

**NRHS**

Publishers of the Minnesota Rail Calendar

Northstar News

Brrrrrrrrrrrr!

L: BN SD60M leads coal loads at Prairie Island Jan 1994 –Bob Ball photo



R: C&NW The MIR job headed west at 5th St North 1980's –Bob Ball Photo

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Meeting Notice

Just a reminder, our meetings will now start at 6:15pm instead of 6:30pm to give more time for the program. Next business meeting is scheduled for Saturday **February 16 2019 6:15pm, 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 – The Minneapolis Northfield & Southern Railroad by Joe Frischman. There will be a pre-meeting get-together Feb 16th, 2019 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpentour starting about 4:35 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 Mar 1, 2019.

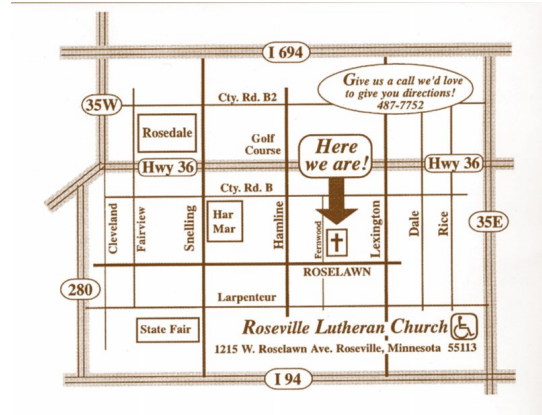
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Meeting Location: From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the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



From the Editor:

Photo selection for the 2020 calendar is now in progress.

Membership dues are due! We have had a slow response on 2019 membership renewals. This is our 50th year! Please renew your dues and you can join in our activities for this monumental milestone this year.

Former President: H Martin Swan Illness.

Hi. I'm not sure of my progress. I was hit by something, I don't know what that had me hospitalized for awhile. My memory of that is very fuzzy. Net result I was robbed of all my strength.

I'm now at the Woodbury Health Center trying to get my strength back. I have to be able to climb 2 steps to get into the house, and right now I can't do that, but soon I should be able to. -H Martin Swan Our wish for a speedy recovery –Northstar BOD

Trustee Gary Rumler –Knee Replacement.

Gary has undergone knee replacement surgery the week of Jan 7th 2019. Gary's wife Nancy has reported that he is now at home and rehabbing his knee. We all wish a speedy recovery to Gary. –The Northstar BOD



Amtrak #7, #8 Cancelled

Tue, Jan 29, 2019 at 6:25 AM EmpireBuilder@groups.io Geen Poon

[EmpireBuilder] Empire Builder departures cancelled this Tues. 7(29) and 8(29) are cancelled.

Minutes of the January 12, 2019 Northstar Chapter Membership Meeting

New president William Dredge called the meeting to order at 6:30pm in the Diamond Room at Roseville Lutheran Church. Twenty-four members and subscribers attended; it was determined that there was a quorum. John Goodman made the motion, Ed Johnson seconded it to accept the November 2018 membership meeting minutes as published in the December Northstar News.

Russ Isbrandt gave the Treasurer's report. At the end of the year, the combined Chapter and calendar bank account balances were near, but a little less, than what they were at the end of 2017. John Goodman gave the Library report. Only one person came to the December Open House who wasn't in the weekly library group. Perhaps it was not publicized well enough and we had a snowstorm that afternoon. The rent went up by \$20 in October; Dan Meyer is to negotiate our next lease at the Crystal Square building. Otherwise the library is doing well.

John Goodman gave the Calendar committee report. We now take online orders using PayPal. We also have online banking set up for the calendar bank account. We are still getting a few orders coming in. All the outstanding invoices have been paid by the stores. We are now looking for photos for the 2020 edition. A question came up about paying for memberships/subscriptions online through PayPal. Russ Isbrandt would prefer cash or check payments.

Meeting location. There was some discussion about starting our meetings 15 minutes earlier to give us more time for programs, making it easier to leave by 9pm. Ed Johnson made the motion and John Goodman seconded it to change the meeting start time to 6:15pm. **Motion passed, so our future meetings will start at 6:15pm.** We still have to leave the church building before 9pm.

John Goodman gave the Trip report. He would like to go to North Freedom in August, but doesn't know if we can get enough attendees for a motor coach. It is four hours drive-time each way, but it would be nice to support the museum after the big flood they went through this past year. Other summer events will be the Metro Transit tour in June and the annual July picnic at Prescott, WI. In other news, the Friends of the 261 now have a diesel locomotive. John Goodman has also been working on the 2019 NRHS convention planning.

Newsletter report. There was no report as Dick Tubbesing was not in attendance. He just had knee surgery this past week. He does plan to produce a February Northstar News.

Cheer committee. In the last month, Marty Swan was in the hospital, then moved to a care facility. He was scheduled to go home on January 12th. Gary Rumler also had knee surgery this past week. Jim Muecke moved to adjourn the meeting, seconded by Ed Johnson. The meeting adjourned at 6:50pm. Jack Barbier showed a DVD of his movies showing Twin Cities railroading, including some showing his experiences working for the BNSF. John Goodman announced that Joe Frischmon will give a program about the MN&S railroad at the February meeting. Programs are open for the rest of the year. Respectfully submitted by Dawn Holmberg for Secretary Richard Tubbesing.



UP Posts Record Quarterly and Annual Results.

From the TRAINS Newswire [Bill Stephens](#) | January 24, 2019

Provided by Rick Krenske

OMAHA, Neb. — Union Pacific reported record net profits for the fourth quarter and full year on Thursday and said that its new Precision Scheduled Railroading operating plan would help it reduce costs, improve service, and boost traffic volume.

Executives said they expect UP to reduce its operating ratio to below 61 percent this year — down from 62.7 percent in 2018 — and push the key efficiency measure below 60 percent by the end of 2020 through a combination of productivity gains, cost-cutting moves, higher rates, and volume growth.

