



NORTHSTAR NEWS



CGW F-units coming off the Robert St Bridge, past St Paul Union Depot. Greg Smith Collection from MN Railroads Facebook group.

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Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will be held **Saturday Oct 18, 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.

Program after the meeting –

Adventures on the TC&W Video by Roger Libra.

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

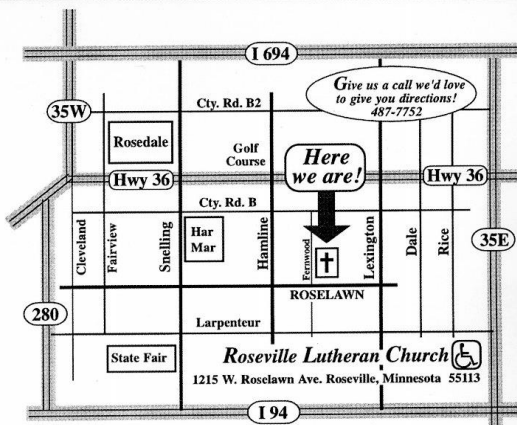
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Meeting Site

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:

This past month, Sadly, we have lost three prominent Railroad People in our area. Friends of the #261 and train riders will surely miss Judy Sandberg, a fixture and great lady on #261 trips.

We also have lost Doug Johnson of Richfield MN from Alzheimer's disease. Doug was a long time member and former officer of our organization.

On the Wisconsin side, Richard M. Hinebaugh (1921-2014) was one of the founders of the Mid-Continent Railway Museum.

See Obituaries below.

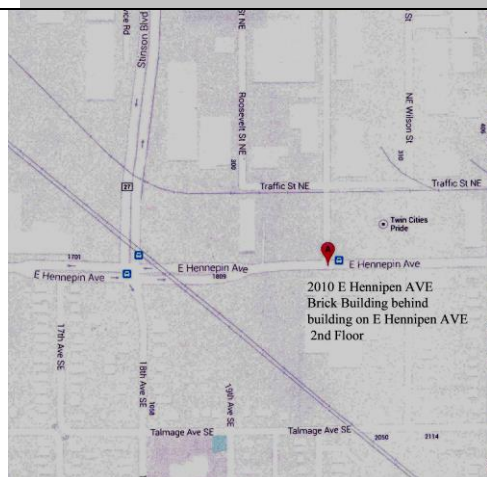
The Officers and our society wish to thank Carol Johnson, wife of Doug Johnson for the generous cash gift to our society in the name of Doug Johnson. Carol, It is greatly appreciated!!!

Challenges are still forthcoming to NRHS. Al Weber was seated as President at the fall conference. See Report below from our President H Martin Swan and letter from now president Al Weber.

Of note, Wednesday Oct 8 2014 President Swan called a Chapter BOD meeting. Many issues will be discussed and there will be a report in the next newsletter.

Membership renewal notices probably will be sent out in the Nov newsletter.

LIBRARY OPEN HOUSE



The Northstar Chapter NRHS Library will have an open house from 2pm to 4:30pm Saturday October 18, 2014. The library is at 2010 East Hennepin Avenue, the Central Research Building Room 226. (The Building behind the building fronted on Hennepin Ave) From the west take I-35W north to the Hennepin Ave exit and drive east just past Stinson Blvd. From the east take I-35W South / MN 36 West to Stinson Blvd. Turn left on Stinson to Hennepin Ave just under the railroad overpass, turn left. From either direction take the first driveway to enter the parking lot. We probably will have retired North Western / UP engineer Gary Rumler present showing some of his slides. Gary ran everything from local switch jobs to North Western's intercity passenger trains to piloting the UP 3985. At 4:30pm we will adjourn to Keys Restaurant at Lexington and Larpenteur. Drive straight east on Hennepin / Larpenteur to Lexington. Please join us as the Wednesday afternoon bull session will take place on a Saturday this time. There should be plenty of live action on the BNSF St. Paul Sub.

Obituaries

Doug Johnson Longtime Member of the Northstar Railroad Historical Society and former officer. Johnson, Douglas Wendell was born July 15, 1935 in Mankato, Minnesota to Bennett and Pearl Johnson. He passed away peacefully Sunday, September 28, 2014. Douglas was raised on a farm near Norseland, Minnesota, attended country grade school through 8th grade and graduated from St. Peter high school in 1953. He graduated from Gustavus Adolphus College in 1957 and while a senior, married Carol Hanson on December 28, 1956. He went on to the University of Minnesota and graduated in engineering in 1960. He was employed as a civil engineer for 10 years before joining 3M company in St. Paul for 35 years. He is survived by his wife Carol and their 5 children, Jeffrey, Jon, Eric, Elizabeth, and Naomi. He is also survived by 6 grandchildren and 2 brothers, Berland of Sacramento, CA and Dennis of Litchfield, MN. Funeral Service was held on Thursday, October 2, 2014 at 11:00 am with visitation 1 hour prior at Pilgrim Lutheran Church, Minneapolis. Private graveside service Norseland Lutheran Cemetery. In lieu of flowers, memorials can be sent to Pilgrim Lutheran Church, Minneapolis, Norseland Church, St. Peter and the Alzheimer's Association.



#261 by Jill Shuster Peterson



Refurbished Skytop –by Jill S Peterson



Around the Bend, Superior WI–
Brandon Smith



Crack #261 Crew by Brandon Smith



Judy Sandberg
1941 - 2014
Historic train
takes volunteer
on a
sentimental
journey.

Article by: JOY
POWELL, Star
Tribune:
September 27,
2014.

Old locomotive's trip to Duluth pays tribute to longtime volunteer Judy Sandberg was the backbone of the Friends of the 261, a nonprofit group that owns and operates a rebuilt steam locomotive and its fleet of historic cars. Sandberg volunteered daily for nearly 25 years for the Minneapolis-based group. As administrator, she handled most ticketing, marketing, and other advance work for excursions in the United States and Canada. She sold T-shirts and souvenirs and ran the concession car, too. She was, for many, the face of the Friends of the 261, which educates the public about Midwest railroading in its golden era. The restored train has been used not only by leisurely riders, but for weddings, presidential campaigns and movies, too. Sandberg, of Shoreview, died at home Sept. 17 after a yearlong fight with pancreatic cancer. She was 72. "She was a well-known, colorful figure in our little clique," said her husband of 52 years, Frank Sandberg. "You can't believe the e-mails, cards and stuff we're getting from all over the world. She's known internationally." Friday, volunteers finished readying No. 261 for a ride that Judy dearly wanted to join, and had helped arrange, a weekend excursion to Duluth to see autumn colors. The coal-fired locomotive was pulled up outside a shop off Harrison Street in northeast Minneapolis, with cars hooked up to carry 375 passengers plus 70 volunteer crew members. Several spoke of how much they'd miss Judy Sandberg. One was volunteer Don Crimmin, a retired Amtrak trainmaster from Chicago. "In our hearts", he started to say, with Sandberg's daughter, Cathie Walker, finishing the sentence: "she's on board." Pioneers in rail preservation, Frank and Judy Sandberg became founding members in 1963 of the Minnesota Transportation Museum. In the 1970s, they were instrumental in creating the Tourist Railway Association, which united recreational railroads for mutual support. The couple also helped establish and build the Como-Harriet Streetcar line in the late 1960s and early 1970s. They were crew members on its debut run in August 1971. As for the world-famous No. 261, Judy Sandberg and eight members of her family have volunteered as it has chugged more than 60,000 miles in 22 states since 1993. "She thought it was the most wonderful thing in the world, very satisfying and that all of us would have the same interest," Frank Sandberg said of the family's shared passion. His father, Frank Sandberg Sr., was a locomotive engineer for the Milwaukee Road for 52 years, until 1970, and often ran the 261. Judy and Frank's son, Steven Sandberg, was the primary consultant for a team that rebuilt the locomotive after it was moved from a railroad museum in Green Bay in 1991. Known for taking no guff, Judy Sandberg reigned over the concession car, a converted 1950s art-deco baggage car. With public safety at stake, she mastered "a very fine balance between being social and no-nonsense", Walker said. "She was the heart and soul of what really made it work; Steve just runs the engine," Walker said with a laugh. Judy met Frank as they sang in the Roosevelt High School choir. They married in 1962, had a daughter and son, and traveled the world. Frank Sandberg's love of railroading became one for Judy. Friday, in the tiny train bedroom where Frank Sandberg slept, he carefully placed atop a bureau a small mahogany box engraved with an Irish blessing their granddaughter used to sing. The box holds his wife's ashes. It was Judy's last ride. Joy Powell * 612-673-7750.



