



NORTHSTAR NEWS

Green Mountain RR in Vermont (NRHS 2015 Convention Railroad)



Amtrak 'Ethan Allen' in Rutland VT, Oct 2002. There is a good connection with this train with the 'Lake Shore' at Schenectady NY!.



Vermont Railway excursion train with ALCO RS-1 from Bellow's Falls to Chester VT in Oct 2002. Both Photos: R Tubbesing

Contents

Meeting Notice	P1
Officer Contact Directory	P2
Editors Column	P2
Obituaries	P2
NRHS Info	P2
March Meeting Minutes	P3
RPCA Conference Part 2	P3,4
Passenger Rail News	P5,6
C&NW Papers	P7
BNSF Drones	P7,8
Rochester High Speed Rail	P8
Hustle Muscle running at MTM	P8
Oil Train Shipments declining	P8,9
MSM needs Operators	P9
Extra Stuff & photos (Electronic version only)	P10-16
Railfan Events	P16

Meeting Notice

Next business meeting will be held

Saturday April 18, 2015 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 –

Jim George slides from a European trip with the late Bill Herzog.

There will be a pre-meeting get-together Jan 17, 2014 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpentour starting about 4:45 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

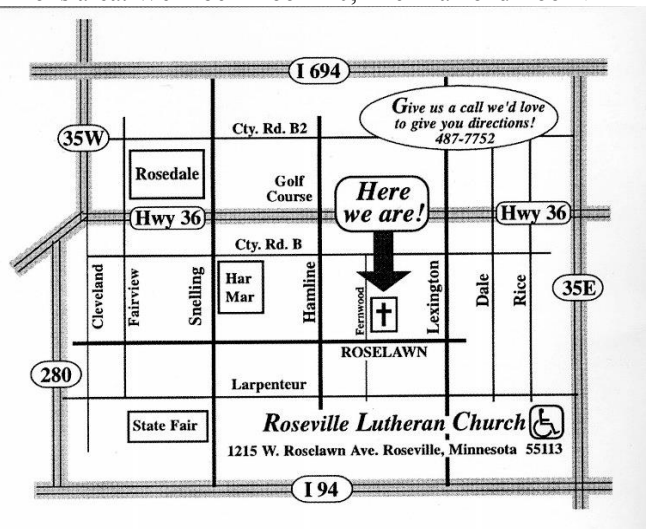
President	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Vice President	Dan Meyer	dan@meyer-family.net	763-784-8835
Past President	H Martin Swan	hmartinswan@msn.com	612-961-1684
National Director	Jim McLean	genrrserv@aol.com	612-747-8541
Treasurer	Russ Isbrandt	rmisbrandt@comcast.net	651-426-1156
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Gary Rumler	nlcdrumler@gmail.com	651-385-8752

Staff

Program Chairman	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Newsletter Editor	Committee: Richard Tubbesing, Dawn Holmberg	Tubbesing261@yahoo.com dawn@dholmberg.com	763-757-1304 763-784-8835
Newsletter Distribution	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Calendar Committee	John Goodman Dawn Holmberg	Jhgoodman2001@yahoo.com dawn@dholmberg.com	612-839-0905 763-784-8835
Trip Director	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Chapter Librarian/Historian	John Cartwright	stationman86@yahoo.com	651-481-8479
Web Master	Dan Meyer	dan@meyer-family.net	763-784-8835
Chapter Mailbox	Northstar Chapter NRHS	PO Box 120832	St Paul MN 55112
Library Data Base Administrator	Russ Isbrandt	rmisbrandt@comcast.net	651-426-1156

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:

To repeat: The NRHS convention will be held in Rutland VT on June 14 to June 20 2015. See the web site below for details, as some events are sold out and wait lists started!

http://www.nrhs.com/sites/default/files/2015_Convention_Registration_Package.pdf I have visited this area back in 2002, and it is a great scenic area to visit with many venues of railroad interest to see!

Our BOD met on March 29, 2015 at the Society's Library. Many issues were discussed. More Details will be in the next newsletter.

Our planned trips this summer will be a ride on the Light rail June 6 or the 13th. The Chapter Picnic will be held in Maiden Rock WI on July 11 2015. Our annual bus trip will be held Saturday August 15 2015 to the Mid-Continent Railway Museum in North Freedom WI. Operation of one of their steam engines (NOT #1385) is good possibility. Details will be in the May 2015 issue of the newsletter. Please plan on keeping these dates open for a 'fun' time!

Obituaries



Long Time Northstar Railway Historical Society Member **Andrew Papulas**: Papulas, Andrew T. age 92, of Mpls. Preceded in death by his wife of 54 years, Corinne; and sister, Connie Papulas. Survived by daughter, Julie Malia; son, Kris Papulas (Vickie Novak); grandsons, Nicholas and Cameron Malia; brother, Jim Papulas (Jackie); and many other friends and family. Service was held Tuesday, March 24, 11 AM at Henry W. Anderson Mortuary, 3640 23rd Ave S., with a visitation one hour before. Interment Sunset Cemetery. Henry W. Anderson 612-729-2331
www.HenryWAnderson.com



(provided by Jim McLean) **ROANOKE VA (WSLS 10)** - The Roanoke Valley is remembering a community icon. **David Helmer** died of a heart attack on Saturday, he was 72-years-old. Helmer played a key role in developing and **building several community landmarks, including the O. Winston Link Museum and the Virginia Museum of Transportation**. He also served as president of the Roanoke Kiwanis Club. Before becoming a well known fundraiser and organizer in the Roanoke Valley, Helmer fought in the Vietnam War and later worked as an executive at Norfolk Southern.

NRHS News –New Mailing address and NRHS News available

- The 2015 NRHS Spring Conference will be held jointly with ATRRM in York, PA, April 16 - 19, 2015.

- The *February 2015 NRHS News* is now out on the NRHS web site. The link to this issue is: <https://admin.nrhs.com/NRHSNews/>

Minutes of the March 21, 2015 Membership Meeting (Northstar Chapter NRHS)

The meeting was called to order at 6:31 p.m. by chapter Vic-president Dan Meyer in the Roseville Lutheran Church with 22 members and guests present. Dan noted that chapter president Richard Tubbesing will be arriving later. Those present were asked to introduce themselves. A motion was made, seconded, and carried to approve the minutes of the February 21, 2015 membership meeting, as printed in the March 2015 issue of Northstar News. Treasurer Russ Isbrandt gave his report, which also included figures on the calendar. He also gave a report on chapter membership. He sent letters to those who had not yet paid chapter dues. Trip chairman John Goodman reported that he had gotten quotes for some of the possible trips that had been suggested at last month's meeting. These were a trip to Duluth and a trip to the Mid-Continent Railway Museum at North Freedom Wisconsin. John noted that the steam engine at Duluth is being worked on, but may not be ready to go into operation until late in the season - he will monitor the situation. Mid-Continent does not have an operation steam locomotive at this time. A proposed schedule of summer-time activities is light rail and Northstar trip in June, chapter picnic in July, a trip to Duluth or North Freedom in August. To avoid conflicting with NRHS National Convention, the light rail and Northstar train ride is set for June 6th. Since some members may want to attend the La Crosse on the third Saturday in July, the suggested date for chapter picnic is July 11th. The trip to Duluth or (more likely) North Freedom would be August 15th. John said that he would get quotes for that trip. John also reported on programs for upcoming meetings. Jim George will do the program for April. Russ Isbrandt will do a program on the Illinois Railway Museum in May. A program on the Railway Post Office Service is scheduled for September. At this time, October and November are open. Ross Hammond offered to do the program in November. Webmaster Dan Meyer reported that he had worked to get a bigger presence for the chapter on Facebook. He also is working on doing more on-line sales for us. Pictures from the chapter's collection were sold to John Luecke for a book that he is writing under a recently-established policy of \$15 fee for a one-time use. (Under this policy, chapter members may use photos without a fee.) There was a call for any other Old Business. There was no report from the Cheer Committee. National representative Jim McLean gave a brief report. Chapter member Ron Petit gave a presentation about a project that he is involved with - the restoration of an old Omaha Road depot in Winter WI. The depot is along the Tuscoba Trail. The restoration group will be applying for a grant from the NRHS and he believes that a letter of support from us would increase the chances of getting a grant. New Business - Do we need to purchase a new bulb for our video projector or purchase a new projector, since ours does not seem to be working properly? Also discussed was the movie projector. If we list stuff for sale on eBay, who will be responsible for packing and shipping the stuff? We have been putting together DVDs based on 8mm movies that Bill Cordes took decades ago. We have five available so far and more will be coming. They will be sold at \$20 each or 3 for \$50. Joe Stark reported that we will have tables at the model train show at St. Cloud on April 18 and at the Fairgrounds flea market May 9th. A motion to adjourn the meeting was made, seconded, and carried. After a brief break, John Hotvet presented a program of slides that he had taken at many locations in the US and some from Canada. Respectfully submitted, Dave Norman, secretary Northstar Chapter NRHS

RPCA Conference in Reno Nevada (Part 2) -by Dan Meyer, Pictures by Dawn Holmberg

The first event of the conference happened the next morning; a ride over Donner Pass behind Amtrak's California Zephyr in a full dome owned by Iowa Pacific Holdings. It was a 15 minute bus ride to the Amtrak station where the 'Zephyr arrived about 30 minutes late. Everyone really enjoyed the three and a half hour ride over Donner Pass to Colfax, CA, where the buses were waiting for the return trip to Reno. It was interesting to see the railroad (and other sights) from the highway, and to compare the railroad's crossing of Donner to the highway.

