



NRHS

Publishers of the Minnesota Rail Calendar

Northstar News

John Kennedy Slides



-L: Milw Hiawatha, on the Minneapolis Eastern heading to the GN station - 1969 April Flood detour.

-R: 1971 DM&IR SD9 or SD18 at Proctor MN



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Meeting Notice

Next business meeting will be held on **Saturday May 20th 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 –
Roger Libra will present a video of his 2015 Montana trip.

There will be a pre-meeting get-together May 20th 2017 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.

Online registration and booking of trips for The NRHS Convention in Nashville TN in June 2017 is now ready. Book your reservations and trip preferences now before they are sold out. The NRHS has many registrations already.

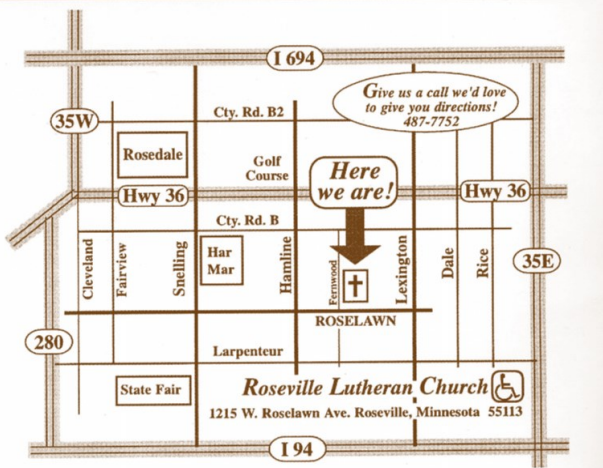
NOTE: Next newsletter will be out around July 1, 2017 !

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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:

Thank you to Ross Hammond for his slide presentation of passenger trains world-wide. It was thoroughly enjoyed by meeting attendees.

Train Day is May 6, and is free. Plan on attending this extravaganza with many railroad displays, and tables of railroad interest!

Our traditional summer activities have been finalized. We have a Light Rail trip in June (schedule in this newsletter), a picnic in July in Prescott WI on the BNSF mainline, and a trip to ride behind steam locomotive #28 out of Duluth (brochure attachment in this newsletter). So... Please plan on attending these events for a fun time! Sign up and pay early for our August bus trip to Duluth. Down payments have already been paid to the bus company and the LSRM.

To celebrate the 30th anniversary of North Dakota's Red River Valley and Western (Sister road to the Twin Cities and Western) they are running special excursions out of the Fargo and Wahpeton, ND areas with steam locomotive #261 on June 2nd, 3rd and 4th this year. See details in this issue and 261.com for details. Seats are selling fast!

Meeting Minutes April 15, 2017

The meeting was called to order by President Dan Meyer at 6:38 PM at Roseville Lutheran Church with 24 members present. President Meyer then called for approval of the March 2017 meeting minutes in the April newsletter. John Goodman moved and Bill Dredge seconded approval of the March 2017 minutes; motion carried. The Treasurer's report was given by Russ Isbrandt. Again, we had a slight loss in last month's operational statement. Our checking accounts remain healthy. It was stated that without calendar sales, we would be unable to assume the cost of maintaining our Library. Our membership is now only one less than last years. John Goodman was called on for the NRHS report. The NRHS is in good financial shape. The Spring BOD meeting was held in Wilmington Delaware in April and the 2017 convention in Nashville TN is all ready and members can sign up for activities on line. John Goodman then reported on summer trips for the chapter. We will do our annual ride on the light rail system and northstar commuter train the 3rd Saturday in June. Richard Tubbesing stated that the schedule will be in the May newsletter. Our annual picnic in July was discussed. Richard Tubbesing stated from his study, that the Osceola Site on the MTM has no picnic facilities. Therefore, A survey of members present determined that our picnic be held on the third Saturday in July in Prescott WI on the BNSF. Our annual bus trip to Duluth was discussed, with a ride behind steam engine #28. Pricing for the trip using the W-24 car for our group came to be \$110 per member based on 25 attendees. On the return trip dinner will again be Hinckley at a fast food place or Tobey's restaurant. John Goodman then reported on upcoming programs. Ross Hammond will present passenger train slides from his collection at the April meeting, Roger Libra will present a video of his 2015 trip to Montana in May. Richard Tubbesing volunteered a video program from the late Bill Herzog files of past NRHS conventions and New York commuter railroads in September. Joe Fishbein and Dave Herbert will present railroad slides from their collections in the fall. The library report was given by John Cartwright. We are cataloging slides and railroad timetables. *Continued next page:*