Mid-Continent Railway Museum September 26 at 12:33pm · Provided by Chuck Lavallee

We are saddened to learn of the passing of **Richard M. Hinebaugh** (1921-2014). Hinebaugh was one of the founders of Mid-Continent Railway Museum in 1959 and would later go on to found the Kettle Moraine Scenic Railway (1972-2001) at North Lake, WI. His efforts produced an indelible mark upon our organization as well as the larger rail preservation community. In the words of John Risley, a Mid-Continent volunteer, "He was quite a guy and was a mover and a shaker. He knew how to make things happen... A young person hanging around Richard received an education you could get nowhere else."

NRHS Report From President H Martin Swan

As reported at the Northstar Chapter, NRHS meeting Saturday Sept 20th, Al Weber is now the President of the NRHS, Greg Molloy has stepped down per the Nationals Bylaws which state that the new President takes office 14 days after he has been notified that he has won.. The proposed amendments to the Bylaws were defeated.

The result, after hours of study and discussions about the proposed new Bylaws as a worst case scenario, with just a little consideration given to what might have at the time as what was thought to be the best case scenario ie Bylaws failed to pass but Greg still in charge, a totally different and unexpected happenstance occurred when Al took became the President at yesterday's meeting.

The result is that Al Weber is now the President of the NRHS, with the current Board of Directors still in place. As a point of information, the National's Bylaws in regard to the President does not extend to the members of the BOD. The Bylaws clearly state that newly elected member of the BOD will be seated at an organizational meeting called for either Oct or Nov. As a result, John Goodman is still not a seated National Director, if the same rule had applied to the BOD I would have had to remove John from our BOD as our Bylaws state that he cannot be a Representative and a member of the BOD at the same time. . H. Martin Swan still President of the Northstar Chapter, NRHS

NRHS President Al Weber's Response to Members of the NRHS BOD

On Sunday, September 21, 2014 6:10 AM, Al Weber <aweber@rebew.com> wrote: to Current NRHS BOD,
I would like to thank all of you for your hard work that you do for the NRHS. I really want to thank the New Business Model Committee. I want all of you to re-read the documents that the presented. We NEED to make many if not MOST of the changes they presented. I have had many comments from members and I know that many of you have had also. Get those members off of "you should do this" and get them to help. In most cases all it takes is asking them nicely. Get out and dust off the Please and Thank you. They go a long way to getting members to help. It was a good but very long meeting but I think we all did our best for the future of the Society. In the coming days I will be Working with you to overcome our current troubles. Many of you have already ask what can I do to help and I appreciate that very much. I will try to keep you informed of the things that are going on. If you ever feel that you are being left out PLEASE contact me. You all have my email (best way to contact). My cell is 63657 75636 same forward as backward (you knew I was always a little backward) and my mailing address is;
Al Weber 18 Mill Spring Court Saint Peters, MO 63376-7022

C&O Steam Engine To Be Restored From *Turntable Times* April-May-June 2014 Roanoke Chapter NRHS

The B&O Museum of Baltimore, MD, Western Maryland Scenic Railroad and WMSR Foundation are going full steam with even more exciting news of rail preservation! The transfer of C&O steam locomotive 1309 (2-6-6-2) to the Western Maryland Scenic Railroad of Cumberland, MD will be an incredible milestone for steam operations in the USA! With this transfer, the B&O Railroad Museum and Western Maryland Scenic Railroad will be preserving steam locomotive history for generations to come. As one of the largest steam locomotives in the USA, this locomotive will be restored to its former glory and will be in operation on the Western Maryland Scenic Railroad. The Baldwin Locomotive Works built No.1309 in September of 1949 as its last commercially built steam locomotive for use by a railroad in the USA. C&O steam locomotive No.1309 arrived at the B&O Museum in 1972 and has been preserved and displayed for generations of families to enjoy. On May 6, 2014, Western Maryland Scenic Railroad announced transfer of No.1309 for restoration and operation. Courtney B. Wilson, Director of the B&O Railroad Museum said "This historic agreement is a win-win for railroad preservation. It ensures the long-term preservation and restoration of an important steam Locomotive which is central to our mission." Mark Farris, President of the Western Maryland Scenic Railroad Board of Directors said "With the full support of the Board of Directors, the continued efforts of the executive directors, staff and employees of the WMSR have allowed for the growth and prosperity of our wonderful tourist attraction in Western Maryland. These efforts have provided the resources to give the WMSR the opportunity to acquire locomotive 1309, restore it, and place it back into service in a wonderful mountainous setting where thousands of people can enjoy the sights and sounds of a bygone era." The locomotive has been moved to the B&O Railroad Museum's restoration facility in preparation for shipment to the Western Maryland Scenic Railroad shops. Once this is complete, the locomotive will travel by rail on specialized flat cars pulled by CSX. (Western Maryland Scenic Railroad Foundation) www.movingfullsteamahead.com/

From John Goodman Subject: RE: Empire Builder Woes: Opinion from my Amtrak contact _____

"One final thought. From the Paul Reistrup era, Amtrak should put the following disclaimer into any lengthen schedule of 7 & 8: NOTE- The above schedule is considerably slower than BNSF Railway & CP Railway are required to provide under its contract with Amtrak. However while work continues to overcome track capacity issues due to an increase of freight traffic, faster schedules are impossible to achieve at this time.

Let's not be complaint in the fact that BNSF may try to make the longer schedule permanent."