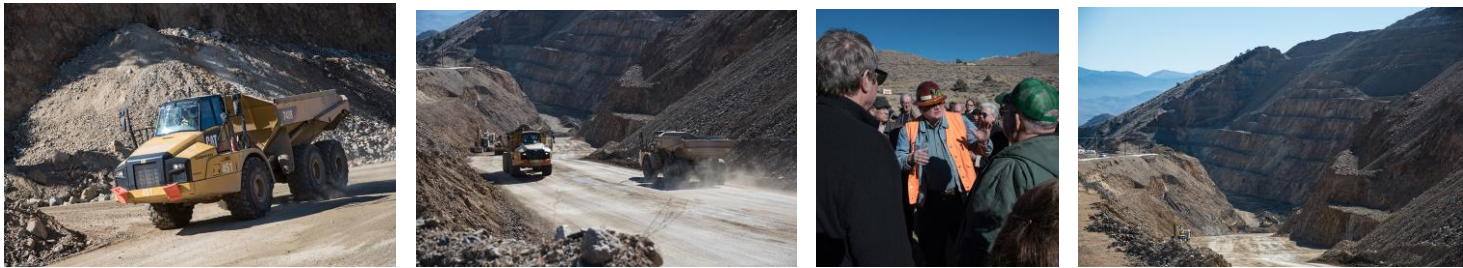


Day two of the conference was even more interesting. We visited the Nevada State Railroad Museum. It was interesting to compare our own two visits; one with the general public, and another as part of a group of railfans. For the conference, they had the restored McKeen car out basking in the sun, and it was interesting to look around the yard again. Someone asked if we could take a look inside one of the depots, and the staff went out of their way to let us inside to take a look around.



The next stop on the bus tour was a visit to an open-pit silver and gold mine overlook. If you have ever visited the iron mines of northern Minnesota, you will see many similarities. Having said that, the whole operation is a much smaller scale than Minnesota iron mines. The trucks are 40 ton instead of 100 ton or larger, and the ore isn't 70 percent waste, it is nearly 100 percent waste! The tour guide indicated that in the average 40 ton load, there were only a few ounces of gold, silver, copper and other metals. The value of the metals in each load was about \$1,500. Precious

metals indeed!



The next stop for our bus load was lunch at the Gold Hill Hotel Dining Saloon in Virginia City, Nevada. The hotel was first opened in 1861, and looked the part of the old west. The food was very good, and it would be fun to stay at the hotel if we ever visited the area again. There was even an old private railroad passenger car up on the hill behind the hotel!



After lunch, we visited what is probably the neatest refining operation I've ever seen. The Crown Point mill was built in 1935 and was shut down in 1942 by the war production board. Even though the mill was open for a very short time, records show it was profitable and fully paid for at the time it was shut down. The tour was very interesting; you could look down into the very large vats that would have been full of watery slurry being stirred, and really get a feeling for how the Merrill–Crowe process to refine gold worked. From the crushers where the ore came into the mill, through the large vats being stirred, to where the gold was precipitated out of the water solution into a concentrate that would be shipped out for further refining. The last stop on the tour was 'downtown' Virginia City. To me, the whole city seemed to be one big tourist trap. It was fun to look around; one of the items displayed at the Silver Queen Hotel's bar was a gown made from silver dollars!

After freshening up in our room at the Atlantis Resort and Casino, we went to the reception / dinner at the National Auto Museum. They have a lot of old cars there, and it was quite interesting to see them. It was also interesting to note what cars were not there; I guess you can't have one of everything, even if you are a large museum.



The next day was full of interesting programs about railroading and more specifically the world of private cars. In the evening was the usual banquet. The program by Kyle Wyatt, Curator of History and Technology at the California State Railroad Museum was very good. As is traditional, we passed the hat, and enough money was raised to sponsor a railcamper at the NRHS Railcamp.

On the last day of the conference the group visited the Western Pacific Railroad museum at Portola, California. It is about an hour ride to Portola, and the museum is almost 100 percent Western Pacific. They have a loop of track running around their site, but there were no trains running, either on the museum property or on the nearby Union Pacific's former WP mainline. None the less, We really enjoyed visiting the museum and seeing a bit of the former Western Pacific Railroad territory.



We had our choice of a very early morning flight home connecting in Phoenix, or afternoon flights connecting in Denver. We don't like to get up super-early, so we opted for the afternoon flight. As it turns out, our plane had some sort of issue so it could not fly above 29,000 feet. This was not a big deal and we arrived Denver on time. Our flight from Denver to Minneapolis was delayed for some reason, and we arrived Minneapolis

Passenger Rail News for Monday, March 23, 2015

Congress is in session. -Provided by John Goodman

1. Senate leaders suggested last week that rail provisions could be included in a surface transportation reauthorization-a bill that must move forward before June due to the scheduled expiration of the federal gas tax. "If we do a multiyear reauthorization of the surface transportation, the highway bill, there's generally a rail title in that, so that could be a vehicle," Senate Commerce Committee Chair John Thune (R-SD) told Bloomberg BNA. "And I guess we haven't gamed that out exactly where we might try to attach it, but that would certainly be an option." Senator Thune represents a state with no passenger rail service, and his comments referred to specific regulatory features affecting freight railroads and shippers: the structure of the Surface Transportation Board (STB) and the environmental review process governing construction on rail projects. However, NARP has been actively pushing to include predictable, dedicated funding for passenger trains in the surface transportation bill, and the chairman's statements indicate there will be a window of opportunity for America's passengers to make their case. The STB also plays a key role in ensuring the on-time performance of Amtrak trains. Following our victory in the Supreme Court, passenger rail proponents are working to pass certain provisions regarding metrics & standards to make sure passengers are not stuck behind freight trains. With a May 31st expiration date looming for the Highway Trust Fund—which provides revenue for transit (not Amtrak) as well as highways—transportation leaders in Congress are all too aware that time is running short. The time crunch has led to a difference of opinions over the best way to move forward, with some pushing for a short-term extension to provide additional time to work out the funding issues and others arguing a long-term fix is within reach. "After Easter recess is probably when we'll have to make a decision" House Transportation Committee Chairman Bill Shuster (R-PA) told reporters. "Every day that goes by gets more and more difficult to hit that deadline... I believe if we get the funding solution, we can move pretty quickly on a bill."

2. The campaign to restore passenger rail service between Vermont and Montreal secured a significant victory this week with the announcement that the United States and Canada have signed an agreement designed to improve cross-border travel. Vermont Senator Patrick Leahy (D) issued a statement congratulating Homeland Security Secretary Jeh Johnson and Canadian Minister of Public Safety Steven Blaney. Leahy has worked to help reestablish the international rail corridor for many years. "Pre-clearance facilities allow travelers to pass through U.S. Customs and Border Protection (CBP) inspections prior to traveling, permitting them to quickly move along to their destinations upon arrival in the United States," said the statement issued by Leahy's office. "A new agreement has been needed before discussions and work on creating a pre-clearance facility at Montreal's Central Station—and re-establishing train service between Vermont and Montreal—could happen." "Vermonters and Quebecers have a long, special and enduring relationship," said Senator Leahy. "Many families, like our own, have relatives and friends on both sides of our border. Marcelle was born in Newport, to parents who emigrated from Quebec. Vermont and Canada also are close partners in trade, commerce and tourism and as joint stewards of our shared communities. Both nations are striving to ensure that our border is secure. This agreement has long been a goal, and a dream, for Vermonters who have fond memories of rail trips to Montreal to enjoy all that its vibrant cultural capital has to offer. This is also a win for visitors from Canada's largest cities who are eager to visit Vermont to ski, shop and dine. I commend Secretary Johnson and Minister Blaney for their commitment to forging this agreement that will greatly benefit the economies of our state and nation." The Vermont Rail Action Network (VRAN) issued a statement praising the agreement. The group has identified the restoration of service between the two cities as one of its top two priorities. "Right now the *Vermont* leaves Saint Albans with only a few riders, adding more at each stop until it is full at Hartford going into New York, Philadelphia and Washington," wrote VRAN's President Chris Parker. "Being able to start from a major metropolitan city will be like having an anchor store at both ends of the mall. The train will start out full, Quebecers will get off at each stop and Vermonters will board. And so, by running only another hour north to Montreal, the load factors and train-miles (and thus the train's economics) will improve drastically."

