, not yet operable) These are pictures from Railnet.com provided by John Goodman.



Roundhouse Spencer NC



Line up, including 'Q' E-5 Silver Pilot



PRR E-7's



Doyle McCormack's ALCO PA1



(Soo #2500 departing Duluth)



EMD FT

## Carstens Publications shuts down.

Published: August 22, 2014. Trains Magazine Newswire. NEWTON, N.J. \* Carstens Publications Inc. is closing at the end of business on August 22, 2014. "It is with regret that Carstens Publications Inc. will be closing permanently at close of business on Friday, August 22, 2014. Carstens Publications Inc. has been a leading publisher of leading hobby magazines for over 50 years. Unfortunately the current economic climate has placed us in this position," says Henry R. Carstens, president. "...We thank you for your patronage over the years, and wish you the best of luck in your endeavors." Carstens published Railfan & Railroad, Railroad Model Craftsman, and Flying Models. . *Latest Report: Assets of Carstens Publications has been purchased by White River Publications, (our printing source for our Calendar)*



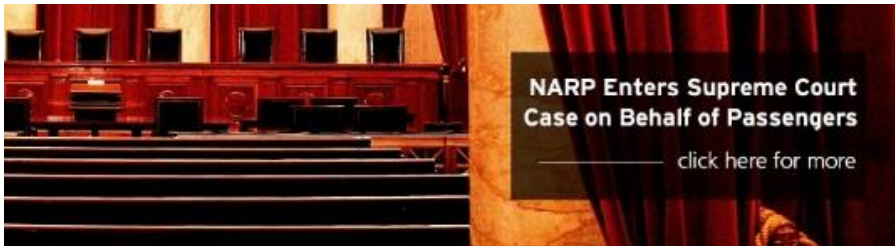
Al Chione slide of the Silver Stirrup

## Minnesota museum acquires former Burlington dome 'Silver Castle'

By Steve Glischinski Published: July 10, 2014 ST. PAUL, Minn.

\* The Minnesota Transportation Museum has acquired former Chicago, Burlington & Quincy dome car Silver Castle, one of the road's two 'home built' dome cars. The museum, based in the former Great Northern Jackson Street Roundhouse in St. Paul, purchased the car from the Branson Scenic Railroad. Branson Scenic sold the car to the museum at a significant discount for historic preservation. The car has a direct connection to the museum's mission of preserving Minnesota railroad history, as it once operated on the Burlington Route's Twin Zephyrs between Chicago and the Twin Cities. Silver Castle, CB&Q No. 4709, was one of two home built Burlington dome cars sometimes called 'pattern' domes. The first, Silver Dome, was converted from a coach in 1945, the first modern dome car constructed. Silver Castle was rebuilt from a coach first built in 1940 by Budd into a dome in 1949. Unlike other domes, the dome area was built with flat, rather than curved glass. The two cars do not have a depressed floor below the dome, thus the area was used for seating and aisles went down both sides where there was more headroom. Silver Castle survived into Amtrak service before being sold in 1977. In private ownership it operated on several excursion trains before being sold to Branson Scenic Railway. The interior is still in the 1970s era Amtrak scheme, with royal blue carpeting on walls and floors and blue upholstery. The museum intends to restore the car for operation on its Osceola & St. Croix Railway based in Osceola, Wis. However, much work must be done to make it roadworthy, including replacement of glass in the dome. For now the car will be stored at the Jackson Street facility. For more on the Minnesota Transportation Museum, go to [www.mtmuseum.org](http://www.mtmuseum.org).

## NARP Enters Supreme Court Case on Behalf of Railroad Passengers (submitted by H Martin Swan)



**Joined by ELPC in Fight to Address Harmful Train Delays** July 31 2014  
NARP NEWS

Responding to increasingly serious delays across the national train network, the National Association of Railroad Passengers (NARP), represented by the Environmental Law and Policy Center (ELPC), will file an amicus curiae, or "friend of the court," brief with the United States Supreme Court in the lawsuit between the U.S. Department of Transportation and the Association of American Railroads. The brief will argue that a lower court was mistaken in ruling that it is unconstitutional for Amtrak to participate with the Federal Railroad Administration in setting performance standards. These metrics helped ensure that Amtrak's trains—which operate on tracks owned by the private freight railroads—met minimum standards of service quality, and they were developed in conjunction with the Surface Transportation Board, freight railroads, states, rail labor, and rail passenger organizations. NARP believes that the recent decline in on-time performance by Amtrak trains is at least in part due to lower court's ruling (U.S. Court of Appeals - D.C. Circuit; Association of American Railroads v. U.S. Department of Transportation, et al., No. 12-5204).

## NRHS Convention in June 2014 Springdale AK

The NRHS Convention held in Springdale Arkansas was deemed a success. Most rail trips were hosted by the Arkansas & Missouri Railroad powered by its fleet of vintage ALCO locomotives. The Convention was attended by our members John Goodman, Dawn Holmberg and Dan Meyer, and they had a grand time. Following are pictures contributed by Dawn Holmberg. These trips were:

June 10 Arkansas & Missouri train on the Bentonville Branch (NW)

June 10 Arkansas & Missouri train south to Mountainburg Photo Freight, Night Photo



June 11 Eureka Springs & North Arkansas Dinner Train  
 June 12 Arkansas & Missouri Train South to Fort Smith AK Round Trip, Shop Tour  
 June 13 Fort Smith Arkansas Trolley Museum  
 June 14 Arkansas & Missouri train North to Monett Round trip  
 June 15 Arkansas & Missouri train N to Butterfield Round trip .



Springdale to Monett Trip



Springdale to Butterfield Trip

## June 21 2014 Light Rail Trip on the Green Line

Northstar members turned out for a ride on the new Green Line Light Rail between Minneapolis and St Paul along University Ave. The trip started at the Bloomington 28<sup>th</sup> station on the Blue Line to Target Field Station in Minneapolis. There we boarded the Northstar Commuter train to Big Lake. We brought lunches and had lunch at the Big Lake Station, where two BNSF WB trains passed by. Then upon returning to Minneapolis, we boarded the new Green Line Siemens Light Rail Vehicles to St Paul Union Depot, where we had a rest stop, and then boarded the Green line back to Minneapolis and transfer to the Blue Line Bombardier cars back to Bloomington. Thanks to Russ Isbrandt and John Goodman for planning this trip. Pictures from Video by R Tubbesing



Northstar Commuter at Big Lake



New Green Line Siemens Light Rail cars at St Paul Union Depot



## Northstar RR Historical Society Picnic at Prescott WI July 19 2014

A well attended picnic was held at Prescott WI on the busy BNSF St Croix Sub with view of the lift bridge across the St Croix River where it empties into the Mississippi River. Members brought meat to grill on a grill provided by Bill Dredge, Snacks and Beverages were provided by the Historical Society and the effort of John Goodman. Nine BNSF trains passed by, including, Stack, Z-train, Grain, Oil Can and Manifest trains. Pictures from video by R Tubbesing, Roger Libra. (Thanks to Bill Dredge and John Goodman!)





