

**NRHS**

Northstar News

Publishers of the Minnesota Rail Calendar

August Bus Trip to the Mid-Continent Railway Museum



Whitcomb Diesel led our Excursion Train



Group Picture in Tomah WI -Photos by Dawn Holmberg

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Meeting Notice

Next business meeting will be held on,
Saturday September 19, 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 –
History of the RPO by David Thompson.

There will be a pre-meeting get-together Sept 19, 2015 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur 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.

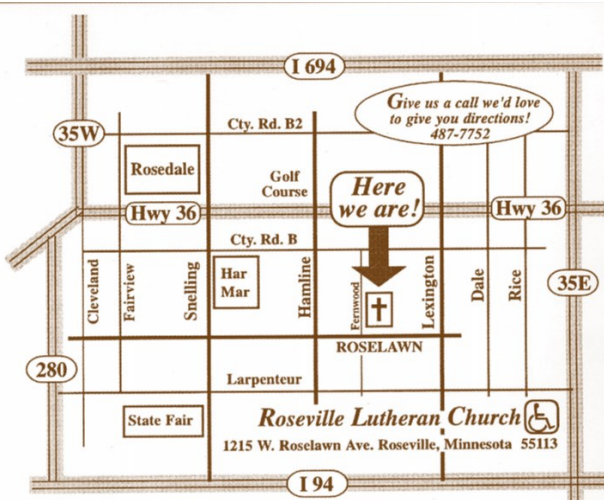
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From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left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



From the Publisher:

Seems like Summer is almost gone and Fall is in the air. We had a successful bus trip to the Mid-Continent Railway Museum in North Freedom, Wisconsin. We rode their excursion train led by a US Army 600hp Whitcomb diesel engine and rode on a vintage C&NW combine #7409. It was built by the Pullman Company in December 1915. This car was still in use in the 1950's on C&NW branchlines in South Dakota. A great time was had by all who attended!

The 2016 Minnesota Rail Calendar is now available. We have reduced the size and price of the calendar but still retains its excellent quality. You can purchase the calendar at our monthly meetings from Dawn Holmberg.

Also, we have available nine vintage railroad DVD's from H. Martin Swan and William Cordes film collections. A new C&NW and CRI&P DVD are now available. All DVD's are priced at a bargain price of \$20 each, three \$50. All sales benefit our chapter. The sales help defray the cost of maintaining our extensive collection of railroad material at our library.



Barbara Jo Durfee

OBITUARY

Longtime member Barbara Jo Durfee passed away on June 1, 2015 visiting her sister out East after a long battle with cancer. She is survived by husband John Hotvet and various Family members. She was a frequent attendee at monthly meetings and at many trips conducted by our chapter over the last few years. A visitation was held at the Cremation Society in Minneapolis on August 22, 2015.



All Aboard Minnesota Newsletter: August 2015 -By Gerald Ratliff

□ **The Wisconsin Passenger Rail Summit – Attended by select All Aboard MN Board members; Overview of this important conference** - The conference featured guest speaker William Draves, author of “The End of the Auto Age” and “Nine Shift.” The discussion focused around the changing dynamics of the automobile era and how the younger generations such as Generation Y are choosing to drive less and how those changes will impact and drive the demand for more public transportation such as passenger rail. Additional key note speakers included Dave Zwiefel, Editor of the Madison Capital Times who spoke about the politics of passenger rail and the 2016 presidential election. A live telephone conference was also held with Mayor Chris Koos of Normal, IL. He gave a presentation on how economic redevelopment and improvements to passenger rail help turn their aging downtown around. The summit ended with participation from attendees sharing their thoughts and suggestions on passenger rail.

□ **BNSF upgrades to "northern transcon" will benefit Empire Builder performance.** The railroad's service failures of past winter seasons has prompted the company to fix capacity problems on the ex-NP main through Minnesota, the route of Amtrak's Empire Builder. Several key upgrades are due for completion before winter: First, the railroad is building a double-track main line on a new alignment between Minneapolis Jct. (near Harrison Street in N.E. Mpls) and Midway yard (GN Jct. near St. Anthony). This will relieve a congested single-track line through the intermodal yards at Union and Midway, allowing easier Amtrak access to the MN Commercial Railroads' trackage from St. Anthony Junction into the former Midway station and beyond to SPUD. Second, double-track is being re-installed on the 9-mile segment between Big Lake and Becker, MN. With the advent of Northstar commuter service, this section has become a huge bottleneck, backing freight trains out to St. Cloud. Adding back the double track, which was removed during the mid-80's, will create greater fluidity through this section. Third, CTC signaling and high-speed crossovers are being put into place on the long double-track "directional" main lines between (a) St. Cloud and Gregory (Little Falls), and (b) Wadena to Richards Spur (near Detroit Lakes). When complete, the entire ex-NP main line between Minneapolis and Fargo will be CTC- controlled, with crossovers to allow faster traffic to get around slower trains. This alone will be a huge benefit for nos. 7-8. Finally, grading is being completed on the single-track segment that runs between Gregory (Little Falls) and Philbrook (near Staples) to allow eventual connection of existing sidings into longer double-track sections.

Chicago Great Western FP7 Restored in Iowa

From the TRAINS Newswire: (Provided by Rick Krenske)

By [Steve Glischinski](#) | August 21, 2015

No. 116A rests under the August sun in Oelwein.



OELWEIN, Iowa – The Chicago Great Western Railway was known for running long strings of EMD F units on its freights prior to its merger with Chicago & North Western in 1968. Now the sole surviving CGW cab unit has been returned to operation, thanks to a group of volunteers with the Hub City Heritage museum in Oelwein. Earlier this month the prime mover of CGW FP7 No. 116A was fired up for the first time since the 1980s. According to Museum President Ed Raye, the road back to operation for the unit was a long one. “Back in the 1990s a friend and I realized it was in our skill set to get it back running if the parts were available,” Raye says. “I did not become active in Hub City until 2003, and was told it would never run again.” The exhaust stacks on the unit had been left uncovered, so Raye got them covered. Somewhere around 2008 he asked a shop foreman from the Iowa Northern Railway (which serves Oelwein on ex-CGW track) what works well for getting EMD prime movers unstuck. “He recommended a 50-50 mix of automatic transmission fluid and kerosene. The mix sitting for years must have worked as the prime mover barred over with only a few sticky spots,” Raye says.