Continued from previous page: Former member Doug Johnson's family will be donating his collection to us. We are evaluating the collection so Doug Johnson's family can receive a tax deduction for the collection donation. We also are assessing where in the library we will put the collection and what duplicates we can sell at future flea markets. The Calendar report was given by Dawn Holmberg. Captions are being reviewed and the calendar should be ready for publication in May 2017. John Goodman stated that the Calendar Committee needs Minnesota railroad pictures for the 2019 Calendar. The Webmaster report was given by President Dan Meyer. Our historical DVD's can now be ordered on our website. We are on Facebook, and everyone with a computer are invited to view our Facebook page for railroad info and pictures. The Cheer Committee (from John Goodman) was that Marty Swan has been declared cancer free and is slowly recovering from a tongue problem due to the radiation treatments. Marty hopes to make the May 2017 meeting. New Business: Having a table at the SPUD Train Day show May 6, 2017 has not been processed. Bob Ball, Train Day Committee Member, gave a report on Train Day activities and told us how to proceed to get a table for the event. We will give out old calendars and duplicate Trains Magazines, membership brochures and DVD sales brochures at our table. Announcements: A full military burial service on April 28 for John Kennedy at Fort Snelling was announced. A motion to adjourn the meeting by John Goodman and Bill Dredge was carried at 7:21 PM. Ross Hammond then gave a superb slide show of world-wide passenger trains from his travels. Respectively submitted by Secretary Dave Norman.



John Angus Kennedy Obituary Update

Age 72, of St. Paul Passed away on March 17th, 2017 Preceded in death by his parents Angus and Kathleen (Bott) Kennedy. Survived by his aunt, Patricia Bott, and four cousins. John served in U.S. Army during the Vietnam war and was a retired employee of the Milwaukee Road and Soo Line railroads. He was a member and active volunteer since 1965 of the Twin City Model Railroad Museum, the Minnesota Streetcar Museum and the National Railway Historical Society. A military honors burial was held Fri., April 28th at Ft. Snelling National Cemetery at 11:30AM assembly area #3, Mpls., MN. Published in Pioneer Press on Apr. 23, 2017.



Active RPO, Night Photo Session Part of Line Up for Train Day in St. Paul April 20 2017 Trains Newswire Steve Glischinski

Picture: Northern Pacific Railway Post Office Car No. 1102 will operate as a post-office during St. Paul Union Depot's Train Day on May 6.

Mail collected at the event will move by rail to Osceola, Wis., for distribution.

ST. PAUL, Minn. — The Union Depot in St. Paul is sponsoring Union Depot Train Day that will include historic and modern railroad equipment, discussions and photo sessions, vendors, and model railroads. The Ramsey County (Minn.) Regional Railroad Authority, owner of the depot, is organizing the celebration set for May 6. This year marks the 100th Anniversary of the start of construction on the present depot building.

Organizers said Union Depot Train Day would highlight the history and future of passenger train travel, the historic and current role of freight railroads in the region, and the area's changing transportation trends and needs. It will also showcase the restored Union Depot, which has played a role in the revival of St. Paul's downtown since it reopened in 2012. Some of the exhibits and activities planned for Union Depot Train Day include:

- Amtrak Veterans P42DC locomotive No. 42. This is the first time this unit has visited St. Paul*
- Two Union Pacific freight diesels. The planning team has asked UP for Heritage units from its fleet of six painted in the colors of roads that merged to form today's Union Pacific*
- A Twin Cities & Western Railroad GP38-3 locomotive*
- Great Northern Railway Historical Society's SD45 No. 400, the first production SD45 built in 1966. At times during Train Day it will be re-lettered as Burlington Northern No. 6430 to appear as it did immediately after the 1970 BN merger*
- Northern Pacific Railway RPO/Baggage/Coach No. 1102 built by Pullman in 1914 and owned by the Minnesota Transportation Museum*
- Rock Island commuter coach and a Great Northern Empire Builder coach from the Minnesota museum's collection*
- Vendors selling books, model trains, and railroad memorabilia*
- A night photography session of railroad equipment on the evening of May 5*
- Tours of the Metro Transit Green Line Light Rail Operations and Maintenance Facility a block from the depot*
- Model train layouts*
- A diesel locomotive simulator*
- Vintage Twin City Line city buses*
- A former Greyhound double deck Scenicruiser coach built in the 1950s*

—continued on next page:

Continued from previous page: Educational seminars will feature three speakers: David H. Thompson discussing the operation and history of the Railway Mail Service; Peter A. Briggs describing his long career in railroad public relations and communication; and former Trains Editor Kevin P. Keefe discussing the life and work of Wallace W. Abbey, one of the upper Midwest's most insightful and prolific railroad photographers during the 1950s and 1960s, and for many years director of public relations for the Soo Line. Deborah Carter McCoy of the Ramsey County Regional Railroad Authority praised this year's expansion of the educational series launched in 2016.

"The diverse speakers will provide an opportunity for railfans and history buffs to learn more about railroad photography, the railway post office and a career in railroading," Carter McCoy said.

A special feature this year will be the "Last Mail Train" to mark the 40th anniversary of the end of Railway Post Office service. In conjunction with Train Day, Minnesota Transportation Museum, and the U.S. Postal Service, Northern Pacific No. 1102 will be functioning in its original role as a railway post office. Visitors will be able to purchase commemorative envelopes and postcards that can be mailed at the car and will be stamped with an actual St. Paul & Osceola RPO postmark. The car will be moved the evening of May 6 to Osceola, Wis., where the Osceola Post Office will pick up the mail for delivery.

"We are thrilled to welcome the United States Postal Service and Minnesota Transportation Museum's Northern Pacific RPO/Combine 1102 to Union Depot as they receive mail on the car for delivery to and special cancellation at Osceola," Carter said. "The RPO cancellation is being offered for the first time in 40 years."

