

**NRHS**

Publishers of the Minnesota Rail Calendar

# Northstar News

## Winter is Still With Us



DM&E Snow Plows on the  
Jackson Line in 2007  
—Jeff Terry Photos



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### Meeting Notice

Next business meeting will be held on  
**Saturday February 17th 2018, 2018 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 – Jack Barbier video on the Soo  
(Milw Road) featuring a cab ride from Minneapolis to St Paul.

There will be a pre-meeting get-together February 17th 2018 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.

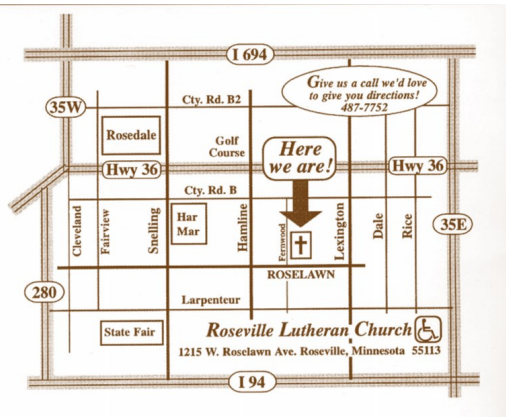
Next newsletter will be out around March 7 2018.

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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 editor:*

## Annual Membership Dues are Due!

**\$18 for NRHS members, \$21 for subscribers.**

**Dues help pay our monthly meeting costs as well as 10 issues of the Northstar Railway Historical Society News. If you haven't renewed by March 1st, this will be your last issue.**

*If you took advantage of the give away at the January meeting, please consider a donation to the chapter, particularly if you selected a large number of magazines."*

*While it's a good thing that our members benefit from our library duplicates, the chapter is still operating at a financial loss, so monetary donations are greatly appreciated. So much of what is donated to the library cannot be readily sold.*

*Cash is still needed to pay for the library room (\$440 per month) and the meeting room (\$75 per month). -Russ Isbrandt Acting Treasurer.*

**The 2018 MN RR Calendars are still available. See Dawn Holmberg at the next meeting to get your copy!**

## Meeting Minutes Jan 20<sup>th</sup> 2018.

The meeting was called to order by Vice President Bill Dredge (President Dan Meyer was absent) at about 7:40pm at Roseville Lutheran Church with 20 members present. Bill announced that we have a quorum. A motion was made to approve the meeting minutes of the November meeting as written in the December 2017 Newsletter. Motion to approve was made by Roger Libra and John Goodman and members unanimously approved the minutes. The trip report was given by John Goodman. Possible trips in 2018 was a trip to the Boone and Scenic Railroad, A ride on the MTM's Osceola and St Croix Valley railroad, the picnic location possibly at Maiden Rock Wisconsin and a Light Rail/Northstar ride. Trips will be decided at a future meeting. Programs for future meetings was a Jack Barbier Video on the Milwaukee Road's Trench along Lake Street to St Paul in February 2018, Dave Herbert slides of his railroad experiences on the NYC, LI, and New Haven Railroads in March 2018, and Rob Mangels to present his Railroad experiences at the April 2018 meeting. The Library report was given by Acting Treasurer Russ Isbrandt. The organization of railroad magazines from the Doug Johnson Collection and Books by Dick Hartman are well underway. The Treasurer's Report was given by Russ Isbrandt. The cash flow of chapter operating revenue for the last two months showed a slight loss, and calendar sales showed a profit. The total checking balance is healthy. The NRHS report was given by Dawn Holmberg. The NRHS Convention will be held at Cass Scenic Railroad in West Virginia in August 2018. The Calendar report was given by Dawn Holmberg. *Continued on next page*

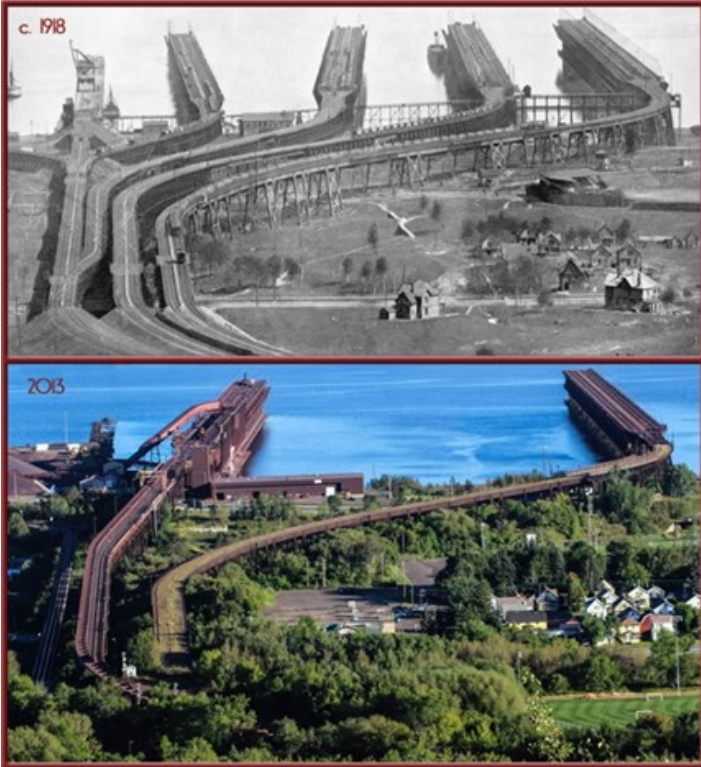
*Continued from previous page:* Sales have been brisk the last two months and we have only about a half of box of calendars left. The newsletter report was given by Richard Tubbesing. The newsletter costs about 60 to 70 dollars to print and is due out about the 1<sup>st</sup> of each month. Marty was not present to give the Cheer committee report. Marty has not been feeling well reported by John Goodman. Cy Svobodny is recovering from his recent illness. There was no web report. Bob Ball gave a report on a future night photo session to be held in May. He has secured permission from the Streetcar Museum and Amtrak for the photo sessions. Bob also announced that Train Day will be held at the St Paul Union Depot for one day May 5 2018. Details will be forthcoming. No old Business was tabled. New business was reported by John Goodman and that Amtrak's Coast Starlight will no longer have on the ex-ATSF parlor cars as they are too old to maintain. Frank Sandberg of the #261 group is ill but recovering in Florida. The program of power point files of the NP's Skally Line to Duluth was prepared by Ken Zieska and presented by Richard Tubbesing from a disk sent via Dave Herbert. Ken was unable to attend the meeting. The meeting was adjourned at about 7:10 pm with a motion carried by Tom Neadle and John Goodman. The Ken Zieska program was then presented. Minutes respectfully provided by Richard Tubbesing for Secretary Dave Norman.