When adjusted for the impact of one-time events, UP's quarterly operating income increased 9 percent, to \$2.2 billion, on revenue of \$5.4 billion, an increase of 6 percent. Earnings per share, when adjusted for one-time events, surged 39 percent to \$2.12 per share, which easily topped analysts estimates of \$2.06. *Continued on next page:*

Continued from previous page: The fourth-quarter operating ratio was 61.6 percent, an improvement of 1.1 points versus a year ago.

Full-year adjusted results included an 8-percent gain in operating income, to \$8.5 billion, on revenue of \$22.8 billion, a gain of 7 percent. Earnings per share was up 37 percent, to \$7.91, which also beat analyst expectations.

Overall volume was up 3 percent for the quarter, led by 6-percent gains in UP's Industrial segment and a 9 percent rise in premium volume, which includes intermodal and automotive traffic. Energy shipments were down 9 percent due to declining coal shipments, while the Agriculture segment was down 2 percent due in large part to a 10-percent decline in grain shipments attributed to a tariff-related reduction in soybean exports to China.

Although UP's key operating metrics generally improved for the quarter, safety statistics deteriorated. The personal injury rate rose 4 percent, while train accident rate surged 12 percent. For the year, UP's overall volume was up 4 percent. Industrial and Premium traffic were both up 6 percent, while Energy was down 2 percent and Agriculture volume slipped 1 percent.

Union Pacific executives were optimistic about volume and pricing growth this year. Traffic volume is expected to rise in the low single-digit percentage range.

The railroad also expects to see at least \$500 million in productivity savings, Chief Financial Officer Rob Knight says.

Some of the savings will come from smaller mechanical and engineering work forces as the railroad stores locomotives and freight cars and improves maintenance-of-way practices. The railroad also expected its train and engine crew count to fall as the railroad reduces the number of daily train starts under its Precision Scheduled Railroading operating model.



Duluth & Northeastern No. 28, seen in Duluth in 2017, will return to service this summer after missing operations in 2018.

For Lake Superior Railroad Museum, a 'Rebuilding' Year.

From the TRAINS Newswire: by Steve Glischinski |

January 23, 2019

DULUTH, Minn. – The Lake Superior Railroad Museum faced a challenging 2018, and plans to use 2019 to refocus on in-house projects and fiscal responsibility. Housed in the former Duluth Union Depot, the museum displays equipment mainly indoors on former Union Depot tracks. The museum also owns the North Shore Scenic Railroad, which operates tourist trains on 27-miles of former Duluth, Missabe & Iron Range track between Duluth and Two Harbors, Minn. “2018 was a challenging year for the Lake Superior Railroad Museum in that we undertook a lot of projects,” LSRM Executive Director Ken Buehler tells Trains. “Some were on the North Shore Scenic Railroad, others were strictly in the museum. The big project for the museum was finishing Northern Pacific (2-6-2) No. 2435’s four-year cosmetic restoration.

It was a major accomplishment, and it is now on display in the museum. But it was also was taking up space in our shop. Now because it is complete we are going to have more shop space available to do projects in 2019.”

On the North Shore Scenic Railroad several projects were completed. “We added a new power-baggage car, finished our dome car project (ex-Burlington/*California Zephyr Silver Club*) and completed restoration of Duluth, Missabe & Iron Range coach 33 in time for its 100th anniversary,” Buehler says. things out to get a bunch of projects done.” *Continued on next page:*

Continued from previous page: This year's projects include continued development of a plan to display the huge James C. Seacrest O scale model of the Duluth, Winnipeg & Pacific Railway, which the Seacrest family donated to the museum, expanding Knife River, halfway between Duluth and Two Harbors, as a "destination" location for the North Shore Scenic Railroad, and museum programming. "But our biggest goal, which will help all of these projects, is to have the highest degree of customer satisfaction," Buehler says.

The big challenge in 2019 is the fiscal responsibility component, Buehler says, "In 2018 we got a lot of stuff done, but all these things were very expensive. I think 2019 it is going to be a rebuilding year from a fiscal aspect."

The new year will also see a change in destination for North Shore Scenic Railroad trains. The railroad's popular evening Pizza and Music Train travels from Duluth 16 miles to Palmers, because that's where there is a siding allowing motive power to run around the train. For the past few years, the railroad would store cars on its sidings in the winter months, which provided additional income for the railroad. Now North Shore Scenic has a new contract for car storage and an agreement with the regional railroad authority that owns the line to store cars in the summer months. This will likely fill the siding at Palmers with storage cars.

This season North Shore Scenic plans to run a "push-pull" operation with trains continuing an additional 3.5 miles past Palmers to Knife River. This will offer rides over two more large bridges and provide additional views of Lake Superior. "For customers it's a positive change since the train will be moving just about all the time instead of the long stop at Palmers to run around," Buehler says.

Buehler says 2017 was phenomenal year for all Duluth tourist attractions, with good weather and a visit by vintage Tall Ships drawing visitors. "We had 105,000 guest/passengers in 2017. But 2018 was not as good, with 101,000 guest/passengers, but still a good year for us. Where we saw some softening was in Thomas the Tank Engine passengers," he says.

Needed repairs kept Duluth & Northeastern 2-8-0 No. 28 in the shop in 2018, but the museum is planning to return it to service this year. No. 28 is scheduled to operate June 14-15, July 12-14, and on weekends Aug. 9 to Sept 15.

For information on the museum go to lsrcm.org. For information on the North Shore Scenic Railroad go to www.northshorescenicrailroad.org.



Chicago Service Restoration Plan for Thursday, January 31, and Friday, February 1.

January 30, 2019 3:35 PM Metro News provided by Rick Krenske

Modified service on Thursday restores connections on some routes; all but one train restored on Friday

Extreme weather conditions led Amtrak to cancel all train originations to and from Chicago for Wednesday, January 30. However, Amtrak has plans to restore service with some trains on Thursday, January 31, and on every train except one on Friday, February 1. Amtrak typically operates 55 trains daily to and from the Chicago hub.