Construction began on the St. Paul Union Depot in 1917 and was slowed during World War I, but the final portions were completed during the "Roaring 20s" when nine railroads and more than 200 trains served the building. Noted architect Charles Sumner Frost designed it in the neoclassical style.

The last passenger trains to serve the station departed on April 30, 1971, the eve of Amtrak. While the depot's head house eventually reopened, the waiting room sat empty for more that 40 years. Passenger trains returned to the building on May 7, 2014 thanks to an investment of approximately \$242 million to purchase the building and surrounding land, install tracks and signaling, and restore the interior to its original appearance.

Today Union Depot serves as a transit hub served by light rail trains, intercity and metro buses, and Amtrak's Empire Builder.

Information on Union Depot Train Day is available online at <http://www.uniondepot.org/traindays>.

Tickets and information on the night photo session is at <http://lakerrail.com>.

Light Rail Trip June 17, 2017 -Schedule by Russ Isbrandt Come Join Us!

June 17 2017 Northstar Light Rail Ride				Headway on all lines is 10 min. Add 10 min to times if connection missed
<i>Train</i>	<i>Station</i>	<i>Departure Time</i>	<i>Arrival Time</i>	<i>Arrival Station</i>
Blue Line	28th Ave Station, Bloomington	10:16 am or 10:53 am	10:26 am or 11:03 am	Target Field
Northstar	Target Field	11:30 am	12:22 pm	Big Lake
Lunch (Bring your own!) cannot eat on the train!		12:50 am	12:22 pm	Big Lake
Northstar	Big Lake	12:50 pm	1:42 pm	Target Field
Green Line to StP	Target Field	1:53 pm	2:38 pm	SPUD
Green Line to Mpls	SPUD	3:02 pm	3:39 pm	US Bank Stadium
Blue Line to Bloomington	US Bank Stadium	3:45 pm	4:12 pm	28th Ave Station Bloomington



Trump Budget Threatens Empire Builder

April 04, 2017 at 4:06 pm | By [Heidi Desch](#) Whitefish MT Pilot

Continued on next page:

Continued from Previous Page: A budget proposal by President Trump could impact Amtrak travel across the country including on the Empire Builder. The plan calls for an end to federal support for Amtrak's long-distance train service, which includes the Empire Builder. The Empire Builder provides regional rail service making stops in Montana at Whitefish, West Glacier, Essex, Libby, Glasgow, Malta, Havre, Shelby, Cut Bank, Browning, East Glacier and Wolf Point.

The president's 2018 budget outline released last month proposes to cut the Department of Transportation's budget by 13 percent or \$2.4 billion. The cuts would completely eliminate funding for Amtrak's long-distance routes. The budget documents note that Amtrak's long-distance train service "incur the vast majority of Amtrak's operating losses. This would allow Amtrak to focus on better managing its state-supported and Northwest Corridor train services." Whitefish is Amtrak's busiest stop in Montana, with about 54,000 riders coming here in 2016 on the Empire Builder route. Some 123,600 passengers got off an Amtrak train in Montana last year. Democratic U.S. Sen. Jon Tester does not support the cut and says he will be fighting as a member of the Senate Appropriations Committee to protect funding for the Empire Builder.

"Threatening access to small businesses and slashing funding for Amtrak will hurt rural communities like Whitefish," Tester said in a statement to the Pilot. "The Empire Builder is an economic driver in the Flathead, and gutting funding for it could put jobs on the line. I will keep fighting to ensure this Administration doesn't forget about Montanans and rural America. We need a budget that works for rural towns, allows folks to get out and explore our public lands like Glacier National Park, and supports the jobs that come with our outdoor economy." Republican U.S. Sen. Steve Daines in a letter to Secretary of Transportation Elaine Chao in January outlined the importance of rural transportation including Amtrak. He also invited Chao to Montana to see how important that transportation is to the economy. "In my conversations with Secretary Chao, I have consistently prioritized the importance of Amtrak to rural Montana," Daines said in a statement to the Pilot. "We need to make government more efficient and effective without reducing funding for important programs and disconnecting rural communities."

Daines is a member of both the authorizing and appropriating committees in the U.S. Senate responsible for federal transportation programs — the U.S. Senate Committee on Commerce, Science and Transportation and the U.S. Senate Appropriations Committee. Amtrak operates 15 long-distance trains and combined carried 4.6 million passengers in fiscal year 2016, according to Amtrak. Amtrak's 2016 financial plan notes that long distance routes are the "backbone" of the national system connecting more than half of the states and stations Amtrak serves. "These trains are heavily patronized, and increasingly important to the communities and people along their routes that have been losing bus and air services," the report notes.

Despite record revenue totaling \$3.2 billion in fiscal year 2016, Amtrak operated at a net loss of about \$227 million — which is a reduction of \$78 million from the previous year. Amtrak President and CEO Wick Moorman, in a February hearing before the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security, called for an investment in Amtrak's infrastructure, fleet and stations. "The time is now to invest in our aging assets," Moorman said. "More than ever, our nation and the traveling public rely on Amtrak for mobility, but the future of Amtrak depends on whether we can renew the cars, locomotives, bridges, tunnels, stations and other infrastructure that allows us to meet these growing demands."