BNSF Oil Can Trains on the St Croix Lift Bridge.



Members having a great time!

## Bus Trip to the Boone and Scenic Valley RR in Boone Iowa August 16 2014

Another well attended successful Northstar Railroad Historical Society event was completed. Our Bus left our Library Location on E Hennepin Ave promptly at 8am. We headed south on I35 to Iowa, had a rest stop at the I35 rest stop just across the Border in Iowa, Proceeded to Boone Iowa where we arrived at about 12:15pm, stopped for a lunch break and then proceeded to the Boone & Scenic Valley Depot at about 1:15pm where we were greeted by the President of the Boone & Scenic Valley Railroad, given our tickets to the 1<sup>st</sup> class air conditioned ex C&NW gallery car, and waited to depart on our scenic train ride at about 1:30pm. Our train was powered by their Chinese 2-8-2 Steam Engine, one of the last engines to be manufactured in China. Our route crossed over a High Bridge over Bass Point Creek, and a low deck bridge over the Des Moines River to the end of the line. The steam Engine then ran around our train for the return trip to Boone. Some members chose to ride the ex CSS&SB interurban car to Downtown Boone and return for a mere \$2 fee. We then boarded our bus and headed to Clear Lake Iowa (which was the western terminus of the Iowa Traction line in Mason City, and near where Buddy Holley died in a plane crash.) We stopped to have dinner, and then proceeded home on I35 and arrived back at our Library location a little after 10pm. A great time was had by all. Thanks to John Goodman for all the planning and organization of this trip. Photos by Dawn Holmberg. Thanks Dawn!



Chinese 2-8-2 Steam at Boone for a drink of water.



Steam Locomotive powering our trip outbound.



Meeting the Lunch train with FP7 unit.





Art Nettis, Barb Durfee, R Tubbesing in the Concession car.



Members on our Motor coach to Boone.



Gary Rumler, Art Nettis, Barb Durfee watch as we pass the Museums Vintage M&StL ALCO RS-1



CSS&SB Interurban car at Boone depot.

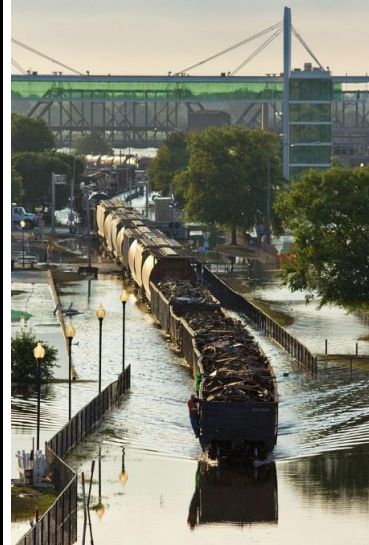
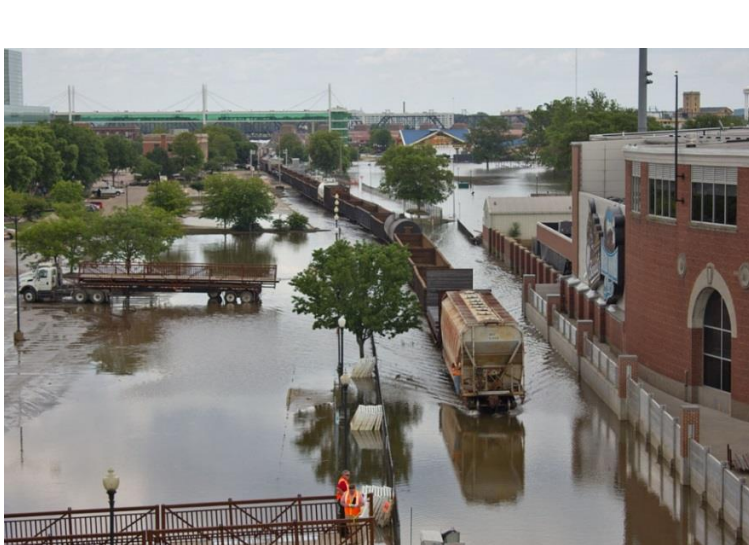


The Boone & Scenic Valley Reference Library.



Group Picture before departure at the Boone Depot.

## Heavy June Rains cause flooding havoc for Railroads in the upper Midwest.



CP Traffic tiptoes thru Davenport Iowa on June 10<sup>th</sup> 2014. Photos from Trainorders.com by Erik





Photo by John Goodman

## Duluth museum to continue work on Duluth & Northeastern 2-8-0 No. 28, other engines.

From the TRAINS Newswire: By Steve Glischinski Published: August 15, 2014

DULUTH, Minn. \* The Lake Superior Railroad Museum is planning to move Duluth & Northeastern 2-8-0 No. 28 from the Cloquet Terminal Railroad shop in Cloquet to Duluth to finish restoration work. Cloquet Terminal, the successor of the Duluth & Northeastern, had been performing a rebuild of No. 28 at its shop. A recent change in railroad management led to the decision to return the engine to Duluth for completion. The museum hopes to have the engine back in Duluth by October. The museum has purchased new flues for the locomotive, and has been successful in raising funds to complete the restoration. Over the winter months and into the spring of 2015, volunteers and museum staff plan to continue work on the locomotive with the goal of having it operational for excursion runs over the museum's North Shore Scenic Railroad between Duluth and Two Harbors in autumn 2015. Until 2013, the North Shore Scenic used former Soo Line 4-6-2 No. 2719 for steam excursions out of Duluth, but the locomotive came due for its federally mandated 1472-day overhaul. That engine's final run was on Sept. 14, 2013. Alco built No. 28 in 1906 for the Duluth, Missabe & Northern as No. 332. It was purchased by Duluth & Northeastern from DM&N successor Duluth, Missabe & Iron Range in 1955. It remained in regular service until 1964, and was retained by D&NE until 1974, when it was donated to the museum. Other steam locomotives at the Lake Superior Railroad Museum are also seeing work. The museum has funding to repaint Duluth & Northern Minnesota 2-8-2 No. 14. The locomotive was built in 1913 by Baldwin Locomotive Works and is one of the last remaining engines from Minnesota's once vast network of logging railroads. It was built for the Duluth & Northern Minnesota Railroad, owned by the Alger-Smith Lumber Co. D&NM's headquarters were at Knife River, midway between Duluth and Two Harbors along North Shore Scenic's current route. The engine was restored and pulled excursion trains on the railroad between 1992 and 1998. The museum hopes to have the engine repainted before winter. Work is also continuing at the museum shop to cosmetically restore Northern Pacific 2-6-2 No. 2435. Alco built the locomotive in 1907 at its Brooks Works at Dunkirk, N.Y. It is the last survivor of 150 examples of the Class T type, as NP categorized its 2-6-2 locomotives. The Class T engines were designed for use on the plains of Montana, North Dakota, and Minnesota. Using funds from donors, museum members and a Legacy Grant from the state of Minnesota, more than \$30,000 is being invested to remove asbestos, rebuild the cab, sandblast and repaint the engine, replace several appliances, and install cab equipment that has been in storage. No. 2435 made its final run in May 1954 after operating approximately 1,680,000 miles. Two months later it was selected for donation to the city of Duluth, and was placed on display at Duluth's Lake Superior Zoo (Fairmont Park) in July 1954. It was moved to the museum in 1977. For more information on the organizations, go to [www.lsrn.org](http://www.lsrn.org) and [www.northshorescenicrailroad.org](http://www.northshorescenicrailroad.org).