Thursday, January 31

All Amtrak Midwest corridor services to and from Chicago are canceled on Thursday, January 31, including Chicago-Milwaukee (Hiawatha Service), Downstate Illinois (Lincoln Service/Carl Sandburg/Illinois Zephyr/Illini/Saluki) and Michigan (Wolverine Service/Blue Water/Pere Marquette). Most long-distance services to and from Chicago will resume on Thursday, January 31, including Chicago-Los Angeles (Southwest Chief), Chicago-San Francisco Bay (California Zephyr), Chicago-Seattle/Portland (Empire Builder), Chicago-San Antonio/Los Angeles (Texas Eagle) and Chicago-Washington (Capitol Limited). Exceptions to the restoration of overnight trains on January 31 are Chicago-New York/Boston (Lake Shore Limited) and Chicago-New York (Cardinal).

Friday, February 1

Amtrak Midwest corridor services to and from Chicago are restored on Friday, February 1, including Chicago-Milwaukee (Hiawatha Service), Downstate Illinois (Lincoln Service/Carl Sandburg/Illinois Zephyr/Illini/Saluki) except Train 390, Indiana (Hoosier State) and Michigan (Wolverine Service/Blue Water/Pere Marquette). Remaining long-distance services to and from Chicago will resume on Friday, February 1, including Chicago-New York/Boston (Lake Shore Limited) and Chicago-New York (Cardinal).

Anyone planning to travel should check their train status on Amtrak.com or our [smartphone apps](#). Customers with reservations on trains that are being modified will typically be accommodated on trains with similar departure times or another day. Amtrak will gladly waive additional charges for customers looking to change their reservation during the modified schedule by calling our reservation center at 800-USA-RAIL. Anyone can subscribe to automated email or text message notifications if Amtrak trains are behind schedule at specific stations. Notifications can be given for up to six trains and stations by either text or email and delivered when you choose - on a single day, every day, or just certain days of the week. Create a subscription at Amtrak.com/DelayAlerts.

Customers with travel plans can [review refund information](#) on Amtrak.com. Service Alerts, Passenger Notices and other announcements are posted at Amtrak.com/Alerts. Amtrak regrets any inconvenience. This information is correct as of the above time and date. Information is subject to change as conditions warrant.



Milwaukee 32A

New Year, New Locomotive

Friday, January 11, 2019, 3:48:06 PM CST

From John Goodman and the Friends of #261

Friends of the 261 are now the proud owners of an original *Milwaukee Road* EMD E9. This classic locomotive, with its iconic streamline design will make a great addition to the *Friends fleet*. While the engine is close to perfection, it still needs some minor mechanical work and most of all a paint job to match the *fleet*.

Friends of the 261 is asking for donations to help officially make Milwaukee 32A part of the group's roster. Donations will go toward repainting the locomotive and to and mechanical work to make it ready for the 2019 excursion season. ***Originally numbered 202A***, when delivered in April 1956, it was part of six sets of A-B-A E9s. The numbering sequence for the third set was 202A, 202B and 202C. Later the set would become 32A, 32B and 32C. Records indicate the unit was retired by the *Milwaukee Road* in the early 1970s when it was conveyed to *Amtrak*, which had it rebuilt at the Milwaukee Shops and renumbered it Amtrak 434. 32A/434 continued in *Amtrak* service until 1982 when deliveries of new power rendered it surplus.

About this time the Alaska Railroad was looking for passenger cars and locomotives to upgrade their passenger service. 32A/434 was sold to the ARR where it was renumbered 2402. It toiled in the 49th State until 1986 when it was purchased by Wisconsin's *Northern Rail Car Leasing* and numbered

10C. *Northern Railcar* started *Scenic Rail Dining* to operate a high-end dinner train which operated out of North Milwaukee, Wis., on a portion of the former *Milwaukee Road* to Horicon, Wis. Immediately prior to starting the dinner train, *Northern Rail Car* purchased the route to Oshkosh and started operating it as the *Wisconsin & Southern Railroad* (WSOR). When the dinner train was discontinued, WSOR retained

32A/434/2402/10C for their private train. Eventually 10C was renumbered 101 when an E9B was acquired/rebuilt to operate with E9s 10C and 10A. 32A had come full circle as part of an A-B-A set of E9s, albeit with two former *Union Pacific* E units completing the set as 101, 102 and 103.

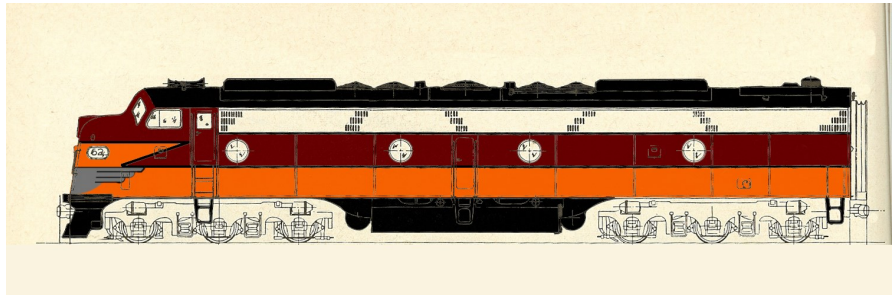
Friends of the 261 would like to thank WATCO & The WSOR for facilitating the acquisition of this locomotive for our non-profit organization. The locomotive is in full operating condition and will be a welcome addition to our historic fleet of equipment. It was the desire of the railroad to see the locomotive go to a good home that would continue to use it and keep it in good working order, not rusting away in a museum back lot or going to scrap. This addition to the 261 fleet would not have been possible without the help and support of longtime Friends members *Robert Schroeder & Mary Walters*.