3. Indiana Senator Joe Donnelly (D) joined the fight to save—and improve—*The Hoosier State*, writing to the Federal Railroad Administration and the Indiana Department of Transportation asking them to strike a deal that would allow the train to continue operating. In his letter, Senator Donnelly also backed a plan put forward by All Aboard Ohio to extend the *Hoosier State* to Cincinnati: "As you know, the *Hoosier State* is an important transportation option connecting Indianapolis, Chicago, and the communities in between. Even as its future has been uncertain in recent years, demand for the service continues, with nearly 34,000 passengers during Fiscal Year 2014. I regularly hear from constituents who rely on the *Hoosier State*, as well as from those who would like to see the service improved and extended into southern Indiana communities and Cincinnati, Ohio. "I know many Hoosiers support the state working to improve and expand the *Hoosier State* service. I am sensitive to concerns related to employment practices and state resources that may result from FRA policies. It also is important, however, that the state work closely with FRA to ensure the safe operation of the *Hoosier State* line. I also expect FRA to continue working with the state to address their concerns, while also ensuring that the safety of Hoosiers is not compromised."

4. Pennsylvania's newspaper -The Daily Local profiled Rep. Ryan Costello (R-PA) of Westchester last week after he became one of the 132 House Republicans who voted to support Amtrak service through the Passenger Rail Reform and Improvement Act of 2015. While passenger rail proponents think this bill could go much further in building a 21st Century passenger rail network, The Daily Local piece shows that the bill represents a shift in the partisan nature of support for passenger trains. "It's because of the partnership between Amtrak and PennDOT, the plans are moving forward with upgrading all three train stations in the future," said Rep. Costello. "The positive momentum for these projects is going to continue, thanks to the bi-partisan legislation that we passed in the House, and which I call on the Senate to take up." "I think passenger rail represents one of the best hopes for relief of the country's congested highways and air space, and certainly here in Chester County," Costello added. "It offers more promise for economic development opportunities around the train stations, as well as more folks

taking passenger rail through the heart of Chester County.”

5. Following the successful relaunch of the Denver Ski Train, the Colorado Rail Passenger Association (ColoRail) issued a public call to make the restoration permanent. Some 900 skiers, snow boarders and sight-seers rode Amtrak’s *Winter Park Express* excursion Saturday and Sunday, March 14th and 15th. The current version of ski train service was born as a proposed business plan crafted by Amtrak Conductor Brad Swartzwelter in collaboration with Winter Park execs and ColoRail members. It ran flawlessly between Denver Union Station and Winter Park Resort, arriving 15 minutes early each day, an added bonus for the skiers. “I saw nothing but smiles on both days” said ColoRail volunteer Bob Brewster. “People were thanking the Amtrak crew members and ColoRail volunteers all the way back to Denver Union Station on both days!” “The train was so much fun and the skiing was great!” said ColoRail member Gary Sprung, an avid skier. “With my Winter Park season pass, the \$75 fare really competed with driving my car alone. Going home, I just relaxed and watched the awesome scenery with my legs stretched out in the spacious seat.” Winter Park Resort CEO Gary DeFrance hosted a luncheon at the Lodge at SunSpot for Amtrak and ColoRail. DeFrance was effusive with his praise and determined to get service restored. Ideas for better service and ways to make sure service is fully restored were the main topics of conversation. “Restoration of ski train service is ColoRail’s goal number one in its Building Block strategy” said Jim Souby, ColoRail’s president. “The Winter Park Express runs have propelled us forward.” ColoRail’s Building Block strategy is aimed at achieving ColoRail’s proposed passenger rail system for Colorado, one step at a time. “The first step is building support for increased passenger rail service and connectivity in Colorado, and the fun, appealing ski train can strongly contribute to public appreciation of the rail alternative to congested highways.” Souby pointed to the state *Southwest Chief* legislation of 2014 as another recent Building-Block achievement. You can find out more about ColoRail’s work at www.ColoRail.org.

6. A group of New Jersey lawmakers is trying to jumpstart construction of new rail tunnels between New Jersey and New York City by pushing the Port Authority of New York & New Jersey to sell valuable real estate, including the World Trade Center. “The core mission of the Port Authority is transportation—not real estate,” said New Jersey Senate President Stephen Sweeney at a press conference held in Newark Penn Station. “If a tunnel shuts down, three-quarters of the rail traffic stops with it, which would cripple the economy of this state. We’re beyond talking about this. It has to happen now.” Sweeney was joined by four other Democrats. The group believes the sale would raise around \$3 billion for construction of a new tunnel, which would connect the two states under the Hudson River. Currently, Amtrak and New Jersey Transit rely on a pair of 104-year old tunnels that have been significantly damaged by Hurricane Sandy. Amtrak is warning that the tunnels will need to be single-tracked for extended periods so that critical repairs can be made. Complicating the political hurdles to moving the additional tunnels forward is the fact that New Jersey Governor Chris Christie (R) killed a tunnel project early in his first term. The Access to the Regions Core (ARC) project had secured sufficient federal and local funding, but Christie halted preliminary construction work upon taking office, citing the potential for cost overruns. (NARP was a strong proponent of ARC, but opposed a last minute revision to the project which would’ve had the tunnels dead-end in a deep-cavern station in Midtown Manhattan, precluding use by Amtrak.) Sweeney’s proposal echoes recommendations issued by a bi-state panel convened by New Jersey and New York, and appears to have found a receptive audience at the Port Authority. “The Port Authority is focused on meeting the increasing requirements for Trans-Hudson transit capacity at our crossings and terminals in coordination with regional stakeholders, and prudently divesting non-core real estate holdings in order to focus on our core transportation mission,” said agency spokesman Steve Coleman.

7. Backed by influential business groups, a bi-partisan group of U.S. Representatives is fighting to kill a proposal that would eliminate the role of the federal government in building and maintaining transportation systems. The Chair and Ranking Member of the House Transportation Committee, Representatives Bill Shuster (R) and Peter DeFazio (D), united in opposing the Transportation Empowerment Act, which would slash federal funding for roads and transit from \$45 billion per year to \$8 billion. The representatives were backed by a broad coalition of 38 transportation and business groups, including the American Association of State Highway and Transportation Officials (ASHTO), the Truckload Carriers Association (TCA), the Owner Operator Independent Drivers Association (OOIDA), the U.S. Chamber of Commerce, UPS, FedEx, Volvo Trucks, and several of the largest freight trucking companies. “Devolution proposals are not a solution to the long-term infrastructure funding question, but rather serve as a distraction from the debate about how best to fully fund our nation’s infrastructure,” wrote the coalition in a letter. “We urge you to oppose devolution of the surface transportation program and refrain from cosponsoring TEA or similarly misguided legislation in the 114th Congress.” They were joined by leaders in the construction industry, who warned that millions of American jobs would be threatened if TEA was enacted. “All this legislation would do is force drivers to pay more at the pump without delivering any improvements to the quality of safety of the roads and bridges they use,” said Transportation Construction Coalition co-chair Stephen E. Sandherr, who is also CEO of the Associated General Contractors of America. “In particular, gutting the federal transportation program will force residents of large, less populous states to pay a lot more to maintain highways that benefit shippers and travelers from all over the country.” Governors also spoke out against TEA. They did, however, recognize a need to build a smarter and more diverse transportation system going forward, arguing that focusing on improving personal mobility rather than asphalt would convince taxpayers that money was being well spent. “If we show that, where we’re planning to spend that money, and show that we have a plan and a vision for the next generation and the generation after that, I think people are willing to pay for it,” said North Carolina Gov. Patrick McCrory (R), testifying on behalf the National Governors Association. “But if we don’t have their trust and spend the money as we’ve always spent it, I don’t think we’re going to get the trust of the people to increase the amount of funding for transportation.”