## Restored Great Northern Depot in Hutchinson, MN 6-15-2014 From Chuck Lavallee



### News on Member **John Cartwright** From Rick Krenseke

If you came to the Fair on Metro Transit, you can just look over the hill at the West End Market and see John Cartwright's Railroad Art booth facing the new history building. **John was awarded the Minnesota State Fair 2014 People's Choice Award for Best Customer Service.** As you can see in this picture, John is giving out more useful information as he talks with a Fair visitor. That's why he got this particular award.

Congratulations John  
(picture provided by Rick Krenseke)



## Fire on the UP Ayer Sub on watermelon Hill in Washington by Ted Curphey from TrainOrders.com.



Al Chione Slide



#156 Denver May 2014 RTubbesing

## Amtrak's Broken Builder. By Justin Franz \* The Flathead Beacon \* August 13, 2014.

WHITEFISH \* About an hour before dawn on a Friday morning, Amtrak's east bound Empire Builder crept into the station, already an hour and one minute late into its 2,206-mile journey from Seattle to Chicago. Under the glow of the yellow station lights, a handful of passengers hauled their luggage off the train while another group waited to climb aboard. In the minutes before the train pulled out of the station to continue its journey east, the sparse crowd had already dispersed and the platform, with the exception of a conductor and a woman looking for her lost bags, was empty. Eighty-five years after its debut as the Great Northern Railway's premier passenger service to the west, the Empire Builder is broken. Extreme freight congestion in the northern plains, particularly in North Dakota's Bakken region, has resulted in major delays for Amtrak's passenger service between Chicago and Seattle and Portland. Five years after the Empire Builder had some of Amtrak's best on-time performance rates, even outpacing Amtrak's high-speed Acela train between Boston and Washington, delays of three to five hours are now commonplace. It was even worse this winter, when the train was sometimes 12 hours late. In June, the westbound Empire Builder, train No. 7, stayed on schedule a scant 10 percent of the time. The eastbound train, No. 8, had a zero percent on-time rate. In hopes of addressing the delays, Amtrak modified the train's schedule in April. Now it travels through Northwest Montana earlier in the morning and later at night, much to the chagrin of area businesses that say the change has done little to help the Flathead Valley, especially during the busy summer tourism season. Passengers are also starting to notice the delays and are abandoning train travel in droves. Ridership on the Empire Builder from June 2013, when it moved 49,813 people, to June 2014 has dropped 19 percent. The decline comes just two years after the train had its best year ever, hauling more than 543,000 people in 2012, a 15.8 percent increase over the previous year. Meanwhile, the Empire Builder's decline comes as flights out of Glacier Park International Airport are up more than 12 percent. The situation on the train is, as National Association of Railroad Passengers (NARP) Montana representative Barry Green put it, "disheartening and disgusting." But it wasn't always this way. On June 11, 1929, the first Empire Builder departed Chicago with a train of luxury passenger cars that were, according to the Great Northern Railway Historical Society, "the last word in comfort, amenities and speed for their day." The train's name came from the Great Northern's founder, James J. Hill, who dedicated his life to building a railroad empire that still spans the continent today. The train crossed the country in a brisk 63 hours. In 1935, an added bit of luxury arrived when the train was outfitted with air-conditioned passenger cars. For more than four decades the train was the pride of the Great Northern, and Northwest Montana, especially the area around Glacier National Park, was among its most popular destinations. *In March 1970, the Great Northern merged with three other railroads to become Burlington Northern, later renamed BNSF Railway. The 1960s and 1970s were a trying time for America's railroads, especially those in the passenger business. With the growing popularity of commercial flights and an ever-expanding highway system, railroads were losing more and more passengers to planes and cars. In order to save intercity passenger service, Congress passed the Rail Passenger Service Act in 1970 that led to the creation of Amtrak, a private, for-profit railroad company owned and funded by the government. Amtrak ran its first trains on May 1, 1971, including the Empire Builder. As part of the deal to relieve freight companies of having to operate passenger trains, the railroads agreed to let Amtrak run its trains on their tracks. Amtrak had its fair share of growing pains and was the subject of numerous cuts as it tried to shed redundant routes in the 1970s and 1980s. Through it all, the Empire Builder survived.* In 2012, Amtrak boasted its biggest year ever, when it hauled 31.2 million passengers nationally, an increase of 49 percent since 2000. In 2013, Amtrak's ridership numbers increased again, moving 31.6 million passengers. While Amtrak was hauling more passengers, BNSF was starting to haul even more freight, particularly intermodal, grain and crude oil from North Dakota. The traffic increases created a railroad 'logjam,' wrote National Association of Railroad Passengers president and CEO Ross Capon in a letter to U.S. Secretary of Transportation Anthony Foxx in January. In that same letter asking Foxx to step in and find a solution, Capon accused BNSF of giving crude oil a 'priority over people.' "I think the increase



in (freight traffic) caught us all off guard," said Green, NARP's Montana passenger rail advocate and a locomotive engineer for 37 years. "There's just a lot of freight to move." The problems facing Amtrak were made even worse by a historically harsh winter in North Dakota and Montana that caused derailments and avalanches, which closed the rail line over Marias Pass. On the days the Empire Builder wasn't replaced with a bus, it sometimes ran 11 or 12 hours late. "All of those factors combined and created a perfect storm for the Empire Builder and it struggled," said Jim Brzezinski, Amtrak route director for the train. "When you go from being the number one on-time performance train on the entire system to being dead last, it's a shock." Yet NARP vice president Sean Jeans-Gail points to another reason why the Empire Builder and other Amtrak trains have been running late. In 2008, the Passenger Rail Investment and Improvement Act gave Amtrak the ability to penalize railroads if passenger trains were consistently late for two consecutive quarters because of freight-train congestion. The system appeared to be working and during the 2013 fiscal year, Amtrak trains were on schedule 85 percent of the time.