Additional comments to the conversation from my Amtrak contact on the Hi-Line:

"As I have mentioned to you before, 7 does relatively well detouring on the KO from Fargo to Minot. 8 runs the normal route through Grand Forks and it's not pretty. The KO is CTC with long sidings. While BNSF is working on the Devils Lake and Hillsboro sub, it is ABS with limited sidings. BNSF is doing directional running with eastward traffic going via Grand Forks and westbound on the KO. So until all the improvement are made to the Devils Lake sub, Amtrak should either run both trains on the KO and since the State of North Dakota paid to fix the bridge at Churches Ferry, BNSF should limit traffic via the Devils Lake sub to local traffic and Amtrak." Also, the BNSF and Amtrak will reverse their directional running on about October 12th.

Editorial from the St Paul Pioneer Press. Our railroad advantage. From Rick Krenske

From its formative years, trains have rumbled through St. Paul, driving commerce. They still do, to our economic benefit. For some, however, the 'rumble' is just the beginning of concerns about a rail yard expansion. There always will be tradeoffs, said Matt Kramer, president of the St. Paul Area Chamber of Commerce, but St. Paul's position as a rail hub gives us an advantage in the Upper Midwest that few other towns have. For all the talk of regionalism, St. Paul remains a distinctive city from its twin across the river, one that should take seriously its heritage as a railroad center, as well as the lines continued place in our business infrastructure. Three railroads, the Canadian Pacific, Union Pacific and Burlington Northern/Santa Fe, converge here. They maintain yards, employ workers and make investments. An enterprise that's 'happening in St. Paul, not Minneapolis,' Kramer notes. The lines investments build on the economic development we have, Kramer said, and provide a competitive advantage for businesses in the east metro that rely on rail. Because that efficient, reliable transportation is here, so are key industries and manufacturers. The lines investments now mean that east metro businesses will continue to be competitive for years to come, Kramer said. At issue is Canadian Pacific's plan to expand its switching yard near Pigs Eye Lake. It involves filling about 6 acres of wetlands, removing about 4 wooded acres and extending six tracks more than a half mile, the Pioneer Press reported earlier this month. News reports about St. Paul backing down in the face of the company's challenge were 'a little unfair,' City Attorney Sara Grewing told us. St. Paul will argue that "we reserve our police powers here," she said, to enforce fire, building and other codes "as they build this large project." But "we concede the reality of federal law," Grewing said, "the 'pre-emption' that amounts to keeping railroads from dealing with different regulations in every community they go through." St. Paul, however, "should be able to control its own destiny, when it comes to such issues", Grewing said, arguing that the case highlights the need for change in federal legislation. The project, she said, raises concerns about everything from hazardous materials to the impact on wetlands and aquatic life. The future should involve figuring out a way to have 'a local voice at the table.' In media reports, City Council President Kathy Lantry has likened railroads and their latitude to that of 'a sovereign nation.' She began working about four years ago with residents of the nearby Highwood neighborhood, which she represents, on increasing complaints about railroad noise. In addition to the environmental impacts to an area with some of the most protective zoning in the city of St. Paul, Tom Dimond, a Highwood resident and former City Council member, maintains that Canadian Pacific is shifting traffic from other areas on its system to increase its profits. A Calgary-based spokeswoman for Canadian Pacific told us the St. Paul yard is part of a critical transportation corridor, and that the expansion project will help ensure it has the capacity to meet the needs of the U.S. economy in future years. The company believes the expansion will make train operations more efficient and reduce congestion, idling and noise related to switching operations. The company's statement notes its commitment to regulatory requirements, to undertaking this project in a fashion that minimizes environmental and community impacts and to engaging with members of the community on the changes. Canadian Pacific started this process with what it called a 'spirit of cooperation,' Grewing said. "We really hope that they would figure out a way to come back to the table in that spirit of cooperation." Meanwhile, the expansion compromises the goal to create more access to the river under the Great River Passage master plan, said Patrick Seeb, executive director of the St. Paul Riverfront Corp. He also acknowledges the natural tension that is occurring as St. Paul and the region continue to grow. In that environment, we're constantly in "all or nothing" arguments, Kramer said, "that somehow one side trumps the other." In the debate, trade-offs are to be expected, in particular when they involve economic advantages that set us apart. Let's not fall into this 'one way or the other' trap, Kramer told us. "That's not productive." Indeed.

The HHP-8 is almost extinct at Amtrak From John Goodman

7 Sep 2014 20:14:42 +0000 from John Goodman Subject: [A_A] The HHP-8 is almost extinct at Amtrak

As of now there are three serviceable and active Bombardier HHP-8 electric locomotives on the Amtrak roster.

Tonight, two are going to the Wilmington Motor Shop to be parked, out of service. One left...and with the HHP-8's MTBF of just a few days, it may not be long before they are all in dead line. They didn't even reach their fifteenth birthday, which is far short of the lifetime for electric locomotives. HHP-8 Amtrak Loco from Railnet.com pictures



HHP8 New Rochelle Station



Train 93 into Trenton NJ



Philadelphia, Pennsylvania ,June 02, 2010



Shaws Cove New London CT April 8 2008



at Perryville MD



MARC Seabrook MD Feb 5 2010Wikipedia: Typical

Equipment on the Northeast Regional trains today consist of either the HHP-8 or [AEM-7](#) locomotive and [Amfleet](#) I stainless steel passenger coaches. They operate at a top speed of 125 mph (201 km/h). Today the HHP-8 also hauls long distance services on the Northeast Corridor up to a top speed of 110 mph (177 km/h). The only Acela branded trains offered by Amtrak today are the 150 mph (240 km/h) Business Class and First Class only [Acela Express](#). Amtrak operates a total of 15 HHP-8s and MARC owns 6.

Train derails on Canada's border with ND, Minn.

No leaks or injuries

The Associated Press POSTED: 08/26/2014 04:27:45 PM CDT |



WILLISTON, N.D. (AP) — The Royal Canadian Mounted Police say a Burlington Northern Santa Fe train carrying unscented propane derailed near Canada's border with Minnesota and North Dakota early Tuesday. Manitoba RCMP media relations officer Tara Seel says the RCMP responded to a train derailment in Emerson at about 7:30 a.m. Tuesday. She adds no leaks have been detected and there were no injuries. Seel says the train was carrying unscented propane, prompting the evacuation of approximately 40 people who lived within 110 yards of the site. RCMP says the train crossed into Canada from Minnesota. Andrew Kirking is the emergency manager of Pembina County on the North Dakota side of the border. He says the train derailed about 100 yards into Canada but did not affect the nearby North Dakota town of Pembina.

On the record with Amtrak Chairman Anthony Coscia

On Tuesday, September 9, 2014 5:04 PM, "From [Robert Moen](#)" <Robert.Moen@metrotransit.org> wrote: **Amtrak Article**

By [Angela Cotey](#), senior associate editor

Progressive Railroading recently checked in with Amtrak Chairman Anthony Coscia to hear his thoughts on Amtrak's "operate-like-a-business" mantra, [as we reported in our August cover story](#). During the discussion, Coscia also provided his thoughts on the evolution of Amtrak and intercity passenger rail in general, as well as why he believes Amtrak is poised for financial improvement and ridership growth. His lightly edited responses follow.

How has Amtrak evolved during the four years you have served on the board?