Moorman noted that in fiscal year 2016 Amtrak had record ridership of more than 31 million passengers and ticket revenues of \$2.2 billion. The National Association of Rail Passengers denounced Trump's budget saying cuts to Amtrak, transit, and commuter rail programs, and even air service to rural towns, would place a disproportionate amount of pain on rural and working class communities. NARP President Jim Mathews in a prepared release said by eliminating Amtrak's long distance trains it would cut a vital service that connects small town economies to the rest of the U.S. "What's more, these proposed cuts come as President Trump continues to promise that our tax dollars will be invested in rebuilding America's infrastructure," Mathews said. "Instead, we have seen an all-out assault on any project — public and private — that would advance passenger rail. These cuts and delays are costing the U.S. thousands of good-paying construction and manufacturing jobs in America's heartland at this very moment."

In addition to eliminating funding for Amtrak's long-distance routes, the budget calls for the privatization of air traffic control, eliminating subsidies for commercial flights to rural airports and cut nearly a half-billion dollars from the federal transportation program, known as TIGER grants.



261 to Visit North Dakota in May and June. By [Steve Glischinski](#) | April 4, 2017
MINNEAPOLIS — Milwaukee Road 4-8-4 No. 261 will pull a series of excursions this spring on the Red River Valley & Western Railroad to mark the railroad's 30th Anniversary. It will be the first time the locomotive has visited North Dakota since it pulled the BNSF Railway Employee Appreciation Special through the state in 1998, and the first time the engine has traveled on Red River Valley line. Passengers will have the opportunity to ride several lines that have seen only freight service for decades. *Continued on next page:*

Continued from previous page: Red River Valley & Western began operations on July 19, 1987, on track it acquired from Burlington Northern. To mark the anniversary, the short line and the Friends of the 261 are teaming up to offer a series employee and public trips. The locomotive will depart its Minneapolis home on May 30 with a deadhead move over BNSF Railway's ex-Great Northern main line to Breckenridge, Minn., where it will overnight.

On May 31, the engine will be on public display in Breckenridge, then pull a special train from the GN Depot in Breckenridge for employees and community leaders to Colfax, N.D., and return. It will then deadhead to Davenport, N.D.

On June 1, No. 261 will pull a public "sunset" 74-mile round trip excursion at 5 p.m. from Davenport to Lisbon, N.D., over the former Northern Pacific Fargo & Southwestern Branch. Davenport was chosen as a departure point partly because it is only 25 miles from Fargo, the largest city in North Dakota. Passenger service on this line ended in late 1960 or early 1961 when NP ended "doodlebug" motorcar service on the branch.

On June 2, the 4-8-4 will pull a customer excursion from Davenport to Lisbon and return during the afternoon, and then repeat the public "sunset" excursion to Lisbon at 5 p.m. That night the engine will return to Breckenridge.

On the morning of June 3, No. 261 pulls an employee trip from Breckenridge to Kindred, N.D., and return. At 5 p.m. it will pull a public excursion from Wahpeton, N.D., to Kindred on Red River Valley's ex-Great Northern Second Subdivision. The line to Kindred is the only former Great Northern route operated by the short line, and once served as a cutoff from the GN main line at Breckenridge and the Surrey Cutoff at Nolan, N.D. Round trip mileage from Wahpeton to Kindred is approximately 71 miles. The engine will deadhead back to Minneapolis on June 4.

Consist for the train will include No. 261, a power boxcar borrowed from the Lake Superior Railroad Museum, Milwaukee Road sleeper Minnesota River, two coaches, a concession car, open platform business cars Lamberts Point and Milwaukee, Super Dome 53, ex-California Zephyr dome Silver Club, and Skytop lounge observation Cedar Rapids.

This will mark the first trip for the restored Silver Club, which is owned by the Lake Superior Railroad Museum. The Friends of the 261 group is rebuilding the car for the museum. After the trips, it will be moved to the Duluth to provide first class service on the museum's North Shore Scenic Railroad.

Fares for the public trips are \$39 for coach seating, \$59 for First Class, \$99 for Premium Dome Class, and \$109 for Premium Skytop Class with seating in observation car Cedar Rapids. Soft drinks, wine, and beer will be available on the train, and a concession car will include snacks and souvenirs available for purchase. See <https://261.com/> for details

City to Study Fate of Ford Plant's Railroad Spur. *LOCAL BRIEFING St. Paul* Provided by Rick Krenske

An old rail route that once served the Ford Motor Co.'s Twin Cities Assembly Plant in Highland Park could be reused as a bicycle and pedestrian path, or even host public transit.

The St. Paul Department of Planning and Economic Development will begin a feasibility study this month to determine a potential future for the five-mile rail spur. It connects to more than 120 acres of vacant Ford land that will be redeveloped, eventually, into a riverfront neighborhood.

The study, called "Reimagine the Railway: Studying New Uses for the Ford Spur," will begin this month with land surveying. Community open houses and public outreach will take place through March 2018.

The land is owned by Canadian Pacific Railway and begins at the Ford site, turns south, then east, running generally parallel to West Seventh Street. It ends about one mile from downtown St. Paul near the east end of St. Clair Avenue.