## DULUTH'S ORE DOCKS

From Chuck Lavallee

<http://zenithcity.com/?s=ore+docks>



The DM&IR ore docks in Duluth c. 1915. (Image: Duluth Public Library) Modern photo by Jim Davis.

Construction of Duluth's first ore dock began in 1884 in anticipation of iron ore from Charlemagne Tower's mines on the newly opened Vermillion Iron Range. Unfortunately for Duluth, work was forced to stop after Tower announced he would ship his ore through Agate Bay, today's Two Harbors. The Duluth dock was finally completed in 1893, after Duluth's Merritt brothers opened mining on the Mesabi Iron Range. The wooden dock, built by the Duluth, Missabe & Northern Railway, stretched into the bay at Thirty-Third Avenue West, had a capacity of 57,600 tons, and received its first load of ore on July 22, 1893. A second wooden dock went up west of the first in 1896, a third in 1900, and a fourth in 1906, the year after the first dock closed due to its insufficient size. At 2,304 feet in length and a capacity of 76,800 tons, Dock #4 was the largest wooden ore dock ever built. Duluth's fifth ore dock—made of steel—went up in 1914. The Zenith City's final ore dock was built in 1918. The largest ore dock in the world, Dock #6 was made of steel and had a capacity of 153,600 tons. Duluth's row of storage and loading structures stretched from Thirty-Third to Thirty-Fifth Avenues West. The first two docks were simple affairs, and ore was simply dumped from train cars into vessels for shipment to eastern steel plants. The later docks were specifically designed to take ore from train cars, store it if need be, and load it into ore boats. At the dock, the carloads of ore were dumped into pockets along the dock; a chute carried the ore from the pockets into the cargo holds of ore boats. When the ore-laden boats reached steel-making centers along the Lake Erie rust belt, Hulett ore offloaders would pull ore from the ships' holds ten tons at a time.

A Hulett unloader could empty ore boats like the Edmund Fitzgerald, which held 25,000 tons of ore, in five to ten hours; before Hulett's came along in 1900, the process would take days. When the last Great Lakes ore boat was converted to a self-unloader in 1992, the Hulett's became obsolete.

By 1938 ore demand had lessened and the DM&N was down to two docks, #5 and #6, and the railroad merged with the Duluth & Iron Range Railway to become the Duluth, Missabe & Iron Range Railway in 1938. That same year U.S. Steel merged the DM&N with the Duluth & Iron Range Railway to form the Duluth, Missabe & Iron Range Railway. U.S. Steel had acquired the DM&N in 1901 from John D. Rockefeller, who had taken control of it when the Merritt Brothers' finances went sour; that same year the firm purchased the D&IR from Illinois Steel, which had acquired the railroad from Tower's Minnesota Iron Company in 1887. Ore demand increased dramatically during World War II, and in 1944 the DM&IR docks in Duluth and Two Harbors broke loading records three times. The docks set a forty-eight-hour loading record by filling sixty ships with 649,275 tons of ore between Sunday, May 28, and Tuesday, May 30. And they didn't stop. The following day they broke the seventy-two hour record when the loading total reached 859,959 tons. And from that Wednesday morning at 7 a.m. until the same time Thursday morning, crews loaded 406,484 tons, setting the single-day record in the process. (The previous twenty-four hour record was set in 1942 with 337,180 tons.) The docks were built or dismantled according to demand. The two smallest docks went first: Dormant since 1905, Dock #1 came down in 1913; Dock #2 closed two years later. Despite a 1905 expansion, Dock #3 lasted only until 1919. Dock #4 served until 1927. Docks #5 and #6 remain today, although Dock #5 is no longer in use. The docks are now owned by Canadian National Railway.



## AAR Offers Up Several Rules and Regulations for USDOT to Reevaluate.

Monday, December 04, 2017 Written by *Mischa Wanek-Libman, editor* Railway Track and Structures (RT&S)



**Airbrakes, hours of service, Unmanned Aerial Vehicles and level boarding rules were included in comments the Association of American Railroads (AAR) filed Friday with the U.S. Department of Transportation (USDOT) concerning federal regulations AAR is offering up for reevaluation.**

AAR's **comments** are in response to a directive from the Trump administration to reform regulatory processes and individual regulations to better serve the public. The association says the rules included in its comments are "ideal areas for repeal, replacement, suspension or modification."

