



# NRHS

Publishers of the Minnesota Rail Calendar

# Northstar News

## *Goblins, Ghosts and Pumpkins, Halloween is Near*



L: Northshore Scenic Railroad Pumpkin Patch Train (Photo from the website) Running Oct 18-21 2018

R: Mid-Continent Railway Museum Pumpkin Special (Photo from the web site) Running Oct 20, 21 2018



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### Meeting Notice

Next business meeting will be held on **Saturday Oct 20 2018, 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on age 2.

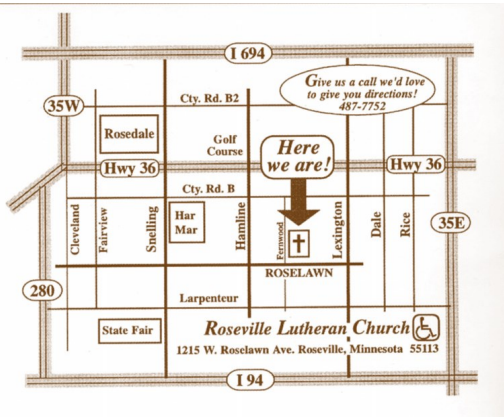
Program after the meeting – planned: Glen Holmberg slides of the Frisco RR. There will be a pre-meeting get-together Oct 20 2018 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 4:45 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you. Next newsletter will be out around Nov 5, 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:*

Great photo's are in the 2019 Minnesota Rail Calendar and is NOW available! See Dawn Holmberg to purchase. All Proceeds benefit our Chapter!

A BOD meeting was held at the chapter library Sept 25 2018. Issues discussed were we will continue the calendar for 2020, that the by-laws be changed to reduce the BOD members from seven to five effective Jan 2020 with approval by membership in 2019. Discussed were how to increase our membership, and generate more revenue from sales at flea markets and our library. We also need to solicit more meeting programs from members and non-members. Details will be forthcoming at future monthly meetings.

Our speaker for the Holiday Banquet Dec 2 2018 at Guldens Restaurant will be Kevin Roggenbuck of the Ramsay County Regional Rail Authority. He will discuss the proposed street car line from St Paul Union Depot to a connections with the light rail blue line. Payment brochure will be included in the next issue (November 2918).

## Minutes of the September 15, 2018 Northstar Chapter Membership Meeting, held at Roseville Lutheran Church.

President Dan Meyer determined that there was a quorum and called the meeting to order at 6:32pm. There were 16 members and six subscribers for a total of 22 in attendance. Motion to accept the meeting minutes published in the July 2018 Newsletter of the May meeting of the Northstar News was made by John Goodman, seconded by Bill Dredge. Motion carried.

President Meyer gave the Trip Director's report as a recap of our summer activities. In June we had the Metro Transit tour, which this year included a short bus bridge due to light rail maintenance. In July the picnic in Maiden Rock was a big success. In August the Chapter rode the Osceola & St. Croix; ten attended. Where should we go next year for the August trip? Perhaps North Freedom, but they were flooded out again.

John Goodman gave the Library report. We (the BOD) need a discussion about funding for the rent to continue having a library. We are thinking of having a Fall open house at the library, but need to decide on a date at the next board meeting. We are planning to attend the Canterbury flea market on November 3rd and 4th, and the Granite City show in St. Cloud on November 10th.

Russ Isbrandt gave the Treasurer's report. He gave the checkbook balances for both accounts; the total amount is less than this time last year. Starting in October, the library rent will increase. There was some discussion about our finances. A bigger report should come next month. *Continued on next page:*

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Dawn Holmberg gave the Calendar report. The postcard mailing will be coming out in the near future. Dawn was thanked by chapter members for her work. She thanked the members of the calendar committee and the contributing photographers who were present for their help in producing the calendar. All the wholesale sales have been delivered. We sold seven calendars at the Fairgrounds flea market that day and two at the meeting that night. Dick Tubbesing was not in attendance, so there was no Newsletter report.

Cheer committee: Marty Swan has sent out several cards over the summer.

Dan Meyer gave the web report. There was no report; the website will be updated soon.

Jim McLean gave the National Representative's report. We had a fantastic time at Cass WV. during the National Convention in August. It was a well-run trip and was well received by attendees. It was a well organized convention; thank you to the convention committee. At the Representatives meeting, it seems all the Chapters have the same problems - lack of young people. Jim gave some information on streaming videos/live webcams at trackside locations. There are different services that run them and we could suggest sites. The service would install and operate the equipment; there would be no charge to us.

John Goodman gave the Nominating committee report. We need qualified people to step up and serve on the board. We have too many open positions to fill. Marty Swan is willing to be Vice President, but he will not serve as President. The Treasurer's position remains open - Ed Johnson is interesting in it. Dick Tubbesing will have served his term as Past President and will be off the board. Jim McLean is willing to continue as National Rep and Gary Rumler is willing to remain as Trustee. At the November meeting we will take nominations from the floor. The Board will look at cutting down from the current seven to five positions.

Old Business. Dan Meyer said the Chapter needs to grow. There was some discussion on how to do this. Will creating a business card to hand out at flea markets and other places help? It seems young people don't event go to the shows. Should we have events like night photos shoots? Russ Isbrandt said It seems that kids are drawn to working on equipment. Should we post old photos on Facebook? Dan Meyer said he will look into which chapters are growing.

New Business. John Goodman reported on the Holiday Banquet. It is all set for Sunday, December 2nd at Gulden's in Maplewood. Kevin Roggenbach will speak about the streetcar line to be built on 7th Street in St. Paul. The schedule for the evening: cocktails at 4pm, dinner at 5pm and the presentation at 6pm.

Russ Isbrandt moved and Ed Johnson seconded - we adjourned at 7:10pm. Greg Smith gave an excellent digital program of images of Minnesota railroads.

Submitted by David Norman and Dawn Holmberg



*Mid-Continent Railway Museum suffered significant flood damage in late August and early September.*

## **Mid-Continent Railway Museum Estimates Flood Damage at \$250,000.**

TRAINS Newswire September 14, 2018 provided by Rick Krenske

NORTH FREEDOM, Wis. — While the nation watches as Hurricane Florence batters the Carolinas, a Wisconsin railroad museum is totaling up the cost of flooding that hit the upper Midwest in late August and early September.

Mid-Continent Railway Museum in North Freedom today says it suffered an estimated \$250,000 in flood damage as it recovers from flooding that damaged its depot and damaged or destroyed basic components such as restrooms and track. Much of that will be covered by insurance but at least \$50,000 will have to be paid by the museum for out of pocket costs. The museum, which only this summer opened a new bridge that was washed out in a major flood in 2008, said that things would have been worse had it not been for volunteers who helped evacuate many items to higher ground and also because of pre-planning based on lessons from the 2008 storm that caused more than \$1 million in destruction. "We had a 100-year flood 10 years ago, and we had another one Aug. 31, and again on Sept. 5," President Jeff Bloohm tells Trains

Newswire. Water has receded, and now the task of assessing the damage and the cost of repairs, he says. No rolling stock was damaged, however the enginehouse and carshop took water.