In 2013 the museum got permission to strip parts off Iowa Northern GP20 No. 2002 which was being scrapped, and also made some trades to get parts the group needed. Another person stepped up to do some wiring on the unit in trade for materials. The museum tried to get the FP7 running for Hub City Railroad Days in August 2014, but with electrical problems, a late start (plus volunteers being hot and tired) it was decided to try for another time. By Aug. 14 the crew felt they had worked all the bugs out. Iowa Northern loaned the museum jumper cables, and Oelwein-based Transco Railway Products provided its SW1 for power. The F unit fired off on the third attempt.

No. 116A came from EMD in 1950 as one of two such CGW locomotives equipped with steam generators for service on passenger trains. In 1971 it became C&NW 217 and continued in service into the early 1980s. It was in held storage until the North Western donated it to the museum. In addition to 116A, three other CGW F units survive, all B units. F7Bs 113D and 114B are part of Norfolk Southern's business train fleet, while F7B 102D, which C&NW converted into power car No. 490 “Oak Creek,” is stored on the Aberdeen, Carolina & Western Railway in North Carolina.

After 116A became museum property, in 1995 the “motor,” which CGW called its diesels, was repainted by Transco into CGW’s original colors with a maroon body, double red stripe with gold dulux trim, and the Chicago Great Western name spelled out and Corn Belt Route her-alds on the sides. Over the years the paint faded badly, so the unit has been repainted. No. 116A now wears what was called the “dip” scheme, which debuted in 1954, with the entire body solid maroon, the roof and running gear below the frame in black, and Chicago Great Western “Lucky Strike” logos on the nose and centered on the car body.

While the prime mover now runs, the unit lacks traction motors to make it an operating locomotive. Time and money are needed to obtain and install the motors. The museum is holding a night photo shoot as a fundraiser, scheduled for Oct. 17.

Donations can be sent to the museum at Hub City Heritage Corp., P.O. Box 300, Oelwein IA 50662. More information can be found at cgwoelwein.com, and at the museum’s Facebook page at facebook.com/groups/417095938437.



Winona Amtrak to Lose Station Staff; Tickets, Arrival Times Available Online.

(From Rick Krenske)

DAILY NEWS FILE PHOTO

[Glen Olson](mailto:golson@winonadailynews.com) golson@winonadailynews.com

Winona’s Amtrak station will be losing its staff person around the end of August, as part of a company-wide move to reduce its workforce. The Winona Amtrak station will be a lonelier place to visit soon, after the company removes the last remaining staff member.

The move is part of a company-wide program of attrition, which will leave St. Paul and La Crosse as the only staffed stations in the area.

Winona Mayor Mark Peterson said representatives from Amtrak met with city staff recently to inform them of the decision, with the timeline calling for the station to go unstaffed toward the end of the month. “It’s not what we wanted to hear,” he said.

Travelers won’t be able to buy tickets at the station, and will have to check arrival times online. Peterson said that the station will still be cleaned and opened and closed, but that will be all. The Winona station has the second-highest use in Minnesota, with 20,318 boardings and alightings, after St. Paul’s 94,077, according to 2014 Amtrak numbers. La Crosse, which will retain its in-person staff, had 24,036 during the same period. Amtrak said the move comes as many people have turned to online ticket purchasing and have the ability to check arrival and departure times with automated phone apps, combined with an overall continuing decline in ticket sales made directly at staffed Amtrak stations.

August 1 In Railroad History

(From Rick Krenske) - Sun, Aug 2, 2015 1:30:07 PM

Lake Superior & Mississippi Railroad Posted by: Joseph.Lechner@mvnu.edu

The Lake Superior & Mississippi Railroad was incorporated in 1863. Financier Jay Cooke designated Duluth MN as its northern terminus. The first train from St. Paul arrived in Duluth 145 years ago today at 11:30 p.m. This 154-mile railway was regarded as a landmark development in Minnesota history, as it provided the region’s first access to the Great Lakes for shipping to eastern markets. LS&M went broke in the financial panic of 1873. It was reorganized four years later as the St. Paul & Duluth Railroad. Northern Pacific purchased it in 1900. In 1980, dedicated volunteers from the Lake Superior Transportation Club organized a new LS&MRR. For the past 35 years, the group has offered excursions over a portion of original LS&MRR right-of-way along the shore of Spirit Lake. Trains run on weekends from June through mid-October, powered by a General Electric 50-ton center-cab switcher. LS&MRR’s future is currently in doubt, since the U. S. Steel facility through which it runs in West Duluth has been designated a Superfund cleanup site. For more info go to: <http://lsmrr.org/>

AK-SAR-BEN Special

From John Goodman on 8/22/2015 10:14:24 A.M. Mountain Daylight Time

The UP ran their annual AK-SAR-BEN Special the evening of August 21, 2015. Departure from Omaha was to be 7PM but something caused about a half an hour delay. The first 4 shots are at Bellevue around 7:45. Dave Seidel is always one of the attendants on the train. In the 4th shot, it looks like he's enjoying the trip! By the time we got to Oreapolis (just north of Plattsmouth), light was minimal at best but pixels are in-expensive! The freight units look nice but I'm hoping they use the E units next year.





Smooth Shipping for Grain This Fall (From Rick Krenske)

DANIEL LOOKER Updated: 08/24/2015 Business Editor

To say that CHS, Inc. has its hands in everything agricultural might be a slight exaggeration. The Minnesota-based cooperative that's owned by 1,100 local co-ops and 75,000 producers refines petroleum, makes ethanol, and ships grain and fertilizer, to name a few of the activities that brought in \$1.1 billion in 2014 net income.

That gives Dan Mack, vice president of CHS rail transportation and terminal operations, a view of shipping that's almost unique. Unlike most commodity businesses that are seasonal, CHS is shipping something, somewhere, 365 days a year, he told reporters this week during the CHS media forum in St. Paul, Minnesota.

Two winters ago, weather and economic forces created an imperfect storm over the northern Plains that was costly for growers. Railroads, especially BNSF and Canadian Pacific, couldn't keep up with the demand for coal, grain, petroleum, and sand for fracking during a long, cold winter that took its toll on trains and crews. "We're now into a cycle that's almost the opposite," Mack said. He expects almost none of the problems that hit growers in North Dakota and Minnesota in the winter of 2013-14. This year, railroads are shipping less coal because natural gas is a more competitive fuel for generating electricity. "Once again, almost nobody wants coal," Mack said. North Dakota's Bakken formation is still producing petroleum, but virtually none of the frack sand needed for drilling during the oil boom is being shipped into the state. As anyone who follows grain exports knows, that's not exactly booming either. "Now we're feeling the hangover of \$7 corn," Mack said. "We're seeing significantly less exports." While none of this is good news for the U.S. economy, it does mean that "capacity shouldn't be an issue" for grain shipments this year.