8. The Northern New England Passenger Rail Authority announced that Amtrak’s *Downeaster* will begin running an altered schedule beginning March 30th. The new schedule will work to establish greater reliability and better conform to the economic needs of the communities served. “The *Downeaster* is an economic engine for the Freeport business community and the shorter day trip associated with this new schedule may actually encourage more shoppers to our town” said Greater Freeport Chamber of Commerce Executive Director Sande Updegraph.

9. The Maryland Department of Transportation is joining with the Federal Railroad Administration, Amtrak, and the Baltimore City Transportation Department to host a series of public outreach meetings concerning the replacement of the Baltimore & Pacific Railroad Tunnel.

The tunnel dates back to before the Civil War, and is a key chokepoint for train travel on the Northeast Corridor. MD-DOT is examining four alternatives to replace or reconstruct the tunnel. The meetings will be held from 6 p.m. to 8 p.m. at a number of locations around Baltimore.



1. C&NW August 17, 1993 Train Order Winona to Rapid City SD showing arrival and departure times and stations of crew change.

2. Employee Notice of Passenger Train Discontinuance due to Amtrak Apr 22 1971

Passenger trains #1, #2, #11, #12, #121, #149, #122, #150, #164, #153, #206, #209, #216, #153, #216, #168, and #239 all will be terminated. ! From Gary Rumler's collection

08/17/93 13:02 2905 892 5141 D&W RAILROAD --- WASECA 0003/003

WINONA TO RAPID CITY				
STATION	ARRIVE	DEPART	DAY	HANDLING
Winona		1200	1	
Rochester	1700	1800	1	Crew change.
Waseca	0300	1600	2	Crew change. Block train.
Mankato	1800	2000	2	Set out and pick up.
New Ulm	2200	2300	2	Crew change.
Tracy	0600	0630	3	Crew change.
Huron	1630	0800	4	Crew change. Block train.
Pierre	1800	2100	4	Crew change.
Wall	0700	0900	5	Crew crew Philip - Wall.
Rapid City	1800		5	Yard train.

RUNNING TIME: 120.0 Hours
ROUTE MILES: 645.6

DEPART Mason City - 0300
ARRIVE Waseca - 0700

TRAINSCHUL.SR.J

CHICAGO AND NORTH WESTERN RAILWAY COMPANY
Chicago, Illinois
April 23, 1971

NOTICE TO THE FOLLOWING CLASSES OF EMPLOYEES ON THE
GALENA DIVISION, IOWA DIVISION, MISSOURI DIVISION,
WISCONSIN DIVISION, LAKE SHORE DIVISION, CHICAGO
TERMINAL AND GENERAL OFFICES:

ENGINEERS
FIREMEN
CONDUCTORS
TRAINMEN
CLERKS
TELEGRAPHERS
DINING CAR EMPLOYEES
RED CAPS
ELECTRICIANS
CARMEN
SHEET METAL WORKERS
MAINTENANCE

Interested employees and their representatives will please
take notice that the Chicago and North Western Railway
Company, in pursuance of contract with RAILPAX (AMTRAK)
reached in connection with the Rail Passenger Service Act of
1970 (Public Law 91-518) will discontinue the following
identified passenger trains effective April 30, 1971:

PASSENGER TRAIN NUMBERS	OPERATED BETWEEN
1, 2, 11 & 12	Chicago, Ill. & Clinton, Iowa
121, 149, 152, 160, 164X	Chicago, Ill. & Milwaukee, Wis.
153, 206, 209, 216	Chicago, Ill. & Green Bay, Wis.
153, 216	Green Bay, Wis. & Ashland, Wis.
	(Seasonally)
168, 239	Chicago, Ill. & Menominee, Mich.

Insofar as the effect of the discontinuance of these trains
upon the employee is concerned, it is estimated that jobs
of the following number of employees will be abolished on
the Chicago and North Western Railway Company:

- 1 -



BNSF drones will patrol the track

Written by Frank N. Wilner, Contributing Editor

Provided by John Goodman

One need not look to the wild blue yonder to find the BNSF air force. Soon, it will be patrolling BNSF tracks from altitudes no higher than 500 feet, but not within three miles of any airport and always during daylight hours. Such are the restrictions imposed by the Federal Aviation Administration (FAA) in granting BNSF authority March 12 to operate lighter than 55-pound drones—unmanned aerial vehicles (UAVs) as they are formally known. So far, BNSF—which was a pioneer in the design of Positive Train Control (PTC)—is the only railroad that has sought such FAA authority. BNSF said it will use four versions of the drones, equipped with cameras, to inspect its track and monitor its trains. Other applications will be investigated. An official of the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART), asking not to be identified, said SMART conductors could have claimed work associated with BNSF drone operations, but lost the opportunity when they voted down a tentative agreement with BNSF last year that focused solely on PTC. The agreement specifically mentioned drones as within the scope of work reserved for SMART-represented conductors. That failed contract would have allowed BNSF, as part of a pilot project, to create a Master Conductor craft to monitor, for safety compliance, trains equipped with PTC. The monitoring was to be done from a fixed or mobile location rather than aboard trains. Such trains would operate locomotive-engineer-only. Where such operations were commenced, BNSF would have fully protected affected conductors from furlough, and promoted many to the new craft of Master Conductor. The failed contract also would have assured all ground service workers represented by SMART higher pay and career income protection. The union's National Legislative Office led the effort to defeat the tentative agreement, telling affected conductors that members of Congress would provide a better protection package as PTC and other technologies are introduced. After the tentative agreement was voted down, one of the two congressional sponsors of the legislation was defeated at the polls. The legislation never

received a committee hearing, and was declared dead-on-arrival by the Republican congressional leadership should it be reintroduced. The union's National Legislative Office also promised that Federal Railroad Administrator Joseph Szabo, a former SMART predecessor-union official, would bring forth a rule prohibiting railroads from reducing crew size even where PTC is in place. Szabo resigned in early 2015, the rule has yet to be published, and railroad attorneys say it likely would not stand judicial challenge as there is no data demonstrating such a rule would improve rail safety. When remote control technology was introduced more than a decade ago, the United Transportation Union—now SMART's Transportation Division—told members that new technology cannot be obstructed, but can be managed with innovative labor agreements. The UTU then negotiated such an agreement that reserved remote control work within yards and terminals for UTU-represented members, along with higher pay and income protection. SMART currently has contracts in place assuring two-person crews, but those contracts are nearing expiration as they are decades old and keyed to the retirement of employees affected when the contracts were signed. Within the next decade there will be no contract protection for conductor assignments. With those agreements in their twilight, and no federal legislation or federal rule to protect conductor work in the future, SMART has obtained from some state legislatures prohibitions on one-person crews in those states. Were the laws to become effective with the expiration of the labor protection agreements just mentioned, Congress could step in to make federal law permitting one-person crews preeminent (under provisions of the Constitution's 10th Amendment). The reason would be to block the efficiency-scotching nature—the impediment to interstate commerce—of such checkerboard pattern state laws. For the present, BNSF conductors, having voted down the tentative agreement that would have reserved for them work associated with drone operation, have no claim to such jobs. As they are created, those jobs will be up for grabs by the first labor union to capture them through a labor agreement. The Brotherhood of Locomotive Engineers and Trainmen already has a clause in its agreements with BNSF to capture remote control work outside yards and terminals should remote control operations be expanded.

Review launched for Rochester-Twin Cities high-speed rail.

Published Monday, March 16, 2015. Provided by Rick Krenske

ST. PAUL * Government agencies have launched the first phase of an environmental review for the proposed Zip Rail high-speed railroad between the Twin Cities and Rochester. The Minnesota Department of Transportation says the review will look at the social, economic and environmental impacts of eight potential routes, as well as not building the project. The Zip Rail study area covers a 100-mile corridor between Rochester and the Twin Cities, which includes Dakota, Dodge, Goodhue, Hennepin, Olmsted, Ramsey and Rice counties. The proposed end points include downtown Rochester, Minneapolis-St. Paul International Airport, and Union Depot in St. Paul. There's currently no continuous rail connection between the Twin Cities and Rochester. So the potential corridors would require land for new tracks. A later review would include cost-benefit analyses, and ridership, revenue and cost estimates.



March 9, 2015. From the TRAINS Newswire: by Steve Glischinski (provided by Rick Krenske)

Great Northern "Hustle Muscle" SD45 to pull tourist trains.