I feel very fortunate because I think — and this is true of myself and a fairly significant number of board members — we came to Amtrak at a time when there is substantial opportunity in the marketplace. The exciting thing about passenger rail today is that Amtrak is a company in the business of selling a service that is in great demand. In Amtrak's history, there have been times when a great deal of effort has been necessary to convince people that passenger rail is important and plays a vital role in the nation's transportation system. My predecessors have had to convince people of that proposition because they've needed support — sometimes on a monthly basis — to sustain themselves. Everybody gets that now. And in fact, I think the public even got there before Amtrak did, in the sense that we believe that demand outstrips our capacity.

When you think about all the effort that went into operating passenger rail the past three or four decades, we will now see the benefit of that system being kept in place at a national level. So now our job is to take that opportunity and develop that system in a way that creates passenger-rail alternatives for a large cross section of the American public, and I think we can do it in a way that is wrapped around a sustainable business from a financial standpoint. It's important for us to find a financial structure we know can last and represents a very efficient use of financial resources, and advances the kind of service we provide to customers.

What prompted Amtrak to implement a new strategic plan and place more of a business focus on the organization?

When I got here in 2010, [Amtrak President and Chief Executive Officer] Joe Boardman had done a phenomenal amount of work and incredible job dealing with a lot of the fundamental issues in the company that needed attention. He focused on providing a very strong culture of safety, getting people thinking about the day-in, day-out attentiveness to operating details in the company, and a lot of that was turning around a culture that had been allowed to grow within the company for a long time. We felt as though this was the perfect time for us to introduce the kind of financial reforms within the company that would make it a much stronger operating business in terms of financial performance and, as a result, put us in a better position to take care of customers. We took a look at our business and said, "What business is Amtrak in?" Amtrak is the intercity passenger-rail business — it connects cities. So Amtrak's real value is that it provides a service that supports a national transportation system and can connect cities, whether it's New York and Washington, or Washington and Philadelphia, New York and D.C., Chicago and Milwaukee, or cities on the West Coast or in the Southwest. And that's becoming increasingly important, with the patterns that people have adopted, the reemergence of cities across the country, the fact that a younger group of travelers are more interested in mass transit alternatives, the fact that the aviation system — particularly for trips less than 500 miles — has become a less-efficient mode to travel. So we've gotten very attentive to how do we create city pairs, how do we charge prices that we think people will be willing to pay, how do we come up with the right way to price the service. We're not done by any stretch of the imagination, but the results so far are incredibly compelling, when you consider the fact that in 2010 — which is when we started this conversation — our operating subsidy was \$565 million and in 2014 it was \$340 million. My hope and expectation is that in FY2015, that number will be even lower. That's a significant shift in operating results. If this were a business, this would be a company that is viewed as one that has found its stride and is operating in a way that represents a significant improvement, and we have seen improvement across the board.

Generally speaking, how do you think Amtrak is being viewed on Capitol Hill these days?

The best way for us to convince those in Congress who have some skepticism about Amtrak is to do our job well. So if we properly use the resources we're given every year, if we run the business more efficiently, if we reduce our operating subsidy, if we ever get lucky enough to get the capital investment we need and spend it in a way that produces strong results, I think we'll turn around even those who have the strongest negative views about Amtrak. I feel it's very important for us not to focus on trying to convince people that Amtrak needs their help because our situation is dire, but rather convince them that we deserve their help because we are running a good company and it's an investment that is very much in the public's interest. If this were the private sector ... investors are attracted to companies that are well run and use their money well. Not to those companies that say, "Gee, we can't figure out how to run our business, can you give us money?" Amtrak has to think of itself as a business, and a business that is convincing stakeholders and investors that it's doing a good job. I'm hopeful as we continue to show operating improvement, do a really good job of connecting city pairs, give customers a positive experience and continue to improve our financial results, Congress will say this is a good investment. We hope to get to a point where we need virtually no operating subsidy because we want Congress

to consider more capital investment in the system. We're using assets that in some cases are over 100 years old. Our argument to Congress is that we're going to work incredibly hard to convince you that when you give us money, we will spend it well and won't waste it. We know we have work to do to get better, but I think over the last several years, we have made incredible progress in that regard.

How is Amtrak's current strategic plan different from strategic plans from the past? And why do you think the changes being made right now will stick?

It's always easier to sell a product when there are people out there who want the product. In many ways, what the American public wants has changed; the typical teenage kid doesn't run to the DMV on his or her birthday. There are a lot of young riders, business travelers, leisure travelers, riders of all different ages and income brackets, and it's up to us to find products we can sell to them and provide it on an affordable and sustainable basis. The biggest change is the operating environment. So now, we've organized the company in a way that we can tell how much money we're making, how much money we're losing, how we look at the way we allocate resources. All these things had not been attended to as carefully in the past.

What are Amtrak's major initiatives heading into FY2015?

No. 1 on the list is improve operating performance. We want to see stronger on time performance, we want to see more of our routes generate more positive income. We also begun to look very closely at the various stations we own or operate or are a part of, and how we can create transit oriented development opportunities around them. Amtrak is a major owner of real estate interests in places like New York City, Chicago, Philadelphia, Boston and D.C. We've begun TOD efforts to look at how to integrate what we do around stations with how we upgrade them, provide better amenities and make some money that Amtrak could then use to invest in the railroad itself. And finally, we hope to make progress on the development of substantial investment in the Northeast Corridor, including the fact that we're going to the market and producing a new replacement for Acela. In the 2017-2018 timeframe, we'll be able to provide significant expanded capacity and improve service on the NEC. We're hoping that in 2015, we can make significant progress on advancing the Gateway program that will alleviate the single biggest bottleneck in the rail infrastructure by building capacity under the Hudson River into New York City.

***Rail-Volution Conference in the Twin Cities* __Provided by Rick Krenske**

From the TRAINS Newswire: Northstar commuter train makes first visit to restored St. Paul Union Depot.

By Steve Glischinski Published: September 22, 2014



NS Commuter at SPUD –Bob Ball Photo



GN Hustle Muscle SPUD –Bob Ball photo



NS By MTM's Jackson St –Nick Benson Photo

ST. PAUL, Minn. * The recent St. Paul Union Depot reconstruction was completed with both long distance Amtrak trains and commuter rail service in mind. While there are not any immediate plans to run commuter service out of the station, the depot saw its first commuter train Sunday when a Northstar train made a special trip to the depot from Minneapolis. Northstar trains provide regular commuter service on a 40-mile route between Minneapolis and Big Lake, Minn., over BNSF Railway. The commuter train was brought to St. Paul as part of the 'Rail~Volution' conference being held in the Twin Cities. The conference includes top administrators from the Boston, Dallas, and Denver public transit systems, and some 600 assorted politicians and planners. After an opening reception in the Union Depot waiting room, the three-car Northstar train took conference-goers to Target Field Station in Minneapolis, concluding the first of four days of transit trips, discussions and workshops.

Rail~Volution is a conference of citizen activists, developers, business leaders, planners, local elected officials, transit operators, government officials and other focusing on transit. The conference includes a trade show, workshops, and networking. The conference, which is celebrating its 20th year, will be based at the Hyatt Regency Hotel in Minneapolis, but mobile workshops will draw more than 1,400 attendees to sites across the metro area. It ran through Sept. 24.