Some cars that are static displays had water in their journals. But all of the operating rolling stock was moved to higher ground.

Bloohm says the museum is closed with the aim of reopening Oct. 6. The fall color season is one of the biggest events for the museum and important to the bottom line. He said the flood came as the museum was hitting a good pace: A \$677,000 replacement bridge opened earlier this summer and a new display hall for passenger cars was nearing completion. The new boiler for the museum's iconic steam locomotive, Chicago & North Western R-1 4-6-0 No. 1385 is set for completion in October.

Ironically, while the museum now has federal flood insurance, it still owes \$330,000 on a Small Business Administration loan that was taken out to pay for the last flood, Bloohm says.

To help with the recover, donations are accepted at <http://www.midcontinent.org/donations/>





## AAPRCO Convention in St Paul was a Success.

Venues included a private car open house which was well attended and a trip by #261 from Minneapolis to Plato on the Twin Cities and Western.



*Pictures from the AAPRCO Newslette, provided by John Goodman*



### A Glimpse of the Golden Age of Railroading.

Provided by Rick Krenske  
Sept 20 2018

Larry Milsow stands in his Great Northern Railway "City of Spokane" passenger car at St. Paul's Union Depot on Wednesday. It is one of eight

vintage luxury train cars at the depot through Monday that belong to members of the American Association of Private Railroad Car Owners (AAPRCO), who are in St. Paul for their 41st annual convention. "They're all million-dollar train cars," said Ken Buehler the convention's co-chairman. *Continued on next page:*

*Continued from previous page:* "It's certainly luxury travel, back to how it was in the golden age." The public is invited to tour the cars from noon to 4 p.m. Saturday, with \$10 tickets available online and at the depot. On Sunday, a railroad-themed brunch will be held; it is \$125 per person. Tickets for both events are available at [kcc-llc.com](http://kcc-llc.com). To see more photos of the train cars, go to [TwinCities.com](http://TwinCities.com) PHOTOS BY JOHN AUTEY / PIONEER PRESS



## TCMC Second Train Update.

September 21, 2018

Provided by John Goodman

Frank Loetterle provided an update on the Second Train at the September 6 Commission meeting. Frank announced that the Minnesota Department of Transportation Passenger Rail Office has been incorporated into the MnDOT Office of Freight and Commercial Vehicles. The benefit of this action is that Frank and Dan Krom will have access to additional personnel to assist with passenger rail work plans. However, without the office, passenger rail's visibility will be decreased, and funding streams for passenger rail projects will need more specific legislative approval.

The final report on Phase 1 of the Twin Cities-Milwaukee-Chicago (TCMC) Second Train study has not yet been submitted to the Federal Railroad Administration and Canadian Pacific, the railroad on which the majority of the line runs. This submission is necessary for the FRA to advise MnDOT on the level of environmental study required in Phase 2. Phase 2 of the study also cannot commence until funding is available.

At its September 6 meeting, the Minnesota High-Speed Rail Commission directed staff to finalize a letter to the four candidates for Governor of Minnesota to introduce them to the Commission and to the TCMC Second Train project. Staff also was asked to contact Bob Manzoline, Executive Director of the Northern Lights Express (NLX) Alliance, to share the letter to gubernatorial candidates with him.

The Commission's main work activities include communication with state and federal elected officials and public communication. The Commission enlists the services of a public relations firm to assist it with public communication. After undergoing a formal Request for Quotes process, at the September 6 meeting, the Commission chose to accept the recommendation of an evaluation committee and renew a contract with Jeff Dehler Public Relations for the next two years.

The Commission discussed whether to entertain a name change to better reflect the commission's mission and focus on the TCMC Second Train in the River Route corridor. Further discussion will occur at the next meeting in November.

### Railroad Safety Update

Amtrak continues to make improvements with safety including technology designed to match train speed to track conditions called Positive Train Control. Messages like "See Tracks? Think Trains" aim to educate the public on being cautious at railroad crossings. Positive Train Control technology is continuing to expand with Amtrak seeking a deadline of December 31, 2018 to implement the technology on all its railroad operations.

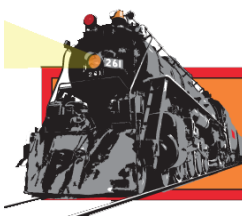
In a recent congressional hearing, Amtrak COO Scot Naparstek said that the company will have track, computer, training, and locomotive Positive Train Control work complete and will be operating the technology across a large amount of the host railroad network by 2019.

While Amtrak and host railroads continue to expand this technology, much of the burden of railroad safety falls on everyday citizens. Follow these railroad safety tips to avoid accidents:

- Report emergencies
- Avoid walking, biking, or jogging on tracks
- Always stop at railroad crossings
- Obey all warning signs and signals
- Never drive around lowered gates

Don't get too close to tracks, trains are wider than tracks.





# FRIENDS OF THE 261

*Gourmet Express*

**TC&W**  
TWIN CITIES & WESTERN  
RAILROAD COMPANY

On September 8th and 9th, Steam Locomotive #261 powered a successful ‘Gourmet Express’ with many of the #261’s vintage fleet of passenger cars including the Skytop ‘Cedar Rapids’, Superdome, Business cars ‘Milwaukee’, Lamberts Point, ex CZ dome ‘Silver Palace’ and Lake Pepin. The train ran from Minneapolis Junction to Glencoe MN on the TC&W, which was pulled back to Minneapolis by a TC&W GP38. 250 Premium class people were served a sampling of tastes from the 10 item gourmet menu all created by professional caterers Craig Allen Peterson and Jill Shuster Peterson. The weather was perfect both days and runby’s were conducted at Bongards MN.



Pictures of the runby’s at Bongards MN Sept 8 2018 by Roger Libra

## AARPCO Excursion of the 75th Anniversary Special (of the #261) Sept 22 2018.



L: Entering  
Cologne MN  
–Brandon  
Smith Photo  
R; Runby at  
Bongards MN  
–R Tubbesing  
Photos





## Service Adjustments in Response to Hurricane Florence.

Sunday September 16, 2018 provided by John Goodman

### *Operations South of Washington, D.C., Impacted*

Due to severe weather continuing to impact the Southeast due to Hurricane Florence, Amtrak is modifying service through Tuesday, Sept. 18. For the safety of our customers and employees, the schedules for several trains will be adjusted.