"As evidenced by our filing with the Department of Transportation, the AAR's previous letter to Deputy Secretary Jeffrey A. Rosen and the continued actions of the AAR and its members, the freight rail industry is a critical partner to the government in improving federal regulation," said Edward R. Hamberger, president and CEO of the AAR. "We have been clear and consistent in calling for common sense regulatory principles, including that rules should be based on a demonstrated need, as reflected in current and complete data and sound science; and non-prescriptive regulatory tools, like performance-based regulations, should be deployed wherever possible to foster and facilitate innovation to achieve well-defined policy goals."

The AAR said it focused principally on the need for a regulatory approach that recognizes the significant private investments made by railroads, including innovative technologies built to improve safety and performance. "The regulatory relief we call for," reads the filing, "is the license and flexibility to conceive, develop and deploy innovative technologies and practices where they are effective and efficient and to be regulated based on our success in achieving safety goals, not by outdated, prescriptive regulations."



## Midwest High Speed Rail Association



### **Brightline Shines the Way for Better Trains Around the U.S.** *-provided by John Goodman*

Brightline, the new privately-run passenger train service in Florida, carried its first paying passengers this past Saturday. For now, trains are only running between West Palm Beach and Fort Lauderdale. The trip takes 40 minutes on Brightline, compared to 60 minutes on nearby Tri-Rail commuter trains or as much as two hours driving in rush hour traffic. Brightline expects to extend service to downtown Miami later this year.

Brightline is not just exciting because it's a new train service. It's doing a number of things that could influence and improve train service around the country.

Initial impressions are very positive. Riders have pointed out how "European" Brightline seems. This is presumably because it has adopted a number of sensible ideas that have been proven overseas, but that American train operators have resisted. These range from things as minor as reserved seating, to major choices about how the train is designed and operated.

Brightline is proving how important [modern equipment](#) is, not only for passenger comfort, but also for smooth operation. Trains operate as unified sets with locomotives at both ends, so they can simply reverse direction at the end of their run. The unified sets avoid the mechanical and electrical problems that can arise from couplings, and eliminates the nuisance (and possible hazard) of vestibules between cars. *Continued on next page*

*Continued from previous page:* Brightline operates with high-level platforms on tracks shared with freight trains, something American railroads have always thought incompatible because of clearance issues. Brightline solved this by trimming platforms back several inches, then having a bridge plate automatically extend from the car to fill the gap. This allows all the doors to open and removes the need to climb steps, getting passengers on and off the train quickly. It also makes the train universally accessible.

Brightline's equipment choices are already spreading beyond Florida. The consortium of states purchasing new equipment for their Amtrak services are getting coaches that are expected to be very similar to Brightline's.

The service could also offer lessons about how fast, frequent passenger trains can operate smoothly on freight tracks. Although the Brightline enjoys the benefit of sharing a common owner with its host freight railroad, it will still need to co-exist peacefully with the railroad's core freight business. The way this happens could be informative for Amtrak and states as they negotiate with their host railroads.

We expect Brightline will be successful, especially after it begins serving Miami. We'll also be paying close attention to the policy lessons it can offer.



## MnDot State Rail Passenger Office Funding Request.

*-Provided by John Goodman*

*January 10 2018*

The MnDot State Rail Passenger office recently submitted a 2018 capital funding request to Governor Mark Dayton for \$1 million to complete environmental work and service planning for the second train frequency between the Twin Cities and Chicago. An additional \$3million was requested for the state's share of the final design. This funding is essential for continued passenger rail corridor development for this expanded service.

You may have seen an article published in the StarTribune recently about legislators efforts to stop high speed rail passenger planning between the Twin Cities and Chicago. We are advocating for the additional conventional passenger rail passenger service, not high speed rail.

If the \$4 million is included in the Governor's proposed budget, it will give the state rail passenger office hope that funding could be available to continue the vital planning work for the second conventional passenger train frequency

The Governor's budget is scheduled to be released on January 16, 2018, so it is imperative you contact him this week.

We were instrumental in our calling campaign to restore funding just to keep the State Rail Passenger office open during last years session, so we do make a vital difference! Your voices are heard!

Thank you for taking action and making this important call. All Aboard Minnesota Board of Directors.

P.S. We have posted this alert on our Facebook page as well.



**Union Pacific 4-8-4 Northern-type No. 844**

*pictured at LaSalle, Colo., in 2009*

*-Bruce A. Daugherty*

## UP 4-8-4 to Steam Once in 2018. *From the TRAINS Newswire:*

*January 4 2018 By Haley Enouch*

CHEYENNE, Wyo. — Union Pacific's flagship 4-8-4 steam locomotive, No. 844, will make only one trip at the head of the Denver-to-Cheyenne Frontier Days train in late July. That reduced schedule, the company said in a news release issued late Wednesday evening, will allow the steam show crew to keep on schedule to have the Big Boy 4-8-8-4 No. 4014 fully operational in 2019.

"We're excited to see everybody out on that one trip," Ed Dickens, senior manager of the heritage program, says in the news release. "We sincerely appreciate everyone's understanding for only having one trip this year. We want to make sure we can get the Big Boy ready."