More on Milw #32A. Jan 31 2019 from: Eric Hoofnagel Friends of #261

Hope you guys are crawling out of the deep freeze! As a quick follow up we have attached some very significant pictures of the E9, 202A. The first is the locomotive as it is painted today in Wisconsin Southern paint. Also attached is our top secret rendering of how we plan to back date it into Milwaukee Road colors from the late 40's/50's E7 paint scheme. Lastly, as you know Steve Sandberg's grandfather worked his entire career for the Milwaukee Road and his very last trip on the day he retired was captured on film as his daughter in law, Judy, and granddaughter, Cathy, greeted him home in St. Paul running E9 MILW #32A. 32A was originally MILW #202A which is the same locomotive we are now the proud owners of! It seems as if this locomotive, as was the 26,1 were destined to come back to the Sandberg family.

As you can now see preserving this locomotive with a premium paint job is at the top of our list in the coming months. Knowing the Northstar NHRS Branch probably does not meet very often in the winter months if there was a way to share this with your members and perhaps get an e-mail letter of endorsement would really help our grant request. Without it the national NHRS will more than likely pass on our grant. Again the due date is February 19, 2019. Thank you all in advance. **Erik Hoofnagle Railroading Heritage of Midwest America**



Minnesota Short Line Revives Burlington Northern's Cascade Green.

From the TRAINS Newswire: By Steve Glischinski | January 29, 2019

ST. CLOUD, Minn. – Burlington Northern's Cascade green paint scheme was consigned to history with BN's merger with Santa Fe in 1995, but the colors are making a comeback on Minnesota short line Northern Lines Railway. Two GP15-1s are being overhauled for service on the railroad and painted in a version of BN's Cascade green colors. Northern Lines was formed in 2005 by Anacostia Rail Holdings Company to operate about 25 miles of mainly ex-Great Northern trackage in the St. Cloud area. The railroad has relied on GP7 and GP9 rebuilds since start up, but that is about to change. Former Chicago & North Western GP15-1 No. 4413, now NLR No. 422, has been repainted in Cascade green by Mid-America Car in Kansas City, Mo., but has not yet been accepted by the railroad.

No. 400, ex-St. Louis-San Francisco (Frisco) No. 115, is being overhauled at Metro East Industries in East St. Louis and will join No. 422 in Cascade green when completed. This will be the second time the unit will wear BN green. After BN merged Frisco into its system in 1980, the unit was repainted Cascade green and renumbered BN 1390. It became BNSF No. 1490, then was sold to Locomotive Leasing Partners (LLPX). It worked for several years at the Bay Coast Railroad as its number 400.

Northern Lines Railway President Justin Chalich said, "We needed newer, more reliable locomotives. The two GP15s will replace older locomotives, No. 400 and No. 1411. Both have worked hard since they were built in 1952 and 1950, respectively. Northern Lines Railway operates over former Great Northern trackage. We wanted to recognize that heritage by retaining Burlington Northern's Cascade Green color scheme, he said. The Cascade green scheme was developed in the 1960s by the New York industrial design firm of Lippincott & Margulies. It was meant to represent the forest country of the Northwest that would be served by the new Burlington Northern, as well as the timber industry, one of the railroad's major customers. The first unit to wear green was Chicago, Burlington & Quincy GP40 No. 629 in August 1968, painted in an experimental scheme with a wide white stripe along the body and narrow V-stripes on the nose. In the final version of the scheme, the white flanking strip was eliminated (except on passenger units with the stripe narrowed) while four 45-degree white stripes replaced the V-stripes on the nose. Repainting of BN's diesel fleet began after the merger in March 1970 and was completed in September 1977.

NLR's primary commodities are aggregates, building products, chemicals, coal, food products, lumber, manufactured goods, paper, scrap, steel and stone. In 2012, Archer Daniels Midland constructed a shuttle loading grain elevator on NLR's Cold Spring/Rockville line between Waite Park and Rockville, Minn.



No. 422 rests at Kansas City, Mo., prior to shipment. The unit is expected to receive a larger logo upon delivery to the railroad in Minnesota.



After 40-plus Years, Amfleet I Replacements Sought.

January 20, 2019 Written by William C. Vantuono, Editor-in-Chief Railway Age



Penn Central Metroliner 864 at Princeton Junction, N.J., August 1971. Photo by Roger Puta/Wikimedia Commons

Amtrak on Jan. 18 released a Request for Proposals (RFP) for a new fleet of single-level passenger cars to replace its dependable but decades-old, 470-unit stable of Amfleet I and ex-Metroliner cars, which were converted from electric-multiple-units years ago. The Amfleet I cars date to 1975, while the ex-Metroliner equipment entered service in January 1969 for Amtrak predecessor Penn Central (PC predecessor Pennsylvania Railroad ordered this equipment in 1966). A base order will include “75 trainsets or their railcar equivalents” with options to provide equipment for Washington D.C.-New York-Boston Northeast Corridor *Northeast Regional* service and adjacent state-supported routes, including *Empire Service*, *Ethan Allen Express*, *Maple Leaf*, *Adirondack*, *Vermont*, *Downeaster*, *Carolinian*, *Pennsylvanian*, *Keystone Service*, *Virginia Service* and *New Haven/Springfield Service* trains.

The new equipment will have “contemporary rail amenities to better serve Amtrak customers,” Amtrak said. These will include improved Wi-Fi equipment and connectivity, improved seating, weather-tight doors and vestibules, larger windows (larger than the aircraft-style narrow slits that have contributed to the **Budd Company**-built Amfleet cars being referred to as “AmCans” and “AmTubes”), improved climate control systems and completely new designs for restrooms and passageways between cars. The new equipment will feature bi-directional operating capability that Amtrak says “will minimize endpoint turnaround times and provide operating efficiency.” The new railcars/trainsets will include all necessary equipment for Positive Train Control technology, meet recently updated federal Tier I safety standards for equipment operating at speeds of up to 125 mph, and adhere to all accessibility requirements under the Americans with Disabilities Act.