#### **Trains cancelled through Monday, Sept. 17:**

Carolinian (New York City -- Charlotte, N.C.) Trains 79 & 80

Piedmont (Raleigh, N.C. – Charlotte, N.C.) Trains 73 - 78

#### **Trains cancelled through Tuesday, Sept. 18:**

Auto Train (Lorton, Va. – Sanford, Fla.) Trains 52 & 53

Silver Meteor (New York City – Miami) Trains 97 & 98

Crescent (New York City – New Orleans) Trains 19 & 20

#### **The following trains will operate on a modified schedule:**

Northeast Regional service will not operate south of Washington D.C. through **Sunday, Sept. 16** including trains 88, 164, 96, 156, 65, 66, 195, 157, 145 & 99 | Train 96 will originate in Richmond, Va.

Northeast Regional service will not operate south of Washington, D.C. through **Monday, Sept. 17** including trains 66 & 67 | Train 176 will originate in Lynchburg, Va.

Cardinal (Chicago – New York City) Trains 50 & 51 will operate between Indianapolis and Chicago through Sunday, Sept. 16

Silver Star (New York City – Miami) Trains 91 & 92 will operate between Jacksonville, Fla., and Miami only through Tuesday, Sept. 18

Palmetto (New York City – Savannah, Ga.) Trains 89 & 90 will operate between New York City and Washington, D.C., only through Tuesday, Sept. 18 Posted 16SEP2018 1157pm PT via Web



## 2018 Special Events at Como-Harriet Streetcar Line.

### **Farmer Ken and Jan's Pumpkin Patch**

Saturday & Sunday

October 13 & 14

12:30 to 4:00 PM

Regular fares apply; pumpkins are \$6 Take a trolley ride and bring home a Halloween pumpkin.

Riders get off the car at the "pumpkin patch" where they can search for just the right pumpkin.

There are no advance tickets or reservations.

(Note: member Russ Isbrandt might be your motorman! )



### **Ghost Trolley: A Streetcar Named Expire**

Friday and Saturday October 26 & 27

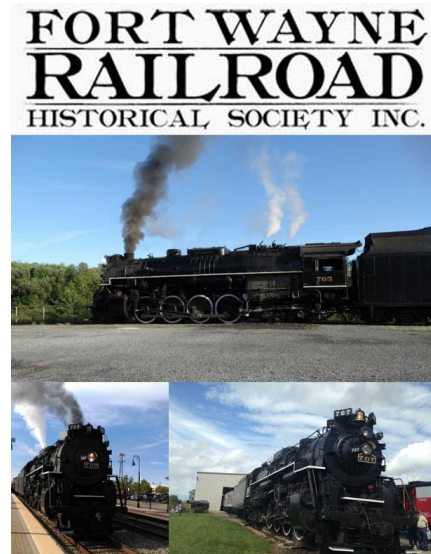
7 to 10:00 PM

\$4 per passenger

Ride through the haunted glen under the Witches' Moon when spirits sway and creatures croon. Will the haunts materialize? This all new event is suitable for most family members — there's no blood or gore — but may be frightening for the very young. There are no advance tickets or reservations.



Members Roger Libra and Richard Tubbesing drove to Chicago and met with friend Doug Gough to ride the 'Joliet Rocket' sponsored by the Fort Wayne Historical Society and Chicago Metra. Four trips were conducted with two on Saturday and two on Sunday. Train ride was with NKP #765 on the point, and went from Joliet to LaSalle Street Station in Chicago on the old Rock Island district. Lunch was served at the LaSalle Street Metra Station with entertainment provided. The return trip to Joliet was pulled by a Metra diesel. Then on Sunday we visited the Illinois Railroad Museum in Union IL. Train rides included rides behind Frisco Steam locomotive #1630, and the CB&Q Nebraska Zephyr as well as trolley and Chicago Aurora and Elgin interurban cars. Member Gary Rumler was at the IRM on Saturday Sept 15 too.



Above and left: Runby by  
765, at LaSalle St Station  
and at New Lennox IL  
photos by Roger Libra

R: IRM Trains: Nebraska  
Zephyr and Steam engine  
#1630 from the IRM web  
site.



## House PTC Hearing: Progress and Problems on Display.

Written by [Mischa Wanek-Libman](#), Editor, Railway Track & Structures; and Engineering Editor, Railway Age  
Provided by John Goodman



*FRA Administrator Ron Batory at the Sept. 13 House Rail Subcommittee hearing on PTC. U.S. House Transportation and Infrastructure Committee/Twitter photo.*

**The House Transportation and Infrastructure Committee, Subcommittee on Railroads, Pipelines and Hazardous Materials held its second hearing of the year on Sept. 13 on implementation of Positive Train Control (PTC).** Seven rail industry stakeholders testified before the subcommittee, including Federal Railroad Administrator Ron Batory; National Transportation Safety Board (NTSB) Chairman Robert Sumwalt; Government Accountability Office (GAO) Physical Infrastructure Team Director Susan Fleming; Amtrak Executive Vice President and Chief Operating Officer Scot Naparstek; Association of American Railroads (AAR) President and CEO Ed Hamberger; Southeastern Pennsylvania Transportation Authority (SEPTA) General Manager Jeff Knueppel (on behalf of the American Public Transportation Association, APTA); and Altamont Corridor Express (ACE) Executive Director Stacey Mortensen. In an opening statement, Railroad Subcommittee Chair Rep. Jeff Denham (R-Calif.) said, “We’ve seen a great deal of progress, from freight rails as well as commuter rails across the entire country.

But we’ve still seen [problems]. We’ve still seen accidents. We’ve had promises made to us as a committee that haven’t been met ... We asked the entire industry, if there’s something you need, let us know ... The patience has grown thin.”

**FRA:** Administrator Batory’s written testimony included possible civil penalties FRA is authorized to assess on those railroads that fail to meet the statutory deadline. While the civil penalty schedule recommends a \$16,000 penalty for failure to complete PTC implementation on a required track segment, FRA’s current minimum civil penalty is \$853 and the ordinary statutory maximum is \$27,904. FRA may assess a civil penalty for each day the non-compliance continues. FRA could also opt for a one-time, monthly, quarterly, annual or other time frame. Batory said the end goal of any enforcement action is to compel a railroad to complete PTC implementation as efficiently and safely as possible.

**NTSB:** The hearing took place a day after the 10th anniversary of the Chatsworth, Calif., Metrolink/Union Pacific accident that killed 25 people and injured 102 others. The accident propelled Congress to pass the Rail Safety Improvement Act of 2008, which included the mandate for PTC implementation. Chairman Sumwalt said NTSB urges swift implementation, but noted that only about 40% of the nation’s rail network will operate under PTC, which he says leaves a significantly decreased level of safety along non-PTC track-miles.