Picture From summer 2005 in Barnsville MN -by R Tubbbesing

ST. PAUL, Minn. * Great Northern Railway SD45 No. 400, owned by the Great Northern Railway Historical Society, will pull tourist trains out of Osceola, Wis., later this summer. The locomotive will be used on the Minnesota Transportation Museum's Osceola & St. Croix Valley Railway, which operates tourist and dinner trains between Osceola and Dresser, Wis. and Marine, Minn., over Canadian National's ex-Soo Line Dresser Subdivision. Built in May 1966, No. 400 was the first production SD45 built by Electro-Motive Division; it received the "Hustle Muscle" moniker by GN when the company purchased the unit. It continued to carry the name after it became Burlington Northern 6430 following the 1970 BN merger. In 1986 it was retired and donated to the Society.

In 1989, the unit was repainted to its original GN paint scheme at Grand Forks, N.D. In 2006 it was sent to the Wisconsin & Southern shop in Horicon, Wis., and repainted again with a fresh coat of Omaha Orange and Pullman Green paint. It is normally displayed indoors at the Museum's Jackson Street Roundhouse in St. Paul. The locomotive will be displayed during Train Day at the Union Depot in St. Paul on May 9, then pull tourist and dinner trains out of Osceola beginning in late June. The museum operates several Great Northern passenger cars on its trains that wear the same orange and green colors as the SD45. The operating season at Osceola begins May 2. For more information, go to www.trainride.org.

Oil Trains Declining

Sent: Saturday, March 28, 2015 7:35 AM by Rick Krenske



(Bloomberg) -- The slowdown that North American railroad companies had been bracing for in crude oil shipments has turned into a rout, with volumes falling faster than executives had predicted. With energy companies scaling back drilling after prices for the commodity fell about 50 percent since July, industry executives and analysts anticipated that demand for hauling crude and extraction materials such as frac sand and pipes would slow after a four-year surge. They didn't expect it to slow this much this fast. "The impact is occurring more quickly than the rails originally projected to investors," said Matt Troy, an analyst with Nomura Securities International Inc. in New York. "The consensus view was that very high double-digit growth would moderate to low double digits, and as we have seen in recent weeks we've broken that floor and in some cases gone negative." Rail stocks and tank-car leasing are reflecting the dwindling traffic. The Standard & Poor's 500 Railroads Index posted its biggest weekly decline since October and lessors' rates for oil cars have fallen by about a third in the last six months, Cowen & Co. said in a report on Friday. "We would not be surprised if the downward trend continues as long as oil prices remain depressed," Jason Seidl, a New-York-based Cowen analyst, said in the report. As recently as January, companies including CSX Corp. and Canadian Pacific Railway Ltd., were forecasting that even with prices below \$50 a barrel, oil projects already under way would buoy production and keep trains hauling even more crude than last year. Instead carloads of U.S. petroleum products fell 2.8 percent in the last four weeks after growing 13 percent last year.

Crude Contrast. Beau Maida, director of rail services at GT OmniPort, sees the effects first hand from a freight yard on Texas' Gulf Coast. "I'm definitely seeing the drop-off," Maida said in an interview. GT OmniPort is situated near two refineries at Port Arthur, Texas, and has 8.5 miles (13.7 kilometers) of track and facilities to offload crude from railcars. The weakness contrasts with the industry's struggle to keep pace with demand to haul crude as drilling reached areas that traditionally weren't connected by pipelines. Carloads of crude jumped to 493,000 last year from 11,000 in 2009 as new extraction techniques known as hydraulic fracturing helped push U.S. crude production to its highest in at least three decades. "This is the first time that anybody has slowed down on fracking," said Taylor Robinson, president of Chicago-based PLG Consulting, which advises rail companies. "Nobody knew how fast they could shut down and it looks like they're pretty fast."

New Reality. Some railroads are adjusting to the new reality. CSX no longer expects to reach the high end of its forecast for crude carloads this year, though it still estimates they'll increase, Melanie Cost, a spokeswoman, said in an e-mail Thursday. CSX Chief Executive Officer Michael Ward said in a Jan. 14 interview that crude trains may rise to an average of 4 to 4.5 a day, an increase of as much as 29 percent. In the last four weeks, CSX's petroleum products carloads rose 3.6 percent following a 60 percent gain last year, according to Association of American Railroads statistics. Kansas City Southern earlier this week reduced its 2015 revenue growth forecast in part because of lower-than-expected crude-by-rail shipments and a 20 percent decline in coal revenue in the first quarter as utilities switch to cheaper natural gas.

Keeping Projections. The company now forecasts a revenue increase in the low single digits, down from an earlier prediction of mid-single-digit growth. "That's a little bit of an indicator of things to come," Keith Schoonmaker, an analyst with Morningstar Inc., said in a phone interview. Others are sticking to their projections for now. Martin Cej, a spokesman for Canadian Pacific, said in an e-mail his railroad hasn't changed its forecast of 140,000 crude carloads in 2015. Canadian Pacific posted a 9.1 percent increase in petroleum product carloads in the last four weeks. That's down from 16 percent last year and a third of the railroad's forecast for a 27 percent gain in crude only carloads this year. BNSF Railway Co., the railroad owned by Warren Buffett's Berkshire Hathaway Inc., posted a 4.5 percent drop in petroleum products in the last four weeks after a gain of 12.4 percent last year. BNSF's network runs through North Dakota, making it the largest hauler of Bakken oil production. Union Pacific Corp., which serves Texas oil fields, saw its carloads plummet 25 percent in the four-week period. Demand for Bakken crude from U.S. East Coast refineries may decline as the price premium for imported Brent crude narrows. It costs about \$2 to \$3 a barrel to ship Brent by boat while hauling Bakken crude by train adds as much as \$14 a barrel, PLG's Robinson said. About 70 percent of Bakken crude now goes to East Coast refineries, he said. "My suspicion is that the East Coast is going to get hit with more imports," Robinson said.

Outsized Growth. Demand for frac sand, used to prop open the cracks in shale stone to release trapped oil, can be an early indicator of activity linked to the oil industry. Many wells are being drilled just to meet contractual obligations without taking the final step to frack them to produce oil. Fracking entails pumping water and chemicals into a well at high pressure to break up the shale rock to allow oil to escape. "Frac sand is going to fall off very quickly," Robinson said. "Oil production within a couple of months is going to fall off very quickly." Union Pacific's carloads of stone, sand and gravel, which includes frac sand, fell 6.3 percent in the last four weeks after jumping 22 percent last year. BNSF saw those types of carloads drop 3 percent after increasing 18 percent last year. The outsized growth of crude trains had pumped up rail profits even though oil accounts for only about 2 percent to 3 percent of carload volume. That percentage often doubles when factoring in the frac sand, pipe and other materials needed for drilling, Nomura's Troy said. Union Pacific has said its total exposure to oil is 4.5 percent of volume while Canadian Pacific's is about 10 percent. "The energy complex which was a friend to the railroads over the last two years is rapidly becoming a foe with respect to sentiment," Troy said.



MINNESOTA STREETCAR MUSEUM

YOU can learn to operate one of these historic streetcars. Come and join us.
Learnwhile You have fun! Operator Training begins Mid-April.

**For more info about Streetcar
 Operator Training, please call:**

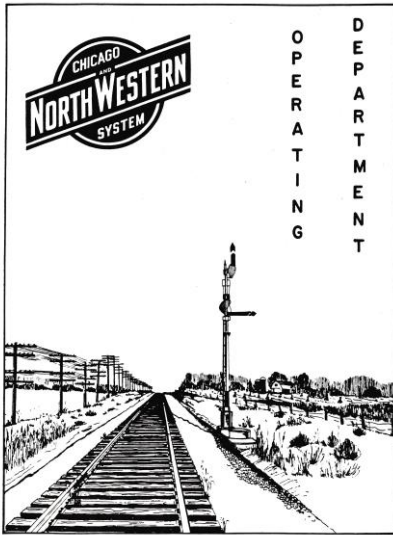
Rod Eaton

763-576-0608 rpeaton@comcast.net

----- **Miscellany** -----



-Operating Department 1986 Plans part 1 (Motive Power and Mechanical Car)
from Gary Rumler's collection



D
E
P
A
R
T
M
E
N
T

O
P
E
R
A
T
I
N
G

THIS BROCHURE OUTLINES THE CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY'S TRACK AND MECHANICAL
MOTIVE POWER AND CAR STATUS, FROM EMPLOYEE OWNERSHIP
TO THE PRESENT. IN ADDITION, SOME OF OUR FUTURE PLANS
IN THESE AREAS ARE DISCUSSED.