To conduct the \$200,000 study, the city has chosen Alta Planning + Design as the consulting firm, with partners from Kimley-Horn and Sambatek. The study is funded through a \$100,000 Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation, as well as contributions from the Ford Motor Company, East Metro Strong and the city.

More information, including email updates, are available from stpaul.gov/FordSpurStudy.

— *Frederick Melo*



Pictures by Brandon Smith

L: Just before closing of the Ford Plant in 2005?

R: Winter scene at the yard 1990's.

So Power at the Ford Plant just before closing of the plant.
Brandon Smith, railfans facebook group.



BNSF Honors Employees for Exceptional Work

Progressive Railroading: Rail News: BNSF Railway April 13 2017
from John Goodman

[BNSF Railway Co.](http://www.bnsf.com) this week recognized a group of employees for outstanding achievements in 2016.

BNSF's annual Employees of the Year program identifies employees who've made exceptional contributions while demonstrating the company's "vision and values through commitment, leadership and focus on working safely and efficiently to meet customer expectations," according to a BNSF press release.

Of more than 40,000 employees, 65 were recognized for individual and team achievements last year. Another 40 were acknowledged for safety leadership, all of whom led teams that worked throughout 2016 without a reportable injury.

"These employees are a reflection of our entire team's resolve to focus on safety, serve our customers, improve efficiency and performance, and deliver on the essential role we play in our global economy every day," said BNSF President and Chief Executive Officer Carl Ice.

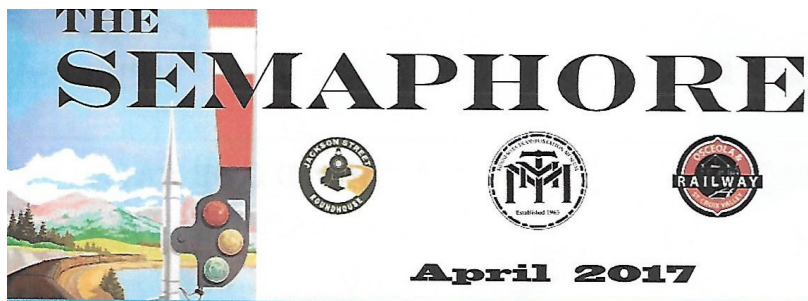
Examples of the employees' efforts include the efficient transition of the majority of BNSF's frac sand business to unit train service; the successful renewal of BNSF direct operations on the 130-mile rail line between Tenaha and Silsbee, Texas, previously operated by Timber Rock Railroad; and partnership with the Federal Aviation Administration to develop a safety integration plan for beyond-visual-line-of-sight operations of unmanned aerial vehicles in the United States.

Also recognized were five Safety Employees of the Year, who represent the engineering, intermodal business unit operations, mechanical, telecommunications and transportation teams.



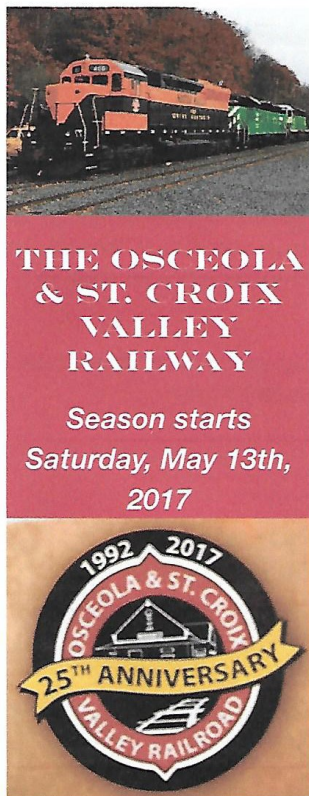
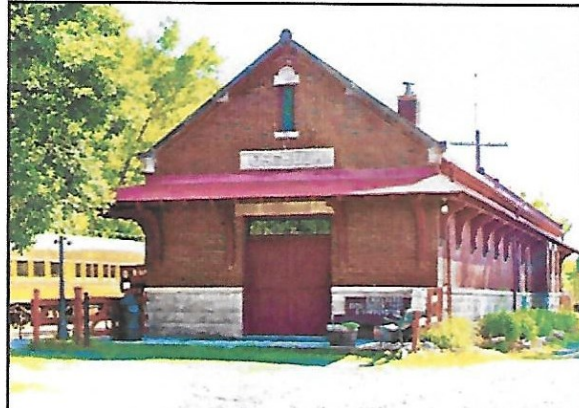
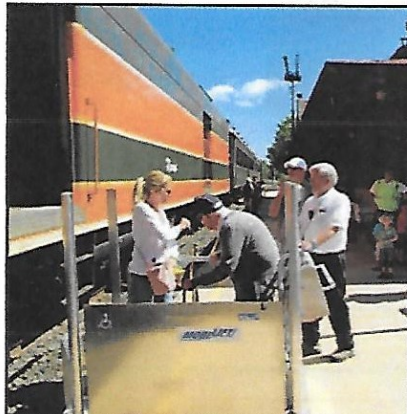
**We Need Your Help
to Make this Dream
A Reality
One Piece at a Time**