“Nearly half of Amtrak’s annual ridership is comprised of trips along the Northeast Corridor and adjoining corridors, and this new state-of-the-art equipment will provide customers with an enjoyable and efficient travel experience,” said Amtrak Vice President of Corporate Planning Byron Comati. **“While Amtrak has recently refurbished the interiors of its Amfleet I railcars with new seating upholstery and carpeting,** the age of the fleet and industry-standard lead times for new equipment requires that the replacement effort for this work-horse fleet begins now.”

The Amfleet I replacement “is one more step in Amtrak’s plan to upgrade and enhance the passenger experience, complementing other onboard and in-station initiatives including acquiring new, modern locomotives and Acela Express trainsets; ongoing improvements at New York Penn Station; opening the new Moynihan Train Hall in New York; and further development of stations in Chicago, Washington, D.C., Baltimore and Philadelphia.”

Amtrak originally expressed its intent to seek Amfleet I replacements in June 2018 with a Request for Information (RFI).



USDOT: Four Railroads Fully Met PTC Implementation Deadline.

January 16, 2019

As of December 31, four railroads had fully implemented positive train control (PTC) systems and all others mandated to adopt the technology had formally requested from the Federal Railroad Administration (FRA) a two-year deadline extension for their PTC plans, according to the U.S. Department of Transportation (USDOT). As of December 31, four railroads had fully implemented positive train control (PTC) systems and all others mandated to adopt the technology had formally requested from the Federal Railroad Administration (FRA) a two-year deadline extension for their PTC plans, according to the U.S. Department of Transportation (USDOT).



Employees at work in Metra's PTC lab. Photo, Metra

December 31 was the deadline for 41 railroads to implement PTC or meet FRA requirements to receive a two-year deadline extension known as an "alternative schedule."

The four railroads that fully met the deadline are the North County Transit District, Metrolink, Port Authority Trans-Hudson Corp. and the Portland & Western Railroad, federal officials said in an update on the USDOT website. That means all four have self-reported that they have a fully implemented a PTC system on their required mainlines, and all their trains are governed by a PTC system, including tenant railroads' trains.

The four railroads that fully met the deadline are the North County Transit District, Metrolink, Port Authority Trans-Hudson Corp. and the Portland & Western Railroad, federal officials said in an update on the USDOT website. That means all four have self-reported that they have a fully implemented a PTC system on their required mainlines, and all their trains are governed by a PTC system, including tenant railroads' trains.

Of the 37 railroads that requested alternative schedules, seven are Class Is, 25 are intercity passenger and commuter railroads, and five are short-line or terminal railroads.

In addition, 12 railroads have obtained conditional PTC system certification from the FRA, which permits them to operate PTC in revenue service. The USDOT also reported that 41,000 route miles are now in PTC operation, which is 71 percent of the route miles that are subject to the mandate.



Amtrak is developing a new safety management system to improve its safety record. Shown: An Empire Builder train traveling near Minot, North Dakota. Photo – Amtrak/Jason Berg

Amtrak's Hylander Lays Groundwork for a New Safety Management System.

Progressive Railroad: Rail News: Amtrak December 2018

Julie Sneider, Senior Associate Editor Provided by John Goodman

Even before Kenneth Hylander arrived at Amtrak in January 2018 to start his new job as executive vice president and chief safety officer (CSO), he knew his work was cut out for him. He had done his research on the railroad's poor safety record, one that included train accidents, derailments and other incidents that killed 11 passengers and nine employees — and injured hundreds of others — just since fiscal-year 2013. He read the reports and knew that the national intercity passenger railroad had been under fire from Congress, transportation industry professionals and the public. Those concerns intensified following a deadly derailment in Chester, Pennsylvania, in April 2016, when an Amtrak train traveling from Philadelphia to Washington, D.C., struck a backhoe, killing the operator —Continued on next page:

Continued from previous page: and a track supervisor. Thirty-nine other people were injured.

In its accident report, the National Transportation Safety Board (NTSB) stated factors that led to the derailment included allowing the train to travel at maximum authorized speed on unprotected track where workers were present; the absence of shunting devices; the foreman's failure to conduct a job briefing at the start of the shift; and numerous inconsistent views of safety and safety management throughout Amtrak.

While announcing the board's findings in November 2017, NTSB Chairman Robert Sumwalt blasted Amtrak for being weak on safety.

"Amtrak's safety culture is failing, and is primed to fail again, until and unless Amtrak changes the way it practices safety management," Sumwalt said in a press release issued at the time. The labor-management relationship at the railroad was so adversarial that safety programs had become contentious at the bargaining table, with unions refusing to participate, NTSB investigators determined. Additionally, investigators learned through post-accident toxicology tests that the backhoe operator tested positive for cocaine, the track supervisor tested positive for codeine and morphine, and the train engineer tested positive for marijuana.

Fatalities in Washington, South Carolina

About a month after Sumwalt criticized Amtrak for having a weak safety culture — and just weeks before Hylander began working for the railroad — an Amtrak Cascades train derailed off an overpass and onto Interstate 5 in DuPont, Washington, killing three passengers and injuring dozens of others. Investigators determined the train was traveling 78 mph in a 30 mph zone just before the incident. A positive train control (PTC) system was not yet operating on the line, the NTSB noted.

Then, in early February 2018 — just weeks after Hylander took over as EVP and CSO — a southbound Amtrak train diverted from a main track through a hand-thrown switch and collided with a CSX train parked on a siding in Cayce, South Carolina. Amtrak's engineer and conductor were killed, and more than 100 people were injured as a result of the incident, which occurred in a CSX subdivision.

The accidents in Washington and South Carolina prompted the NTSB to convene a two-day investigative hearing in July that focused on passenger-rail safety. At the hearing, Sumwalt again voiced his concerns about Amtrak's safety culture.

