



NRHS

Publishers of the Minnesota Rail Calendar

Northstar News

Winter is still with US



L BNSF WB Manifest
Long Lake MN 2016 –
Bob Ball Photo

R CP Ballast Train at
Red Rock in 2016 -
Bob Ball Photo



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Meeting Notice

Next business meeting will be held on
Saturday February 18th 2017 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 –
Russ Isbrandt: video made of the 1991 Huntington NRHS Convention. Fill in with the DVD of Philadelphia' Regional Rail (a ride from Overbrook to 30th St Station and 30th Station to the Clifton - Alden Station on the Media /Elwyn line and maybe some of the Sharon Line trolley line depending on when we stop the video.
There will be a pre-meeting get-together February 18th 2017 at the Keys Cafe and Bakery at the northeast corner of Lexington and Lar-penteur 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.

Bring in your slides or digital media for pictures to be considered for the 2018 Calendar.

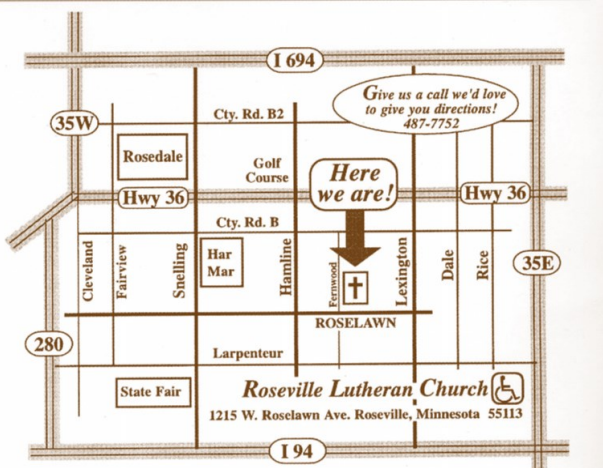
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Meeting Location: From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the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



From the Publisher:

It is February in 2017 already. Great steam train excursions have already been announced. N&W #611 will be running in April and May in Virginia. SP #4449 will run an excursion from Portland to Bend OR in June. NKP #765 will run some excursions in May or June? For a great experience, ride behind these great locomotives, as a lot of hard work by volunteers have made these operational for your riding pleasure! Again, 2017 Dues are Due! Chapter membership dues are \$18 for members of the NRHS. Subscriptions are \$21, and do not include membership in the Northstar Chapter/ Northstar Railway Historical Society. To renew a chapter membership, mail a check made out to the Northstar Chapter, NRHS to Russ Isbrandt, 4036 Birch Knoll Dr., St. Paul, MN., 55110. If you are a current member of the NRHS and the NRHS has your email address, you should have gotten an Email from 'Amilia.com' to renew your NRHS dues via secure payment by credit card. If the NRHS does not have your email address, you should have by now received a letter in the mail to renew your dues. If you have received notification by either method, please renew your NRHS dues promptly.. **If you do not renew by March 1 2017, you will be dropped from the Newsletter distribution list.** Thank You to Glen Holmberg for showing his RR slides at the January Meeting. They were enjoyed by those in attendance.

Meeting Minutes Saturday January 21, 2017

The meeting was called to order by President Dan Meyer at 6:41pm at Roseville Lutheran Church with 19 members present. Members and guests introduced themselves. President Meyer motioned for approval of minutes of the November 2016 meeting. The Motion was carried. Treasurer Russ Isbrandt gave the Treasurer's report. National Representative Jim McLean is in the Philippines so he was unable to report on NRHS activities. John Goodman gave a report on NRHS convention for 2017 in Nashville TN. Russ Isbrandt reported that Flea Market items from the Library are free to the taking after the meeting. Dawn Holmberg gave a report on the Calendar and requirements for submitting photos. John Goodman repeated what the Photo Requirements for the Calendar are. Dan Meyer reported on our chapter presence on the internet. Trip Director John Goodman reported the D&NE Engine #28 will be running this summer at the LSRM. Plans are to do a bus trip this summer to the LSRM and ride behind #28. A Possible trip to the St Croix Live steamers in June will be researched. Former President Dick Tubbesing is Sick and Marty Swan is recovering from cancer. Treasurer Russ Isbrandt introduced a plan to the BOD about items from the Library, and that the Library become a lending Library. More Discussion was raised about the contents of our Library. Items given away at the meeting are items that are duplicates and that do not sell at flea markets. Russ reported that we have currently 26 members, a few family memberships, (where a few years ago, we had over 70 members.) Members should talk to friends about becoming members endorsing our activities. No other business was discussed, and motion to have meeting adjourned was carried. Glen Holmberg will present some of his RR slides. Respectfully submitted, Dave Norman Secretary.