**GAO:** Found that 32 of 40 railroads reported that they, or the railroad that owns the track on which they operate, will apply for an extension. Sixteen commuter and smaller freight railroads reported planning to apply for an extension using substitute criteria, and of these, 12 intend to apply for substitute criteria based on early testing such as field testing. Though substitute criteria are authorized in law, GAO said this approach defers time-intensive RSD testing into 2019 and beyond. In March 2018, GAO recommended FRA take steps to systematically communicate extension information to railroads and to use a risk-based approach to prioritize agency resources and workload. GAO noted that FRA has taken some steps recommended in March 2018 to address communicating and clarifying extension information, as well as using a risk-based approach to prioritize agency resources and workload.

**Amtrak:** The biggest take-away from the hearing was [Naparstek’s announcement that Amtrak will file for a 2020 alternative schedule based on “the difficulty of competing testing with so many freight and commuter partners.”](#) Naparstek said 222 of Amtrak’s 315 daily trains currently operate with PTC protection along at least a portion of all of their routes.

**AAR:** Hamberger said freight railroads are addressing interoperability with each other, as well as with their tenant railroads. He called interoperability “the biggest remaining challenge of PTC implementation,” but also noted that by the end of 2018, PTC will be fully operational along 80% of required freight miles.

**APTA:** Knueppel explained that despite technical problems, the commuter rail industry continues to make significant progress implementing PTC. He also explained the pressure placed on commuter agency funding when implementing this technology, especially considering the immense backlog many agencies have in state-of-good-repair work. He requested Congress provide additional funding “to enable publicly funded commuter railroads to quickly implement, operate, and maintain PTC, as well as address the massive backlog of other deferred critical infrastructure and safety projects.”

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**ACE:** Mortensen provided several concrete examples of what smaller stakeholders are faced with regarding a tight vendor market. She said PTC equipment was ordered in March 2017, but delivery did not occur until April 2018 due to amount of orders the vendor had. Additionally, the vendor could not establish a site workforce until late June. Rep. Denham ended the hearing with a simple, but direct, “PTC, get it done.”

*Editor’s Note: “Patience has grown thin ... Get it done.” Useless political posturing that has nothing to do with reality. One moment in particular from the hearing supports its dog-and-pony-show aspect: Rep. Mike Gallagher (R-Wisc.), the newest member of the Rail Subcommittee, asked a question as to “why the freight rail industry is lagging even though the government has awarded nearly \$1 billion in grants for PTC.” Ed Hamberger was doing his usual excellent job explaining that the grants benefitted short line and commuter railroads, not the Class I’s, which are 100%-self-financing PTC, when Denham interrupted his answer to heap praise on retiring Congressman Mike Capuano (D-Mass.) and make fun of Capuano’s love of short-sleeve button-down shirts (Capuano had to leave for another appointment). Short-sleeve dress shirts then became a running joke throughout the rest of the hearing. So, here was Ed Hamberger making a critical distinction for the benefit of a young (age 34) first-term Congressman, and it was squashed by Denham—who was just honored by the AAR with a Railroad Achievement Award. This award is given to members of Congress who have “shown leadership on policies that help ensure the vitality of railroads in the United States.” You would think that Denham would show more respect for Hamberger. — William C. Vantuono*

## New Steam for St. Paul-Chicago Rail Service.

Adding a daily train viable, study says; funding sought. By JANET MOORE [janet.moore@startribune.com](mailto:janet.moore@startribune.com) Provided by Rick Krenski Metro News

Adding a second daily passenger train between St. Paul’s Union Depot and downtown Chicago, a proposal that has been bandied about for many years, would likely cost from \$137 million to \$169 million. But it’s unclear at this point how the project would be funded, and by whom, says a new study. A sneak peek of the study’s findings was provided last week to the Ramsey County Regional Railroad Authority by rail planners from the Minnesota Department of Transportation (MnDOT), although the final version has not been made public. Still, reviews from the board were positive, and several commissioners called for the Legislature to cough up some cash to move the project forward. “The bottom line is local government has been carrying the water for the last couple of years on this issue,” said Rafael Ortega, Regional Railroad Authority chairman. “We need to push this at the state Legislature.”

The additional service would follow the same path as Amtrak’s Empire Builder long-distance train, which connects Chicago to Seattle or Portland through St. Paul, Red Wing and Winona once a day in both directions.

The idea involves adding another daily train in each direction between Chicago’s Union Station and St. Paul, avoiding travel delays occasionally experienced by the Empire Builder as it travels from the West Coast. A previous study by Amtrak estimated 155,000 passengers would take advantage of expanded service between the two Midwestern cities annually.

The Empire Builder, which chugs east across Washington, Idaho, Montana, North Dakota and western Minnesota, is supposed to leave St. Paul for the Windy City daily at 8 a.m. But the trains share track with freight rail operators in an arrangement that can cause delays. “It doesn’t always leave at 8 a.m.,” said Frank Loetterle, project manager for MnDOT’s Passenger Rail Office, while addressing the Ramsey board. “The challenge with the eastbound Empire Builder service is that it has traveled hundreds of miles, so it’s not as reliable as it could be.” The objective is “to have a train leaving St. Paul on time most of the time,” Loetterle added.

The study considers schedules that are roughly four to six hours apart from the Empire Builder’s. Under separate alternatives, eastbound trains could leave St. Paul at 11:47 a.m. or 12:45 p.m., arriving in Chicago at 7:14 p.m. or 8:12 p.m., respectively. Heading west, trains would leave Chicago at 9:25 a.m. or 10:20 a.m., arriving in St. Paul at 4:44 p.m. or 5:39 p.m.

Trains would operate at a maximum speed of 79 miles per hour. In previous studies, MnDOT and others have pointed out that additional transportation options dovetail with expected population and economic growth along the 418-mile corridor stretching across Wisconsin’s midsection. “You would be tapping into new audiences, especially if you’re competitive with the drive times” between Chicago and St. Paul, said Brian Nelson, president of All Aboard Minnesota, a rail advocacy group.

“Millennials are shying away from cars; they’re tremendously interested in mass transit,” Nelson said. “Then there are people who don’t want [to] or can’t drive, including families with children and aging baby boomers. This is a nice alternative. It’s part of a balanced transportation plan.” An informal query on Twitter found many supporters of additional daily service to Chicago, although some expressed skepticism whether it could operate in a timely manner. Some wanted high-speed rail; others said the trip should take five to six hours; and one person called for more bar service on the train. A few others said it’s cheaper to fly.