But in 2011, the Association of American Railroads sued the U.S. Department of Transportation, arguing that the new rule was illegal, in part, because Amtrak helped write it. In 2013, the U.S. Court of Appeals overturned the rule, saying that Amtrak is a private company and that it could not regulate other private companies. Since then, Amtrak's on-time, system-wide performance has dropped nearly 12 points. In June, the Supreme Court announced it would review the appellate court decision. The case is expected to be argued late this year or early next year. Amtrak spokesperson Marc Magliari said although Amtrak is not part of the lawsuit, it will be watching the case with interest. In hopes of improving the on-time performance of the Empire Builder, Amtrak changed its schedule to allow the train more time to travel from station to station. The new schedule has the train leaving Seattle and Portland three hours earlier going east. That means it arrives in Whitefish at 4:26 a.m., rather than its normal 7:26 a.m. The westbound run also arrives later, pulling into Whitefish just before 10:30 p.m., when it's on time. Brzezinski, the route director, said the changes were made so the Empire Builder can meet other trains in Chicago and passengers can make their connecting trips.

But the changes don't sit well with Dylan Boyle, director of the Whitefish Visitors and Convention Bureau. He said the visitor center has made a big push in recent years to encourage people to take the train to Whitefish, even offering a 20 percent discount during winter months to entice skiers and snowboarders to visit Whitefish Mountain Resort. The earlier and later arrivals make taking the train less convenient for visitors.

"Where can people go at 4:30 a.m. because there is nothing open at that hour," Boyle said, adding that the train station closes at 5 a.m. "It's not very welcoming to get off the train and find a dark town. That's not the experience we want for our visitors." Boyle, citing data from the University of Montana's Institute for Tourism and Recreational Research, said the consistent delays and inconvenient arrival and departure times have resulted in fewer people coming to Whitefish by train. According to the institute, 65,000 people arrived or departed on the Empire Builder in Whitefish in 2013. From January to May of this year, there have only been 20,000 riders and it's unclear if those numbers will catch up.

Christie Dunn, general manager of the Belton Chalet in West Glacier has seen a decline in guests coming from the train as well. She said in years past there would be a rush of guests at the front desk of the historic railroad hotel when the train arrived, sometimes requiring two staff members, but that hasn't happened this summer. Brzezinski said Amtrak understands that the new arrival times are inconvenient for communities in Northwest Montana and that they hope to return to the old schedule soon. When that might happen is unknown. One thing that is clear is that the old schedule will probably not return until after the construction season. This year, BNSF Railway is spending \$5 billion on infrastructure improvements across its 32,000-mile system, including \$1

billion on its line across the northern part of the country throughout Montana and North Dakota. BNSF spokesperson Matt Jones said the investment would help expand capacity so BNSF's rail lines through the region can handle the additional freight trains and, hopefully, keep Amtrak's Empire Builder on time. "There is a light at the end of the tunnel," Brzezinski said. "Things are improving, but we do have a long way to go." Brzezinski said the delays have resulted in a drop in customer satisfaction, but noted one area that hasn't been impacted: customer service. Brzezinski, who

manages the crews who work onboard the train, said despite this year's hardships riders have given Amtrak's employees on the Empire Builder high marks. Each Empire Builder train has an onboard crew of about 12 people, including sleeping car and coach attendants, kitchen staff and lounge car employees. Each crew works six days straight, or one round trip, and then has six days off. The delays, however, have meant many shifts run longer than normal. "These crews are tired but they are still delivering good, friendly service," Brzezinski said. Brzezinski said solid customer service would be the base of the Empire Builder's recovery, after that "we just need to get the train over the road." Boyle is also hopeful that the Empire Builder, a train with deep roots in Whitefish and Glacier National Park, can return to its former glory. "The railroad is iconic in Whitefish and being able to come here by train is a big part of our brand," he said. "I'm just worried we could lose that."



Great Northern Postwar consists Examples; Provided by a Recent Great Northern Railroad Historical Society (GNRHS) Publication



The 12-car streamliner, drawn by a two-unit Diesel locomotive, has a 45-hour schedule for the 2,211 mile run between Chicago and Seattle. Through a connecting train it also provides a 45-hour service between Chicago and Portland. Great Northern Artwork. Chuck Hatler Collection

## The Postwar Empire Builder



Two Great Trains, the Streamlined Empire Builder and Diesel-powered Oriental Limited were advertised in the August 1948 Great Northern Goat.

Chuck Hatler Collection



Empire Builder 1948

Great Northern Goat Feb 1948



Empire Builder along the shore Puget Sound,

Lee Pickett Photo, Stu Holmquist Collection



The New Empire Builder as seen in the March 1947 Great Northern Goat.

Chuck Hatler Collection



The New Empire Builder... For Finer Faster Travel as shown in the Feb. 1947 Great Northern Goat.

Chuck Hatler Collection





Wenatchee WA.

Hertz Photo-GN PR

### Eastbound Empire Builder

GN No. 2, Seattle to St. Paul, January 28-30, 1947

CB&Q No. 44, St. Paul to Chicago, January 30-31, 1947

This had been one of the last heavyweight consists assigned to the *Empire Builder* prior to inauguration of the Postwar *Empire Builder* February 3, 1947. GN 503, a new two-unit E7A locomotive built for the new Postwar *Empire Builder*, had been assigned for an eastbound run from Whitefish to St. Paul. GN 503 had also led the westbound *Fast Mail* from St. Paul to Whitefish, arriving that morning. Car Arthur A. Denny had been set out in Spokane following the overnight run from Seattle. GN 943 and Car General Merrill had been transferred during the Spokane stop from Portland to Spokane. SP&S No.2, Car Testout Rose had been transferred in Havre from Butte to Havre. GN No. 236, GN 55 and Car Testout Rose had been set out prior to departure from St. Paul for Chicago as an eastbound Burlington Route passenger train. Stu Holmquist collection.

GN 2517	Mountain 4-8-2 Steam Locomotive, Seattle to Skykomish
GN 5010 and GN 3	Class Y Electric Motor and Heater Car, Skykomish to Wenatchee
GN 2586	Northern 4-8-4 Steam Locomotive, Wenatchee to Whitefish
GN 503	Two-Unit E7A Locomotive, Whitefish to St. Paul
CB&Q 3000	Hudson 4-6-4 Steam locomotive, St. Paul to Chicago
GN 55	Railway Post Office-Storage Mail Car, Seattle to St. Paul
GN 451	Baggage-Express Car, Seattle to Chicago
GN 656	Dormitory-"Shorts" Coach: 42 Coach Seats, Seattle to Chicago
GN 947	Deluxe Coach: 58 Reclining Coach Seats, Seattle to Chicago
GN 943	Deluxe Coach: 58 Reclining Coach Seats, Portland to Chicago via Spokane
Pullman 4264	Tourist 16 Section Sleeping Car, Seattle to Chicago
GN 1048- Indiana	Dining Car: 36 Table Seats, Seattle to Chicago
Archibald Guthrie	Standard 6 Section-6 Double Bedroom Sleeping Car, Seattle to Chicago
General Custer	Standard 8 Section-2 Compartment-1 Drawing Room Sleeping Car, Seattle to Chicago
General Merrill	Standard 8 Section-2 Compartment-1 Drawing Room Sleeping Car, Portland to Chicago via Spokane
Testout Rose	Standard 12 Section-1 Drawing Room Sleeping car, Great Falls to St. Paul via Havre
Arthur A. Denny	Standard 8 Section-2 Compartment-1 Drawing Room Sleeping car, Seattle to Spokane
GN 1075-Cyrus H. Jenks	Buffet-Lounge-Solarium Car, Seattle to Chicago