Lake Superior Railroad Museum sets Steam Debut.

From the TRAINS Newswire: By [Steve Glischinski](#) | January 12, 2017

Trains: Jim Wrinn DULUTH, Minn. – The Lake Superior Railroad Museum’s first excursion trips featuring newly restored Duluth & Northeastern 2-8-0 No. 28 will be June 10 and 11 when the Consolidation will pull two special trips for project donors.

The excursions will depart Duluth at 10 a.m. both days and operate to the siding at Palmers, Minn., a 32-mile round trip on the museum’s North Shore Scenic Railroad. The engine will be on home rails: the tracks once belonged to the Duluth, Missabe & Iron Range Railway, which operated No. 28 as DM&IR 332 before its sale to short line and one-time logging railroad Duluth & Northeastern in 1955. American Locomotive Co.’s Pittsburgh Works built the engine in 1906 for DM&IR predecessor Duluth, Missabe & Northern as No. 332. The locomotive remained in service on D&NE until 1964, much longer than most other steam engines in revenue service. D&NE donated it to the museum in 1974. Its restoration is the brainchild of Bob Purcell, one time general manager of D&NE successor Cloquet Terminal Railroad. Purcell arranged to have the engine moved to the Cloquet Terminal shop in Cloquet, Minn., where it was once based, and began restoration work there in 2011. A management change resulted in Cloquet Terminal giving up the project, and it was returned to Duluth in 2015 to complete the work, with Purcell now a member of the LSRM Board of Directors continuing to spearhead the project. The museum hopes to fire up the engine in March, with test runs to follow prior to the June excursions. No. 28 will lead several public weekend trips over the North Shore Scenic Railroad between Duluth and Two Harbors beginning in late summer and continuing into early fall. Dates for those trips have not been announced. For more information go to <http://northshorescenicrailroad.org>.

Supreme Court Denies Review of BLET Victory on Two-person Train Crews

January 17, 2017 All_Aboard@yahoo.com> From John Goodman

INDEPENDENCE, Ohio, January 17 — The Brotherhood of Locomotive Engineers and Trainmen (BLET) has secured another significant victory for rail workers — this time from the highest court in the United States — in the Union’s ongoing campaign to protect two-person train crews. On January 9, the United States Supreme Court denied a petition filed by the Wheeling and Lake Erie (W&LE) asking that the nation’s highest court review and set aside the 2015 finding by the Sixth Circuit Court of Appeals that the railroad’s use of managers in place of Union conductors was a major dispute under the Railway Labor Act. In September 2013, BLET National President Dennis R. Pierce authorized a strike by W&LE Conductors over the W&LE’s repudiation of Collective Bargaining Agreements that cover the locomotive engineer and trainmen operating crafts. Specifically, the Carrier ignored longstanding crew consist agreements and operated single-person operations, refusing to assign available conductors, in an effort to eliminate Trainmen.

When W&LE challenged the strike, a federal district judge issued an injunction on the ground that the dispute was “minor” and had to be arbitrated. BLET never wavered in its position that the refusal to call Conductors was an outright contract abrogation warranting a strike, and appealed that ruling. In April 2015, a unanimous three-judge panel for the U.S. Court of Appeals for the Sixth Circuit agreed with BLET and reversed the lower court. The panel found that W&LE’s “claim that the Trainmen Agreement allowed it to man trains without union conductors is frivolous or obviously insubstantial, and the dispute is major.” The Court of Appeals vacated the injunction and remanded the case back to the District Court with instructions to dismiss W&LE’s complaint. The Carrier then tried unsuccessfully to get the entire Court of Appeals to vacate that decision. Most recently, and in a last ditch effort to gain the right to ignore its agreements with BLET, W&LE petitioned the Supreme Court to take the case. BLET filed a brief in opposition, supporting the decision of the Court of Appeals, and on January 9th, the Supreme Court rejected W&LE’s petition. Consequently, the “major dispute” holding stands, vindicating the Union’s position that if W&LE wants to change the rule, it must accomplish the change at the bargaining table, not by unilateral action.

“I must first thank our members on the W&LE for helping us fight to preserve the Conductor’s job and for standing strong against the Carrier’s attempts to implement one-person trains,” President Dennis Pierce said. “When the decision was made to strike the W&LE, our members were united in their resolve and stood shoulder to shoulder on the picket line,” he continued. “This final decision by the highest court in the land reminds us all of the importance of strong contract language, followed by strong union activism to protect our contracts. The now unimpeachable decision of the U.S. Court of Appeals for the Sixth Circuit is not only important for our W&LE members, but for all operating employees and rail labor in general. The nationwide fight over operating crew size is far from over, but this victory helps to ensure that union contracts requiring two crew members are enforceable by the union, even to the point of a strike.