M E C H A N I C A L
M O T I V E P O W E R

Locomotive Fleet

Motive Power

LOCOMOTIVE FLEET

	MAY 1972	OCTOBER 1981	% CHANGE
NO. LOCOMOTIVES OWNED	819	1,089	+ 33%
TOTAL HORSEPOWER	1,405,110	2,252,950	+ 60%
AVERAGE AGE	16.1 YRS.	8.6 YRS.	- 47%
AVERAGE HP/UNIT	1,716	2,069	+ 21%

	1972 (000)	1980 (000)	% CHANGE
GROSS TON MILES	46,178,989	69,738,324	+ 51%
AVERAGE FUEL GAL/1000 GTM	2.166	1.744	- 19%

MOTIVE POWER

IT IS THE POLICY OF THE TRANSPORTATION COMPANY
TO PURCHASE USED LOCOMOTIVES, REBUILD AND MODERNIZE THEM AT
DELWEIN SHOP RATHER THAN PURCHASE NEW LOCOMOTIVES.

THE REBUILDING (OR REMANUFACTURING) PRODUCES
A LOCOMOTIVE THAT HAS ALL MODERN TECHNOLOGY INCLUDING SOLID
STATE CONTROLS. ITS FUEL EFFICIENCY EQUALS AND, IN SOME CASES,
HAS EXCEEDED CURRENT NEW LOCOMOTIVE STANDARDS. THE EXPECTED
LIFE OF THESE REBUILT UNITS IS THE SAME AS A NEW UNIT. THE
ECONOMICS ARE CLEAR.

PRICE NORMALLY EQUIPPED LOCOMOTIVE:

GP-40-2		\$950,000
S.H. 15 YR. OLD GP-40	\$200,000	
AVERAGE COST TO MODERNIZE AND REBUILD	250,000	
	\$450,000	\$950,000

THIS IS WITH EQUAL PERFORMANCE, AVAILABILITY AND
FUEL EFFICIENCY.

WE ARE MODERNIZING AND EXPANDING OUR DELWEIN DIESEL
REBUILD SHOP IN A FOUR YEAR PROGRAM. THIS WILL ALLOW US TO CON-
TINUE OUR REBUILDING OF LOCOMOTIVES AND HANDLE ALL HEAVY REPAIRS
OF OUR ENTIRE FLEET, INCLUDING THE REMANUFACTURING OF TURBOCHARGERS
IN ADDITION TO ALL OTHER RECLAMATION ACTIVITIES.

A SECONDARY BENEFIT IS THE ADDED CAPABILITY TO
HANDLE CONTRACT REBUILDING. THIS IS AN AREA WE ARE PRESENTLY
EXPLORING.

THE ATTACHED FORM SHOWS OUR FLEET PROJECTIONS
THROUGH 1986.

Motive Power Summary 1982 to 1986

EXHIBIT M1

MOTIVE POWER
SUMMARY

R-REPAIR
RB-REBUILD
A-ACQUIRE

	OWNED 09-09-81	1982			1983			1984			1985			1986		
		R	RB	A	R	RB	A	R	RB	A	R	RB	A	R	RB	A
Switchers	62	3									1			1		
Chocolate ID-SW	66	1			1			1			6			5		
Retained PMD	913			26	30	30		30	30		30	30		32	32	
Total	1,041	4		26	31	30		31	30		37	30		38	32	
Ownership	1,041		1,063		1,062			1,061			1,054			1,048		
Proposed Coal Service							25		25			50				

Mechanical Car Plans

Ownership of Freight Cars to 1981

OWNERSHIP OF FREIGHT CARS
June 1, 1972 to October 1, 1981

	6-1-72	12-31-72	12-31-73	12-31-74	12-31-75	12-31-76	12-31-77	12-31-78	12-31-79	12-31-80	10-1-81
Box	26,625	25,891	25,851	25,710	21,674	18,270	17,056	16,123	15,607	16,814	15,911
Cov. Hopper	4,414	4,412	5,239	5,597	6,301	6,598	7,070	7,043	6,953	9,223	12,645
RBL	1,164	1,163	1,160	1,260	1,221	1,262	1,310	1,305	1,365	1,250	1,281
Gondola	4,926	4,984	4,407	4,841	4,705	4,381	3,786	4,103	3,979	3,831	3,528
O. T. Hopper	2,120	1,894	1,694	1,835	2,023	2,149	2,014	1,950	1,827	2,375	2,340
Ore	2,385	2,344	2,293	2,183	1,818	1,688	1,672	1,639	1,596	1,556	1,523
Flat	1,780	1,634	1,440	1,388	1,157	917	844	786	772	785	740
Tank	40	40	40	40	40	40	40	40	153	152	176
Other	84	74	19	16	13	14	13	8	6	5	11
TOTAL	43,538	42,436	42,143	42,870	38,714	35,319	33,805	32,997	32,258	35,991	38,155

Aggregate Capacity of Freight Cars to 1981

Acquisitions of Freight cars to 1981

AGGREGATE CAPACITY OF FREIGHT CARS
June 1, 1972 to October 1, 1981
(In pounds - 000 Omitted)

	6-1-72	12-31-72	12-31-73	12-31-74	12-31-75	12-31-76	12-31-77	12-31-78	12-31-79	12-31-80	10-1-81
Box	2,859,905	2,786,099	2,833,347	2,832,535	2,404,047	2,086,787	2,135,394	2,033,284	1,987,700	2,214,134	2,129,154
Cov. Hopper	766,420	766,094	940,114	1,019,754	1,161,034	1,220,714	1,337,910	1,332,510	1,315,750	1,769,564	2,453,740
RBL	156,392	156,252	155,898	171,758	167,818	173,122	192,120	191,908	200,946	186,008	192,674
Gondola	652,470	666,730	593,310	668,136	649,814	611,366	568,336	643,354	626,590	615,921	572,944
O. T. Hopper	318,200	287,960	259,080	287,910	338,250	383,790	372,108	362,934	344,514	461,186	456,389
Ore	332,060	326,320	320,596	306,194	255,094	236,894	257,958	252,406	245,784	239,624	234,542
Flat	210,806	186,326	165,266	159,526	131,092	106,864	105,728	98,156	96,616	99,014	94,064
Tank	4,000	4,000	4,000	4,000	4,000	4,000	6,160	6,160	25,632	25,478	33,452
Other	8,340	7,340	1,920	1,640	1,340	1,440	1,474	924	704	594	1,254
TOTAL	5,308,593	5,187,121	5,273,531	5,451,453	5,112,489	4,824,977	4,977,188	4,921,636	4,844,236	5,611,523	6,168,213

ACQUISITIONS OF FREIGHT CARS
June 1, 1972 to October 1, 1981

	6-1-72	73	74	75	76	77	78	79	80 ¹	81 ¹	TOTAL
Box		957	243			442	25	300	2,983	536	5,486
Covered Hopper	10	1,000	505	735	315	500	7		2,389	3,448	8,909
RBL			110		66	48	20	157		89	490
Gondola	189		524	18		25	485	40	705	22	2,008
O. T. Hopper		63	305	421	400				726	19	1,934
Ore		44									44
Flat					23				23	2	48
Tank								114		25	139
Other					1					6	7
TOTAL	199	2,064	1,687	1,174	805	1,015	537	611	6,826	4,147	19,065

1 - In 1980 and 1981, the CNW acquired 5446 former Rock Island freight cars.

Retirements of Freight Cars

Clinton Shop Car Repair Programs

RETIREMENTS OF FREIGHT CARS
June 1, 1972 to October 1, 1981

	6-1-72	12-31-72	12-31-73	12-31-74	12-31-75	12-31-76	12-31-77	12-31-78	12-31-79	12-31-80	10-1-81	TOTAL
Box	734	997	384	4,274	3,166	1,656	958	816	1,776	1,439	16,200	
Covered Hopper	12	173	147	31	18	28	34	90	119	26	678	
RBL	1	3	10	39	25		25	97	115	58	373	
Gondola	131	577	90	154	324	620	168	164	853 ¹	325	3,406	
O.T. Hopper	226	263	164	233	274	135	64	123	178	54	1,714	
Ore	41	95	110	365	130	16	33	43	40	33	906	
Flat	146	194	52	231	263	73	58	14	10	47	1,088	
Tank								1	1	1	3	
Other	10	55	3	3		1	5	2	1		80	
TOTAL	1,301	2,357	960	5,330	4,200	2,529	1,345	1,350	3,093	1,983	24,448	

1 - Return of 484 cars off of a short term lease.