While overall railroad shipping volume is down only about 1% from a year ago, Mack says the industry did keep its commitment to rail-dependent industries in the U.S. to expand, and may even have overcapacity. The number of excess locomotives is in the hundreds, he said. "They're long locomotives, which wasn't the case 12 months ago," he said. Railroads aren't the only form of transportation that has excess capacity. Rapid construction of new ships over the last two to three years has led to global overcapacity. "Vessel freight is at an all-time low," Mack said. The economics of shipping by water means that the spread between the cost of exporting out of the Pacific Northwest vs. down the Mississippi to the Gulf Coast has narrowed, he said. That may mean a shift of more grain going down the river on barges. Even though excess rainfall early this summer delayed barge traffic on the Mississippi, Illinois, and Arkansas rivers, Mack doesn't expect problems shipping fertilizer upstream to the Midwest. "I don't see that as a major issue," he said.

BNSF's Net Income Up 5 Percent, Total Revenue Down 6 Percent in 2Q From John Goodman

BNSF Railway Co.'s total revenue in second-quarter 2015 fell 6 percent to \$5.4 billion compared with \$5.7 billion in second-quarter 2014, but net income rose 5 percent to \$963 million compared with \$916 million a year ago, the Class I reported last week.

Operating income was \$1.8 billion, up 5 percent for the quarter compared with a year ago. Operating expenses fell 11 percent to \$3.6 billion for the period. The railroad's operating ratio came in at 66.3, down from 70.1 during the same period last year. Revenue per unit slipped 7 percent for the quarter, and 3 percent for the first six months of 2015, as lower fuel surcharges were partially offset by increased rate per car/unit and business mix changes, company officials said in a [performance summary](#).

Consumer products volumes fell 1 percent during the six-month period, as some freight was sent to other import gateways as a result of the slow down in productivity at U.S. West Coast ports. However, consumer products volumes bounced back in the second quarter — up 3 percent compared with second-quarter 2014 — as ports resumed normal operations and the West Coast port backlog was worked off.

Industrial products volumes were hit by lower crude oil prices on petroleum products and frac sand, as well as the impact of the strong dollar on domestically produced steel demand. Volumes fell 7 percent in the second-quarter and 2 percent for the sixth-month period of 2015 compared with the same period in 2014. Low natural gas prices squeezed coal volumes in the second quarter, which were down 1 percent. For the first six months of 2015, coal volumes rose 3 percent due to higher demand, as BNSF worked to rebuild customer stockpiles.

Agricultural products volumes were down 3 percent for the second quarter, primarily as a result of strong global competition and lower demand for fertilizer, which was partially offset by increased movement of domestic grain. Agricultural products volumes were down 3 percent for the second quarter, primarily as a result of strong global competition and lower demand for fertilizer, which was partially offset by increased movement of domestic grain. For the first half of 2015, agricultural products volumes rose 6 percent compared with the year-ago period, due to an increase in domestic grain shipments and Gulf exports rose 6 percent compared with the year-ago period, due to an increase in domestic grain shipments and Gulf exports.

Great Northern Empire Builder Postcard Pictures from the Northstar Archives



GREAT NORTHERN'S STREAMLINED EMPIRE BUILDER, between Chicago, St. Paul, Minneapolis, Spokane-Seattle-Portland, nearing the summit of the Continental Divide, at Marias Pass, skirting the southern boundary of Glacier National Park in the Montana Rockies.

HB-19641-B

Color photo by Hedrich

GREAT NORTHERN'S STREAMLINED EMPIRE BUILDER, between Chicago, St. Paul, Minneapolis, Spokane-Seattle-Portland, nearing the summit of the Continental Divide, at Marias Pass, skirting the southern boundary of Glacier National Park in the Montana Rockies.

HB-19641-B

Color photo by Hedrich

Wildfire Closes BNSF's Montana Main Line for a Second Time in a Week

Trains Newswire By [Justin Franz](#)

August 22, 2015. ESSEX, Mont. – A Montana wildfire threatening a small community on the southern edge of Glacier National Park is now burning just 360 feet away from BNSF Railway's main line to the Pacific Northwest.

On Thursday, the Sheep Fire made a run toward BNSF's Hi Line Subdivision near Essex, forcing the evacuation of the community and the closure of both the railroad and highway. The evacuation includes the Izaak Walton Inn, an historic railroad lodge popular among rail enthusiasts. It is unclear how long either transportation corridor will be closed, but on Thursday evening at a public meeting in West Glacier, fire officials told residents they could be out of their homes for up to a week. "We're just going to have to wait and see what the fire does here in the next few days," Incident Commander Mike Goicoechea says.

In the last 48 hours the fire has doubled in size from about 600 acres on Wednesday to somewhere between 1,200 and 1,400 acres on Thursday night. Hot and dry weather on Friday and Saturday mean the fire will have even more potential to grow. Officials are particularly worried about spot fires being sparked by embers in either the community of Essex, which is less than a mile away from the front of the fire, or near some of the critical infrastructure items. Last week, BNSF Railway set up sprinkler systems on both the Goat Lick Trestle and a nearby snow shed.

The railroad has been working closely with firefighters and every morning has been loading up fire crews on to work trains to bring them to the front lines. BNSF has stationed two different fire trains at Essex and is using them to protect their structures, fill local fire trucks with water and, if need be, fight any possible structure fires in the Essex area. More than 200 structures are at risk because of the fire, including the Izaak Wal-



BNSF's firefighting train
pauses at Essex.



Twin Cities Light Rail Ridership Passes 1 Million for Month of July

Trains Newswire August 27, 2015

MINNEAPOLIS – More than 1 million rides were taken on the Twin Cities two light rail lines in July, pushing total ridership through the end of July to nearly 49.4 million. Ridership on all modes – buses, Northstar commuter trains, and light rail – is up nearly five percent compared to the first seven months of 2014. Nearly 1.1 million rides were taken on the Metro Green Line in July – the third time monthly ridership has surpassed the 1 million-ride mark since the line opened in June 2014. July average weekday ridership was 37,654, about 20 percent higher than last July.