“I also want to thank General Counsel Mike Wolly and his team for preserving this critical court victory on behalf of our members,” President Pierce added. A copy of the court ruling is available for download from the BLET National Division:

http://www.ble-t.org/pr/pdf/Supreme_Court_WLE.pdf



Amtrak Long Distance Ridership, October 2016

Source: Amtrak --Mark Meyer

From John Goodman

Rank	Train	October 2016 Ridership	Percentage change from October 2015
1	Coast Starlight	34,110	-5.1
2	Empire Builder	33,017	-2.4
3	Lake Shore Ltd	31,955	+6.9
4	California Zephyr	31,659	+2.3
5	Southwest Chief	29,442	+1.1
6	Palmetto	26,574	+78.4
7	Texas Eagle	26,351	+24.4
8	Silver Star	22,505	-5.7
9	Crescent Limited	22,008	-2.5
10	City of New Orleans	21,405	-3.5
11	Silver Meteor	19,460	-6.4
12	Capitol Limited	18,975	+2.8
13	Auto Train	12,030	-19.7
14	Cardinal	9,990	+1.0
15	Sunset Limited	7,549	-1.4
Total	Long Distance Trains	347,030	+3.2
Total	Amtrak	2,616,229	-0.8

On Time Performance October 2016

Rank	Train	On Time Performance (Percentage)	Percentage Change from 2015
1	California Zephyr	83.9	-1.6
2	City of New Orleans	80.6	-9.7
3	Coast Starlight	80.6	-6.5
4	Sunset Limited	76.9	0.0
5	Crescent Limited	75.8	+29.0
6	Southwest Chief	74.2	+12.9
7	Texas Eagle	69.4	+38.7
8	Empire Builder	66.7	-10.8
9	Capitol Limited	66.1	+4.8
10	Palmetto	66.1	+12.0
11	Lake Shore Limited	64.5	+6.8
12	Silver Star	55.6	+10.7
13	Silver Meteor	39.1	-16.9
14	Cardinal	34.6	-13.5
15	Auto Train	26.2	-34.7
Total	Long Distance Trains	66.2	+2.0
Total	Amtrak	79.8	+2.1



Minneapolis' Metro Posts Record Ridership Numbers for 2016.

January 18, 2017 From Rick Krenske

MINNEAPOLIS — While public transit use in Minneapolis was slightly down in 2016, the agency still set a third highest ridership record since 1981. In 2016, the agency provided more than 82.6 million rides. Increased ridership on the agency's METRO Green Line helped boost ridership, while commuter rail service on the agency's Northstar saw an uptick in ridership by more than 1 percent.

On Sept. 1, 2016, the agency set a new single-day ridership record when nearly 370,000 people rode the system.

Despite increased ridership in commuter rail and light rail services, agency officials say that lower gas prices and the closing of commercial attractions, such as the Nicollet Mall, contributed to a slight decline in ridership.

Metro Transit is responsible for two light rail lines, one commuter rail line and several bus routes.

Bottineau LRT Line gets Key Approval from Feds

By: [Brian Johnson](#) January 19, 2017 From Rick Krenske

The \$1.536 billion Bottineau Light Rail Transit line, also known as the Blue Line extension, reached another milestone Thursday when the Federal Transit Administration granted approval for the project's engineering phase to begin.

The approval is a green light to finalize the design in preparation for construction of the 13-mile [line](#) between downtown Minneapolis and Brooklyn Park, said Laura Baenen, communications director for the project.

Baenen said Thursday's approval is also the final step before a federal funding commitment for the project, also known as the Full Funding Grant Agreement, which could come in early 2018.

"The Blue Line Extension has achieved this milestone because the project has support at the federal and local levels and from the business community as well," Metropolitan Council chair Adam Duininck said in a statement.

The Met Council hopes to receive \$753 million, or 49 percent of the project cost, from the federal government. Other anticipated funding sources include the Counties Transit Improvement Board (\$463.76 million), Hennepin County/Hennepin County Regional Railroad Authority (\$153.72 million), the state of Minnesota (\$157.79 million) and Brooklyn Park (\$8.18 million).

Bottineau is scheduled to start construction in 2018 and open in 2021. The project is expected to create 6,500 construction jobs with a payroll of \$300 million for construction workers, Baenen said.

Thursday's action from the FTA comes just a month after it gave a similar [approval](#) for the \$1.858 billion Southwest Light Rail Transit line, which will run on a 14.5 mile route between downtown Minneapolis and Eden Prairie.

The Metropolitan Council hopes to receive a federal funding commitment for Southwest in July and start construction later this year. The federal funding would cover about half of the project's cost, or \$928.8 million.