### Westbound Postwar Empire Builder

CB&Q No. 49, Chicago to St. Paul, August 7, 1950

GN No. 1, St. Paul to Seattle, August 7-9, 1950

CB&Q 341 had been set out upon arrival in St. Paul Union Depot. Burlington Route had assigned this car in order to provide for "First Class" passengers en route from Chicago to the Twin Cities. Minneapolis "First Class" passengers rode in CB&Q 1194 for the short ride from St. Paul Union Depot to Minneapolis GN Station. SP&S 350 and SP&S 700 had been transferred in Spokane to SP&S Ry's Spokane to Portland *Empire Builder*.

CB&Q 9935A and 9935B	Two E7A Locomotives, Chicago to St. Paul
GN 351	Three-Unit F3 (Cab-Booster-Cab) Locomotive, St. Paul to Wenatchee
GN 5016 and GN 5	Class Y Electric Motor and Heater Car, Wenatchee to Skykomish
GN 500 and 501	Two E7A Locomotives, Skykomish to Seattle
GN 1108	Railway Post Office-Baggage Car, Chicago to Seattle
CB&Q 1114	Reclining Seats Coach, Chicago to Seattle
CB&Q 1132	Day-Nite Coach, Chicago to Seattle
CB&Q 1133	Day-Nite Coach, Chicago to Seattle
SP&S 350	Day-Nite Coach, Chicago to Portland Via Spokane
CB&Q 1144-Red Eagle Lake	CoffeeShop-Lounge-Dormitory Car, Chicago to Seattle
GN 1155-Lake Washington	Dining Car, Chicago to Seattle
CB&Q 1167-Cut Bank Pass	4 Section-8 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Seattle
CB&Q 1178-Sperry Glacier	16 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Seattle
CB&Q 1179-Siyeh Glacier	16 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Seattle
SP&S 700-Indian Pass	4 Section-8 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Portland via Spokane
CB&Q 341-Silver Chair	Parlor Car, Chicago to St. Paul
CB&Q 1194-Marias River	2 Double Bedroom-1 Drawing Room-Buffer-Lounge-Solarium Car, Chicago to Seattle

### Westbound Postwar Empire Builder

SP&S No. 1, Spokane to Portland, August 8-9, 1950

SP&S 350 and SP&S 700 had been transferred in Spokane from GN's westbound Postwar *Empire Builder*. This had been one of the few dates during the 1950 Summer Season that all of the cars assigned to a SP&S Ry's Postwar *Empire Builder* had been owned by the SP&S Ry. On most days, SP&S Ry's Postwar *Empire Builder* had been assigned a through Chicago-Portland via Spokane Day-Nite Coach and a through Chicago-Portland via Spokane Pass Series sleeping car that had been owned by Burlington Route or Great Northern.

SP&S 750	E7A Locomotive, Spokane to Portland
SP&S 75	Baggage-Dormitory Car, Spokane to Portland
SP&S 303	Reclining Seats Coach, Spokane to Portland
SP&S 350	Day-Nite Coach, Chicago to Portland via Spokane
SP&S 405	Dining-Lounge Car, Spokane to Portland
SP&S 700-Indian Pass	4 Section-8 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Portland via Spokane
SP&S 601-Mount St. Helens	6 Roomette-3 Double Bedroom-Buffer-Lounge Car, Spokane to Portland

# GN Oriental Limited and Western Star

**Westbound Postwar Oriental Limited**  
CB&Q No. 53, Chicago to St. Paul, August 7-8, 1950  
GN No. 3, St. Paul to Seattle, August 8-10, 1950

Prior to departure from St. Paul Union Depot, GN 65, GN 1042, and Cars General Leavenworth and Testout Rose had been added to this consist. Car Testout Rose had been transferred in Havre to GN No. 235, operated from Havre to Butte via Great Falls and Helena. CB&Q 4521 and Car General Merrill had been transferred in Spokane to SP&S No. 3, operated overnight to Portland. Car Gunsight Lake had been added to this *Oriental Limited's* overnight run to Seattle. GN 1915 and GN 1904 had been set out during the stop in Wenatchee.

CB&Q 9916A and 9916B Two E7A Locomotives, Chicago to St. Paul  
GN 353 Three-Unit F3 (Cab-Booster-Cab) Locomotive, St. Paul to Havre  
GN 352 Three-Unit F3 (Cab-Booster-Cab) Locomotive, Havre to Wenatchee  
GN 5010 and GN 4 Class Y Electric Motor and Heater Car, Wenatchee to Skykomish  
GN 260 Two-Unit F3 (Cab and Booster) Locomotive, Skykomish to Seattle  
GN 1915 Express Refrigerator Car, Chicago to Wenatchee  
GN 1904 Express Refrigerator Car, Chicago to Wenatchee  
GN 65 Railway Post Office-Express Car, St. Paul to Seattle  
GN 483 Baggage-Express Car, Chicago to Seattle  
GN 671 Dormitory Car, Chicago to Seattle  
CB&Q 4521 Reclining Seats "Shorts" Coach, Chicago to Seattle  
GN 942 Deluxe Coach, Chicago to Seattle  
GN 947 Deluxe Coach, Chicago to Seattle  
CB&Q 4800 Deluxe Coach, Chicago to Portland via Spokane  
Pullman 4278 Tourist 16 Section Sleeping Car, Chicago to Seattle  
GN 1044-Michigan Dining Car, Chicago to Seattle  
GN 1042-California Dining Car, St. Paul to Seattle  
General Merrill Standard 8 Section-2 Compartment-1 Drawing Room Sleeping Car, Chicago to Portland via Spokane  
Gunsight Lake Standard 10 Section-2 Compartment-1 Drawing Room Sleeping Car, Spokane to Seattle  
Alexander Griggs Standard 6 Section-6 Double Bedroom Sleeping Car, Chicago to Seattle  
McConnellville Standard 12 Section-1 Drawing Room Sleeping Car, Chicago to Seattle  
Elm Hill Modernized 12 Roomette-2 Single Bedroom-3 Double Bedroom Sleeping Car, Chicago to Seattle  
General Leavenworth Standard 8 Section-2 Compartment-1 Drawing Room Sleeping Car, St. Paul to Seattle  
Testout Rose Standard 12 Section-1 Drawing Room Sleeping Car, St. Paul to Great Falls via Havre  
GN 1071-Lord Strathcona Buffet-Lounge-Solarium Car, Chicago to Seattle

**SP&S No. 3, Spokane to Portland, August 9-10, 1950**

NYC 9020 and GN 2527 had been transferred in Spokane from GN's St. Paul to Seattle *Fast Mail*. CB&Q 4521 and Car General Merrill had also been transferred in Spokane from GN's Chicago to Seattle *Oriental Limited*. Tourist sleeping car passengers en route to Portland in the *Oriental Limited's* Tourist sleeping car had changed in Spokane to Pullman 4042, NP 1538 had been transferred in Pasco from NP's St. Paul to Seattle *Alaskan*. CB&Q 598, Pullman 3096 and NP Valley City had also been transferred in Pasco from NP's Chicago to Seattle *North Coast Limited*. Passengers in the sleeping cars occupied them in Portland Union Station until 7:30 AM, and breakfast had been available in Portland Union Station's restaurant.