There have been nearly 6.7 million Green Line rides through the end of July, and nearly 13.2 million rides since service began last year. The Green Line connects downtown St. Paul and downtown Minneapolis.

The Metro Blue Line, which opened in 2004, also topped 1 million rides in July — the first time ridership has surpassed that mark since August 2011 and just the fifth time it's done so since the line opened. Average weekday ridership was 33,859 in July, up nearly 8 percent from last year. The Blue Line connects downtown Minneapolis, Minneapolis–St. Paul International Airport, and the Mall of America.

Around 6.1 million Blue Line rides were taken through the end of July, a 12 percent increase over last year. The Blue Line surpassed 100 million total rides in December 2014.

"We're elated, but not surprised, that residents and visitors continue to enjoy traveling by light rail," Metro Transit General Manager Brian Lamb says. "We look forward to building on this success and continuing to introduce new riders to all the advantages transit has to offer."

Plans are now in the final stages to begin construction of a third light rail line, which would link Minneapolis to suburban Hopkins and Eden Prairie. It would open in 2019.

More Pictures from our Bus Trip to the Mid-Continent Museum Aug 15 2015 by Dawn Holmberg



DM&IR Caboose



Shay Locomotive



Restored Car barn



Engineer of our Train



Glen Holmberg Gary Rumler



Riding the CNW Combine



Cy Svobodny, John Goodman



End of the line



Boarding the CNW Combine



Members riding Combine

CP Hiring Heritage Fleet Technician

CP Website, provided by Robert Thurn

Here's some great news for those who want to see the Canadian Pacific steam locomotive 2816 run again. CP is now hiring for a Steam and Diesel Technician for their heritage fleet. Canadian Pacific (TSX:CP)(NYSE:CP) is a transcontinental railway in Canada and the United States with direct links to eight major ports, including Vancouver and Montreal, providing North American customers a competitive rail service with access to key markets in every corner of the globe. CP is growing with its customers, offering a suite of freight transportation services, logistics solutions and supply chain expertise. Visit cpr.ca to see the rail advantages of Canadian Pacific.

PURPOSE OF THE POSITION:

All facets of mechanical operations relating to the heritage fleet, specific accountability for mechanical operations of heritage locomotives (F-series, B Unit, Steam Train). Locomotive Engineer on excursions utilizing the 2816 Empress Steam locomotive. Act as Train Manager (Operations) on heritage excursions with heritage fleet. **POSITION ACCOUNTABILITIES:** Plan, organize, direct and monitor maintenance and repair of power cars and diesel locomotives in public, executive and public relations train service (F series, B Unit, 2816 H1B Steam). Organizing, logistics and readiness of all aspects of locomotive and power equipment preparedness, especially at the start and finish of excursion events. Implement standards and policies for safety and operating compliance of heritage train maintenance and movement

Remembering the Milwaukee Road Olympian Hiawatha -Pictures from the 1950's from the Northstar Archives Kurt Peterson Collection

The Olympian
Chicago—Seattle—Tacoma

Between Chicago and the Pacific Northwest there is only one railway that offers the advantages of electrified travel through the mountains. This road is the "Milwaukee," and its famous transcontinental train is "The Olympian." Observation club-car, standard and tourist sleeping cars, and dining car serving those delicious "Milwaukee" meals. All equipment including the sleeping cars is "Milwaukee" owned and operated.

Schedule of The Olympian

West-bound Daily

Lv. Chicago	11:00 p.m.
St. Paul	11:15 a.m.
Minneapolis	12:05 p.m.
Spokane	8:10 a.m.
Seattle	7:00 p.m.
Tacoma	8:35 p.m.

East-bound Daily

Lv. Tacoma	8:00 a.m.
Seattle	9:30 a.m.
Spokane	8:45 p.m.
Minneapolis	8:35 p.m.
St. Paul	9:20 p.m.
Chicago	9:25 a.m.

Round trip Summer Excursion Fares are very low, return limit is October 31st. Stop-overs anywhere.

Chicago Milwaukee & St. Paul Railway
TO PUGET SOUND - ELECTRIC



Bi-Polar led Deer Lodge MT 1957



Electric E23C Butte MT 1955



Ringling MT 1957



E63E Tacoma WA 1963



'Coffee Creek' Butte MT 1958

Montana Trip in 2015

by Richard Tubbesing and Roger Libra

Back in July Roger and I made our every two year trek to Montana. This was an 11 day trip to again explore the BNSF lines in Minnesota, North Dakota, South Dakota and Montana. We left on Thursday July 16 heading to Valley City, ND. We videoed some BNSF trains in Randall, Frazee and Hawley, MN. Upon arrival at Valley City in the early evening we encountered no trains going across the great trestle. The next day we drove to the Karnak Bridge on the BNSF Surrey Cutoff across Lake Ashtabula, and after three hours, there were no trains. Then we headed to Aberdeen SD and followed the ex-Milwaukee main line which BNSF operates under the ownership of the state of South Dakota. As we headed to Mobridge on the Missouri River, we encountered a meet at Bebee siding near Roscoe SD. After overnight in Mobridge, we headed west following the Milwaukee main line through Ipswich and Lemmon SD to Hettinger, and Rhome ND and on to Baker MT. Surprisingly we encountered a number of BNSF trains. We Headed to Miles City MT for the night and the next day we found trains at Miles City, Rosebud, Forsyth, Hysham, and Columbus MT on our way to Bozeman MT.

After a night in Bozeman, we headed to Helena MT to explore Mullin Pass. On the way we encountered trains at Logan MT where the old NP main line turns northward to Helena, and the remnants of the Butte line (through Homestake Pass) heads west to Three Forks. In the Helena area we encountered many trains on the Montana Rail Link mainline on both the east and west slope of Mullin Pass (most were coal trains). We returned to Bozeman MT where we encountered trains on Bozeman Pass, Livingston, and Logan MT.