Dickens says that the steam crew has disassembled No. 4014 down to its frame to permit repair and cleaning of the piping and other internal components that are inaccessible when the locomotive is assembled. Dickens says that the team will replace up to 90 percent of the 4014's air and steam piping now, while they have the chance to work on the locomotive disassembled. The team acquired new pipe-bending machinery for the work and will also paint the frame and all of the components with rust-resistant paint.



Photo: Stephanie Dickrell,

## 70-Year-Old Locomotive has New Waite Park Home.

*SCTimes Published 12:44 p.m. CT Jan. 13, 2018 [sdickrell@stcloudtimes.com](mailto:sdickrell@stcloudtimes.com)*

On a frigid morning, on Saturday, Jan. 13, a crew used a crane to lift the 99-ton diesel locomotive from a trailer to its new permanent home. The locomotive joins two boxcars and red caboose already on display by St. Cloud Area Rail Legacy Museum, or STARail.

WAITE PARK — A handful of people braved the below zero temperatures Saturday morning to watch a crew install a historic locomotive on a display train track in Waite Park.

A crew used a large crane to lift the 99-ton diesel locomotive from a trailer to its new permanent home. The locomotive joins two boxcars and red caboose already on display by St. Cloud Area Rail Legacy Museum, or STARail.

The 70-year-old locomotive was supposed to be delivered and installed on Friday, but was delayed by cold weather.

The painstakingly slow process was performed in temperatures around minus 8 degrees, and wind chill around minus 20. In those temperatures, frostbite can occur in as little as 30 minutes. Crews carefully attached the locomotive to a crane, more than twice the height of a nearby utility pole. A handful of onlookers watched the process with cameras and phones in hand. Some had been there for hours, using their vehicles to avoid the cold. At about 10 a.m., the locomotive was finally lifted off the trailer and slowly placed on the display track. NSP was painted in large letters on locomotive, a relic of the Northern States Power Company which is now a subsidiary of Xcel Energy. Members of STARail say the locomotive will need some sprucing up before it goes on display to the public. Signs of aging and rust were visible on the outside of the locomotive. The 44-foot-long diesel locomotive was built in the late 1940s and used to move cars to different tracks over shorter distance. That was the duty it likely could have performed for Xcel Energy's Becker power plant, said STARail board member Barry Schreiber. The 600-horsepower locomotive is also identical to those which moved thousands of boxcars built in the Great Northern railroad car shops in Waite Park over the course of several decades, he said. The shops employed up to 1,500 people in their most successful years, and generations of families worked in the shops. Xcel Energy originally donated the locomotive to the Lake Superior Locomotive Museum in Duluth, after it purchased a new, more powerful model. Eventually, the museum agreed to give the locomotive to STARail.



C&NW #1385 Mpls Jct in 1985

## In Springfield, 110-Year-Old Locomotive Finds New Life.

*—Provided by Rick Krenske*

Time is running out for Steve Roudebush.

His machine shop in the Town of Springfield, SPEC Machine, is restoring the 110-year-old steam 1385 locomotive for the Mid-Continent Railway Museum in North Freedom.

“It needs to be more of a priority,” said Roudebush. “The goal is to have it up to the museum next year and do test runs for the 2019 season.”

That means more hours in the shop for Roudebush and his son on what’s become a massive and complex undertaking.

“The big problem is, everything you do affects the 10 steps you did before and the 10 steps after,” said Roudebush. “You have to think what the final outcome is going to be before you do anything, and there’s so much to do. It’s a painstaking process.”

Most of 2018 will involve test runs and finishing up work on the locomotive.

Built in 1907 for the Chicago & North Western Railroad by American Locomotive Co.’s Schenectady Works in New York and also on the state and national registers of historic places, the locomotive was recently moved to a new larger work space at SPEC Machine. The total cost of the restoration work is \$2 million. A group called the Wagner Foundation is funding the majority of the project. It was founded by Dick and Bobbie Wagner in the 1970s.

In 1956, the locomotive was retired, but five years later, Mid-Continent bought it from C&NW for a new purpose, as it pulled cars on the museum’s 3.5 miles of track between 1963 and 1998. *Continued on next page*



*Continued from previous page:* It had other duties as well, pulling the Circus Train from Baraboo to Milwaukee and back for three straight summers in the 1980s. Roudebush said it probably went through Waunakee at the time.

When the project is finished, Roudebush said the locomotive will be a "zero-mileage locomotive." He added, "It will be as good, if not better, than it was when it left the factory." Roudebush wasn't keen on doing the work initially, knowing how big of a job it was. He said that some members of the museum had seen him restore a smaller steam engine and decided he was the guy for the job. "I didn't know they were watching," said Roudebush.

The last major piece to the puzzle is a brand-new boiler, which is being built by Continental Fabrication in St. Louis and is due to arrive in February. Other items, such as the air compressor, generator and safety valves, will be installed afterward. Roudebush is starting his fifth year of work on the project. It has come a long way since then. "In the beginning, we had to evaluate what was wrong," said Roudebush. "It was stripped down to the bare frame." Initially, when the engine was taken out of service in 1998, it was thought that \$125,000 in boiler repairs was all that was needed. It soon became clear that a complete overhaul was necessary.