SP&S 701 Northern 4-8-4 Steam Locomotive, Spokane to Portland  
NP 1538 Baggage-Express Car, St. Paul to Portland via Pasco  
NYC 9020 Storage Mail-Express Car, New York City to Portland via Chicago, Milwaukee, St. Paul, and Spokane  
GN 2527 Storage Mail-Express Box Car, Chicago to Portland via Milwaukee, St. Paul, and Spokane  
SP&S 68 Storage Mail Car, Spokane to Portland  
SP&S 45 Railway Post Office-Storage Mail Car, Spokane to Portland  
SP&S 69 Storage Mail Car, Spokane to Portland  
SP&S 53 Baggage-Express Car, Spokane to Portland  
SP&S 304 Reclining Seats Coach, Spokane to Portland  
CB&Q 4800 Deluxe Coach, Chicago to Portland via Spokane  
CB&Q 598 Reclining Seats Coach, Chicago to Portland via Pasco  
Pullman 3096 Tourist 14 Section Sleeping Car, Chicago to Portland via Pasco  
NP Valley City 8 Duplex Roomette-4 Double Bedroom-1 Compartment Sleeping Car, Chicago to Portland via Pasco  
Pullman 4042 Tourist 16 Section Sleeping Car, Spokane to Portland  
General Merrill Standard 8 Section-2 Compartment-1 Drawing Room Sleeping Car, Chicago to Portland via Spokane  
SP&S Mount Jefferson Standard 8 Section-2 Compartment-1 Drawing Room Sleeping Car, Spokane to Portland

## Western Star

**CB&Q No. 53, Chicago to St. Paul, July 14-15, 1951**  
**GN No. 3, St. Paul to Seattle, July 15-17, 1951**

During the St. Paul Union Depot morning stop, Burlington Route's locomotives had been replaced by GN's locomotives, and GN 304, GN 990, and GN 1185 had been added prior to departure. These three cars had been transferred in Havre to Butte via Great Falls and Helena GN No. 235. CB&Q 658 and CB&Q 673, two Standard sleeping cars, had been transferred in Shelby from Billings to Shelby via Great Falls GN No. 43, and they had been set out in Glacier Park Station upon arrival. This had been the last summer season during which these two through sleeping cars had been operated. GN 1135 and GN 1169 had been transferred in Spokane to Spokane to Portland SP&S No. 3. Prior to departure from Spokane, GN 2516 and GN 1187 had been added for this *Western Star's* overnight run from Spokane to Seattle.

CB&Q 9929A and 9929B Two E7A Locomotives, Chicago to St. Paul  
GN 355 Three-Unit F3 (Cab-Booster-Cab) Locomotive, St. Paul to Wenatchee  
GN 5010 and GN 3 Electric Motor and Heater Car, Wenatchee to Skykomish  
GN 500 and 501 Two E7A Locomotives, Skykomish to Seattle  
GN 2516 Express Box Car, Spokane to Seattle  
GN 269 Baggage-Express Car, Chicago to Seattle  
GN 304 Baggage-Express Car, St. Paul to Butte via Havre  
GN 990 Deluxe Reclining Seats Coach, St. Paul to Great Falls via Havre  
GN 1111 Reclining Seats Coach, Chicago to Seattle  
GN 1130 Day-Nite Coach, Chicago to Seattle  
GN 1122 Day-Nite Coach, Chicago to Seattle  
GN 1135 Day-Nite Coach, Chicago to Portland via Spokane  
GN 1144-Red Eagle Lake Coffee Shop-Dinette-Dormitory Car, Chicago to Seattle  
GN 1153-Lake Josephine Dining Car, Chicago to Seattle  
GN 1185-Paradise Glacier 16 Duplex Roomette-4 Double Bedroom Sleeping Car, St. Paul to Great Falls via Havre  
GN 1169-Swift Current Pass 4 Section-8 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Portland via Spokane  
GN 1187-Tahoma Glacier 16 Duplex Roomette-4 Double Bedroom Sleeping Car, Spokane to Seattle  
GN 1180-Stevens Pass 4 Section-8 Duplex Roomette-4 Double Bedroom Sleeping Car  
GN 1175-Oberlin Glacier 16 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Seattle  
GN 1177-Harrison Glacier 16 Duplex Roomette-4 Double Bedroom Sleeping Car, Chicago to Seattle  
CB&Q 658-Clover Colares 8 Section-5 Double Bedroom Sleeping Car, Shelby to Glacier Park Station en route from Omaha via Billings  
CB&Q 673-Pierre Chateau 6 Section-6 Double Bedroom Sleeping Car, Shelby to Glacier Park Station en route from Cody (Yellowstone Park) via Billings  
GN 1190-Mississippi River Sleeping-Buffet-Lounge-Observation Car, 2 Double Bedroom and a Drawing Room Chicago-Seattle

**SP&S No. 3**  
**Spokane to Portland, July 16-17, 1951**

GN 2518 and CMSP&P 914 had been transferred in Spokane from GN's westbound St. Paul to Seattle *Fast Mail*. GN 1135 and GN 1169 had also been transferred in Spokane from GN's westbound *Western Star*. SP&S 300, Pullman 3135 and CB&Q Savanna had been transferred in Pasco from NP's westbound Chicago to Seattle *North Coast Limited*. Passengers in the sleeping cars occupied them in Portland Union Station until 7:30 AM, and breakfast had been available in Portland Union Station's restaurant.