Now it was time to head towards home, and the route we took from Bozeman was through Ringling, White Sulphur Springs, Great Falls, and to Havre MT. At Havre, we caught a late Amtrak #7 and a EB grain train. Then we headed east along the BNSF highline towards Minot ND, and caught trains at Saco, Hingman, Glasgow and Culbretson MT and at Ross ND. After an overnight in Minot ND, we caught BNSF trains, Amtrak and a CP train in Minot ND, and then BNSF trains and Amtrak #7 crossing the Gassman Coulee Trestle. We then followed the CP mainline from Minot to Valley City on the Portal Sub. This used to be dark territory and was great to see CP build CTC on the Portal Sub to Enderlin ND. Some of the signals were in place and working. We encountered CP trains near Drake, Anamoose, Harvey and Carrington North Dakota, and one BNSF WB coal train on the Valley City ND trestle, and a train at Castleton before our last stop at Fargo ND. We then followed the CP line from Elbow Lake to Buffalo MN after going south from Fargo through Breckenridge MN. We caught one EB CP Stack train at Buffalo MN, before heading home and the end of our trip.



BNSF WB Randall MN



BNSF WB Frazee MN



Karnak ND Trestle



BNSF Train meet at Bebee SD



BNSF WB Forsyth



BNSF Coal EB Mullin Pass



BNSF EB Manifest
Mullin Pass



MRL Helpers
W of Helena MT



BNSF WB manifest and MRL Helpers Mullin Pass
Trestle just E of Mullin Tunnel



BNSF WB Manifest
Bozeman Pass



GN Depot in Great
Falls MT



Milw Rd. Depot in
Great Falls MT



Amtrak #7 at Glasgow MT and Gassman Coulee
Trestle in ND





BNSF WB Stack
Glasgow MT



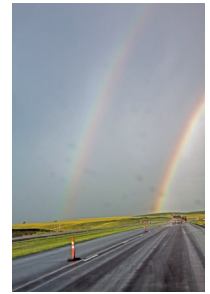
MRL Helpers
Bozeman Pass



BNSF WB Manifest
Frazee MN



BNSF Coal
W of Helena MT



Double Rainbow
Between Williston
and Minot ND



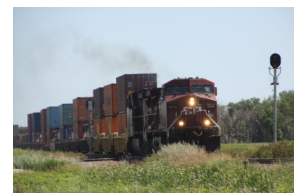
RRV&W Power in
Carrington ND



CP EB Freight
Near Drake ND



BNSF WB Grain Train
Culbretson MT

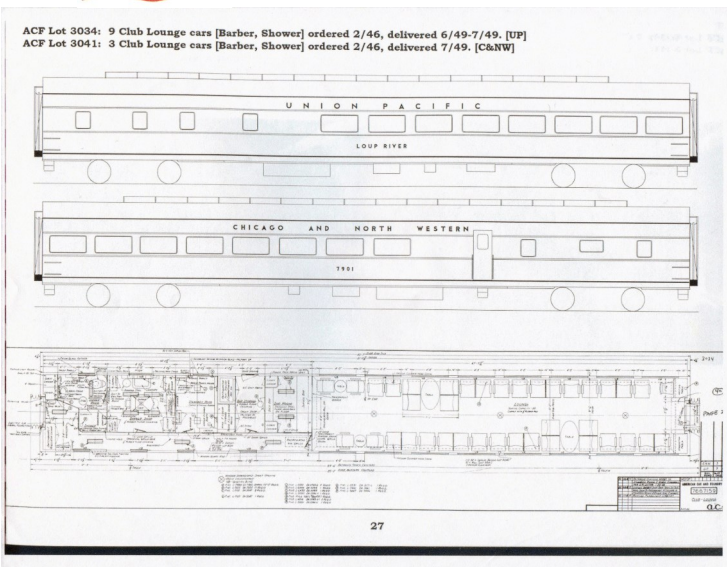


CP WB Stack
Carrington ND

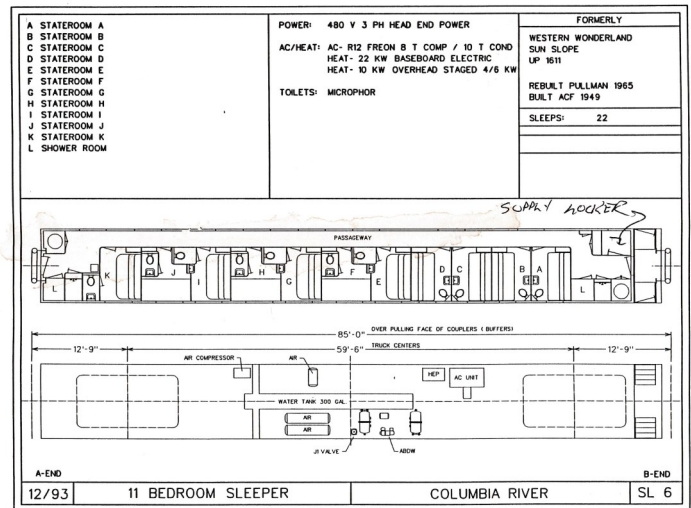
All Pictures by R
Tubbesing and Roger
Libra



Passenger Car Diagrams From the Gary Rumler Archives

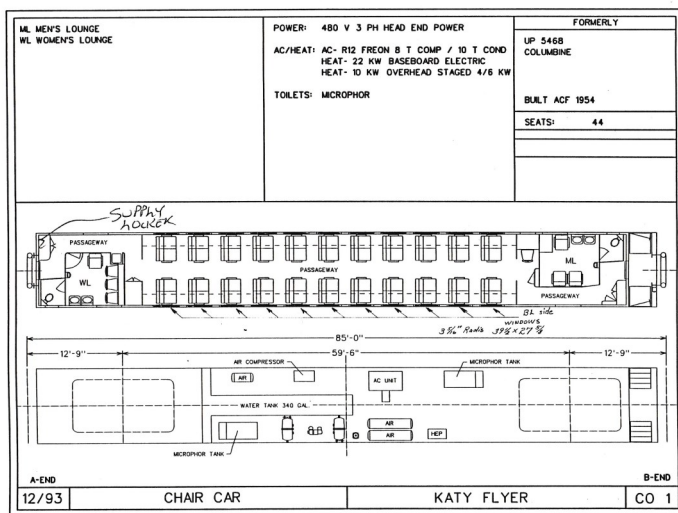


C&NW Club Lounge (3) UP Club Lounge (9) Delivered in 1949



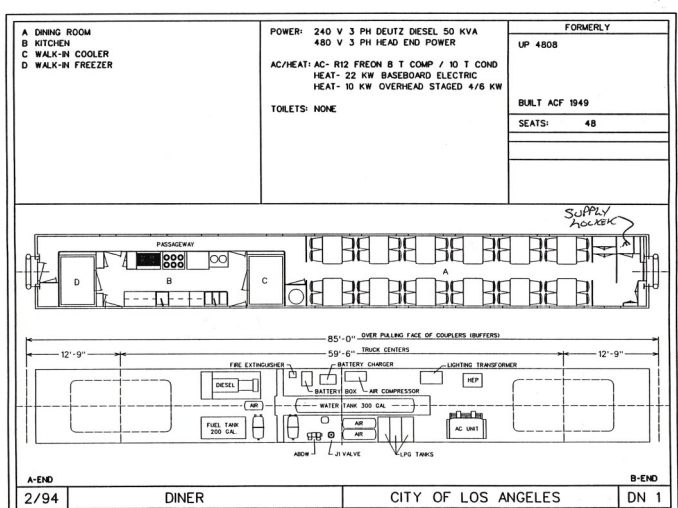
c:\passgr\columbia.dgn Mar. 26, 1994 09:11:50