The first bid packages for Southwest's civil construction are expected to be on the street within the next 30 days.

Baenen said the Twin Cities is the only region in the nation to have two light rail projects in the engineering phase at the same time.



Minnesota Proposes New Bridge at BNSF Grade Crossing in Anoka.

From the TRAINS Newswire January 9, 2017 Provided by Rick Krenske

ST. PAUL, Minn. — Transportation leaders in Minnesota have released the results of a study that would relieve congestion and improve safety at a busy grade crossing on BNSF Railway in Anoka in north suburban Minneapolis.

Two of the recommendations discussed in the study look to replace the at-grade crossing with either an underpass beneath the mainline or a new multi-span bridge. The proposed bridge, which currently has no funding source, would include two travel lanes and a multi-use trail lane.

The study was the result of several meetings with local officials, business and the public on ways to improve safety for both the railroad and public. According to the state, more than 18,000 vehicles use the crossing each day and as many as 80 trains pass through Anoka, including Northstar commuter trains. The crossing is located on BNSF's Staples Subdivision.

'Greatest Show on Earth' Ends in May.

From the TRAINS Newswire: By [Chase Gunnoe](#) | January 16, 2017

Fate of 120-car-strong Ringling Bros. and Barnum & Bailey circus train fleet undetermined.

ELLENTON, Fla. — When the Ringling Bros. and Barnum & Bailey circus drops its big top for the last time in May, the classic passenger cars and equipment it moves by rail will return to Florida to face an uncertain future.

In a late Saturday news release, managers with Ringling parent company Feld Entertainment say high operating costs and declining ticket sales are forcing them to stop both “Red” and “Blue” tours of the circus in May. The company’s Red unit will make its final performance in Providence, R.I., on May 7 and the Blue unit will finish up in Uniondale, N.Y., on May 21.

A Ringling Bros. and Barnum & Bailey circus train en route to Hampton, Va., from Louisville, Ky., rolls through St. Albans, W.Va., in August 2011.

Stephen Payne, vice president of corporate communications at Feld Entertainment, tells *Trains* News Wire that both the Red and Blue trainsets will be deadheaded to Florida at the end of their tours. Payne says a final disposition for the trains and associated equipment has yet to be determined.

The Red unit consists of 54 cars: 34 coaches and 20 flat cars. The Blue unit includes 35 coaches and 21 equipment flat cars. Each unit travels independently across North America.

In addition, the company has five equipment flat cars and three passenger coaches in storage, while six stock cars previously used to haul elephants and other animals are also in storage near the company’s headquarters in Palmetto, Fla.

The company owns and operates more than 120 railcars and is among the largest passenger car operators in North America. The cars operate under “RBBX” reporting marks.

Between 250 and 300 performers and other circus workers travel on each of the two circus trains for more than 40 weeks each year.

Both trains recently started their 2017 tours. The Red unit is in Orlando, Fla., and will be traveling to Jacksonville, Fla., for shows the week of Jan. 16, while the Blue unit will be leaving Miami on Sunday, Jan. 16 headed for Birmingham, Ala.

The Red unit will use CSX Transportation rails to get to Jacksonville, while the Blue unit will travel Florida East Coast rails once departing Miami.

The decision to eliminate both circus trains comes in the wake of the circus’ 2016 announcement to stop using elephants in shows. The elephant stock cars have been in storage in Florida since being removed from the train last summer.

The circus, which owners have billed the “Greatest Show on Earth,” has roots in Delevan, Wis., that date to 1875 with a traveling circus headlined by P.T. Barnum; and a separate circus started by Baraboo, Wis.’s Ringling Brothers in 1884. The Ringling's bought Barnum & Bailey in 1907 and officially merged the operations in 1919. The Circus World Museum in Baraboo, Wis., displays circus and railroad artifacts from the early years of circus entertainment.

On Sunday, Circus World Museum Executive Director Scott O'Donnell fielded a continuous stream of media queries. In an interview, he said the museum would welcome rolling stock from the current circus trains.

"This comes as an absolute surprise," he said about the decision to end the show. "It's not only the end of an American institution, it's also the end of an American brand that's been around longer than baseball, and around longer than Coca-Cola. They're all iconic American imagery."

— Jim Wrinn contributed to this report.



A Proud Part of St. Paul Since 1934

Twin City Model Railroad Museum News

The Museum is now Open on Monday's

From Rick Krenske Jan 16 2017

Starting today, January 16th, the Twin City Model Railroad Museum is open Monday's from 10-3 in addition to our regular hours. That means you have another day to visit the museum each week!

Thanks to our hard working volunteers we are now able to add Monday's to our public hours. With significant progress completed on our layouts and exhibits we feel comfortable trading a work day for a public tour day!