## Train Orders for Special Train Proviso to Council Bluffs (Provided by Gary Rumler) March 4, 1988

COPY ROB JCD RJC MSH (18) WHW  
DILL VHH RGG WBR RGG GAN  
GBS DAC JRS RGG ARP MLC  
GNT HED RCG GAW JAP ROM  
X WMT 3/1/88

March 4, 1988

W.R.Otter	Chicago	G.F.Maybee	Boone
J.J.Ligas	Chicago	R.O.Brownell	Boone
S.A.Munari-Austin	Chicago	W.H.Wagaman	Boone
J.H.Koch	West Chicago	A.J.Orseno	Cal Ave
J.E.Biebel	West Chicago	R.W.Laue	M-19A
T.L.Resch	West Chicago	L.Nicotera	CPT
S.Steward, Jr.	Cal Ave	G.E.Jack	CPT
D.S.Miller	Cal Ave	A.J.Schuh	Proviso

Arrange to operate special train occupied by Mr. R.H.McDonald and party for Spring Inspection Trip as follows:

Equipment: 401 F7  
403 F7

Minnesota (403) Ob end ahead  
Lake Michigan (410)  
Lake Bluff (413)  
Chicago (401) Ob end rear

Schedule:

dp Proviso	0700	April 19
dp Butler	1000	
dp Adams	1255	
dp Altoona	1540	
ar West Ave	1850	
dp West Ave	0700	April 20
dp St James	1035	
dp Sioux City	1510	
ar Co Bluffs	1710	
dp Co Bluffs	0700	April 21
dp Boone	1020	
dp Clinton	1325	
ar Proviso	1530	

Train must be spotted for occupancy at Proviso by 2000 on April 18.

Train must be serviced at all layover points.

R.E.Morris  
AVP-Operations Control  
MAR 7 1988

cc J.R.Wolfe	R.A.Jahnke	J.V.Jolley
J.A.Zito	A.H.Malecha	C.V.Miles
R.H.McDonald	C.J.Burger	G.L.Kotbe
D.L.Boger	R.L.Johnson	R.G.Doletina

COPY ROB JCD RJC MSH (18) DILL VHH RGG  
WBR RGG GAW JAP ROM X

March 4, 1988

W.R.Otter	Chicago	G.F.Maybee	Boone
J.J.Ligas	Chicago	R.O.Brownell	Boone
S.A.Munari-Austin	Chicago	W.H.Wagaman	Boone
J.H.Koch	West Chicago	A.J.Orseno	Cal Ave
J.E.Biebel	West Chicago	R.W.Laue	M-19A
T.L.Resch	West Chicago	L.Nicotera	CPT
S.Steward, Jr.	Cal Ave	G.E.Jack	CPT
D.S.Miller	Cal Ave	A.J.Schuh	Proviso

Arrange to operate special train occupied by Mr. R.D.Smith and party of Investors as follows:

Equipment: 400 F7  
402 F7

Lake Michigan (410)  
Lake Forest (412)  
Powder River (421) Kitchen rear  
400 Ob end rear

Schedule:

dp CPT	0930	April 13
dp Clinton	1205	
ar Shortline	1440	
dp Shortline	1740	
dp Mason City	2020	
ar S. St. Paul	2320	
dp S. St. Paul	0900	April 14
ps E. St. Paul	0925	
dp Altoona	1230	
dp Adams	1525	
dp Butler	1830	
ar CPT	2100	

Train should be spotted in CPT by 0900 on April 13.

Train should be turned and given any necessary service at Shortline on April 13, and completely serviced at S.St.Paul.

R.E.Morris  
AVP-Operations Control

cc J.R.Wolfe	A.H.Malecha	J.S.Pillow
J.A.Zito	J.V.Jolley	R.G.Doletina
R.D.Smith	C.V.Miles	
R.H.McDonald	C.J.Burger	
R.A.Jahnke	R.L.Johnson	

MAR 7 1988



## Special train: Proviso to Rapid City SD via Chadron NE (on the Cowboy Line) March 7 1988

COPY - ROB JCD RJC MEH DLS WHW DLL VHH RGK  
RCG GNT MLC HGG ARF GAW JAP TMM X  
WBR HDD WEM 3-7-88  
March 7, 1988 ADVISE NO. 2 OF 3-7-88 24

D.B. Carlisle	Chadron	W.K. Otter	Chicago
M.W. Lenzen	Chadron	J.J. Ligas	Chicago
G.H. Boeselager	Chadron	S.A. Munari-Austin	Chicago
J.H. Koch	West Chicago	G.F. Maybee	Boone
J.E. Biebel	West Chicago	R.O. Brownell	Boone
T.L. Resch	West Chicago	W.H. Wagaman	Boone
S. Steward, Jr.	Cal Ave	A.J. Orseno	Cal Ave
D.S. Miller	Cal Ave	R.W. Laue	M-19A
G.E. Jack	CPT	L. Nicotera	CPT
A.J. Schuh	Proviso		

Schedule for special train occupied by Mr. J.A. Zito and party scheduled to depart Proviso at 1530 on April 4, as covered in advice dated March 4, 1988, is changed and the following will govern:

Equipment:

400 F7	
410 F7b	
402 F7	
Minnesota	(403) 0b end rear
Lake Michigan	(410)
Lake Geneva	(411)
Chicago	(401) 0b end ahead
Fox River	(420) 0b end rear

Schedule:

dp Proviso	0630	April 4
dp Geneva	0700	
dp Clinton	0840	
dp Boone	1305	
ar Fremont	1625	
dp Fremont	1635	
ar Norfolk	1935	
dp Norfolk	0630	April 5
ar Long Pine	1200 CDT	
dp Long Pine	1105 MDT	
ar Chadron	1835	
dp Chadron	0700	April 6
ps Rapid City	1145	
ps Belle Fourche	1400	
ar Colony	1500	

MAR 8 1988

-2-

dp E Caballo Jct 0930 April 7  
dp Bill 1240  
ps Crandall 1450  
ar S Morrill 1610

Train must be spotted for occupancy at Proviso by 2000 on April 3.

Train may depart Geneva if party has boarded.

At Fremont on April 4, train will not depart until balance of party has boarded.

At Norfolk on April 4, train must be turned.

Train must be serviced at all layover points.

On Apr 6, party will depart for Colony on car Minnesota with Western Division power. Balance of train will deadhead from Chadron to E.Caballo Jct., where it will be occupied after travelling by highway from Colony the afternoon of Apr 6.

At S. Morrill on Apr 7, party will return to Chicago via company plane. Equipment will: deadhead in charge of attendants to Chicago via UP to Fremont. At Fremont, equipment will layover until April 12, when it will operate as a special at the direction of the Central Division to Clinton, and thence as a special to Cal. Ave.

R.E. Morris  
AVP-Operations Control

cc J.R. Wolfe A.H. Malecha  
J.A. Zito C.J. Burger  
J.M. Butler R.L. Johnson  
A.W. Peters J.V. Jolley  
R.H. McDonald C.V. Hiles  
D.L. Boger G.L. Kolbe  
R.A. Jahnke R.G. Doletina



### From Rick Krenske State Fair Royal American Passenger car

Here's one last picture from me taken at the Minnesota State Fair. It was cloudy out there but you can easily see the newly repainted Royal American passenger car and newly repainted caboose. There's no lettering on the caboose. They also have a newly repainted Royal American carnival trailer that looks real nice.