Axles had to be re-done, as did wheels. Any cracks in the frame had to be repaired. Air compressors were rebuilt. New bolts for taper-fitted holes had to be used in the rebuild. Interestingly, the reamers used to make tapered bolt holes were loaned out to Roudebush from the Henry Ford Museum. "Nothing has been straightforward on this," said Roudebush. "Every part had been beaten to the last inch of life." While he bought some new tools for the job, Roudebush had to custom make others himself to do the work required.

"I couldn't even guess how many," said Roudebush. And the parts are big and heavy, requiring custom tools that are also big and heavy. Making matters more challenging, he has to follow standard railroad practices of the time. He has a series of old reference books that help in that regard. When finished, the rebuilt locomotive has to pass Federal Railroad Administration standards. Roudebush said that's because it will be crossing roads. A bridge over the Baraboo River is being reconstructed – with funding help from the Wagner Foundation – and the hope is that the rebuilt locomotive will go on longer runs, especially in Sauk County. One possibility is a route to Devil's Lake. When the work is done, the engine will be hauled back to the museum in one piece, weighing in at 180,000 pounds. All the permits have been acquired, and the routes for the trip are set.

Back in 2013, when it was shipped down to Roudebush, it didn't all come in one piece. The semi that was used could haul only 80,000 pounds. One set of driving wheels had to be left off, according to Roudebush. People are interested in the progress of the project. Roudebush held open houses in 2014 and 2015 that drew 1,200-1,300 spectators each time. Roudebush realizes that the work he's doing will eventually bring joy to a lot of people who love railroading. "I'll be happy when it's done and I'll be able to appreciate having helped save a piece of history," said Roudebush.

## Top 10 News Notes for TwinPortsRail in 2017. *David Schauer Mon, 08 Jan 2018*

10. BNSF operated a nice employee appreciation passenger out of Superior special in June, bringing many of the railroad's private cars into town for the event.
9. IPS Cranes in West Duluth acquires American Crane with most of that work shifting to Duluth (locomotive cranes).
8. LS&M receives another reprieve as pollution control work is postponed yet again, likely ensuring operation in 2018.
7. LSRM acquires Soo Line SW1 No. 320 from ILS, one of the Soo's very first diesels.
6. Cloquet Terminal acquires a former UP MP15DC from ILS, replacing their low emissions unit that was sold and shipped off the property in the summer.
5. Former CN CEO Hunter Harrison passes away. He was responsible for CN's purchase of Great Lakes Transportation (DMIR/ BLE/GLF) in 2004 plus was involved in the 2001 WC purchase.
4. Union Pacific delivers a handful of trains to MERC loaded with coal from Colorado. These represented the first UP coal trains to use this facility in a number of years. The coal was then loaded on boats and moved across the harbor to the Graymont lime plant.
3. CN partners with the Duluth Port and Lake Superior Warehousing to open a special "Cargo Connect" intermodal hub. The first containers arrive by train on March 27.
2. CN begins work on adding a second main track on the Superior Subdivision near Rockmont, eventually to link Parkland and Hawthorne south of Superior (former C&NW mainline).
1. D&NE 2-8-0 No. 28 is brought back to life by the Lake Superior Railroad Museum. It is big news when any steamer is restored, made additionally newsworthy given this is the only ex-DM&IR steam locomotive in operation.



**The Empire Builder.** *Gene Poon* "<[sheehans2016@gmail.com](mailto:sheehans2016@gmail.com) Wed, Dec 27, 2017 provided by John Goodman

The Empire Builder...ONE daily train each way...produced half the output of passenger transport, measured in passenger-miles, as did ALL of the Acelas combined (325.7 million vs. 651.1 million). Operating costs for the Fiscal Year (not "fully-allocated" but only "operating" costs, the same way Amtrak quotes those figures for the "profitable" Northeast Corridor) totaled \$113 million. This divides out to less than \$155,000 per trip. That is downright inexpensive for a full-service train going 2/3 of the way across the country, especially one that provides the utility that the Empire Builder does, across a region which so depends on it for transportation. Figures are Amtrak's.

## **\$655K Grant to Restore Mason City-Clear Lake Railroad Freight Line.**

*By STEVE BOHNEL [steve.bohnel@globegazette.com](mailto:steve.bohnel@globegazette.com) Sep 21, 2017 –provided by Dan Meyer*



*A grant and loan program funded by the Iowa DOT has allocated \$655,000 dedicated to restoring freight service on a 10-mile stretch of railroad between Mason City and Clear Lake.*

**CLEAR LAKE** | A track of light rail running near Clear Lake that currently holds old rail cars will be put back into service, with the help of an annual grant and loan program funded by the Iowa DOT.

In total, a little more than \$2.6 million has been allocated for three major statewide rail projects, \$655,000 of which is dedicated to restoring freight service to just over 10 miles of track, from the southwestern part of Mason City, along Old Highway 106 to the western terminus near Interstate 35 in Clear Lake.

Michael Johns, general manager of Iowa Traction Railway Company — the owner of the tracks — said the current light rail will be replaced with current standard freight rail. That equates from 60-pound to 112 to 115-pound rail, in order to transport anything from soda ash, propane, utility poles and other items.

Johns said the change will allow freight to be shipped on the tracks for the first time in five years, and create 30-45 jobs in the next five years.

"None of these are home runs," he said of the projects funded by the state's Railroad Revolving Loan and Grant program. "But this is an appropriate scale project for the Clear Lake-Mason City area."

Johns said his company has already strengthened trestles and bridges that the new railroad will travel over. He added that he hopes expansion can move to Interstate 35, collaborating with trucks that need to offload materials there.