Also visiting the depot over the weekend was the Great Northern No. 400, the first production SD45 built by EMD in 1966 owned by the Great Northern Railway Historical Society; Great Northern Empire Builder coach No. 1213, and Soo Line wide vision caboose No. 31, both owned by the Minnesota Transportation Museum. All three pieces of equipment are normally displayed at MTM Jackson Street Roundhouse museum in St. Paul.

St. Paul Union Depot releasing restoration video. Published: September 23, 2014. _-From Rick Krenske

ST. PAUL, Minn. – The Ramsey County Regional Railroad Authority is offering an online release of the video “Back on Track: The Rebirth of St. Paul’s Union Depot.” The video made its debut last week during special screenings at the depot, and now will be offered on line.

The film offers a detailed account of the 23-month restoration of the depot as told by those who were part of the project. The video includes stories of meticulous efforts to uncover original finishes, repair skylights covered with tar during World War II, installing new track, moving a historic stairway, and bringing marble and terrazzo floors back to their 1920s appearance. Passenger rail service was an important driver for

the renovation of Union Depot's concourse and waiting room from vacant building to restored multimodal transportation hub. Amtrak passengers, employees and trains appear in the last video chapter. Links to the video on can be found on Union Depot's Twitter and Facebook accounts. The authority is working on an upload of the complete video. When complete, it will appear on the YouTube playlist <http://www.youtube.com/playlist?list=PLMVpBjXUcBQa8zpAveNdDQJZx8bBUlan3>

CP's Luxury Royal Canadian Pacific visits the Twin Cities Aug 28, 29th

Photos by Jeff Terry (Thanks Jeff!)



Classic F-unit A-B-A power



WB By Division St St Paul



Across the river in Rockford MN



Engines by Childs Rd in St Paul

St Paul Union Depot, Rail history was the ticket –from rick Krenske

Sun, Sep 21, 2014 2:53:58 PM At Union Depot, railway history was the ticket.

Article by: JOY POWELL , Star Tribune: September 20, 2014.

Union Depot celebrates railway history with vintage displays, a movie and author lectures..Pat Flahaven was among train buffs, the nostalgic and those simply curious who were following a local author on a tour of the St. Paul Union Depot on Saturday amid a celebration of railway history. As author John Diers pointed out where the ticket window and a restaurant once operated, and where the gate signs and where a bank of pay phones once stood, Flahaven, 70, recalled exactly how they looked. His father and uncle were conductors and he used to ride the Great Northern as a boy. "I have a lot of good memories of the depot itself," said Flahaven, who was Minnesota's secretary of the Senate for 36 years, until 2009. His father was a conductor on the Great Northern's Red River streamliner, which began running from St. Paul to Grand Forks, N.D., in 1950, said Flahaven, of the Great Northern Railway Historical Society. He expressed gratitude for the 'beautiful' depot restoration by the Ramsey County Regional Railroad Authority. "This is now a hub for modern-day travel," Flahaven said of the station, served by Amtrak trains, Metro Transit light rail, and intercity buses. From Flahaven to retired Great Northern conductor Gary Nelson to toddler Colten Just, throngs turned out Saturday for a celebration of railway history at the newly reopened East Metro transit hub. "What you are seeing here is a historic landmark that's been brought back to life," said Dick Mullen of the Minnesota Transportation Museum. His grandfather was a conductor and he, too, saw much of the countryside from a train as a boy. Mullen, 73, said he saw how the railroads enabled people, and scattered farm communities, to connect. 'Lifeline to America' With trains running since 1862 in Minnesota, seven out of 10 communities were built along the tracks, Mullen said. "It was a lifeline to America," Mullen said. He was there to help show visitors a classic locomotive, coach car and caboose on loan from the Great Northern Railway's historic Jackson Street Roundhouse, a former steam engine maintenance facility. The Hustle Muscle is a 400 locomotive that went into service in 1966. Also there: a Great Line 56-passenger coach and the Soo 31, a 1968 caboose. Diers is a local historian and author of a 2013 book, 'St. Paul Union Depot.' Also on hand was author Bill Schrankler, who used to come to Union Depot as a boy. He spoke about his recent book, 'Shadows of Time, Minnesota's Surviving Railroad Depots.' Depots provided a nexus for the towns, with people coming and going, mail and newspapers delivered, and farm products being sent out, Schrankler said. Telegraph operators were often located in depots, providing instant communication. There are 250 to 300 passenger depots scattered all over Minnesota, including on farms. Many are disappearing. Six still provide service, he said. His mother and maternal grandmother came to Minnesota on orphan trains. Between 1854 and 1929, thousands of children were put on the trains, mostly in New York City, and shipped to adoptive families around the country. Schrankler's mother arrived as an 18-month-old at a small station in Madelia, Minn., where he'd later visit his adoptive grandparents. That station and a radio show he'd listen to about Grand Central Station ignited his lifelong love of depots. They represent more than brick and mortar, he said. "It's the stories that are connected with them," Schrankler said, "and what they meant to our state, our country." Saturday's events included a public screening of a documentary by Greg Ellis, 'Back on Track: The Rebirth of St. Paul's Union Depot.' Joy Powell * 612-673-7750.

#261 to Duluth -September 27 and 28 2014 #261 to Duluth By R Tubbesing

Saturday Sept 27. The Weather was perfect for the weekend trip to Duluth, but a little somber since Judy Sandbergs's passing, but she was with us in spirit on this trip. After Boarding at Harrison St, our 12 car train consisted of the tool car, 3 coaches, the concession Baggage car, 2 first class lounge cars, the Lamberts point Observation car, the ex Milw Superdome, the Iowa Pacific ex GN Great Dome 'Prairie View' and (the fantastically refurbished interior with much of the work done by Justin Young) classic Milw Sky top observation car that once ran on the Twin cities Hiawatha. We left on time and wound our way past a usual congested BNSF Northtown yard, headed up to Coon Creek Jct and onto the Hinckley sub. It was clear running at 40 to 50mph to Cambridge where we passed a SB UP manifest with lots of lumber (mostly from Canada I presume). We then headed toward Hinckley were passed a SB BNSF Manifest, then onto Sandstone and across the high Kettle River Trestle, past Askov, Kerrick and Bruno to Nickerson (with a few speed restrictions) to Nickerson Siding and passed another BNSF SB freight. Then we turned East to the Wisconsin border to Foxboro siding where we went into the siding with a CP manifest led by a UP unit and two ex DM&E units, which was too long for the siding, so we had to wait for the manifest to clear the north switch so we could continue on our trip to Superior and Duluth. We headed to the Grassy Point Draw Bridge where we creped around the sharp curve north of the BNSF yard to head west across the St Louis River and the Grassy Point Draw Bridge, once we crossed the river we headed North around another sharp curve to head north past

the ex DM&IR ore docks (Now CN) and into the Duluth ex-NP depot about 4pm, about an hour late per the schedule. After de-training, we boarded a shuttle bus (provided by the LSRM) to our hotel, however, the driver wasn't sure where the hotels were and we spend about an hour traversing the Canal Park district with bumper to bumper traffic. We finally got to our hotel (the Sheridan on Superior St) My reservation was prepaid for two rooms for Roger, My sister Carol and daughter Jill and myself. Seems they had only one room available, and due to