CLINTON SHOP CAR REPAIR PROGRAMS
June 1, 1972 to October 1, 1981
(HEAVY REPAIRS ONLY)

	6-1-72	12-31-72	73	74	75	76	77	78	79	80	81 ¹	TOTAL
Box	475	2,699	1,987	294	395	479	1,145	392	858	450	9,174	
Covered Hopper	354	29	240	216	472	79	1,027	760	726	252	4,155	
RBL			247	90	125	43	132	211	143	13	1,004	
Gondola		155	232	68	297			500	350	144	1,746	
O.T. Hoppers			304	25		76		158	222	132	917	
Ore					401	101	1	294	253	16	1,066	
Flat			130		5	43		13	7	18	216	
Tank												
Other												
TOTAL	829	2,883	3,140	693	1,398	1,118	2,305	2,328	2,559	1,025	18,278	

1 - 392 Caboosees reconditioned at Clinton

Projected Aggregate Capacity of Freight cars,

Proposed Freight car purchases,

Current Costs of Equipment

PROJECTED AGGREGATE CAPACITY OF FREIGHT CARS
January 1, 1981 to January 1, 1986
(In rounds - 000 Omitted)

TYPE	10-1-81	12-31-83	12-31-85
Plain Box 40'	426,868	219,806	230,641
Plain Box 50'	927,982	900,718	888,044
Equipped Box	376,204	333,088	315,658
TOTAL BOX	2,129,134	1,753,612	1,434,293
Covered Hopper	2,453,740	2,253,392	2,103,072
RBL	178,814	179,010	160,868
Mechanical Reel	13,860	13,706	13,352
Gondola	372,844	325,742	328,158
Hopper	456,389	410,310	437,136
Ore	234,542	207,746	197,890
Flat	84,064	86,233	80,645
Tank	33,452	25,478	25,478
Other	3,251	394	384
TOTAL	6,169,217	5,455,833	5,281,686

NOTE: Reduction in capacity from 1981 through 1985 is more than offset by improvements in turn-around time, primarily due to the obsolescence of the 40-foot box.

PROPOSED FREIGHT CAR PURCHASES
January 1, 1981 to January 1, 1986

DESCRIPTION	1982	1983	1984	1985
50' XM Box	-	-	-	50
50' DF Box	-	-	50	-
60' DF Box	-	-	-	10
86' Auto Parts Box	-	-	25	-
50' RBL	-	90	-	100
Large Airslide Covered Hopper	-	50	-	-
100-Ton Open Hopper	-	-	300	-
53' Plain Gondola	-	-	200	100
65' Plain Gondola	123	-	-	-
TOTAL	123	140	315	240

CURRENT COSTS OF EQUIPMENT

	12/80 COST PER CAR	11/81 COST PER CAR
50' Box - Plain	\$ 37,300	\$ 34,300
50' Box - Equipped	42,000	39,000
60' Box - Equipped	61,000	57,500
86' Box - Spec. Purpose	77,500	74,000
52' Gondola	37,000	35,000
65' Gondola	41,000	38,500
100-Ton O.T. Hopper	39,000	37,000
Covered Hopper - Medium	39,000	37,500
Covered Hopper - Large	39,000	38,000
89' Flat - TUPC	42,500	41,000
Caboose - Road	71,000	74,500

Freight Car Repair Program 1982

Projected Freight Car Repair Programs 1983 to 1986

Freight Car Retirements to 1986

FREIGHT CAR REPAIR PROGRAM
CLINTON SHOP - 1982

CAR TYPE	QUANTITY
50' Box (XM)	563
60' Box	22
86' Box	9
50' DF Box	72
50' RBL	199
Medium Gravity Covered Hopper	23
Large Covered Hopper	394
Small/Medium G/P Covered Hopper	37
Small Airslide Covered Hopper	23
Large Open Top Hopper	150
53' Covered Gondola	37
65' Equipped Gondola	17
53' Plain Gondola	48
65' Plain Gondola	57
Coil Cars	27
Convert 50' RB to RBL	25
Preventative Mtc. Large Open Top Hopper	166
Preventative Mtc. 50' Box XM	80
Ballast Equipment:	
A. Repair M.K. Type	250
B. Repair Former BN & SLSF cars	150
C. Convert 1958 C.F. Covered Hoppers to MK type	100
Rail Train (Incl. Idler, Pusher & Threader)	27
TOTAL	2,502

PROJECTED FREIGHT CAR REPAIR PROGRAMS
January 1, 1983 to January 1, 1986

<u>HEAVY REPAIRS</u>			
<u>DESCRIPTION</u>	<u>1983(1)</u>	<u>1984(1)</u>	<u>1985(1)</u>
50' Box (XM-XF-XP)	467	467	467
50' Box DF	57	57	57
60' Box DF/XF	32	32	32
86' Box XP	8	8	8
50' RBL	120	120	120
Gravity Covered Hopper-SN/MED	165	171	173
Gravity-Pneumatic Covered Hopper-SN/MED	22	22	22
Jumbo Covered Hopper	597	734	810
Small Airslide	18	18	18
100-T Open Hopper	132	132	132
Covered Gondola	20	11	1
53' Plain Gondola	18	18	18
65' Gondola	19	19	19
Coil Cars	5	5	5
	1,680	1,814	1,882

NOTE: Does not include maintenance of way equipment or preventive maintenance programs.

PROJECTED FREIGHT CAR RETIREMENTS
January 1, 1981 to January 1, 1986

	OWNERSHIP 10-1981	RETIREMENTS	1981	1982	1983	1984	1985
40' Box	6,207	2,392 ¹	473	474	417	466	
50' Box	8,938	156	60	62	95	105	
60/86' Box	766	2	3	2	3	2	
Gondola	3,528	297	231	164	128	104	
Flat	740	63	36	22	21	23	
Hopper	2,340	40	68	91	86	85	
Cov. Hopper	12,645	79	1,067 ²	102	106	104	
Ore	1,523	25	131 ³	32	32	32	
RBL	1,189	38	20	19	26	25	
Mechanical Refrigerator	92	2	0	1	0	1	
Caboose	478	1	1	1	1	1	
TOTAL	38,446	3,095	2,090	970	915	948	

1 - Sale of up to 2,000 40-foot box - predominance retired in fourth quarter 1981 but could carry over into first quarter 1982.

2 - Release of 1,000 covered hoppers from lease in late 1981 or late 1982.

3 - Retirement of 99 overage heavy had order cars that are not economically feasible to repair.

Wm Cordes Great Northern: SD9 Mar 1969 Grand Rapids



B-10 RR-100-19 Grand Rapids, MN 3-16-1969
William Cordes Photo Northstar Railway Historical Society Collection
© All Rights Reserved

Superior WI Mar 1970



B-14 RR-125-23 Superior, WI 3-22-1970
William Cordes Photo Northstar Railway Historical Society Collection
© All Rights Reserved

SD7 Superior WI Feb 1966



B-7 RR-53-17 Superior, WI 2/27/1966 PD March 1966
William Cordes Photo Northstar Railway Historical Society Collection
© All Rights Reserved

Wm Cordes NP: Ashland WI Sep 1963



B-6 RR-31-2 Ashland, WI MRA Ashland Adventure 9-22-1963 PD Sep 63
William Cordes Photo Northstar Chapter NRHS All Rights Reserved

Apr 1965 at Brainerd MN



B-6 RR-40-20 Brainerd, MN PD Apr 1965
MRA - 48 Co. - NP RDC to Brainerd, MN 2/1965
William Cordes Photo Northstar Chapter NRHS Collection
© All Rights Reserved

Jan 1970 Dilworth MN



B-14 RR-125-13 Dilworth, MN 1-31-1970
William Cordes Photo Northstar Railway Historical Society Collection
© All Rights Reserved

Wm Cordes Milw: Construction of I94 and changes to the Short Line at Midway in 1964

(Spur at Snelling Ave)



B-6 RR-34-7 Milw Spur Bridge over I-94, Saint Paul, MN Snelling Ave.
William Cordes Photo Northstar Chapter NRHS Collection
All Right Reserved



B-6 RR-34-8 Milw Spur Saint Paul, MN I-94 and Snelling Ave
William Cordes Photo Northstar Chapter NRHS Collection
All Right Reserved



B-6 RR-34-9 Milwaukee Road Spur I-94 and Snelling Ave. Saint Paul, MN
William Cordes Photo Northstar Chapter NRHS Collection PD Mar 1964
All Right Reserved

-More News-

Judges says core of lawsuit over Southwest light rail can move forward.