In terms of the other two projects, Laura Hutzell, rail development manager for the Iowa DOT, said funds will be used to revitalize the industry in different sectors of the state.

The Pattison Sand CP Unit Train Expansion, for example, will use the money for its second of five phases, adding 3,300 feet of track and adding 78 rail cars in Clayton to help deal with industrial transit.

Hutzell said the projects' funds are applied for by the Iowa DOT to the state legislature each year, which then approves the money for the Railroad Revolving Loan and Grant Program.

She added the projects are significant to helping improve overall transit in the state.

"Rail is a big mover in this state," Hutzell said. "The funding isn't always there so it's nice to have funding ... a lot of people think 'highway' when they think freight transit, but rail carries a lot as well."

Johns added that his company's specialty will be beneficial to the Clear Lake-Mason City area.

"This is shortline railroads," he said. "We offer tailor-made services that the Class 1 (freights) don't typically offer ... we feel we open up Mason City and Clear Lake to a lot of projects."



## **Subsidized Passenger Train Ridership Declines After Derailment.**

*Paris Achen/Capital Bureau Portland Tribune January 19, 2018*

Oregon saw its subsidized passenger train ridership plummet in December following a fatal train derailment south of Tacoma Dec. 18. State-subsidized ridership of Amtrak passenger trains has plummeted in the past month, since an Amtrak train derailment just south of Tacoma, according to the Oregon Department of Transportation. *Continued on next page:*





*Continued from previous page:* That's significant to tax payers, because the fewer tickets that riders buy, the greater the amount that the state has to chip in per ride, said Hal Gard, ODOT rail and public transit division administrator. Right now, the state subsidizes each ride to the tune of about \$118. The goal is to make riding the train affordable and convenient enough that more commuters will buy tickets. As more people pay fares, the amount the state has to subsidize for each ride declines, or ideally, disappears.

The number of rides was down 2,791, or 2.1 percent, in December from the previous year. Ridership typically surges during December as people go to visit family for the holidays, Gard said. But a tragic derailment on Dec. 18 caused a dropoff in ridership at the peak of the holiday season.

The state's monetary hit from the ridership decline has yet to be calculated, but ODOT officials said they plan to request reimbursement for any losses from Amtrak. A spokesperson for Amtrak did not have figures on how much the company might compensate Oregon and Washington for losses sustained from the derailment but said the company is committed to assisting in the states' recovery process.

"As part of our response, we have promised to help them in all areas of recovery, including rebuilding ridership and addressing any revenue lost as a result of the accident," said Marc Magliari, a spokesman out of Amtrak's office in Chicago.

The Dec. 18 derailment caused three fatalities and 62 injuries and shut down southbound Interstate 5 south of Tacoma for 57 hours. The National Transportation Safety Board is investigating the cause of the crash. The train was going close to 80 miles per hour in a 30-mph zone when it veered off the tracks.

The derailment happened on the debut run of a new Amtrak route from Seattle to Portland. As a result of the derailment, service from Portland to Seattle came to a standstill. ODOT has had to adjust schedules and routes. The north-south route will operate between Tacoma and Nisqually until the Portland-to-Seattle line is repaired.

The schedule and route changes, combined with diminished consumer confidence in rail travel after the crash, are likely to blame for the decrease in ridership. Gard said.

Amtrak has agreed to pay for repairs of equipment and cleanup along the tracks and interstate, Gard said. It's unclear, however, whether the company would pay for the loss in ridership.

What may be more difficult is rebuilding confidence in and reliability of the service, Gard said.

Oregon has faced consistent problems filling seats on the passenger trains operating through the state, while Washington has had the opposite problem, not enough seats to fill demand.

State officials have kept the service alive in Oregon despite the heavy subsidies because they foresee population growth in the state increasing demand for rail travel.

Overall, ridership was down about 2,420 for all of 2017, after an increase in ridership in August thanks to visitors for the solar eclipse.



## **Pacific Parlour Discontinuance "just the beginning?".**

*Ira Silverman <marcraill@verizon.net> Provided by John Goodman*

The Pacific Parlor Cars (AKA El Capitan Lounge) are by far the oldest cars in Amtrak revenue service being built by Budd in 1956. It certainly is logical for the mechanical department to want them off the roster. But given the fact that the Canadian Cars which are one year older are still in good condition it's pretty certain that if Amtrak management wanted to keep them operating it could. My impression is while the new management may reluctantly recognize the need to preserve the national system I wouldn't look for them to break any ground on service., rather cost reduction. The Pacific Parlor cars were running under the handicap of being unique. The logical question is why this train and no others?

Any ideas about what else might be in the works? The parlour cars retirement is not unexpected, but are diners gone or sleepers or.. what are the rumors do you know?



## GN Passenger Consists.

*from the late Mike Denuty*

**50 years ago -- May 22, 1962**

*Provided by John Goodman*

Western Star GN No. 27, 5/22/1962, Lv. Whitefish 9:35 am  
[Spokane around 3 pm]

GN engines unknown [4 or 5 F's]

GN 32 RPO [to Train 5, Seattle]

490 baggage [mail Spokane, to Train 5]

457 baggage [mail]

303 baggage [express] [and baggage]

1110 60-seat coach [all Seattle unless noted]

1218 48-seat coach

1325 dome coach

1141 cafe-dorm "St. Mary Lake" [Coffee Shop Car]

1153 diner "Lake Josephine"

1161 8-4-4 sleeper "Ptarmigan Pass"

1164 8-4-4 sleeper "Logan Pass" [SP&S Train 3 to Portland]

240 baggage [mail Spokane]

NRC 638 box? [mail Spokane, to Train 5]

NYC 6637 box? [mail Spokane, to Train 5]

NYC 8417 baggage [express Spokane]

GN 2626 express box [express, SP&S Train 3 to Portland]

GN 2616 box [mail]

GN 2605 box [express]

GN 2629 box [express]

GN 483 storage mail-rider car [mail / rear brakeman]

This was a pretty healthy consist for No. 27 just before the start of the summer season.