We WILL be open on Presidents Day's (as long as there is no snowpocalypse)! Come see our progress today! **Museum Hours:** Saturday: 10-5 and 6-9 pm for Night Trains Sunday: 12-5 Monday: 10-3 Tuesday: 10-3



Future of LS&M Railroad in Question

Jan 15, 2017 at 11:04 AM, Rick Krenske

DULUTH, MN - The city of Duluth is asking for public comment as it considers the future of the Lake Superior and Mississippi Railroad corridor.

The rail-bed that runs along the St. Louis River is set to be torn up to cleanup the former US Steel Duluth Works property.

The original Lake Superior and Mississippi Railroad was the first railroad in Duluth.

"We're running a 104 year old rail car, so we're offering the citizens and children and visitors a chance to actually see kind of what Duluth was like in our early stages and experience how many of our ancestors and predecessors and the city actually got here." Said Joel Manns, a volunteer with the LS&M Railroad.

The railroad is all volunteer run, and operates strictly on the weekends.

But after nearly 150 years, the future of the railroad could be in jeopardy as US Steel prepares to cleanup contamination.

"It's been a long process with the steel site cleanup that we've known is going to be happening for a while, it has always given their future kind of an uncertain direction. So, there has always been a concern on what the outcome for that train is going to be." Said City Councilor Noah Hobbs.

Once the rail-bed is torn up to re-mediate the US Steel contamination, the city will then consider an option to extend the Western Waterfront trail only, or include a rail and trail option that would keep the railroad on track.

The city is asking for public input, and running their own studies to determine what the railroad brings to Duluth.

"Is this a benefit to the community, is it financially sustainable, does this offer a unique Duluth experience, does this preserve and protect our natural resources." Said Parks and Recreation Coordinator Lisa Luokkala, explaining what the city is analyzing.

The city has asked for a minimum of a 5 year business plan to determine if the railroad model is lasting.

"I feel very positive that the administration is interested in trying to help us go, trying to represent the wishes of the citizens of Duluth, and balance sound economics, and I think we're getting a fair shake at it." Said Manns.

Recommendations from the public will go to the Duluth Parks Commission for approval followed by the City Council and Mayor. If you want more information on the plan,

http://www.duluthmn.gov/media/541585/wwft_public-meeting-1-1115.pdf

And the public comment survey, which ends January 26th, can be found at

<https://www.surveymonkey.com/r/esternWaterfrontTrailMP>

-Photos by Dawn Holmberg



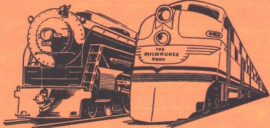

French Lick Hotel RR Depot



MP15 Excursion Train on the Madison RR

SEPTEMBER 11, 1949

The MILWAUKEE ROAD



TWIN CITIES . . . MIDWEST

Hiawathas

CHICAGO—LA CROSSE—ST. PAUL—MINNEAPOLIS
DES MOINES—OMAHA—SIOUX CITY—SIOUX FALLS

[illegible]



Delivering with Pride

Early Diesel-Electric Locomotives of the DW&P

By Jeff Lemke • Published January 23, 2017 Provided by Chuck Lavallee



Post-World War II freight steam power on the DW&P consisted of a mix of locomotives inherited from predecessor lines, transfers from CN subsidiaries, and locomotives bought new for the purpose. 1905-built DW&P 1982 is one of four 2-8-0 consolidation type engines that came over from the Central Vermont Railway in 1928. They were numbered 1981-1984 and weighed in at 195,360 pounds each. The DW&P also had 10 larger 2-8-0s built in 1916 and 1917 that were the backbone of the line's mainline freight movements. These engines were initially numbered 2900-2909 but were quickly renumbered 2455-2464. These bigger consolidations weighed in at 240,000 lbs. and exerted 50,000 lbs. of tractive effort. When the new diesel-electric locomotives arrived on the property in late 1956, the fireboxes of the steam fleet went cold almost immediately. Some of the steamers were cut up for scrap in 1957 while a few others avoided the scrapper's torch until 1959. This photo was taken May 5, 1954, at the north end of Rice's Point in Duluth. (Image: Twin Ports Rail History Collection)