For their part, Amtrak executives described the substantive steps taken in recent months to correct the railroad's safety record, including the adoption of a new safety policy, risk-based management procedures, data acquisition and analytics. At the top of their to-do list was the hiring of Hylander, who's recognized in transportation safety circles for his expertise in implementing and operating a safety management system (SMS). An SMS is a comprehensive approach to managing safety that features policy and documentation procedures, risk assessment, quality assurance and reinforcement of a safety culture throughout an organization.

Prior to joining Amtrak, Hylander managed all aspects of safety and security compliance programs at Delta Airlines, which included improvements in safety and security metrics. He also led the airline's implementation of SMS and chaired the Delta Connection Safety Alliance, which worked toward a single level of safety in operations among the Delta Air Lines network. At Amtrak, Hylander reports directly to President and Chief Executive Officer Richard Anderson, the former Delta and Northwest airlines CEO who invited him to join the railroad, develop and carry out the SMS plan and oversee the completion of PTC implementation.

Goal No. 1: Prevent train accidents

According to a September report by Amtrak's Office of Inspector General (OIG), the SMS will feature several goals. First and foremost is to prevent train accidents.

Upon starting his new role, Hylander first studied Amtrak's existing safety policies and procedures and how they were — or, in some cases, were not — carried out within the ranks. Even where policies were in place, the railroad sometimes "lacked the discipline" to follow certain procedures, he says. He quickly concluded that Amtrak needed to redraft its policy to emphasize that every employee is responsible for operating safely on the job. In March, Amtrak's board adopted a resolution that committed the organization to being the "safest passenger railroad" in the nation. Soon after, CEO Anderson and other Amtrak executives sent a letter to all employees stating the railroad's pledge to operate safely. Then in April, the board officially updated the railroad's safety policy.

"The [new] policy means that every employee has the ability to stop the operation if they see something happening that's not safe," says Hylander. "We want to be a data driven organization and we want to learn from our mistakes. And we want employees to tell us about errors through voluntary safety programs, and that we can't and won't tolerate unsafe behavior or intentional disregard for safety." -Continued on next page:

Continued from previous page: Hylander agrees with the NTSB's observation that the relationship between Amtrak management and labor groups needs to improve in order for safety procedures to be followed and policies enforced.

Moreover, the rail industry's discipline-oriented safety culture — one that calls for an employee to be disciplined every time he or she breaks a rule — can hinder open dialogue with employees who observe safety violations, he believes.

While he's pleased the groundwork is in place for voluntary safety programs among Amtrak engineers, conductors, dispatchers and maintenance-of-way folks, Hylander says those programs need to be more efficient.

"I view such programs as critical to managing and improving the safety culture," he says. "Employees have to feel they can tell us what's going on without fear of being put in harm's way through the disciplinary process."

Once the new safety policy was approved by Amtrak's board, Hylander spent the rest of FY2018 — which ended Sept. 30 — assessing the railroad's safety improvement metrics. Although Amtrak had some measurements in place — such as to monitor employee injuries and rule violations — it lacked them in other areas. As a result, new metrics aimed at measuring and improving safety performance were created. After they were approved by the board, Hylander began rolling them out in October with more to come next year.

In addition, the railroad has begun to address how it conducts risk assessments. For instance, the February accident in South Carolina was related to a signal suspension. Following the accident, Amtrak developed a new process for assessing potential risks when there are signal suspensions on host railroads. "Now, we have a totally different system for how we're going to review a situation and make determinations for how we're going to operate trains," Hylander says. "Generally, it means we're a bit more conservative about what happens or what the host railroad rules may say."

Assessing PTC risk of host railroads

Amtrak also is applying its risk assessment principles when evaluating routes on host railroads that are not yet fully equipped with PTC systems.

The railroad is making progress in installing devices on its locomotives that travel on host railroads' tracks, and it plans to have its onboard systems ready by Dec. 31, the federal deadline for PTC implementation, according to the OIG's report.

When host railroads complete their PTC implementation, Amtrak will be able to activate its onboard systems. The OIG audit cites company officials saying that Amtrak's onboard system is now compatible with BNSF Railway Co., the host railroad that owns most of the track on which Amtrak operates its Southwest Chief and California Zephyr routes.

But that process has yet to occur on 19 other host rail systems. According to the audit, Amtrak has predicted that 13 of those host railroads will not be able to completely synchronize their systems with Amtrak's before Dec. 31. Amtrak is assessing whether it will be able to mitigate the safety risks of operating on those routes "before deciding whether to amend its service," the OIG audit report states. "From a safety department perspective, we know there will be areas of the country in Amtrak's system that do not yet have PTC because of a mainline track exclusion or because a host railroad has an alternative [implementation] schedule or will by the end of the year," Hylander says. "So, we've applied our safety risk management principles to those areas and literally, mile by mile, have gone through and assessed the risks, from switches to bridges to rails. We are determining what does our SMS do to mitigate those risks for the areas that are lacking PTC."

In some cases, Amtrak officials believe PTC will be ready on those routes within weeks or months after Jan. 1. On other routes, PTC won't be in place for up to two years, he says. "Interoperability is a big issue for us," says Hylander. "From an Amtrak perspective, our No. 1 priority is to operate safely. As our chief operating officer testified in Congress earlier this year, we are not interested in canceling service. We will do everything in our power to operate. We are working closely with the tenant railroads and are putting them through the same safety risk assessment that we're putting ourselves through."

As Amtrak strives toward becoming a safer railroad, Hylander believes it can benefit from the expertise of non-railroaders. Consequently, Amtrak has expanded its safety team to include people from other sectors — such as nuclear, mining and health care — in addition to Hylander's aviation expertise. One area where Amtrak can learn from other industries is data analysis, which Hylander used to correct commercial airline safety issues. Starting in FY2019, the railroad will use new software to analyze safety efficiency testing data to help determine areas in need of improvement. In general, more data will be collected and analyzed for safety anomalies. Over time, new reports will chart whether progress is being made to correct those anomalies.