This was probably one of the last times the Western Star would carry a dome coach. The high window Mountain series observations would be added for summer in less than two weeks, along with more flat-top coaches of various ages.

The PASS series 8-4-4 sleepers would run for about two more years. These had 8 duplex roomettes, 4 double bedrooms and 4 sections. GN was phasing out sections.



## GN Passenger Consists.

*from the late Mike Denuty*

**50 years ago -- Aug 14, 1963**

*Provided by John Goodman*

Great Northern Railway "Western Star" (westbound)

First 27 arriving Havre, reported at Great Falls, Mont. - Aug. 14, 1963

GN (Engines unknown - F's, A-B-B-A?)

234 Baggage [mail & express-Great Falls]

30 RPO-storage mail [All cars to Seattle unless noted]

490 Baggage [mail-Spokane]

423 Baggage [mail & baggage]

300 Baggage [express]

238 Baggage [express]

942 Luxury coach, 58 seats [Off Spokane]

1113 60 seat coach [2 "shorts" coaches]

1129 Day-Nite coach, 48 leg rest seats

1132 Day-Nite coach

1125 Day-Nite coach

1142 Cafe-dorm "Two Medicine Lake" (Coffee Shop Car)

1230 Day-Nite coach [To Great Falls]

1184 Pullman sleeper "Chaney Glacier" (16 Dpx Rmt-4 DBrm) [To Great Falls]

1151 Diner "Lake McDonald"

1163 Pullman sleeper "Piegan Pass" [To SP&S No. 3, Spokane-Portland]

1162 Pullman sleeper "Dawson Pass" (4 Sec-8 Dpx Rmt-4 DBrm)

1292 Ob-lounge "Going to the Sun Mountain" (2 Rmt, buffet, lounge, ob)

GN 2607 Express box, 51 ft. [express]

NYC 9315 Express box? [mail-Spokane]

MILW 1614 Box express, 54 ft, 2 in. [mail-Spokane]

GN 481 Rider-baggage [mail]

This was a typical heavy summer consist; some trains included the tour group sleepers. On this day the second section was a Glacier Park Special, probably with a couple of coaches, several tour group sleepers and a semi-streamlined or heavyweight diner, running 20-35 minutes behind the first section.



## Amtrak Adds PV Travel Options on NEC. *—from John Goodman*

Amtrak recently announced a schedule change on the Northeast Corridor that will add travel opportunities for private cars. Beginning on March 12th, PV's will be accommodated during daylight hours from Washington, DC, to Boston and reverse with no switching in NYC. The schedule changes apply to the following trains:

### Northbound:

- Monday through Friday - Train #172

Saturday and Sunday - Train #162

### Southbound:

- Monday through Friday - Train #173
- Saturday - Train #163
- Sunday - Train #149

AAPRCO leadership had long-sought this schedule adjustment and expressed its gratitude to Amtrak. The schedule change is in effect into September. Amtrak will monitor PV demand along the route to determine whether the schedule change will become permanent.

## Metro News - Railroad History - Runaway GG-1. *from Rick Krenske*

### January 15 in railroad history: Runaway GG-1!

Posted by: [Joseph.Lechner@mvnu.edu](mailto:Joseph.Lechner@mvnu.edu) jlechner2001

"Runaway on Track 16!" Sixty-five years ago today, Pennsylvania Railroad train #173, the Federal Express from Boston, arrived at 8:38 a.m. on track 16 at Washington Union Station. The train's brakes had failed. It crashed through the bumping post at an estimated 35 mph, destroying the stationmaster's office and a newsstand. The GG-1's momentum carried it and one coach into the main concourse, where #4876 broke through the floor. 43 persons were injured, but miraculously no one was killed. A quick-thinking towerman had noted the train's excessive speed and phoned the stationmaster, who evacuated his office with only seconds to spare. (Picture from American-Rails.com)



One of the passengers on board the Federal Express that day was Annie Johnson, mother of TTML member Al Whiting. Terminal management mustered over 600 employees to clean up the mess. By next morning, all rolling stock except the GG-1 had been removed. Crews removed floor beams and gently lowered the huge locomotive into the basement, then temporarily repaired a gaping hole in the concourse floor just in time to handle the enormous crowds that soon began arriving by train for the inauguration of Dwight D. Eisenhower on January 20.

Subsequent investigation focused on New Haven coach #8665, third car in the train, whose angle cock had become closed during transit, effectively rendering brakes useless on the thirteen cars behind it. A design flaw on #8665 allowed the valve handle to come in contact with the car's frame. 173's engineer had not noted any brake problems during his train's previous stops at Philadelphia, Wilmington or Baltimore.