SB Leaving the siding at Cambridge
Picture By R Tubbesing



Northbound -Picture by Dawn Holmberg



Cab of #261 –Picture by Doug Gough

activities this weekend in Duluth, all hotels in the area were full. After the manager came to check the list of bookings, he found the second room, but not under my first, last name, was under my last name, then first name... Funny with the confirmation number their computer system could not put the two names together... well, we checked into our hotel at about 5:40 pm. Roger and I had LSRM dinner train tickets that was scheduled to depart at 6pm, and we caught one of the shuttle buses and got to the depot just at 6pm. As usual, the train was not ready, and we boarded about 6:30pm. It was powered by ex-DM&IR SD18 and combined with the nightly 'Pizza Train'. The dinner train was hosted by long time directed of the LSRM Ken Buheler. Ken always has some historical facts to relay to the passengers! The Dinner cars were the LSRM's Lake of the Isle's ex GN Diner, the GN Great Dome and Skytop Observation car, with about four additional LSRM cars for the 'Pizza Train' patrons. We rode along Lake Superior to Palmers and return. We had an excellent dinner with complimentary wine, and choice of Walleye, Braised Beef rib or vegetable lasagna finished off with a white and raspberry cake. A great meal. We returned about 9:30 pm and shuttle buses were waiting to take us back to our hotels. Got back about 10PM to our hotel and retired for the night. The next morning, we headed back to Duluth Depot where the departure back to Minneapolis was scheduled to depart at noon, so passengers could tour the museum, and if they chose (we did) have a breakfast buffet in the main waiting room upstairs at the depot. (We did and it was very good!) We left the Duluth Depot right at noon, and #261 proceeded to Superior and the Amtrak P42 powered our train to Superior for hookup by #261. After spending about 20 minutes getting all the mechanical checks done, we departed Superior on the 'BNSF Coal line that skirts the BNSF Superior freight yard, and went past Saunders Jct, Boyleston Jct on the Hinckley sub. Passed over the high Nemidji River trestle, Black River Trestle and southward. We made it non-stop all the way to Hinckley passing a NB Freight at Nickerson siding. At Hinckley, a stop was made to 'grease the rods'. After about 20 minutes we headed south to Brook Park where we passed a BNSF empty Taconite Train and continued towards Cambridge passing the SB Hinckley Local at Grasston Siding. At Cambridge, we were put into the siding and had to wait for an All Norfolk Southern powered NB manifest to pass us. Then we headed south now about an hour late from our 5pm arrival time at Harrison St. As we passed Andover Siding, there was a CP Manifest in the siding, and was split at a road crossing, and had no crew... this was the same train we passed on Saturday at Foxboro siding. (Must have had problems, or the crew time hours of service expire) We stopped at Coon Creek for an Amtrak pilot engineer to board, and waited for a WB manifest to pass onto the Staples East Sub. The sun had set as we headed toward Northtown, where we had to stop at Interstate where two WB BNSF trains passed on either side of us. Going slow thru Northtown, we stopped briefly at 44th ave, then proceeded to Univ Jct, and got delayed another 20 minutes or so before heading to the Midway sub and the Harrison St Shops. Just this passage thru Northtown, one can see why the railroads are at Capacity and billions of dollars are being spent to increase flow and capacity of the lines thru North Dakota and into Minnesota. We finally got to Harrison Street between 8:15 and 8:30 pm. A bit late but a great trip and seeing a lot of old acquaintances and friend on the trip. This report is dedicated to Judy Sandberg (as Steve Sandberg said, she was Administrator, Business Partner and Mom!) I also want the thank the #261 volunteer staff for their typical superior service, and especially Don and Deb Crimmin, Rob Mangles, Justin Young, Cathy & Rob Walker, Frank Sandberg and others too numerous to mention.

Lt Rail Assessments –from Rick Krenske



Pic by R Tubbesing (from video)

Light-rail neighbors get a surprise: a bill.

City assesses business owners for some \$2M in Green Line-related improvements.

By Frederick Melo St Paul Pioneer Press
fmelo@pioneerpress.com

For months, sidewalk reconstruction reduced access to Doug Nguyen's insurance offices at University Avenue and Asbury Street. Light-rail construction further impeded traffic across at least two construction seasons, and his business suffered. Three storefront parking stalls along the avenue are gone for good. Now comes a bill. Nguyen was surprised to discover Thursday that he's being assessed \$3,200 by the city of St. Paul for light-rail related street work, 'above-standard lighting' and 'streetscape improvements' in front of 1539 W. University Ave. He's been selling insurance at his State Farm office for more than a decade, and he and his son Alex Nguyen plan to appeal the assessment. Up and down University Avenue, property owners are in similar straits. The city council this week published a 117-page document listing more than \$2 million in proposed street assessments related to construction of the new Green Line light-rail corridor. The council will host an Oct. 15 public hearing on the charges. IF YOU GO. What: Public hearing for written and oral statements from landowners on the light-rail assessments. Where: City Council Chambers, third floor, 15 W. Kellogg Boulevard, St. Paul.

An old Canadian Pacific Railway spur from the former Ford Motor Co.'s Twin Cities Assembly Plant in Highland Park could someday accommodate public transit, bicycles and pedestrian trails. The U.S. Department of Transportation has awarded a \$100,000 planning grant to the city of St. Paul to study reusing the spur. The study, 'Building a Multimodal Corridor on the Canadian Pacific Rail Spur: Preliminary Design Study and Master Plan,' will begin in early 2016. A consultant team will work with the Ramsey County Regional Railroad Authority and the city's Department of Planning and Economic Development.

The report will serve as a follow-up to the county's upcoming study of the proposed Riverview Corridor from downtown St. Paul to the Minneapolis-St. Paul International Airport and the Mall of America in Bloomington.

Ford Motor Co. ceased building vehicles at the Ford plant in December 2011, and demolition and cleanup on the massive campus is underway. St. Paul Mayor Chris Coleman foresees the acreage someday accommodating new housing, offices, retail, park space and light manufacturing, and he has said transit access will be key. The federal funds will be matched by the city of St. Paul, Ford Motor Co. and East Metro Strong, a public-private partnership focused on economic development around transit corridors.

The U.S. Department of Transportation awarded TIGER grants, Transportation Investment Generating Economic Recovery, to 72 projects out of 797 eligible applications. Frederick Melo St Paul Pioneer Press

PRESERVATION

BY STEVE GLISCHINSKI

New life for Milwaukee skytops

Unique tail cars with glass galore will return to the main lines



Iowa Pacific's sleeper *Coffee Creek*, left, is undergoing conversion into a sleeper-diner-lounge in Colorado, while Friends of the 261's parlor-observation *Cedar Rapids*, right, is undergoing heavy repairs at its home in Minneapolis. Left, courtesy Iowa Pacific; right, Justin Young

Two of Milwaukee Road's famous Skytop observation cars are under restoration, including the only surviving sleeper-observation from the *Olympian Hiawatha*.