Continued from previous page: 'At airlines, from every flight every day, data gets downloaded and analyzed for operating anomalies,' he says. "We should be doing the same at the railroad. Every train, every trip, we want to get better analysis done and in place."



Kenneth Hylander



The aftermath of a Feb. 4 head-on collision between a parked CSX freight train and an Amtrak passenger train in Cayce, South Carolina.

Moreover, the railroad is examining ways to recraft its employee training as part of the SMS goals.

"We're using a new instructional design process, and last year and this year we've revisited over 100 classes that are connected to safety training," Hylander says. "We are putting a more formal, structured process around those classes."

Signs of encouragement

With nearly a year as CSO under his belt, Hylander says the foundation of a new safety culture at Amtrak has been set. Employees have received letters explaining the new safety policy along with other communications outlining the railroad's emphasis on safe operations. In 2019, the program will be communicated and executed more thoroughly from management on down through the employee ranks.

"SMS is about changing the culture and we know that takes time," Hylander says. "If you look at other industries that have gone through this process, it takes a multiyear act to get there."

Although the SMS implementation still has a way go, he's been encouraged by employees' willingness to move forward on making Amtrak a safely run railroad.

"The history of Amtrak accidents since 2015 has been a shock for the people who work here," says Hylander. "And they wanted some help to try to understand how to get through it. That's why I'm here. That's what I'm trying to do."

January 24 in Railroad History. Metro News by Rick Krenske

Yesterday was my 72nd birthday, so here is what was important, besides the birth of Frederick Carlyle Krenske.

January 24 in railroad history: Ernest Borgnine Posted by: Joseph.Lechner@mvnu.edu jlechner2001

He was born Ernes Effron Borgnino in Hamden CT on this date in 1917. Two years later his parents separated, and his mother took him to live in her native Italy. The couple reconciled in 1923, anglicized their surname to Borgnine, and settled in New Haven CT.

After graduating from James Hillhouse High School in 1935, Ernest enlisted in the United States Navy and served aboard USS Lambertton. He re-enlisted after Pearl Harbor and served on an antisubmarine warfare ship in the Atlantic for the duration of World War II.

Discharged from the Navy, and bored with his menial factory job, Borgnine's career changed directions when his mother remarked, "You always like getting in front of people and making a fool of yourself, why don't you give it (acting) a try?" He attended Randall School of Drama (Hartford CT) then joined the Barter Theatre (Abingdon VA). His successes led to debuts on Broadway (1949), television (1951) and cinema (1953). Although usually cast as a tough guy, Borgnine won an Oscar in 1955 for his performance as the tender-hearted Marty. Borgnine's naval career served him well in the title role of the ABC sitcom McHale's Navy (1962-1966). He reprised the role in a 1997 movie of the same title, by which time his character had advanced to the rank of admiral. Borgnine portrayed a sadistic railroad conductor in Emperor of the North (1973), which was filmed on location on the Oregon, Pacific & Eastern Railway and featured the road's two operational steam locomotives. In 2003, Borgnine narrated an 87-minute documentary on hoboes. Joseph Lechner

January 14 in railroad history: Milwaukee Road Metro News - Rick Krenske

Posted by: Joseph.Lechner@mvnu.edu jlechner2001 Date: Mon Jan 14, 2019 1:13 pm ((PST))

It began corporate life as the Milwaukee and Waukesha Railroad in 1847. Before the first rail was laid, its name was changed to Milwaukee and Mississippi Railroad. M&M managed to reach its namesake river at Prairie du Chien WI before being hobbled by the financial panic of 1857. Post-Civil War mergers made it part of the Milwaukee and St. Paul Railroad (1867) and then the Chicago, Milwaukee and St. Paul Railroad (1874).

CM&StP's ambitious extension to the Pacific Ocean ended up costing almost six times the original estimate of \$45 million. Trans-continental traffic never reached hoped-for volume, due to competition with the Great Northern and the Northern Pacific. The Milwaukee Road fell into receivership in March 1925. On this date in 1928, it reopened as the Chicago, Milwaukee, St. Paul & Pacific Railroad.

That wasn't the end of the Milwaukee's troubles. The Great Depression forced it into bankruptcy once again, leaving the railroad in charge of trustees from 1935-1945. CMStP&P enjoyed a brief postwar resurgence, but it was once more in trouble by the late 1950s. Soon after Milwaukee Road was rebuffed in its bid to merge with C&NW, the 1970 Burlington Northern merger created a formidable competitor for traffic to the Pacific Northwest.

Two decisions in the mid-1970s may have sealed the Milwaukee's doom. Management sought to raise quick cash by selling freight cars to banks then leasing them back at ever-increasing cost. Catenary operations were ended in 1974—a short-sighted move, as petroleum prices rose sharply in the latter part of that decade. Milwaukee Road filed for bankruptcy, for the third and final time, in 1977. During the subsequent reorganization, the railroad abandoned 70% of its remaining route-miles, including all service to the West Coast.

Soo Line absorbed what was left of the once-proud Milwaukee Road in January 1986.

Joseph Lechner

Minnesota Commercial Bridge, Two Other Projects Receive Funding from State.

From Trains Newswire By Steve Glischinski | January 7, 2019 Provided by Rick Krenske

ST. PAUL, Minn. – The Minnesota Commercial Railway and two other companies are receiving awards totaling \$1.5 million from the Minnesota Department of Transportation's Rail Service Improvement Program. The agency said it had received nine applications totaling more than \$4.5 million for rail service improvement projects. The three selected projects were based on the impact of state dollars on rail service and economic development, according to MNDOT.