A 2015 study by Amtrak recommended the proposal proceed with an environmental review and public engagement, which would make the project eligible for federal funding. Next steps for rail supporters now include finding money to pay for such a review. “Should this service come to pass and current on-time performance continues, this service between the Twin Cities and Chicago should be a high-performing train in terms of reliability,” said Amtrak spokesman Marc Magliari. Janet Moore • 612-673-7752

Twitter: @MooreStrib



## Passenger Rail.

**Minneapolis Star & Tribune** Two takes on more service to Chicago: Let's go, and not so fast Provided by Rick Krenske

According to a new Minnesota Department of Transportation study ("New steam for St. Paul-Chicago rail service," Sept. 24), a second daily train from Minneapolis-St. Paul to Chicago is viable. Not only is it viable, I would argue it is essential. Viable rail transportation requires a reliable time schedule, something almost impossible when the eastbound Amtrak train originates more than 1,500 miles away. In August, my wife and I and another couple drove to Chicago rather than ride Amtrak's Empire Builder as planned. Amtrak's scheduling app showed frequent delays from St. Paul's Union Depot, with some trains being hours late. Surely a second daily train, limited to service between here and Chicago, would make schedules more reliable and no doubt generate increased ridership.

Better service would also make Amtrak a good alternative to flying. A few years ago my wife and I were in our seats awaiting departure from Chicago's Midway airport when the pilot announced the flight would be delayed because of snow and wind closing Minneapolis-St. Paul International Airport. We made a quick decision and booked seats on the Empire Builder. We enjoyed a smooth, comfortable ride home through the bad weather, including dinner in the dining car.

Reliable passenger rail service between Minneapolis-St. Paul and Chicago is both vital and viable. Let's start by providing a second daily Amtrak train. And then let's keep our wish list alive for eventual high-speed rail, perhaps including Rochester, that would bring us up to 21st-century rail standards and provide a welcome alternative to driving or flying.

BILL STEINBICKER, Minnetonka

## ***NORTH POLE EXPRESS Tickets now on sale!***

**Nov 29 - Dec 2 & Dec 6 - 9, 2018**

**Tickets starting at \$20.95**



Children and trains go together during the Holiday Season like colorful lights, brightly iced cookies, festively wrapped gifts, family and friends. Please join the nonprofit Friends of the 261 annual journey on the North Pole Express.

The North Pole Express is our group's largest yearly fundraiser enabling us to continue to operate and maintain the star of the show the Milwaukee Road #261 steam locomotive, built in 1944, and experience a ride in one of our historic rail cars.

Our show is brought to you by our excited ALL volunteer crew, Santa and his elves that promises to make this a memorable Holiday Tradition.

Climb aboard this holiday train from the past that includes the North Pole and a visit from Santa himself! Avoid the trouble of setting up your old train set around the tree this year and let us provide you with a REAL steam train for the holidays.

For tickets, see: <https://261.com/npe/>

## **Bottineau Light Rail Future Is In Doubt.**

Source: Metropolitan Council, ESRI, TeleAtlas RAY GRUMNEY • Star Tribune Provided by Rick Krenske

The proposed Bottineau light rail line is jeopardized by a major railroad's objection to handing over its land for the project. The Metropolitan Council on Friday pushed back the expected opening date for the line to 2024, after making little progress trying to open discussions with BNSF Rail way. The council wants to run light rail alongside BNSF's freight track for about 60 percent of the 13-mile trip from Minneapolis to Brooklyn Park.

The council annually updates the project's timeline in filings with the Federal Transit Administration — the past date was 2022, which the council changed to "TBD" in presentations this year. As recently as 2012, project planners said it could be completed by 2018. But the regional agency's leader acknowledged that the situation may not improve, which would leave the project in limbo.

"They have been really clear about saying that this project doesn't meet their interests," said Met Council Chairwoman Alene Tchourumoff, referring to BNSF. "So it may be that the status won't change and they won't be interested in the future."

She added that these discussions generally take time, citing extended negotiations with railroads over the Southwest line. The council needs an agreement in order to apply for more than \$700 million in federal dollars.

"It is concerning that we are not able to enter into negotiations with BNSF, especially because there's a significant component of the corridor that relies on co-location with the railroad," she added.

Despite the delay, the council said that the project's \$1.5 billion budget has not changed. *Continued on next page:*

*Continued from previous page:* Despite the delay, the council said that the project's \$1.5 billion budget has not changed. "It does worry me," said Hennepin County Commissioner Mike Opat, a major supporter of the line. Opat said he wishes the issue had been addressed during discussions with BNSF over Southwest, which centered on 1.4 miles of the railroad's land. The railroad said in a statement Friday that it has raised concerns with the council for several years. Its vice president sent the council two letters earlier this year, stating their objection.

"After reviewing the current plans earlier this year we communicated to Met Council we are not proceeding with any discussion of passenger rail in this corridor," company spokeswoman Amy McBeth said in a statement.

"We believe the light rail project, which as proposed currently requires using BNSF property, is inconsistent with our passenger principles. It would restrict our ability to serve future Minnesota customers."

The BNSF land the Met Council needs for the project extends from Theodore Wirth Park in Golden Valley to Brooklyn Park. Project planners at Hennepin County considered alternatives in 2012 and earlier that would have required less BNSF land by running the line on local streets through north Minneapolis, but they were ultimately rejected.

"I know their objections have been consistent. And I also know they are without any obvious logic," Opat said. "It's a little-used corridor for them. And there's plenty of room to co-locate light rail and freight rail, as they've done around the country."

BNSF had planned to increase freight traffic into the corridor several years ago by routing Canadian Pacific trains there from Crystal, rather than across the river, to alleviate congestion on the rails. But Hennepin County scuttled the plan by buying the land the railroad needed to reroute the trains.

Opat said he hopes businesses and federal officials, like the state's U.S. senators, could apply pressure on the railroad to negotiate. "All these cities [along the line] are ready. We've been planning for years," he said. "It serves an underserved population. The area along the corridor is ripe for redevelopment. We just need some help."

Eric Roper • 612-673-1732

## **Soo Line 2-8-0 Headed to Michigan and a Return to Steam.**

By Jeff Terry | August 31, 2018 From the TRAINS Newswire Provided by Rick Krenske



*Soo Line No. 2425 will be relocated from Minnesota to Michigan for restoration.*

*Erik Thompson Collection*

CHISAGO CITY, Minn. — Minnesota's Ironhorse Railroad Park has sold former Soo Line 2-8-0 No. 2425 to Mineral Range Inc., operator of the Mineral Range Railroad in Ishpeming, Mich. The locomotive has been stored at the museum since its acquisition in 2009. Despite being on outdoor display for more than 60 years, the Consolidation is in good mechanical condition and an excellent candidate for restoration.

No. 2425 was built in October 1909 by the American Locomotive Co.'s Schenectady Works for the Minneapolis, St. Paul & Sault Ste. Marie (Soo Line) as No. 475, which was part of an order for six 2-8-0s numbered 473 through 478.

However, at the time of its construction Soo Line had leased the Wisconsin Central, and No. 475 was renumbered into the Wisconsin Central number series and diverted to that railroad as No. 2425. Consolidations were the workhorse locomotives of the Wisconsin Central and Soo Line, and they were used on the main line, for yard switching, and in branch line service. Over her long career No. 2425 worked out of Minneapolis; Schiller Park, Ill.; Stevens Point, Wis., and numerous other locations on the system; its last assignment being at Enderlin, N.D., from 1952 until 1954.