Two weeks after the mishap, #4876 was hauled from the basement in pieces. She was rebuilt at Altoona and returned to service. #4876 was retired in 1983 and was eventually donated to the Baltimore & Ohio Railroad Museum. Sadly neglected, she is rusting into oblivion on an unprotected siding, with her faded PC black paint peeling away.



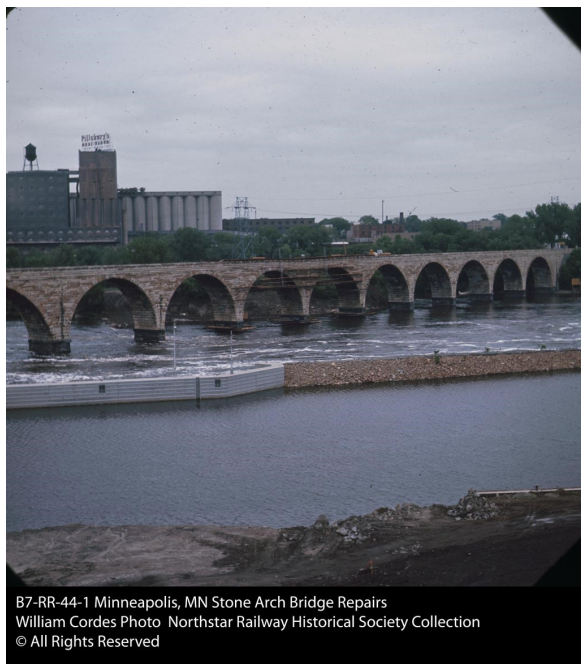


Photo: Amtrak 1977 crossing the Bridge

—Steven Carlyle Moore , Facebook Railroad Group

## MnDOT: Stone Arch Bridge Could Be Closed if Repairs Aren't Made Soon.

*January 18, 2018 05:50 AM by Josh Rosenthal KSTP News -From Rick Krenske*

The historic Stone Arch Bridge in Minneapolis is deteriorating so quickly it's at risk of being closed down if it's not repaired soon, according to the Minnesota Department of Transportation.

The work will cost taxpayers about \$13 million, according to Gov. Mark Dayton's bonding bill proposal released Tuesday.

That's far more money than even engineers realized as recently as one a year ago. "It could get to a point where we would have to close it," MnDOT state bridge planning engineer Amber Blanchard said.

Here's why: Blanchard said two bridge inspections, conducted last summer and fall, exposed unexpected problems on the more-than-100-year-old bridge. She said the two biggest issues are the bridge's stone blocks and mortar - adding that 20 percent of the blocks need to be replaced and 100 percent of the mortar needs to be repointed.

"Repointing will basically chip away at the mortar," she said. "Maybe five, six, seven inches. It kind of depends on the deterioration as you go into the mortar itself between the concrete blocks.

"It'll chip away at that until you hit sound mortar, and then you'll replace the mortar."

Complicating matters, though, is how the state will pay for the work. "Because the Stone Arch Bridge is not on a trunk highway, we can't use trunk highway dollars to actually fund this bridge," Blanchard explained.

"So we have to either request special general obligation bonds or other types of funding to be able to meet the needs of the bridge." Which means the funding likely has to be appropriated by the state legislature, she added.

So what happens if MnDOT doesn't get the money? The short answer is Blanchard isn't sure. "It's really hard to say because the deterioration varies over time," she said. "Once it starts, it usually accelerates. But it's kind of hard to say at this point."

Even if the \$13 million is appropriated during the coming legislative session, there will still be a lot of work ahead. Because repairing a bridge that's been around since the 1800s is such a major undertaking, Blanchard believes construction would start in the summer of 2020 at the earliest.





BNSF EB Freight at Wayzata Jan 2018 –Brandon Smith



Erie Mining F9's from 2008 –Jeff Terry Photos



L: MNR Sand Train, Bluff YD 2011

R: Progressive Rail Local Jan 2018

–Jeff Terry Photos







## Night Trains 2017 – 2018 Season.

*Night Trains* season is a special Holidays tradition at the Twin City Model Railroad Museum. Night Trains will begin on **Saturday, November 4th** and will run every Saturday evening from 6:00 to 9:00 pm through the last Saturday in February (Saturday, February 24th, 2018).

Night Trains Season comes to museum layouts in a magical way, the lights are turned down, the buildings and street lights glow warmly, setting the scene for specially lighted models of vintage passenger trains. The make believe town of Matlin is buried in a blizzard, and throughout the Museum the layouts are adorned with miniature Christmas lights and decorations.

Admission \$15 for Individuals.

### Railfan Events (Thanks to Rick Krenke, Cy Svobodny, Russ Isbrandt).

Greater Upper Midwest Train Show & Sale	Saturday Feb 3, 2018 9:00 am to 2:00 pm	Century College West Campus 3300 Century Ave. N. White Bear Lake, MN	\$6
North Metro Model RR Club sale	Saturday Mar 3, 2018 9:00 am to 2:00 pm	VFW Club 1919 Coon Rapids Blvd Coon Rapids MN 55433	\$5 Kids under 12 free
Granite City Train Show	Saturday Apr 7, 2018 9:00 to 3:00 pm	River's Edge Convention Center 10 4th Avenue South Saint Cloud, Minnesota 56301	\$6
Twin City Model Railroad Museum Hobby Show and Sale	2018 Spring Show: Saturday, May 12, 2018 from 9 am to 3 pm.	MN State Fairgrounds – Education Building 1265 Snelling Ave N Falcon Heights, MN 55108	\$6

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