The Minnesota Commercial will receive \$101,139 to replace its former Minnesota Transfer Railway bridge over Rice Creek in New Brighton, Minn. Railroad President John Gohmann told Trains News Wire that waterflows under the bridge had dramatically increased in the past 20 years due to development of the entire northeast metro area. "The old bridge was inadvertently being used as a water-flow control point, a function it was not designed to do when it was built in the late 1960s," Gohmann said. "Minnesota Commercial had spent over \$300,000 in temporary emergency repairs to the structure to keep it safe until the new bridge can be built." Construction is now scheduled for early summer of 2019. This was the last piece of financing needed to cover the cost, he said.

Two other projects will also receive funding. The city of Becker received a \$1 million award for Northern Metal Recycling to add a 7,000-foot spur off BNSF Railway to a new processing facility. Epitome Energy LLC in Crookston was awarded a \$450,000 grant for new rail infrastructure for a new soybean processing and biodiesel facility.

According to MNDOT, the Rail Service Improvement program began in 1976 and is designed to rehabilitate deteriorating rail lines, improve rail shipping opportunities and preserve and maintain abandoned rail corridors for future transportation uses.

MnDOT Grants Will Improve Rail Service. —Metro News Rick Krenske

The Minnesota Department of Transportation announced Friday that it has put up \$1.55 million for three projects designed to improve freight rail service in the state.

The Minnesota Rail Service Improvement Program, which began in 1976, will distribute the money to strengthen the state's shipping economy and help improve operations for companies that ship by rail.

- The city of Becker got a \$1 million award for Northern Metal Recycling to add a 7,000-foot rail spur to a new processing facility.
- Epitome Energy of Crookston won a \$450,000 grant for new rail infrastructure to support a new soybean processing and biodiesel facility.

- Minnesota Commercial Railway got \$101,139 to replace a railroad bridge over Rice Creek in New Brighton.

Nine applicants submitted program proposals totaling more than \$4.5 million for different projects.

The agency picked projects based on the benefits that public dollars would have on rail service and economic development.

The agency's website says the grants program is open to applications from "railroads, rail users and political subdivisions of Minnesota and the federal government that seek to complete a major improvement or rehabilitation of railroad rights of way or other railroad facilities."

Peter Dahlberg, a project manager with the Office of Freight and Commercial Vehicle Operations, said in a statement that the program is designed to "rehabilitate deteriorating rail lines, improve rail-shipping opportunities and preserve and maintain abandoned rail corridors for future transportation uses."

DAN BROWNING



No Need to Torch the Tracks; This is how BNSF Keeps Trains Running in Bitter Cold.

Feb 1, 2019 by Hannah Schlosser / Forum N -Metro news Rick Krenske



A portion of a long line of BNSF locomotives are lined up on a curved section of tracks Monday, May 9, 2016, north of the 12th Avenue North bridge over the tracks in Fargo. (Dave Wallis / Forum News Service)

FARGO — Commuter rail workers in Chicago have taken to setting tracks on fire to keep trains running smoothly, but on the frigid upper Great Plains, railroads have a more sophisticated way to keep track switches working.

When temperatures drop well below zero, it can be tough for metal track switches to move. To keep trains headed in the right direction, railroads need to clear ice and snow that might be stuck in switches.

But in North Dakota and Minnesota, there's no need for workers to torch the tracks. Instead, propane-fueled switch heaters blow hot air on the tracks to thaw them out.

BNSF Railway said it has about 3,000 switch heaters on its freight rail lines across the country. The railway said it performs additional track inspections in extreme temperatures, both high and low.

Picture page. (pictures from the web Facebook groups)



BNSF (BN C30-7)) Big Lake MN Jan 1998 -Chris Laskowski



BNSF Smurff unit (ex Milw GP40) now GP38, Ortonville-Fargo Branch Nov 2018 -Minkota Rail Fan



BN Friday a train heading around the curve at Hinkley in 1978 -Greg Smith



C&NW 400 East St Paul, MN on June 10, 1961 1 -Robert Johnson Photo -William Shapotkin Coll



BN Noyes MN Dec 1979 -Mark Perry



Milw train 287 Bird Island MN -Fred Hyde



BNSF Frght Feb 10 2918 -Jordan Wiest



BNSF Lincoln-Northtown at Wilmar MN Nov 1 2018 -Jim Mihalek



CRIP Fordson Jct StP -Ross Hammond, Greg Smith Coll



CN lead by IC #6252 Iron Jct MN Sept 15 2018 -Brian Machart



Night Trains Continue into the 2019 Season.

Every Saturday evening from 6:00 to 9:00 pm through the last Saturday in February (Saturday, February 23rd, 2019). Admission \$15 for Individuals

Railfan Events (Thanks to Rick Krenske, Bill Dredge)

Hennepin Overland Open House Holiday Schedule	Dec 22 2018, Jan 12 2019, Feb 8 2019, March 9 2019, April 13 2019 1pm—4pm, 6pm—9pm night trains	2501 East 38th Street Minneapolis, MN 55406 (612) 276-9034	\$7 Family \$20
Greater Upper Midwest Train Show & Sale	Saturday Feb 2 2019 9 AM—2 PM	Century College West Campus 3300 Century Ave. N. White Bear Lake, MN	\$5
Granite City Train Show	Saturday April 13 2019 9 AM—3 PM	River's Edge Convention Center 10 4th Avenue South Saint Cloud, Minnesota 56301	\$6
Randolph Railroad Days 2019 (14th Annual)	Saturday March 23rd and Sunday March 24 2019	Randolph High School, Rail yards, and Museum 29110 Davisson Ave Randolph, MN 55016	\$6
International Toy Train Expo	July 6 2019 July 7 2019 10 AM—5 PM	Chippewa Valley Expo Center, 5150 Old Mill Plaza, Eau Claire, WI 54703,	\$10
Model Train Show	April 6, April 7th 2019 10 AM — 4 PM	First Presbyterian Church 1225 4th St - Fond du Lac, WI 54935	\$6

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