The locomotive was retired in January 1955 and donated to the city of Enderlin on July 21. It sat on display in Baxter Park until the mid-1990s when the city became concerned about its deteriorating condition, which included exposed asbestos boiler insulation. The city eventually built a large shed around the engine, which was completely sealed up with no access door, while they contemplated how to dispose of it.

Erik Thompson of the Ironhorse Central in 2005 contacted the city about acquiring the 2-8-0. A panel of the shed was removed and an inspection was performed in February 2008. *Continued on next page:*



*Continued from previous page:* “I had no clue what the condition of the boiler was, but the engine was basically complete and I thought she was a worthy candidate to save,” Thompson said. “And, besides, I didn’t want to see it cut up.”

Thompson made a proposal to purchase the 2-8-0 in 2008, and after Enderlin’s city government consulted with area residents, it decided to sell No. 2425 with the condition that the museum had less than a year to remove it. After its asbestos was removed by a contractor, the locomotive and tender were disconnected, and the boiler was separated from the chassis. It was loaded onto four semi-trucks for the trip to Chisago City, Minn., in July 2009.

Although No. 2425 was primarily purchased to save it from being scrapped and was intended to become a static display in Minnesota, it was found to be in surprisingly good condition with a sound boiler, and when the chance came up to send it to a home where it could be restored to operation the museum decided to sell it. Mineral Range is currently preparing the locomotive for the move to the Upper Peninsula, which is expected to take place in early September 2018. The new owners intend to return it to service.



## Hustle Muscle Replacement Engine Arrives at Northtown.

**From the The MTM Semaphore:** On a rainy and cold Thursday September 20th, 2018, Great Northern Railway SD45 “Hustle Muscle” is parked in BNSF’s 35th Ave yard at Northtown. A Semi truck with replacement 645E3 V20 prime mover for GN 400 “Hustle Muscle” departed BNSF Topeka shop at 9:00 pm on 9/11/18. Has now arrived at Northtown Diesel Shop. The 645E3 is reported to have come out of an SD45- 2 built for the Santa Fe Railroad in the early 1970’s. EMD is supposed to have fixed several bugs found in the earlier version. Thanks to BNSF for their great work to put the Hustle Muscle back in service.

**History of the General Motors Corp., Electro Motive Div. models SD45 and SD45-2.** A V20 engine is a V engine with 20 cylinders, arranged in two banks of 10. Engines of this number of cylinders are not found in production cars, but this configuration is used in some diesel locomotives, haul trucks, generators and marine applications. For example, the 1960s EMD SD45 diesel-electric locomotive is fitted with a 20-cylinder EMD 645E3 two-stroke turbocharged engine. The engine name is based on the displacement of each cylinder in cubic inches. In this case, it is 645 cubic inches (10.6 L) for each of 20 cylinders for a total of 211 L. Power output is 3,600 horsepower (2.7 MW), net for traction,[1][2][3] with the maximum gross power output being closer to 5,000 HP when operated in self-test mode, with the generated output being dissipated by resistors. EMD produced an up-graded/special version of SD45 later, EMD SD45-2 and EMD SD45T-2, still powered by 20-cylinder EMD 645E3, but EMD SD45-2 had some changes on the rear of the locomotive's long hood, while the EMD SD45T-2 has a locomotive cooling system modifications, known as a “tunnel motor”. A 20-cylinder 710 series diesel engine was also built for the EMD SD80MAC locomotive.[4][5] EMD still manufactures these engines, which are primarily used in the power production and marine industries. An EMD 20-710 can produce over 5,000 horsepower. The EMD SD45 series included several variants of the original design, just had been the case with the SD40 series. The model was manufactured from the mid-1960s through the mid-1970s and included such variants as the SD45-2, SDP45, SD45X, and SD45T-2. The series was very successful, particularly the original model which sold more than 1,200 examples by itself. While EMD now built its locomotives using a standard frame and design (beginning with the SD35), the SD45 is easily distinguishable from its siblings by its rear flared radiator, a trademark that no other model featured. However, perhaps it was the SD45 in some ways that began to show “cracks” in the Electro-Motive Division's armor as for the first time in the company's history a model it cataloged had some reliability issues. In any event, the SD45 could pull almost anything and today, numerous units remain in revenue service on shortlines and regionals. The EMD SD45 began production in late 1965 using General Motors' new 20-cylinder model 645E3 prime mover. The SD45's 20-cylinders meant it was extremely powerful, able to produce 3,600 horsepower (600 horsepower more than the SD40 series released a year later), which was a significant reason so many railroads purchased the model. Using GM's model D77 traction motors the SD45 could produce over 82,000 pounds of continuous tractive effort and 92,000 pounds starting, which was on par with what the SD38s could produce and the later SD40s. Sales for the SD45 took off rather quickly given EMD's stellar reputation as a locomotive builder through the mid-1960s. However, as railroads began to use the locomotive they began experiencing reliability issues. The 20-cylinder prime mover was experiencing teething issues and had a tendency to break crankshafts, naturally resulting in engine failures out on the road. While EMD soon fixed the problem by replacing the main engine block with a new design many railroads were turned off of the locomotive after its initial problems and with the highly successful and reliable SD40 released in 1966 decided to just buy that model instead. In any event, the power the SD45 offered could not be denied and some lines truly liked theirs. In 1967 EMD released the SDP45, which at 70-feet was five feet longer than the SD45. It was built for use in passenger service featuring a steam generator and water supply. Just 52 SDP45s were built for the Southern Pacific, Great Northern, and Erie Lackawanna (the EL purchased the most, 34). In the summer of 1970 EMD began construction on the experimental SD45X. The locomotive was rated at 4,200 horsepower and only the Southern Pacific purchased the model (3) with EMD owning 4 demonstrator units. *Continued on next page:*

*Continued from previous page:* As with the SD40 series, in the spring of 1972 EMD released the upgraded SD45-2 model, which was virtually identical to its predecessor save for updated electronics allowing for the locomotive to be more efficient. The model was built through 1974 with 136 units sold. Around the same time EMD also manufactured the SD45T-2. Number of SD45-2 units produced from which the new power plant for "Hustle Muscle" is sourced.

SD45-2 Production Roster Owner Road Number(s):

<b>Railroad</b>	<b>Numbers</b>	<b>Quantity</b>	<b>Date Built</b>
Clinchfield Railroad	3607-3624	18	1972-1974
Erie Lackawanna	3669-3681	13	1972
Santa Fe	5625-5714	90	1972-1974
Seaboard Coast Line	2045-2059	15	1974



### MTM OSCVR Schedule.

The MTM will operate Leaf Viewing trains at Osceola on October 6th, 7th, and the 13th and 14th. The "Pumpkin Express" will operate October 19th, 20th, 21st and October 27th 2018.