C&NW(UP) Columbia River Sleeper



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C&NW(UP) Chair Car 'City of Salina'



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C&NW(UP) Diner 'City of Los Angeles'

Historical Group Operates Great Northern Passenger Train By [Steve Glischinski](#) July 20, 2015



GNHS Special at
Maple Island
MN on July 18,
2015

ST. PAUL, Minn. – The Great Northern Railway has been gone for 45 years, but one of its passenger trains returned Saturday when the Great Northern Railway Historical Society sponsored an all-GN passenger train as part of its annual convention in St. Paul. Society-owned GN SD45 No. 400, the “Hustle Muscle,” the first production SD45, powered the train. Five GN passenger cars owned by the Minnesota Transportation Museum, all painted in GN orange and green passenger colors, followed No. 400.

The train operated a round trip over Canadian National’s ex-Soo Line/Wisconsin Central Dresser Subdivision between Osceola, Wis., and Withrow, Minn. The museum’s Osceola & St. Croix Valley Railway operates tourist trains over the line during the summer months, an operation that predates CN’s takeover of Wisconsin Central in 2001.

The Society also held a number of seminars and discussions that included many GN veterans, and had a tour of BNSF Railway’s Northtown Yard diesel shop. The consist of the passenger special was as follows:

- GN SD45 No. 400, EMD 1966
- Baggage No. 265, GN St. Cloud (Minn.) Shops 1946
- Coach No. 1213, American Car & Foundry, 1949
- Coach No. 1096, Pullman Standard 1947, built for C&NW and acquired by GN 1963
- Coach No. 1097, Pullman Standard 1946, built for C&NW and acquired by GN 1963

Business car A-11, Barney & Smith 1911



St Paul Union Depot Underused

Amanda Hirsh and Isaiah Palmer, 9, of St. Paul wait for the Amtrak Empire Builder train at Union Depot in St. Paul on Thursday, July 16, 2015. The

St Paul Union Depot Underused Metro News - Mon, Jul 27, 2015 11:53:16 AM (from Rick Krenske)

St. Paul's Union Depot is a celebrated landmark, painstakingly restored to connect passengers to the city's past as well as their destinations.

But bring it up at the water cooler, and talk often turns to its price tag. This year, Union Depot will spend \$6 million more than it collects. The lone retailer - aside from a small arcade in a sublevel - is a restaurant that was there before it was refurbished. And ridership numbers - while growing - have a long way to go before they meet projections of the site's full potential. All this after \$243 million was spent to restore it. "It doesn't go a week that somebody doesn't stop me in the street and say, 'You threw away my money,'" said Ramsey County Commissioner Rafael Ortega, who fought from the beginning for the Depot project. "How do you put a price on quality of life, mobility of community, which has a huge impact on economic situation?" If you can't put a price, you can put a cost. Ramsey County says the Depot is bringing in \$1.7 million in revenue, but costing \$7.7 million to operate. That's up from 2014, when revenues were \$1.5 million and operating expenses \$6 million - a \$4.5 million gap. Ortega, who is chair of the Ramsey County Regional Railroad Authority, and other county officials say the site was never meant to be a direct revenue generator. They note repeatedly that ridership, foot traffic and the Depot's long-term social and economic benefits may not be realized until years - perhaps decades. And since its December 2012 opening, they have focused on attracting major carriers, and gotten them: Amtrak, Greyhound and Megabus. "We consider it a community asset, along the lines of a library or a park, rather than a revenue generator," said Deborah Carter McCoy, a spokeswoman for the railroad authority, which owns and operates the facility. "The Depot is really a gem. There's nothing like it in the Twin Cities. So much untapped potential," said Dan Krom, passenger rail director for the Minnesota Department of Transportation.

But critics remember initial pitches to turn the facility into a retail hub - something that would give Green Line riders a reason to step through the front door, rather than drift into St. Paul's Lowertown neighborhood. Significant costs aside, they wanted to see more: more stores or restaurants to attract foot traffic, more use of the open space out front or simply just a restaurant or convenience store for passengers. "It's really disappointing so far," said Bill Lindeke, one of the founders of streets.mn, a commentary and reporting website covering Minnesota transportation and urban design. "People were saying it could be a welcome mat to St. Paul, and I rarely see any events there. It's surprising to me that more hasn't been tried to activate the public space there."

Lindeke, who sits on the St. Paul Planning Commission and says he visits the depot multiple times a week, added, "I hear from people all the time, getting off the train. They're wondering why there isn't a place to get a sandwich." Last year, a railroad authority spokesman noted rent from the transit providers was not the "primary capital provider." Rather, retail tenants were expected to provide a large share of rent by catering to passengers dining and shopping inside the Depot. Timothy Mayasich, the railroad authority's director, said there "hasn't been a day" since the Depot opened that the county hasn't pursued tenants and gotten inquiries. The county has contracted Chicago-based commercial real estate specialist Jones Lang Lasalle to lease the spaces out. But original speculations about 62,000 square feet of retail space at the facility were slashed in half, after 32,000 square feet on a lower level were instead turned into parking.