Subject: Metro News - SWLRT Lawsuit Can Move Forward **Sent:** Sat, Mar 7, 2015 2:42:57 PM From Rick Krenske
Article by: ERIC ROPER , Star Tribune: March 7, 2015.

Met Council acted too fast on getting cities' consent, judge rules, calling a Monday hearing. A local group has so far made compelling arguments that the Metropolitan Council acted too quickly securing Southwest light rail approvals without proper environmental reviews, a federal judge ruled Friday. Judge John Tunheim agreed to allow core components of the Lakes and Parks Alliance's lawsuit against the Met Council to proceed in federal court, setting up a weighty hearing on the case Monday afternoon. He simultaneously dismissed the group's claims against the Federal

Transit Administration.

The lawsuit argues the Met Council violated federal and state laws by securing municipal consent from cities along the 16-mile route before completing a study on the environmental impacts of a new tunnel plan. That tunnel in the Chain of Lakes was added late in the project to accommodate trains and recreational trails at a pinch point, after plans to reroute freight rail to St. Louis Park were abandoned. Tunheim said the lack of an updated environmental review would seem to give cities less than they need to provide informed municipal consent. He also agreed to hear further arguments that the approval process violated federal law by, in effect, limiting alternatives before the environmental analysis was complete.

"The [Lakes and Parks Alliance] has made significant allegations regarding the Met Council's actions; namely that the Council has led a municipal consent process and spearheaded negotiations with specific cities, and has for all intents and purposes dramatically reduced the number of realistically available routes for the SWLRT, despite the FTA and Met Council's continued environmental review," Tunheim wrote of the federal law.

Tunheim dismissed an allegation that the Met Council violated the Minnesota Environmental Policy Act, since the agency hasn't technically taken final action on the project. He cautioned, however, that the Friday ruling was merely a determination that the court will hear the claims, not a judgment on the outcome of the case. The decision is nonetheless a blow to the project just one week after the Met Council struck a deal with the Minneapolis Park and Recreation Board, whose opposition to a bridge directly north of the tunnel also threatened to hold up the project. Met Council spokeswoman Laura Baenen declined to comment on the ruling Friday afternoon. Representatives of the Lakes and Parks Alliance could not be reached for comment. The proposed Southwest line would run from downtown Minneapolis to Eden Prairie, costing about \$1.6 billion. It is expected to open for service at the end of 2019.

Many twists and turns.

The lawsuit is steeped in the timeline of Southwest approvals and route changes, which are crucial to determining whether the Met Council is at fault. The original draft environmental review, completed in 2012, examined three methods for accommodating light rail through tight spots in the Kenilworth corridor: moving freight rail to St. Louis Park, moving freight rail and sending light rail down the Midtown Corridor, or 'co-locating' both trains alongside recreational traffic.

The review concluded that co-location would not adequately preserve the environment and protect the quality of life in the area, according to Tunheim's opinion. But a subsequent review by the U.S. Army Corps of Engineers also concluded that relocating freight rail, an option opposed by many St. Louis Park residents, was not feasible.

The Met Council later approved a plan for co-location with two light rail tunnels on either side of a new bridge, in order to handle all three modes of traffic through the narrow corridor. The north tunnel was then eliminated as part of an agreement with the city of Minneapolis, allowing for an extra station at 21st Street.

The Met Council is working on the supplemental environmental report. Despite a February statement that it would be released in the second quarter of 2015, Baenen declined Friday to say when it will be released. Eric Roper * 612-673-1732

Twitter: @StribRoper

Erie Mining F units begin move to Illinois short line.

From the TRAINS Newswire: **Sent:** Wed, Mar 4, 2015 1:17:26 AM Provided by Rick Krenske
February 27, 2015.



Pictures by **Doug Buell** Yahoo Ore Rails Group.

HOYT LAKES, Minn. * For the first time since 1957, there are no F units at the former Erie Mining Co. plant in Hoyt Lakes. The remaining two F units from Erie's fleet, F9As Nos. 4210 and 4214, departed Hoyt Lakes Thursday on Canadian National. The units are destined for Indiana Boxcar's Vermilion Valley Railroad in eastern Illinois and western Indiana for freight service. Eleven new F9s, five As and six Bs, went to work hauling taconite pellets on Erie Mining's 72-mile private railroad between Hoyt Lakes and Taconite Harbor in 1957, and some were still on the job into the 21st century working for Erie successor LTV Steel Mining Co.

The fleet remained intact until 1997, when an A-B-B-A set of F9s were destroyed in a runaway derailment at Taconite Harbor. LTV shuttered the taconite plant in 2001.

There followed two revivals of the railroad. In 2004 LTV successor Cliffs Erie hired a contractor to claim leftover chips and pellets from the mine due to the high iron prices, and used the Fs to move them to Taconite Harbor. In 2008, No. 4210 and three B units were used to haul cars of pellet remains and fines from Taconite Harbor to Hoyt Lakes where it was shipped out by rail. The four units, along with F9A 4214, have been stored at Hoyt Lakes since. The three B units were scrapped in December 2014.

In addition to Nos. 4210 and 4214, Erie F9A No. 4211 and F9B No. 4222 are preserved by the Lake Superior Railroad Museum in Duluth.

Company Plans to Build High Speed Rail Between Twin Cities and Rochester –from John Goodman



Can private investors finance a high-speed rail line like this one in China?

A new company called North American High Speed Rail Group really wants a high-speed passenger rail line running between Rochester and the Twin Cities. Rather than waiting for various governments to squawk through a tedious, decades-long battle like we saw with the Green Line or Southwest Light Rail, the company says it's just going to build the damn thing itself. *See also:*

Plans Moving Forward For Minneapolis-to-Duluth High-Speed Passenger Rail Line Last week NAHSRG went public with its intentions, but details are scarce. The rail line's price tag is estimated between \$2-4 billion, and it would travel at speeds around 200 mph along either Highway 52 or 56, according to the Rochester Post-Bulletin. NAHSRG will use a "privately funded model that incorporates transit oriented real estate development," something that has never been done before in America to fund a major transportation project. In response to email and phone messages asking for a bit more detail, company spokesperson Wendy Meadley issued a statement: It is the North American High Speed Rail Group's interest to plan, design, build and operate this passenger rail corridor through a private funding approach. In this way a full range of economic development opportunities that complement the passenger rail service can be included in a new financial model. When combined, the economics of a project like this are integrated and amplified in a new business model focused on a larger development landscape. What those "economic development opportunities" are is anyone's guess, but Meadley added there will be a press conference soon to explain more details. Rep. Pat Garafolo (R-Farmington) says he's willing to give the new company a shot, as long as the taxpayers aren't left on the hook. He authored a bill banning any public money going toward the project, dubbed "Zip Rail," for now. "My first concern is that we protect taxpayers," he says. "Going from there, existing laws, the governor's office, and the state and counties along the way would have to do their due diligence to research its viability, as with any large privately funded project." NAHSRG's ability to win over some deep-pocketed sugar daddies will ultimately determine if this -- let's face it, pipe dream -- ever becomes a reality. "Ultimately the proof will be in the capital they raise. If they raise the \$3-4 billion necessary for this project, I think that demonstrates the confidence of investors," says Garafolo. "Whether they're going to be able to do that or not, I honestly have no idea, but I do know that if private sector investors are putting up this kind of money, then this is a viable business model." "And if they're not putting up money, then it's obviously not." Ben Johnson, City Pages

Railfan Events (Thanks to Rick Krenske, Joe Stark, Bill Dredge)

<u>Granite City Train Show</u>	Saturday April 18, 2015	National Guard Armory 1710 Veteran's Drive St Cloud MN	\$6 Admission Adults, Children under 10 free,
<u>Great Minnesota Train Expo</u> www.gmte.net	April 25-26 2015 9-5 PM	Eagan Civic Center Arena 3870 Pilot Knob Rd Eagan MN	\$5, Children under 8 free
<u>4th Annual Model Railroad Train Show</u> Southern Valley Railway Email: RochPlain@yahoo.com	Aug 15,16 2015	P.E.M High School Gym 500 West Broadway Plainview MN	\$5 Children under 12 free
<u>Amtrak 'Train Day' now Called AMTRAK DAY.</u>	Saturday May 9 2015 10 am – 4 pm (Est)	St Paul Union Depot 4 th St St Paul MN	Free
Twin City Model Railroad Museum Hobby Show and Sale	Saturday May 9 2015 9:00 Am – 3:00 pm	Minnesota State Fairgrounds Education Building in Saint Paul	\$6 Children 7 and under Free

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