Spring 2017 Just as flowers are blooming this spring, parts for 5550 continue to pop up like daisies. As the days get warmer and the nights get shorter, America's Premier Steam Locomotive continues to grow in size and support. Work on the 5550 locomotive is underway, and the T1 Trust is rapidly gaining attention as the premier new-build steam project in the United States. More than that, the T1 Trust has come to symbolize the rebirth of American Industry. An example of effective cooperation between the T1 Trust and the professional railroading community can be seen in the work being done on the [locomotive's cab](#). Curry Rail Services believes in the T1 Trust, and wants to be part of the group's success. Curry is therefore building the cab on extremely favorable terms. In similar fashion, the New Jersey based defense contractor JAKTOOL provided the T1 Trust with the CAD engineering work necessary for cab construction. Perhaps some of the most exciting news to date is that JAKTOOL has begun CAD modeling of the T1 locomotive's massive frame. Cab sub-components awaiting final assembly at Curry Rail Services, Hollidaysburg, PA Matched Set March 15, 2017 was a defining moment for the T1 Trust, and marks the first time the two halves of the T1 locomotive's number 4 wheel set were united. The T1 Trust withstood blustery conditions and a wind chill of -10°F (-23°C) as the second Boxpok driver for 5550 was retrieved from Beaver Valley Alloy Foundry in Monaca, Pennsylvania. As one views the locomotive, the number 4 wheel set is the wheel set closest to the cab. The new driver was cast in the same custom formulated Nickel Steel, and heat treated to match the physical properties of the first driver. Interested donors will find detailed information on the T1 Trust's driver sponsorship program here: <https://prrt1steamlocomotivetrust.org/station/Boxpok-Driver> The T1 Trust demonstrates the willingness necessary to bring back America's Premier Steam Locomotive. What is a Superstar Without a World-Class Voice? The whistle shown here was recently donated to the T1 Trust for use on 5550. This whistle has been independently verified as a genuine original PRR T1 whistle by "Horn & Whistle" magazine. To listen to the whistle's sweet and mellow tone, please visit the T1 Trust's audio gallery: https://prrt1steamlocomotivetrust.org/video_view.php?vid=9. More Info and pictures at <https://prrt1steamlocomotivetrust.org/store/newsletter.php?id=13>.



Newsletter
of the
Minnesota
Transportation
Museum

Osceola Opportunities 2017 Join us for another great summer at Osceola. Keep the first days of May available. Monday May 1 The depot becomes available. We are looking for muscle power to move equipment outdoors from the Freight Museum, to remove weeds, and debris outside the depot. Organize warm room. Tuesday May 2 1st Migration train comes to Osceola. Clean and organize Freight room museum. There will display shelves and gift shop items to unload, unpack and set up displays in the gift shop. Inspect and organize train cars. Wednesday May 3 Continue organizing and stocking gift shop, staining outside benches., scraping off loose paint and repainting inside inside rail cars. [Need lots of help scraping and painting.] Saturday May 6 National Train Day MTM and SPUD 2nd migration train comes to Osceola. Mother's Day weekend: We need Food Servers and Passenger Hosts. Saturday May 13 Overflow Brunch for Mother's Day Sunday May 14 Mother's Day Brunch and Dinner Help us maintain the great service we provide our passengers. If you are new, we will be happy to get you started. Our staff and volunteers are friendly and helpful. OSCVR Season is almost there! For more information, contact Tom: tomfalk@trainride.org



Train Excursion Schedules

*Brunch & Dinner Trains start on Mothers Day May 13th, and are the 2nd Saturday of each month

Check the online calendar for these dates.

EVERY SATURDAY

11:00 AM

Marine on St. Croix - Pizza, Coach

1:15 PM

Dresser - Coach

2:30 PM

Marine on St. Croix - Coach

2nd SATURDAYS (May-Sept)

11:00 AM

Brunch

5:00 PM

Dinner

2nd SATURDAYS (Oct)

10:00 AM

Brunch

4:00 PM

Dinner

EVERY SUNDAY

12:00 PM

Marine on St. Croix - Coach

2:30 PM

Marine on St. Croix - Coach

**Mailing Address**

All Aboard Minnesota.
P.O. Box 4212
St. Paul, MN 55104

Phone: 612-781-2894

World Wide Web Address

www.allaboardmn.org

FOR IMMEDIATE RELEASE**Minnesota in Danger of Losing Inter-city Passenger Trains**

Trump budget eliminates AMTRAK Empire Builder train. No funds provided in State budget for existing or planned passenger service. St. Paul, Minnesota (April 24, 2017)

The Twin Cities Metro and 10 outstate cities will be without ALL inter-city rail service under the Trump Transportation budget. Reductions call for eliminating long distance Amtrak trains like the Empire Builder, currently the only inter-city passenger train serving Minnesota. The Empire Builder provides service to Chicago and the West coast including service to the Twin Cities Metro, Fargo/Moorhead, Detroit Lakes, Staples/Brainerd, St Cloud, Red Wing, Winona and La Crosse/La Crescent. On the state level, the house and senate omnibus transportation bills completely eliminate all funding for MNDOT'S state rail planning office. If that office does not get funding, additional planning for expanded rail passenger service for Minnesotans would cease. It would eliminate the projects to initiate service from Minneapolis Target Field to Duluth via Cambridge and Hinckley, from St. Paul to Milwaukee and Chicago, and proposed service from the Twin Cities to Des Moines and Kansas City. Amtrak is the only public passenger transportation service in an increasing number of communities that lack intercity bus and airline service, especially in rural Minnesota. The Empire Builder served 146,689 Minnesota residents for their transportation needs during 2016, which is up 5.8% from 2015. The train over its whole route carried almost 450,000 passengers in 2016*. Planned additional service between the Twin Cities metro area, Duluth and Chicago could add over 700,000 riders per year.