If you went to the Minnesota State Fair by bus, you will be entering the Fair under this beautifully restored streetcar arch. The only thing missing is the streetcars. Hey MSM, can we help?



## CP Sells SD Rail line: Railroad's new owners reassure S.D.

Old news

Pic by R Tubbesing

### Upgrades and continued service promised for east-west line (January 2014)

Written by [Peter Harriman](#) *ArgusLeader.com (Gannett INC)*

The sale of 660 miles of railroad from Tracy, Minn., to Rapid City comes with an assurance from the new owner that a fundamental shortcoming that plagued the past two owners won't threaten vital rail service for South Dakota shippers. The Canadian Pacific Railway is selling the line to Genesee & Wyoming Inc. of Darien, Conn., for about \$210 million. The sale is expected to close within six months. G&W operates short line and regional freight railroads in the U.S., Canada, Australia and Europe. The new South Dakota acquisition will be named the Rapid City, Pierre and Eastern Railroad. It will be shaped within the G&W model of strong local management, which makes G&W's acquisition of disparate, unconnected rail systems successful, G&W spokesman Michael Williams said. The Canadian Pacific bought the line as part of its acquisition of Cedar American Rail Holdings' Dakota, Minnesota and Eastern and Iowa, Chicago and Eastern railroads for \$1.48 billion. The sale was announced in 2007, and it received federal approval in 2008.

**-Not enough revenue for upkeep-** The DM&E, IC&E consortium was the nation's largest regional freight railroad, with annual revenue of \$340 million at the time of the sale to the Canadian Pacific. But according to Kevin Schieffer, former chief executive officer of the DM&E, even at that size, it did not generate enough revenue to pay for more than \$300 million in necessary infrastructure upgrades to track in South Dakota that was, in some cases, more than a century old. Without such improvements, the line gradually would fall apart, Schieffer said. Schieffer had hoped to make the railroad large enough to pay for the facilities upgrades by expanding it to Wyoming's Powder River Basin coalfields and hauling coal to Midwestern and Eastern utilities. But when he was unable to secure a federal loan for the project, he sold the line to the Canadian Pacific.

**-Promise not kept, governor complained-** At the time of the purchase, Canadian Pacific agreed to make capital improvements to its newly acquired DM&E track. However, last year, Gov. Dennis Daugaard protested to the federal Surface Transportation Board that Canadian Pacific had not made good on its promise. At the announcement of the Canadian Pacific sale to G&W, Daugaard said, "I am hopeful this sale to a short line operator is in the best interest of the state. With the recent decision from the Surface Transportation Board, I am hopeful that our questions about the Canadian Pacific's obligations to improve the line will be answered .... The line is too important to our state for our questions to go unanswered."

G&W's Williams points to national recognition the G&W received for railroad safety, and he said the company did its due diligence before purchasing the Canadian Pacific track across South Dakota to ensure it can operate its new railroad safely and efficiently. "This due diligence included a physical inspection of the track and structures as well as the operations and customer base," Williams said. "As the largest owner and operator of regional and short line railroads in North America, with a 115-year history, we have successfully completed multiple acquisitions similar to our proposed acquisition of the west end of the DM&E. We are excited about the opportunity that the RCP&E presents, and we look forward to working with all of the local communities, customers and other stakeholders to grow the existing business and bring our industry-leading safety program to the new operation."

**-Hopeful reaction with S.D. shippers-** Shippers are keeping their fingers crossed. Tom Kersting, CEO of South Dakota Soybean Processors in Volga, said the facility operates virtually 365 days a year, and on-time, reliable shipping is vital. But Kersting also said he is hopeful the new RCP&E will offer a more favorable rate structure customized to the needs of individual clients, such as Soybean Processors. "Class I railroads, like the Canadian Pacific, tend to have a one-size-fits-all rate structure," he said. South Dakota Secretary of Agriculture Lucas Lentsch hailed the sale of the South Dakota track to "a company that understands short line rail and managing those rails." He also is hopeful G&W will see infrastructure investment will drive future growth. "It is vitally important to have a successfully operating line in our state," he said. Access to grain cars has been a problem in the past in South Dakota, and Williams said the G&W is well placed to deal with that. "In addition to being very experienced with these issues around the country, we also plan to supplement the Class I grain car fleets with our own cars to further mitigate any concerns with equipment availability."

**-Plans to maintain access to rail centers-** On both the DM&E and Canadian Pacific, shippers had access to both the key rail center of Chicago and the Pacific port of Vancouver, Wash. Williams said such access will continue and expand, since the RCP&E has the ability to interchange with the Canadian Pacific, Union Pacific, BNSF and the Nebraska Northwestern Railroad. The new RCP&E is expected to generate about \$65 million in annual operating revenue. Whatever G&W's plans are for the new RCP&E, they won't include expanding to Wyoming. "CP has retained that right. It does not come with the sale, and we have no plans to do that," Williams said. The new railroad might look significantly different from its two predecessors. The Canadian Pacific maintained operations centers in Huron and Rapid City, and it operated across South Dakota with about 380 employees. The DM&E that preceded it not only had rail centers in Huron and Rapid City, it was headquartered in Sioux Falls and maintained about 125 jobs there that Canadian Pacific eliminated in 2010 and thereafter. At its height, the DM&E had about 1,000 employees overall. Williams said the RCP&E will have about 180 employees, with many of them coming from the Canadian Pacific's pool of employees. Operations center sites have been discussed by company officials, he said, but no sites have been announced.





**Rapid City, Pierre & Eastern #3421** A stop by Mid-America Car in KC, MO yielded shots of Genesee & Wyoming new shortline paint jobs. Picture by Andrew Koetz

RailFan Events (Thanks to Rick Krenske, Joe Stark)

<b>Twin City Model RR Club Flea Market (Fall Hobby Sale)</b>	Saturday September 13 2014 9 – 3 PM	State Fair Grounds Education Building St Paul Mn	Adults \$5 Children under 12 Free
<b>Greater Upper Midwest Train Show &amp; Sale</b>	Saturday November 22 2014 9 – 2 PM	Century College West Campus 3300 Century Ave N White Bear Lake MN	Adults \$5 Children under 12 Free
<b>Granite City Train Show</b>	Saturday November 15 2014 10:00 AM – 3:00 PM	National Guard Armory 1710 Veteran's Drive St Cloud MN	Adults \$6 Children under 10 Free
<b>Train Excursion, Minneapolis to Duluth ( powered by Milw #261)</b>	Saturday September 27 to Sunday September 28 2014	Departs Harrison St Minneapolis, 8:00AM Saturday, Returns to Minneapolis 5:30 PM on Sunday (requires overnight stay in Duluth)	Various Service Levels Tickets: Friends of #261 at <a href="http://261.com">261.com</a>

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