Of the roughly 32,000 square feet remaining, roughly a quarter - 8,900 square feet - is vacant. Christo's, the facility's lone restaurant/retail feature aside from a small arcade on a lower level, takes up about a quarter of the available space. Four open spaces remain - and managers are aggressively pitching two in particular: a large restaurant space just adjacent to the facility's 30,000-square-foot "waiting area," and a 3,600-square-foot space (the facility's largest vacancy) they hope to turn into a bike shop in the basement. Revenue-wise, transit providers are still carrying much of the load. Amtrak tops the list with roughly \$144,000 as its share of annual operating costs. Megabus just signed on to the tune of \$57,600 a year. The lone retail/restaurant Christo's paid about \$202,000 for its spot in the Depot last year; the newest office tenant, RedTeam Security, which signed on earlier this month, will pay \$27,500 its first year, then \$52,500 after that. From the city's perspective, development - rather than spreading out from the Depot - is reaching toward it from Lowertown's central Mears Park. This fall, Green Tree Services, a home mortgage company, will locate its staff of 900 to a building about a block and a half from the Depot, city officials said. "It's about building the market there. Three years ago, the building and neighborhood were vastly different," said Jonathan Sage-Martinson, director of the St. Paul's planning and economic development department. When it comes to ridership, in 2011 officials estimated the Depot could serve 3.8 million riders annually through bus and rail when fully developed. This year, the county tracked five months of ridership, from January through May, for federal reporting purposes. In that time, Amtrak passengers both embarking and departing totaled 45,300; long-range intercity bus services totaled 37,600, and local routes - the Green Line and Metro Transit - totaled another 22,000. In all, about 85,000 passengers over five months - though the partial-year snapshot doesn't include the busier summer months and holiday season. Critics say that's too low. "I'm not opposed to transit, or real transit, but you need to take a critical look at these projects. None of these lines where they've spent a fair amount of money have generated enough ridership," said Steve Dornfeld, a critic of the project who has written for multiple area media outlets, and is also a former Metropolitan Council spokesman. "It's a beautiful building. It's nice that it's preserved, but it's not a transportation hub." Others note it's only been a year since the major carriers went in. Amtrak, Greyhound and Megabus all signed on in 2014. "Its emerging use as a transit hub is still coming along," Sage-Martinson said, adding that he often hears from potential businesses about the transportation access that the Depot brings. Three more transit lines are in the works: The Riverview Corridor, which would run to the Mall of America through the airport; the Rush Line that would go to Forest Lake through White Bear Lake; and the Gold Line, which would run to the Lake Elmo/Woodbury area. While the Rush and Riverview lines remain under study through 2016, the Gold Line is in its early engineering phase, though it did not receive state bond funding this year. Ramsey County officials say the plan is to run bus rapid transit in a dedicated lane through the area. Additionally, earlier this year at the request of the state, Amtrak analyzed the costs of a new rail line running through the region. While St. Paul was the cheapest scenario, it still carried an estimated cost of \$142 million. Ortega also hopes to attract a high-speed rail project known as "Zip Rail" from Rochester. Krom said a final route determination for the line is still a couple of years away. "Most likely, it will be St. Paul or the airport," he said. Jean Krueger, the Depot's real estate asset manager, said that when it comes to attracting new bus carriers, "we've kind of got services covered," though she added, "never say never." The station's six bus bays and curbside area, for example, are already busy during rush hours. Krueger said she'd rather focus now on attracting more retail and events to the facility.

In 2014, the Depot hosted 406 events, not including meetings scheduled in their conference rooms. Events were "not well tracked" in 2013 for a comparison, said spokeswoman Carter McCoy, who added that the goal is to hold 450 events this year. Events range from small weddings to large community gatherings, with the top three in 2014 being the Canadian Pacific holiday train (estimated 7,000 in attendance), the Holiday North Pole Express, and the opening of the Green Line. Additionally, the Depot has started weekly yoga and game nights to fill in the cavernous waiting area on a weekly basis. "There was no mention of playing gigantic board games on the floor. That was not the picture that was painted when they were pitching it," Dornfeld said. Mayasich said that even in the Depot's heyday in the 1920s, foot traffic wasn't intensive. Passenger service at the Lowertown depot, constructed in 1923, peaked that decade when it served 282 trains and 20,000 passengers daily. "If you look at old photos (of the Depot's waiting room), that room was never completely full," Mayasich said, though he quickly promised, "There will be higher foot traffic." "Here's the bottom line: Ramsey County's goal was to build a multi-modal transit hub. That's what we planned, and as time goes on, it will be connecting not just the metro area, but the metro area to the rest of the region in the state," Ortega said. "These things just take time."

1917: After a fire destroyed an early train depot, construction of a replacement begins

1923: After delays caused by World War I, the new Union Depot is completed at a cost of \$16 million, including land and equipment. The building itself cost \$6.6 million.

1926: Union Depot sells 449,000 passenger tickets; 149 trains move in and out of the Depot daily.

1970: Ticket sales drop to 47,752; only 13 trains move through each day.

1971: The last train pulls out April 30.

1983: Two restaurants open on the first floor. The depot is placed on the National Register of Historic Places.

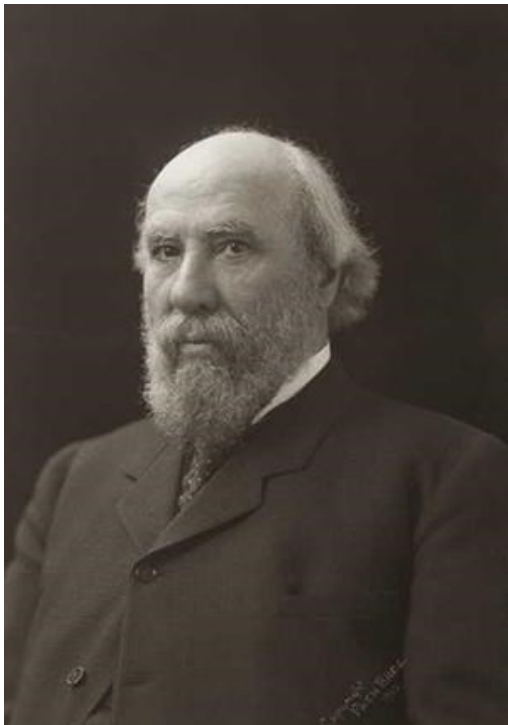
2005: A long-delayed federal transportation bill includes \$50 million for renovation of the Depot.

2012: Ramsey County Regional Railroad Authority reopens the building after a \$243 million renovation. Bus service begins

2014: Passenger rail returns with Amtrak's Empire Builder.

Tad Vezner can be reached at 651-228-5461 or follow him on Twitter @SPnoir

How James J. Hill Built a Transportation Empire in Minnesota. By [Paul Nelson](#) | 07/14/15 –from Rick Krenske



James J. Hill fit the nickname "empire builder." He assembled a rail network—the Great Northern (1878), the Northern Pacific (1896), and the Chicago, Burlington and Quincy (1901)—that stretched from Duluth to Seattle across the north, and from Chicago south to St. Louis and then west to Denver. He was one of the most successful railroad magnates of his time.