From an economic standpoint, Amtrak employs Minnesota residents, paying out almost \$3.4 million in wages and benefits, and spending almost \$59 million on contracts and procurements in the state during 2016. Every dollar spent on Amtrak service in a state generates four dollars in economic activity*.

Furthermore, a recent survey conducted by DFM, a professional research firm, demonstrated there is widespread and bi-partisan support for Amtrak. When asked if the government should end all funding/support for Amtrak, 70 % of all interviewed, 60% of *Republicans* and 70% of *Independents* said NO! Over 80% said that funding for Amtrak should stay the same (42%) or INCREASE (40%). Also, a clear majority, 56%, supported a second Twin Cities -- Chicago Amtrak schedule. Modern Amtrak long distance trains provide comfortable seating with ample leg and luggage room, with options to move around, enjoy the scenery and fellow passengers.

"Legislators on the state and federal level need to understand that Amtrak long distance trains are a needed and desired service for Minnesotans," said Brian Nelson, President of All Aboard Minnesota, a rail advocacy group.

The proposed legislative plan assumes the only forms of transportation that should receive government funding are road and airway service. Rail provides a real transportation option especially in rural areas where roads now are the only option.

"Expanding, not eliminating inter-city rail passenger service makes sense to serve Minnesotans growing transportation needs, especially for rural Minnesota. As highways become ever more expensive, upgrading existing rail lines to accommodate more passenger service generally is one-tenth the cost of building new highways. Passenger train service is also 33% more energy efficient than cars, and 20% more efficient than airplanes." Nelson stated.

For those citizens concerned about cuts to passenger train service in Minnesota, we urge you contact your state and federal elected representatives today and state your opposition to these cuts.

* Source – Amtrak

About All Aboard Minnesota.

All Aboard Minnesota is a 501 (c) 3 non-profit advocacy and education organization focused on the expansion and development of more long distance rail passenger service as part of a balanced transportation system. We are dedicated to the development of fast, comfortable, frequent, intercity passenger train services within and connecting Minnesota to the upper Midwest. For more information, All Aboard Minnesota can be reached at (612) 781-2894 or on the Web at: www.allaboardmn.org.
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[Cliffs Update](#) Fri Apr 7, 2017 2:09 pm (PDT) . Posted by: "[David Schauer](#)" dmir227 From WDIO.

<http://www.wdio.com/TWIM/cliffs-natural-resources-lourenco-goncalves-state-of-the-company-chisholm/4447687/?cat=10335>

April 07, 2017 09:17 AM

Cliffs Natural Resources CEO Lourenco Goncalves brought a positive outlook to Iron Range leaders at Thursday's State of the Company lunch at the Minnesota Discovery Center in Chisholm.

It's a milestone year for the company. They have been mining for 170 years now. And Goncalves said the most recent one, 2016, was good He said 2017 looks like it will be even better.

"We are here to make money. We are here to take care of business. We are here to take care of the people that work in the business. We are here to support the businesses that surround our business. We are here to make it grow," Goncalves said.

"That's the reason why we are here for 170 years."

He also gave an update on ongoing projects at Minnesota mines. The \$70-million Operation Mustang at United Taconite is coming along. That will allow Cliffs to make custom pellets for its customer, Arcelor Mittal.

"We broke ground; we started construction," Goncalves said. "We are now approaching commissioning, and very soon, we are going to be delivering mustang pellets to Arcelor Mittal."

That's one of the ways Goncalves said his company is on the forefront of the steel industry. He also touted success in reducing Cliffs' debt. As of February 2017, it was at \$1.2 billion. Goncalves said it will be \$700 million by December 2017.

That's even lower than what Goncalves had been expecting.

"We are in the strongest position among steel and mining companies in the U.S.," Goncalves said.

With the trend continuing toward Direct Reduced Iron pellets, Goncalves wants to build another facility that can produce those. He said he continues to hope it will be in Minnesota.

"We are going to have HBI/DRI production. Trust me on that. Because we will," Goncalves said. "With a little more help from Minnesota, I would have already started here."

He said they are not in the state to do business, then send the money elsewhere.

"I am a competitor. I'm not a guy that likes to accommodate," Goncalves said. "I do not cut deals that are not good for my company, for my people, for my employees, for my communities, for the places that I participate in."

His strategy going forward is to protect the core business and further expand the customer base.

Goncalves said Cliffs' 170-year history speaks for itself, so he is focusing on the next 100 years.

"I don't cut deals for tomorrow. I'm preparing the next generation of Cliffs employees," Goncalves said.