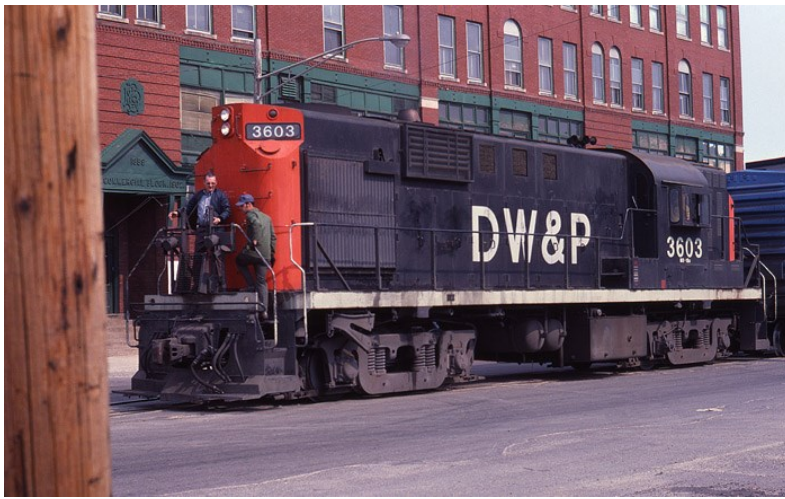
The 15 diesel-electric locomotives that replaced the steamers were numbered 3600-3614 and designated with the common builder model of RS-11. They were designed to run long hood forward. Having the long hood in front of the operator's cab provided extra protection to the crew in the event of a grade-crossing collision. The front of this unit is actually the end nearest the right side of the picture with the operator's cab near the opposite end. In North America, when standing inside the cab and facing forward the engineer's side of the locomotive is always the right side of the locomotive. This photo of DW&P 3601 was taken on July 9, 1966, at West Duluth. (Image: Karl Henkels)



DW&P 3603 is resplendent in CN inspired green and deluxe gold paint. This is the scheme applied to these locomotives when they were first delivered to the road in 1956. The short-hood end of these locomotives was actually the rear of the unit. The many side louvers on the short hood were for air flow to the dynamic brake grids housed inside of the short hood—yet another feature unique to these units. This photo of DW&P 3603 was taken on July 7, 1966, at West Duluth. (Image: Karl Henkels)



The American Locomotive Company of Schenectady, New York was formed in 1901. It built steam and diesel-electric locomotives, diesel engines, and generator sets. The company changed its name to Alco Products, Inc. in 1955. This is the builder's plate fastened to the frame of DW&P 3600 showing the builder's number and the date of manufacture. (Image: Jeff Lemke)



During the 1970s and 1980s color-scheme transitions of motive power were plentiful on the DW&P. The replacement for the original CN green and gold livery was another CN standard paint job: black with red ends. This scheme started showing up on CN in 1961 but didn't get applied to DW&P power until the mid-1960s. The only thing special about it was the big block lettering for DW&P. Many of these locomotives went back and forth between DW&P and sister road Central Vermont (CV). Some were actually lettered for CV and still others were completely repainted into CV colors of green and gold. This shot shows DW&P 3603 far from home, working an industry job at Portland, Maine in June 1977. (Image: Twin Ports Rail History Collection)



By 1973 CN came up with yet another paint scheme for its locomotives as well as its subsidiaries. This one was dubbed the "safety stripe" scheme for obvious reasons. This photo of DW&P 3613 was taken on October 1, 1978, in Duluth. (Image: Dan Poittrast)



While many units received the CN safety stripe paint job, DW&P came up with its very own paint scheme in 1976. Instead of CN red, a much brighter shade of solid orange was used over the entire body of the locomotive. The large block lettering was a carry-over from the black-and-red paint scheme. The 3614 was the first such paint job done in July of 1976, shown here on June 21, 1977, at Virginia, Minnesota. (Image: Art Peterson)



It wasn't unusual to spot DW&P diesels running about town wearing a variety of different paint jobs. This set shows the 3605 and 3609 on June 21, 1977, in the yard at West Duluth. (Image: Gordon Lloyd)



The United States bicentennial celebration of 1976 inspired most railroads in the United States to paint at least one of their locomotives into a red, white, and blue paint scheme to show support. DW&P chose RS-11 3605 to wear the colors. Each railroad designed its own unique paint job, so no two were exactly alike. This shot shows the DW&P's "Spirit of '76" in early June 1976 at West Duluth. It was a paint job that would be short-lived. (Image: Tom Baldner)



A few weeks later on June 29, 1977, the former bicentennial locomotive sports the new DW&P orange paint job—with a twist. This one has the brand new "Delivered With Pride" logo that would become standard on all DW&P Alco diesels. (Image: Twin Ports Rail History Collection)