Tickets are \$20. Go to <http://transportationmuseum.org/pumpkin-express-tickets-2018> to order tickets.



### Local Law Enforcement Promote Railroad Crossing Safety.

*ABC News Duluth MN/Superior WI Brandon Weathers Updated: September 24, 2018 06:42 PM*

Rail Safety Week is a nationwide effort to promote caution when crossing train tracks. Superior law enforcement are collaborating with BNSF Railway, the North Shore Scenic Railroad, and Operation Lifesaver to spread awareness of the importance of grade crossing safety.

"It's a good idea, at least once a year, to do reminders like this. I think that's very important. I think that our driving public out there does a pretty good job, and this just reinforces those good decisions," Esler said.

The annual event is organized by Operation Lifesaver, which is a non-profit, volunteer run, national organization. Susie Klinger is the Wisconsin State Coordinator. Klinger says they will be traveling across the state over the next week, teaming up with local law enforcement in promotion of crossing safety.

"Every three hours in the United States, about every three hours, somebody is hit by a train, whether they're in a vehicle or they could be on the ground as a pedestrian. We think we can eliminate all of that," Klinger said.

She believes this can be achieved by the three E's: Education, Enforcement, and Engineering. Superior Police were enforcing and educating violators Monday, and Klinger said recent improvements in railroad engineering have also contributed to fewer fatalities, such as increased crossings and gates.

Operation Lifesaver began in 1974. Since then, Klinger says the number of train crossing tragedies has been considerably reduced. She explained, "we came from 10,000 [fatalities] a year nationwide down to about just over 1,000 a year."

But that's still 1,000 too many. Officer Esler believes all railroad crossing fatalities can be avoided by simply being aware of trains and obeying the laws in place. He added, "follow the signals, follow the crossing arms, that'll keep everybody safe."





## Thirsty Pagan Preps for Move to Depot.

By [Maria Lockwood](#) on Aug 31, 2018

Duluth News and Tribune

The 110-year-old building is now on track to become a brewery and restaurant.

Thirsty Pagan Brewing plans to move from its location at 1623 Broadway St. to the depot at 1615 Winter St.

Owner Steve Knauss said they expect to open in the iconic railroad building in January.

"It's a good move for us and I think it's a good fit for the city of Superior," he said.

Since Knauss bought the former Twin Ports Brewing Company in 2006, Thirsty Pagan has built a reputation for handcrafted beer and gourmet pizzas.

"We don't want to get bigger, per se," Knauss said. "We want to get better."

Groups already meet regularly at Thirsty Pagan, but the current configuration isn't ideal for privacy. At about 7,500 square feet, the depot will provide more space to spread into.

"Because we have these private spaces for people to meet, we hope the nooks and crannies are filled," Knauss said.

Parking will also be expanded.

"We're so excited about having our own parking lot," Knauss said.

Thirsty Pagan is more than beer and pizza. The business employs 33 people and pays about \$66,000 in wages per month. Last year, it notched \$1.3 million in sales.

"We're a nice little diamond for Superior," Knauss said. "I think we're trying to shine ourselves up a little more."

The move will also highlight one of the city's iconic buildings, which opened in 1908.

"We want to showcase it," Knauss said, and turn the depot into a destination place.

Knauss' holding company, Winter Street, purchased the building two months ago. The building's in great shape, he said, and demolition is underway. As with his initial purchase in 2006, the Entrepreneur's Fund is helping with funding.

The brewery and restaurant will continue to serve customers at its Broadway Street location until the move. It's a big step, but Knauss is excited. "We've got really great people to work with, a really great product and great customers," he said. "How can you go wrong?"



## October 2018 Circus Days at the Twin City Model Railroad Museum are Now Scheduled!

*Saturday, October 13th – Tuesday, October 16th 2018*

**What are Circus Trains?** Circus trains began in the 1870s, by replacing the shows that moved by slow animal-drawn wagons. Over the years these trains grew in length as the train cars switched from wood to steel construction. Circus trains typically consisted of three types of cars: large animal cars, flat cars loaded with colorful wagons and passenger cars for the workers and performers. They were usually found in the train in that order. Circus cars were generally longer than normal freight cars because the railroads charged by the car & mile. They were painted very colorful to attract attention. The greatest number of circus trains operated between 1920 and 1950. Over those years many merged and others went broke. Our train was inspired by the "Circus World Museum" in Baraboo, Wisconsin. The museum has a very large collection of train cars, wagons, events, and other circus collections for you to see. Our train features models of many of these wagons faithfully modeled in O-Scale. O-Scale works out to 1 to 48 and 1/4" equals 1 foot. Our Circus Train reenacts this operation on our large O-scale layout with an operating Circus Train, several displays and a Parade staged in one of our towns. *Admission to this special event is included in the Museum's regular admission price of \$10 per person, Children 4 and under are admitted free of charge.*



### Night Trains 2018 – 2019 Season.



*Night Trains* season is a special Holidays tradition at the Twin City Model Railroad Museum. Night Trains will begin on **Saturday, November 3rd** and runs every **Saturday evening from 6:00 to 9:00 pm through the last Saturday in February (Saturday, February 23rd, 2019).**

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



### Amtrak to Seek PTC Extension, will Operate Current Routes after Jan. 1.

*News From 9/14/2018 provided by John Goodman*

[Amtrak](#) will seek a deadline extension from the [Federal Railroad Administration](#) (FRA) to complete positive train control (PTC) implementation on all its railroad operations, an Amtrak executive told a congressional committee yesterday.

Railroads required by federal law to implement PTC have until Dec. 31 to complete the process, unless they qualify for an extension from the FRA of up to two years.

Amtrak Chief Operating Officer Scot Naparstek yesterday told the House Subcommittee on Railroads, Pipelines and Hazardous Materials that the national intercity passenger railroad will require an extension because of "interoperability" issues with other railroads that operate on Amtrak tracks and with railroads whose tracks Amtrak uses.

"When 2019 arrives, we will have our track, computer, training and locomotive PTC work complete and will be operating PTC across all of the tracks we control and across much of the host railroad network," Naparstek told the subcommittee, which called the hearing to receive a PTC progress report. *Continued on next page:*



*Continued from previous page:* Currently, 222 of Amtrak's 315 daily trains operate with PTC along some or all of their routes. By Jan. 1, Amtrak anticipates that number will climb to 283, or 90 percent of those routes, Naparstek said in [his written testimony](#).

"Given the difficulty of completing testing with so many freight and commuter partners and the potential for some limited technical issues to arise during testing of the sort that often accompany the initial operation of any complex technology, Amtrak will be required to submit an application to the FRA for an alternative schedule to enable us to continue operating while we finalize testing of our system and the systems of our hosts and tenants," he said.