Ten of the glass-backed observation cars, drafted by industrial designer Brooks Stevens, were constructed in the 1940s: four parlor-observation cars built at the Milwaukee Shops in 1948 for the Chicago-Minneapolis/St. Paul Twin Cities *Hiawathas*, and six sleeper-observations built by Pullman-Standard for the Chicago-Seattle/Tacoma *Olympian Hiawatha*. Three parlor cars survive, while only one of the sleeper Skytops is intact.

The Minneapolis-based Friends of the 261 owns parlor-observation *Cedar Rapids*, used on Milwaukee Road 4-8-4 No. 261 excursions; the car also makes several Amtrak charter moves each year.

After several years of operation it was in need of restoration. The car moved into the 261's shop in Minneapolis last winter, and the trucks were removed for inspection and the wheels rolled out and sent to Chicago for turning.

Most of the windows in the rear of the car were removed and 14 new custom-made, FRA Type 1 windows installed, along with four new oval-shaped side windows. The windows were custom-made from original Milwaukee Road blueprints digitized for use by a computer-aided drawing program. The car will be repainted in Milwaukee Road orange and maroon.

The interior of the car is seeing major work. All carpeting is being replaced, and the parlor seats reupholstered. The parlor car chairs are being returned to their as-manufactured appearance. The entire ceiling is being replaced, along with the curved side panels above the luggage racks that had water stains and badly damaged wood.

Iowa Pacific is rebuilding Skytop sleeping car *Coffee Creek* in its Alamosa, Colo., shop. President Ed Ellis says, "The Skytop will have an expanded lounge (with some tables) and galley so we can use it as a sleeper-lounge, or as a sleeper-diner-lounge for smaller Pullman loads. Our goal is to have the *Coffee Creek* out and running on Amtrak before the end of the year." The car will be repainted in Iowa Pacific's Illinois Central orange and chocolate brown.

The Milwaukee Road Historical Association acquired the shells of sleepers *Arrow Creek* and *Gold Creek*, lacking floors and trucks, and stored them at the Milwaukee Road Heritage Center Museum in Montevideo, Minn.

>> The party's over for North American A4s visiting UK



Final event in the National Railway Museum's year-long "Mallard 75" gathering of the six surviving A4 streamlined Pacifics took place at Shildon, U.K., in February. Two North American A4s (Dwight D. Eisenhower from the National Railroad Museum at Green Bay, Wis., and Dominion of Canada from Exporail at Montreal, second and fourth from left) will be returning home this spring. George A. Torero Jr.



Skytop 'Cedar Rapids' refurbishment at the #261 shops
Photo's by Don Crimmin.

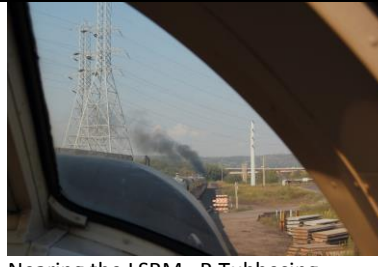
More #261 Pictures from the excursion to Duluth! Thanks to the Photographers!



At Harrison St –Doug Gough



NB at Superior WI –Doug Gough



Nearing the LSRM –R Tubbesing



Sunday at LSRM –R Tubbesing



SOO #2500 Two Harbors Train in Duluth –R Tubbesing



SB around the Curve at Superior WI To connect up with #261 –R Tubbesing



SB Meet with NB at Cambridge –R Tubbesing



NB Ward Lake – Dawn Holmberg



The Raffle for a cab ride –R Tubbesing



Iowa Pacific 'Prairie View' by Dawn Holmberg



Duluth Jill

Shuster Peterson



#261 in Duluth –Jill Shuster Peterson



Duluth Depot –Jill Shuster Peterson



Refurbished Skytop in Duluth –Jill Shuster Peterson



Skytop –Jill Shuster Peterson



Leaving Harrison St -Brandon Smith



Skytop –Brandon Smith



Near Superior –Brandon Smith



Greasing the rods –Brandon Smith



Somewhere between Askov and Nickerson –Andy Shireman



NORTHERN PACIFIC RAILWAY COMPANY
Office of Superintendent
Rocky Mountain Division

Missoula, September 29, 1914.

INSTRUCTIONS TO ENGINEERS BLOSSBURG VENTILATING PLANT AND TO OPERATOR AT BLOSSBURG:

Commencing 10:00 A.M. October 1st, 1914, the ventilating plant will be put in operation on all westward freight trains only.

The fans should be started at the time westward freight trains are at Skyline. This in order to get a good volume of air going through the tunnel before the train reaches that point.

Fans should be worked up to their capacity and should be worked continuously while trains are going through the tunnel and until the entire train has passed out of the tunnel at the west end.

Fans will not be operated on passenger trains, and also they will not be operated on any eastbound trains unless such trains meet with an accident in the tunnel, when fans should be started at a moderate speed to clear the tunnel of smoke and gas.

Operator at Blossburg will keep the engineers of the ventilating plant posted as to the time trains are at Skyline, also advise them when westward trains are through the tunnel.

Any time there is a failure of the plant so it cannot be operated, engineers must immediately notify the Operator at Blossburg who will in turn advise the Dispatcher so helper engines can be turned and backed up out of Helena. Acknowledge.

F. L. BIRDSALL,
Superintendent.

(COPY)

NORTHERN PACIFIC RAILWAY COMPANY
Office of the Division Superintendent

Missoula, September 29, 1914.

BULLETIN NO. 221
ALL TRAIN & ENGINEMEN
FIRST SUB-DIVISION:

Commencing at 10:00 A.M., October 1, 1914, the Ventilating plant at the East end of Mullen Tunnel will be put in operation.

This ventilating plant is for the benefit of all westward freight trains only, and will keep the tunnel free of smoke and gas and heat and keep it ahead of the engines, provided speed of westward freight trains is regulated to conditions found in the tunnel. That is, as heat, smoke and gas conditions are found troublesome after entering the tunnel when the fans are in operation, all that is necessary to do is to slow the train down to approximately six miles per hour, when immediate beneficial results will be noticed.

Therefore, to get the best results, engineers must so regulate the speed of their trains through the tunnel and not use less than seven minutes going through the entire tunnel, making a speed of approximately six miles per hour. Engineers on head engines must so regulate the speed through the tunnel and between the west end and west switch at Blossburg so that engineers on rear engines will not exceed the speed limit of six miles per hour, or seven minutes, through the tunnel. In other words, the entire train must be handled through the tunnel proper at an approximate speed of six miles per hour, or seven minutes, as the slower the speed through the tunnel, the more beneficial results will be obtained from the volume of air transmitted through the tunnel by the fans.

The Rules in reference to use of respirators will still be in effect. It is engineers' responsibility to know that they have respirators on their engines and that they are in good condition and ready for service at any time.

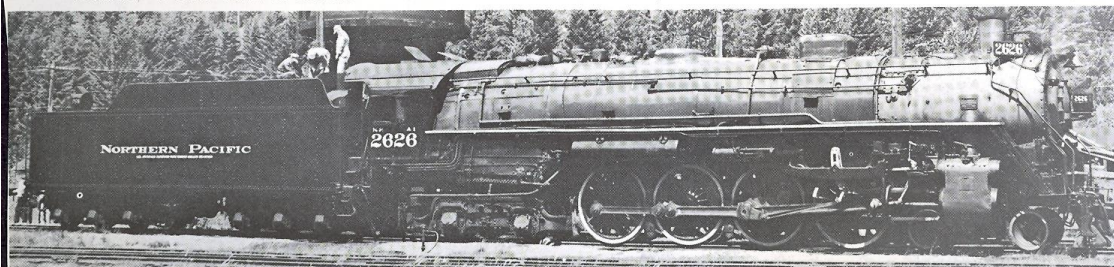
F. L. BIRDSALL,
Superintendent.