The final paint job to adorn DW&P diesels was the "Burdakin Blue" and red scheme that included the Delivered With Pride logo. John Burdakin was VP of Operations for CN rail holdings in the United States. He came up with the color change to help differentiate CN-controlled lines operating in the United States. The blue paint was dubbed in his honor. During the late 1970s and early 1980s, many North American railroads were looking for ways to extend the life of their diesel-electric locomotive purchases from the 1950s. DW&P 3608 was rebuilt into this low nose configuration in 1979 at the road's diesel shop in Virginia, Minnesota. The lowered nose and extra windows increased visibility for the crew. The short hood end of this unit became the front, making it unique in its own right. This photo of 3608 was taken September 4, 1981, at West Duluth. (Image: John C. Benson)



The last noteworthy difference between regular Alco RS-11s and the DW&P's version is the single conical exhaust stack. The 1,800-horsepower diesel power plant used in the Alco design was a true turbo engine. When starting out extra fuel was injected to get things going, but until the turbo kicked in that extra fuel created a lot of thick black smoke. Rail photographers who were in the know about this Alco idiosyncrasy focused their cameras on still trains and then waited for the engineer to release the brakes and open the throttle. Such is the case here as DW&P 3608 is beginning to pull its train in August 1980. In spite of the smoke from the turbo lag, these locomotives produced about 60,000 lbs. of tractive effort when starting a train. That was 10,000 lbs. more tractive effort than the steam locomotives they replaced in 1956. But the last stand in Duluth for the DW&P's Alco RS-11s came relatively quickly. By March 1983 the last five units were sent off to work on the Central Vermont Railway after being replaced with more modern diesel-electric locomotives transferred by the CN from the Grand Trunk Railroad. (Image: Eric Hirsimaki)



Amtrak Adding Expansion to Roanoke from Charlottesville WV Jan. 5, 2016

CHARLOTTESVILLE, Va. (WV) - All_Aboard@yahoo.com > From John Goodman

Amtrak will be expanding service in Virginia this year, giving people traveling out of Charlottesville another option.

Wednesday, a state transportation official confirmed that a project to extend train service from Charlottesville to Roanoke is on track to finish this fall. Right now that train line ends in Lynchburg.

Officials also say they are continuing to explore the idea of adding an extra train between Lynchburg and Charlottesville.

"We've allocated funds in our budget for what we call a second Lynchburg frequency, but that project is not quite ready for service by the end of this year," said Chris Smith with the Virginia Department of Rail and Public Transportation.

Charlottesville's Amtrak station can already be a busy spot for passengers.

Councilor Kathy Galvin says the new train service to Roanoke adds new urgency to Charlottesville's infrastructure and parking situations.

"We're already bursting at the seams of the little station that we've got now. That means, again, we really need to be on top of the parking," Galvin said. Amtrak's service extension is expected to begin once construction on the new platform in Roanoke is complete.

<<http://www.nbc29.com/clip/13006372/amtrak-adding-expansion-to-roanoke-from-charlottesville>>

May 2008 Mixed Train consists: CB&Q trains #17 & #21 February 1963

CB&Q No. 17, *California Zephyr*, departing Chicago Wednesday February 27, 1963



motors	(not recorded)	
82 ft. baggage	DRGW 1210	
46-seat vista-dome chair car	DRGW <i>Silver Bronco</i>	CZ-22
46-seat vista-dome chair car	DRGW <i>Silver Palace</i>	CZ-21
46-seat vista-dome chair car	Q <i>Silver Schooner</i>	CZ-20
"Cable Car" vista-dome buffet-lounge-dormitory	WP <i>Silver Hostel</i>	
48-place dining car	WP <i>Silver Platter</i>	
6-compartment/5-double bedroom sleeping car	Q <i>Silver Quail</i>	CZ-16
10-roomette/6-double bedroom sleeping car	DRGW <i>Silver Pass</i>	CZ-15
10-roomette/6-double bedroom sleeping car	Q <i>Silver Crag</i>	CZ-11
1-drawing room/3-compartment vista-dome buffet-lounge-observation	Q <i>Silver Lookout</i> *	CZ-10

* built for *Ak-Sar-Ben Zephyr* / *California Zephyr*

CB&Q No. 21, *Morning Zephyr*, Chicago-Minneapolis Sunday February 24, 1963



motors	(not recorded)	
72 ft. baggage	<i>Silver Treasure</i> *	
2-roomette/buffet-lounge-observation	Q 1291 <i>St. Nicholas Mountain</i> **	
64-seat modernized heavyweight chair car (deadhead)	Q 4526	
60-seat modernized heavyweight chair car (deadhead)	Q 4522	
46-seat vista-dome chair car	NP 558	
52-seat chair car	<i>Silver Eagle</i> ***	
34-seat pattern-dome chair car	<i>Silver Dome</i> ****	
52-seat chair car	<i>Silver Birch</i> @	
50-seat vista-dome chair car	<i>Silver Glade</i>	
48-place dining-refreshment car	<i>Silver Feast</i>	
vista-dome drawing room/31-chair parlor-observation	<i>Silver View</i>	P-21