The interoperability of PTC systems between railroads remains a "work in progress," Naparstek added.

Amtrak is conducting a risk analysis and mitigation plan for operations on host and tenant railroads that may also have an alternative schedule for PTC implementation in place after Jan. 1.

Although that plan is underway, Amtrak's goal is to continue to operate all its current routes after the first of the year, Naparstek said.

"Exactly how we accomplish this will vary across our network, based on the specifics of each route," he said. "But ... we believe we will have strategies in place that will permit us to continue operations until operational PTC or PTC-equivalency is achieved for all our network."

## Durango & Silverton Railroad Repairing Damage from Mudslides.

Work expected to be completed by Sept. 15. By [Mary Shinn](#) Health & Topics Reporter Durango Herald

Friday, Aug. 31, 2018



*The Durango and Silverton Narrow Gauge Railroad is working to stabilize a hillside a quarter mile south of the Highway 550 overpass. The work involves using rocks weighing up to 60,000 pounds.*

Owners of Durango & Silverton Narrow Gauge Railroad say they hope to begin running trips from the depot downtown Sept. 17 after weeks of offering a modified route because debris and mud washed out a portion of the hillside along its train tracks.

Twice in July, flooding wrecked part of the slope the trains run along north of Hermosa. The hillside that was washed out is about a quarter mile south of where the train tracks pass below U.S. Highway 550.

The area was flooded July 17, and passengers on the Durango train returning from Silverton had to hike to the highway to buses after the train was forced to stop at Shalona Hill.

On July 24, more debris flows stranded about 800 passengers at the Rockwood station. Since then, the company has transported customers by bus from the Durango depot to its Rockwood station, where the train leaves to Silverton.

The work to control debris flows is based on a runoff study, and it involves laying interlocking rock, putting in new culverts and building settling ponds, [D&SNGR](#) General Manager John Harper said. There are six companies working on the project, including the railroad, he said.

"We have developed a plan with local contractors to control the erosion to make sure the train can safely go by," Harper said. Construction is expected to be complete Sept. 15. "Everything is going well," he said.

The railroad is building an interlocking rock structure about 150-feet wide and 60-feet deep to keep the soil in place on the washed-out hillside owned by the railroad, Harper said. Some of the boulders being used in construction

are between 30,000 and 60,000 pounds. "All the work we're doing is going to be a long-term fix," he said.

Metal mesh, known as a TECCO System, will be installed over the new rock structure to add extra stabilization. The mesh is similar to material used on slopes near highways in the region, Harper said. The railroad will also replace culverts that were damaged and clogged. It will put culverts in new locations and clean out 4 miles of continuous ditching from Hermosa to the Highway 550 overpass, he said. In July, the railroad's owner, Al Harper, said: "This is the worst incident we've had happen to the railroad since 1970, when we lost 13 miles of track to a flood." The latest route change is but one in a series of changes the railroad has had to make after the monsoon rains triggered debris flows and flooding from the 416 Fire burn scar.

Train service was originally suspended for 41 days during the 416 Fire and La Plata County's Stage 3 fire restrictions, which ban coal-fired engines.



## Northstar Railway Historical Society Picture Pages.

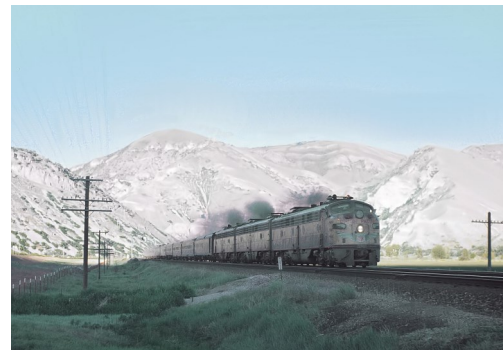
This month: Pictures downloaded from the Minnesota Railroads and the Milwaukee Railroad Facebook Groups



BN 'Hutch job' Caboose –Edwin Nygaard



MTM brings the 1st Dinner Train at Summit Siding



UP Train City of SF Round Valley UT

in Stillwater July 10 1987 –Tom Dethmers (Amtrak) Jun 1971 -Rick Burn, Marty Bernard Coll



CB&Q E7A #9928B Train 21 Morning Zephyr Taylor St Br Mar 1966



CB&Q GP7 #247 Clyde Yd Chicago June 1966

-Both Photos Rick Burn, Marty Bernard Coll



Milw E9A on Train #58 Mauston WI Aug 1967 -Rick Burn, Marty Bernard Coll



Milw GP35 Train 262 Red Wing MN Dec 1965

–Marty Bernard



## Northstar Railway Historical Society Picture Page 2.

This month: Pictures downloaded from the Minnesota Railroads and the Milwaukee Railroad Facebook Groups



C&NW Train #45 Berkely IL Apr 1960



C&NW Kate Shelly 400 Elmhurst IL June 1965

-Both photos Rick Burn, Marty Bernard Coll



Milw F units Between Bixby & Owatonna MN -Feb 1964 -Rick Burn



SD40 #156 Bowdle SD May 14 1978  
-J Bjorklund photo -Chad Peterson Coll



GN NW4 at Princeton MN -J W Swanberg (date unknown)



NP Steam in Brainerd MN -Greg Smith Coll (date unknown)

**Railfan Events (Thanks to Rick Krenske,).**

Granite City Train Show	Saturday November 10 2018 9:00am - 3:00pm	River's Edge Convention Center 10 4th Avenue South Saint Cloud, Minnesota 56301	\$6
Great Train Show	Saturday Nov 3 2018 9:00 am - 5:00 pm Sunday Nov 4 2018 10:00 am - 4:00 pm	Canterbury Park Expo Center Canterbury Park 1100 Canterbury Road South, Shakopee, MN 55379 Free Parking	\$10 Good for both days
Newport Railroad Club Flea Market and Train Show	Saturday October 20th 2018 9:00 am - 2:00 pm	Woodbury High School 2665 Woodlane Drive Woodbury, MN	\$6
Lakes & Pines TCA Open Meet	Sunday November 11 2018 12:00 pm—3:00pm	Merzyn Hall Columbia Heights, MN	\$3 Kids free
Model Railroad Show (22nd annual )	Saturday and Sunday Dec 1 —Dec 2 2018	N410 Prospect Ave National Guard Armory Albert Lea MN	Free
West Wisconsin RR Club Train Show	Saturday and Sunday Oct 13—Oct 14 2018 10:AM—5:00pm	3456 Craig Road Indoor Sports Arena Eau Claire WI	\$6
TrainFest	Saturday and Sunday Nov 10—Nov 12 2018 9:00am—5:00:pm	Wisc Exposition Center State Fair Park Milwaukee, WI	\$15 one day \$20 both days

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