Hill arrived in St. Paul in 1856, from a farm near Rockwood, Ontario. He got work as a clerk on the waterfront with the firm of Brunson, Lewis, and White, agents for the Dubuque Packet Company (a steamboat line). From there, Hill observed both the increasing demand for shipped goods and how laborious and expensive steamboat traffic was. He concluded that in better transportation lay the path to wealth.

Soon after railroads came to St. Paul, in 1866, the newly formed James J. Hill Company built a warehouse between the tracks and the steamboat landing to make moving goods between boat and train cheaper and more secure. Hill prospered.

Intrigued by the rising flow of immigrants into the Red River valley, in winter 1870 Hill made an adventure-filled visit. He traveled by dogsled, waded the icy Red, set a guide's dislocated shoulder with a stick and a rope, and returned convinced of the area's bright future. In 1871, he went into the steamboat business, hauling goods and immigrants north toward Winnipeg and bringing back the bountiful wheat of Dakota Territory. His net worth rose to \$150,000.

In the early 1870s, the St. Paul and Pacific Railroad ran a line toward the Red River but fell into receivership. In 1878, with partners Norman Kittson, Donald Smith, and George Stephen, Hill bought the company for roughly \$5 million. He valued its assets at more than \$19 million.

Hill and four associates renamed the railway the St. Paul, Minneapolis and Manitoba to reflect its focus: hauling people and goods up the Red River valley toward Manitoba, and wheat back to St. Paul and beyond. Hill built an efficient road and lowered shipping costs; the abundant profits were reinvested in improvements and expansion.

Never satisfied, Hill now looked west to the mines of Montana and beyond. In 1887, "the Manitoba" began building cross-country. Renamed the Great Northern, it reached the Pacific in January 1893.

The 1893–1896 Depression stressed railroads and forced Hill's competitor, the Northern Pacific, into receivership. The well-run Great Northern made steady profits, partly by cutting wages. Eugene Debs's American Railway Union struck the Great Northern in summer 1894, and Hill consented to an arbitration that restored the cuts.

In April 1896, through an arrangement with New York financier J.P. Morgan, Hill acquired control of the Northern Pacific.

In 1902, Hill bought the Chicago, Burlington and Quincy, a profitable railway based in Chicago that ranged south to St. Louis and Kansas City, then west to Denver. He fought off a furious effort by Edward Harriman to crack Hill's empire by buying control of the Northern Pacific out from under him. Hill then helped create Northern Securities as a secure holding company for the stock of several railroads, including the Northern Pacific and Great Northern. The U.S. government challenged this under the Sherman Anti-Trust Act. In 1904, the Supreme Court ordered Northern Securities dissolved; Hill thereafter ran his railways separately.

Away from his office, Hill and his wife Mary raised a large family, first in Lowertown and then on Summit Avenue. Three sons and six daughters survived to adulthood. Hill gave often to charity—usually in small amounts to individuals, sometimes on a bigger scale. He built the St. Paul Seminary and helped endow the downtown St. Paul Public Library. He owned the *St. Paul Globe* newspaper from 1896 to 1905 and the First National Bank of St. Paul from 1912 until his death.

Hill resigned as president of the Great Northern in 1907 but stayed on as chairman of the board until 1912. He died on May 29, 1916, after a short illness, at age seventy-seven.

For more information on this topic, check out [the original entry on MNopedia](#).



WSDOT Landslide Mitigation Work Resumes Along Northern Rail Lines Near Everett and Mukilteo Washington

Monday, August 17, 2015 From John Goodman

OLYMPIA – Crews will start landslide mitigation work near Mukilteo and Everett this week to help limit landslides that disrupt passenger train service north of Seattle.

The Washington State Department of Transportation is spending \$16.1 million in federal funds on slide management projects to help shore up slopes along rail lines. Six historically slide prone sites were selected for work.

Two projects were completed in 2014. This summer and early fall work will take place at three sites near Mukilteo and one near Everett.

Types of work include:

- Retaining walls to catch debris before it hits tracks
- Slide detection fences for early landslide warning
- Slope stabilization/erosion control
- Improved drainage systems.

While there can never be absolute guarantees when dealing with landslides, the work is designed to help reduce landslides and/or minimize their damage to rail lines. The two stabilization projects completed near Mukilteo in 2014 did not have any landslides during the subsequent fall/winter rainy season.

WSDOT, Amtrak, BNSF Railway, Sound Transit and other partners formed the Landslide Mitigation Work Group in 2013. The group has researched historical slide locations and causes along coastal bluffs and used that data to identify the six project sites. The group also meets with local governments and citizens about ways landowners can help prevent slides on their property.

In the past 10 years there have been more than 200 landslides along the Seattle to Everett coastline. Each slide that covers or disturbs rail lines triggers a mandatory 48-hour halt to passenger train traffic while BNSF clears tracks and ensures the area is stable. -

WSDOT Posted by: Gene Poon

Historical Railroad Films & Video now on DVD \$20/ 3 for \$50



**9 DVD's Available -Passenger Trains Volumes I - V Milwaukee Road Volumes 1 - II
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From the Wm Cordes and H Martin Swan Collections**

These are 1960's and 1970's historic 8mm films from the Wm. Cordes and H. Martin Swan collections converted and edited to DVD. Contact R Tubbesing Tubbesing261@yahoo.com

For more info.

Preview of DVD's on

Youtube (link below).

<https://youtu.be/4ErQ2iQcAB0>

Also, the 2016 Minnesota Rail Calendar is now Available.

Railfan Events (Thanks to Russ Isbrandt)

Twin Cities Model Railroad Club Model RR Show and Flea Market	Sept .19th 2015 9am—3pm	Education Building Minnesota State Fairgrounds, St. Paul, MN	\$6, Children under 12 free
Granite City Train Show and Flea Market	Nov. 14th 2015 9am—3pm	1710 Veterans Dr., St. Cloud, MN	\$6, Children under 12 free
Steam Excursion with Milw Rd. Locomotive #261	Oct .10th 2015 to Superior WI Oct .11th 2015 to Wilmar MN	Harrison St., Minneapolis, MN (#261 Shops)	See www.261.com for trip details and options

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