(COPY)

From the Northstar RR Historical Society Collection

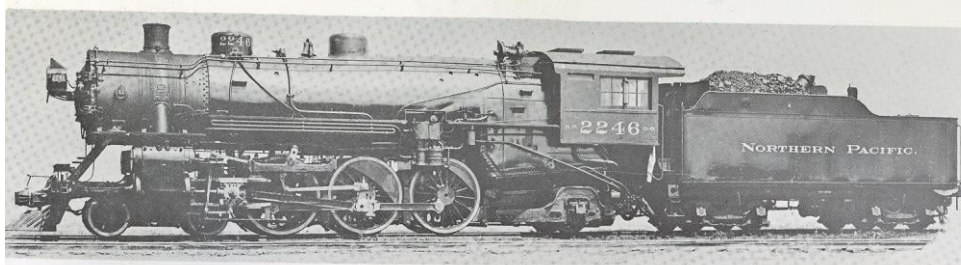
DUAL - PURPOSE ENGINE CLASS A-1 4-8-4 (Northern)

N.



Built by Timken in 1930 as an experimental locomotive and first in the world to be equipped with roller-bearings, this famous engine was tried out by 15 Class 1 American railroads.

PASSENGER ENGINE CLASS Q-6 4-6-2 (Pacific)



The Q series was a popular locomotive for fast passenger service. It powered the North Coast Limited and other important trains for many years. The Q-6 shown here, was built by American in 1923. It had 73-inch drivers, was 84 feet long and had total weight of 260 tons.



1915 Montana division list of passenger stations, coaling towers, and water towers

NORTHERN PACIFIC RAILWAY COMPANY RECORD OF PASSENGER STATIONS.

	<u>Date built</u>	<u>Imp. No.</u>
Billings	1908	99 of 1908.
Livingston	1902	99 of 1901.
Gardiner	1903.	
Bozeman	1891	
Logan	1913	496 of 1913.
Helena	1903	6274 of 1903.
Butte	1905	380 of 1905.
Garrison	1908	280 of 1908.
Missoula	1902.	
Wallace	1902.	

OFFICE OF DIVISION ENGINEER
Livingston, Mont., Apr. 19, 1915.
R.T.K.

In addition to motive power, the following dates may be of interest.

Coaling Towers
East Butte - Sold and Dismantled - April 1st, 1956
Saltese - Sold and Dismantled - July 30th, 1956
Bozeman - Sold and Dismantled - Sept. 1st, 1956
Townsend - Sold and Dismantled - June 1st, 1956
Whitehall - Sold and Dismantled - Nov. , 1956
Garrison - Destroyed by fire June 20th, 1953 and never rebuilt.
Logan 1957
Bismouth 1957
Rivulet 1957

Water Towers
Bozeman - 48,000 Gallon - removed July, 1955
Bozeman - 100,000 Gallon - removed Jan, 1956
Deer Lodge 48,000 Gallon - removed July, 1955
East Butte 48,000 Gallon - removed June, 1955
Homestead 100,000 Gallon - removed Nov., 1955
Stevensville 20,000 Gallon - removed July, 1956
Superior 48,000 Gallon - removed July, 1956
Como 20,000 Gallon - removed July, 1956
Larson 48,000 Gallon - removed Sept, 1956
Livingston 100,000 Gallon - removed Nov, 1956
Logan 48,000 Gallon - removed Aug., 1955

Montana Division Helper Service

MONTANA DIVISION (Continued)

Helper Service

Terminals: Livingston and West End
Bozeman and Muir
Townsend and Winston
Helena and Winston
Whitehall and Butte

Service: Livingston and Bozeman - Passenger and Freight
Townsend and Helena - Freight
Whitehall and Butte - Passenger and Freight

Power Requirements:

Present

2-Class W, 3-Class Z-2	Livingston
2-Class W, 3-Class Z-4	Bozeman
1-Class W	Townsend
3-Class W-3	Helena
1-Class W, 1-Class W-3	Butte & Whitehall

Proposed

2-Class W, 3-Class Z-2	
2-Class W, 3-Class Z-4	
1-Class W	
3-Class Z-1	
1-Class W, 1-Class W-3	

Switching Service

Power Requirements:

Present

6-Class L-9, 1-Class L-7	Billings
7-Class G-2, 1-Class L-9	Laurel
1-Class Y-1	
2-Class G-2, 1-Class Y	Livingston
1-Class L-6	Bozeman
1-Class Y-1	East Helena
4-Class F-1, 1-Class Y-1	Butte

Proposed

7-Class L-9	
4-Class G-2, 1-Class L-9	
1-Class Y-1, 3-Class Y-3	
2-Class G-2, 1-Class Y	
1-Class L-6	
1-Class Y-1	
4-Class F-1, 1-Class Y-1	

Transfer Service

Terminals: Billings and Laurel

Service: Daily turn arounds

Power Requirements:

Present

1-Class W

Proposed

1-Class W

ROCKY MOUNTAIN DIVISION (Continued)

Helper Service

Terminals: Helena and Blossburg
Garrison and Blossburg
Missoula and Arlee
Saltese and Wallace

Service: Helena and Blossburg - Passenger and Freight
Garrison and Blossburg-Freight
Missoula and Arlee - Passenger
Saltese and Wallace - Freight

Power Requirements:

Present

1-Class W, 3-Class Z-3	
3-Class W-3	
2-Class Q-4	
1-Class Y-5	

Proposed

1-Class W, 3-Class Z-3	
1-Class Z-2, 1-Class Z-3	
2-Class Q-4	
1-Class Y-5	

Switching Service

Present

3-Class Y, 1-Class L-9	
2-Class L-9, 2-Class Y	
2-Class Y-1	
2-Class Y-1	

Proposed

3-Class Y, 1-Class L-9	
2-Class L-9, 2-Class Y	
2-Class Y-1	
1-Class Y-1	



Zephyr leaving SPUD 1950's?



Madison SD Steam by Jeff Terry



Madison SD Steam by Jeff Terry



Milw Hiawatha –Scott Dondanville



Milw Hiawatha Mpls –Greg Smith Collection



UP GP30's at Hoffman –Greg Smith coll

RailFan Events (Thanks to Rick Krenske, Joe Stark)

Greater Upper Midwest Train Show & Sale	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
Granite City Train Show	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
Trainfest to be Largest Trainfest Ever	November 8 – 9 2014 9:00am – 5:30pm	Wisconsin Exposition Center at Wisconsin State Fair Park 8200 W. Greenfield Avenue West Allis (Milwaukee), WI 53214	Adults \$11 Children \$2

Northstar News
1515 Creek Meadow Dr NW
Coon Rapids MN 55433 3768
Address Correction Requested