On politics, Goncalves told the crowd he considers Canada and Mexico friends, so he supports NAFTA, although he does think it could use updating. However, he has opposed the Trans-Pacific Partnership from the beginning.

Dave Schauer Duluth, MN



Erie Mining F-units leave the Property in February 2015 -Doug Buell Photos

N&W #611 Powers Trip from Spencer NC to Lynchburg VA on April 8, 2016.

Following are pictures of the Spencer NC Shops Museum, and photos of the trip taken by two friends of this editor, John Chute and Doug Gough of Chicago. Thanks to Doug Gough for supplying the photos! Note: Steve Sandburg's pass cars.



Following are Photos the Spencer NC Shops and Museum





L to R Wisconsin Draw Bridge Duluth, MN GN Steam Passenger Trains -locations and actual dates unknown



L to R Virginia, MN

Wayzata, MN Depot

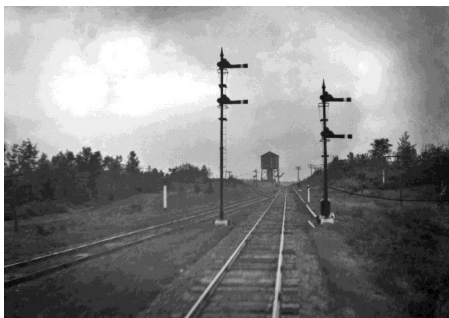
Union Yard in Minneapolis



L to R GN Steam St Paul, MN

St Paul Union Depot

Westminster Jct St Paul



L to R Semaphores at Brook Park, MN

Passenger Train at Grand Rapids, MN

Passenger train at Breckenridge, MN

The Minnesota Streetcar Museum Needs Operators.

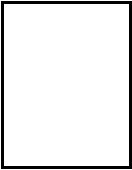
Learn to operate an historic Twin City streetcar. Sign-up now for our new Operator training Program. The Minnesota Streetcar Museum is an all-volunteer group dedicated to preserving our transit heritage by restoring and operation historic Minnesota streetcars. We are always looking for new streetcar operators and station agents. You must be at least 18 years old, have a valid driver's license, successfully complete our operator training program. Operator Training consists of two hours initial orientation and explanation of the program, three to five hours of one-on-one hands-on training and practice on streetcar operations with no passengers on board, classroom orientation and instruction on rules and procedures, six to ten hours of streetcar operations with passengers on board the streetcar under the supervision of a trained instructor. Pass a written test and performance evaluation. After training is completed, we do ask that you reserve at least one three to five hour shift per month to gain the necessary experience. Call now: Pat Cosgrove 952-953-6559 or email volunteer@trolleyride.org



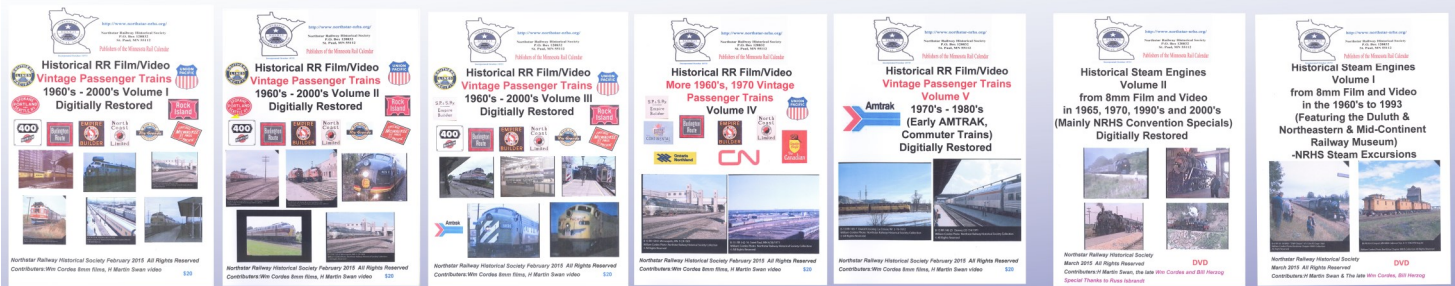
Railfan Events (Thanks to Rick Krense, Cy Svobodny, Russ Isbrandt)

Train Day at St Paul Union Depot (SPUD) (Night Photo May 5 2013, \$25)	Saturday May 6, 2017 10:00 am —5:00 pm	240 E Kellogg Blvd #70, St Paul, MN 55101 (Last station on the LRT Green Line)	Free
Twin City Model Railroad Museum Model Railroad and Toy Train Spring Hobby Sale	Saturday May 13, 2017 9:00 am— 4:00 pm	Education Building Minnesota State Fairgrounds Off of Snelling Ave St Paul MN	\$7
Newport Train Show Greater East Area Model RR Club	Saturday April 29, 2017 9:00 am—2:00 pm	Woodbury High School 2665 Woodlane Drive Woodbury, MN	\$6
Northstar Chapter NRHS Bus trip to Duluth and ride behind the D&NE #28.	Saturday August 19, 2017 7:00 am—9:30pm	Leave Northstar Railway Historical Society Library at Stinson and E Hennepin Ave's Minneapolis.	\$110

Northstar News
1515 Creek Meadow Dr NW
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