* built for *Silver Streak Zephyr*

** built for *Empire Builder*

*** built for *General Pershing Zephyr*

**** built for general service as 52-seat chair car *Silver Alchemy*; converted Aurora (Ill.) shops 1945

@ built for general service

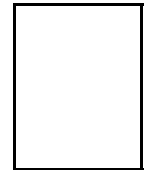
Camrail Club Newsletter -Joel Boucher

Norfolk & Western Class J #611 2017 Season Take a ride behind the Norfolk and Western Class J #611 and make memories with the family that will last a life time. Even if you travel alone you will get to experience a wonderful trip in a train pulled by the pinnacle of steam engine technology. A trip behind 611 is defiantly a trip that you won't forget! Check out the exciting trips below to learn more about how you can get a ticket behind the 611. April 8, 2017 – The Virginian, Spencer, NC to Lynchburg, VA April 9, 2017 – The Charlotte Special, Spencer, NC to Charlotte, NC April 9, 2017 – The Piedmont Limited, Spencer, NC to Greensboro, NC April 22, 2017 – The Roanoker, Greensboro, N.C. to Roanoke, Va. April 23, 2017 – The Roanoker, Greensboro, N.C. to Roanoke, Va. May 6, 2017 – The Cavalier, Lynchburg, Va., to Petersburg, Va. May 7, 2017 – The Cavalier, Lynchburg, Va., to Petersburg, Va. May 27, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va. May 27, 2017 – The Pocahontas, Roanoke, Va., to Walton (Radford), Va. May 28, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va. May 28, 2017 – The Pocahontas, Roanoke, Va., to Walton (Radford), Va. May 29, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va. May 29, 2017 – The Pocahontas, Roanoke, Va., to Walton (Radford), Va. See <http://fireup611.org/excursions/> for details.

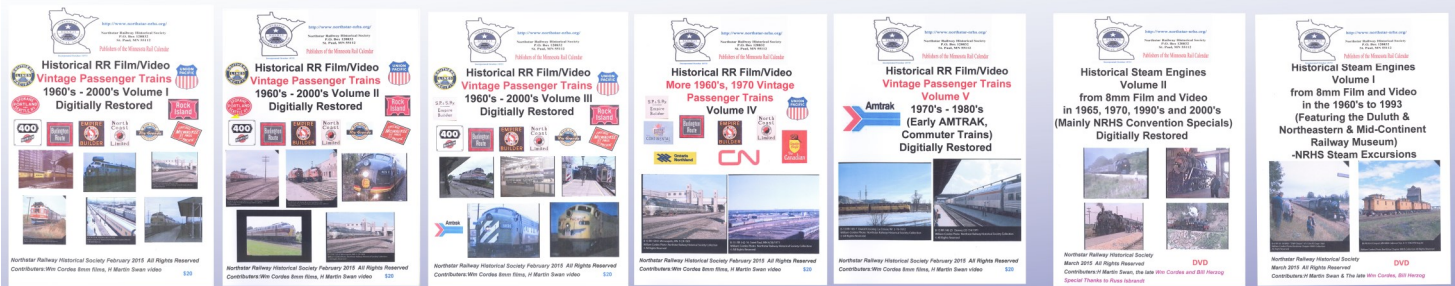
Railfan Events (Thanks to Rick Krenske, Cy Svobodny, Russ Isbrandt)

Twin Cities Model Railroad Club Night Trains	Every Saturday Nite November 12th 2016 to February 25 2017 6 PM—9 PM	668 Transfer Road Suite 8 St Paul MN 55114	\$15 Children under 4 free
Greater Upper Midwest Train Show & Sale	February 4 2016, & April 8 2017 9 AM—2 PM	Century College West Campus 3300 Century Ave N White Bear Lake MN	\$5
Granite City Train Show	Saturday April 1 2017 10AM—3PM	National Guard Armory, 1710 Veteran's Drive, St Cloud, Minnesota	\$6
Randolph Railroad Days	Saturday March 25 2017 9-3pm Sunday March 26 2017 10-2pm	Randolph Minnesota High School Rail yards and Museum Randolph MN 507-841-1683	\$6 Children under 10 free
Great Minnesota Train Expo	April 23rd—24th 2017	3870 Pilot Knob RD Eagan MN 55123	\$6

Northstar News
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These are never before seen 1960's and 1970's historic 8mm films from the Wm. Cordes and H. Martin Swan collections converted and edited to DVD.

Email: Tubbesing261@yahoo.com for more info. (Revised preview of DVD's on a Youtube link Coming soon!)

Web ordering by credit card coming soon!

New ordering brochure coming soon!