Volume 51 #2 Northstar Railway Historical Society February 2020

NRHS

Northstar News

Publishers of the Minnesota Rail Calendar

Winter is Still here!

L: CP Oil Train at Blackbird siding Jan 5 2018 –Bob Ball Photo

R: Wisconsin Northern at Chetek WI Jan 16 2017 –Bob Ball Photo

Table of Contents	
Meeting Notice	Page 1
Chapter Officers, Editor Column	Page 1,2
NRHS Election	Page 2,3
January 2020 Meeting Minutes	Page 2,3
Obituary, Holiday Banquet Photos	Page 3
Twin Ports News, UP derailment	Page 4
BNSF Weather Problems, Twin Ports Top 10 2019	Page 5 ,6
BNSF Derailment In ID , Baldwin Locomotive	Page 6,7
RPCA News, SWLRT News	Page 8
Class 1 2019 Railroad Volume	Page 9
Track Inspections, RR History Jan 17th	Page 10,11
Last Soo Laker Train	Page 12
Toronto Station Interlocking	Page 13,14
Tennessee Pass Possible Purchase	Page 15,16
LSRM News	Page 17,18
Oct 22 in History, UP M10000	Page 19,20,21
Amtrak best year report, J Parker Lamb Photos	Page 21
Railfan Events	Page 22

Meeting Notice

Just a reminder, our meetings will now start at 6:15pm instead of 6:30pm to give more time for the program. Our next business meeting is scheduled for Saturday February 15 2020 6:15pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on page 2.

There will be a pre-meeting get-together February 15 2019 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur 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. For the best service, Keys Café needs to know how many people will be dining , so it is imperative to let Bob Clarkson know if you are attending dinner!

Program after the February meeting — Greg Smith will present slides from his collection featuring Twin City area railroads.

Next newsletter will be out around Mar 1, 2020.

Northstar Chapter Officers			
President	**William Dredge**	williamdredge@yahoo.com	612-868-2837
Secretary	**Richard Tubbesing**	Tubbesing261@yahoo.com	763-757-1304
National Director	**Dawn Holmberg**	dawn@dholmberg.com	612-747-8541
Treasurer	**Russ Isbrandt**	rmisbrandt4036@comcast.net	651-426-1156
Vice President	**Ed Johnson**	railroadjohnson@gmail.com	612-408-1066 (cell)

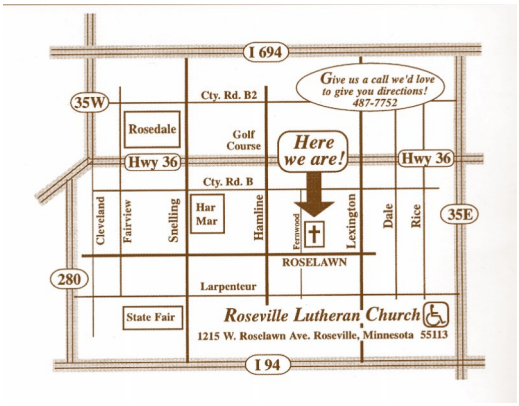
Staff

Program Chairman	**John Goodman**	Jhgoodman2001@yahoo.com	612-839-0905

Staff (continued)

Calendar Committee	**John Goodman** **Dawn Holmberg** **Jack Barbier** **John Cartwright**	**Jhgoodman2001@yahoo.com** **dawn@dholmberg.com**	**612-839-0905** **763-784-8835**
Trip Director	**John Goodman**	**Jhgoodman2001@yahoo.com**	**612-839-0905**
Chapter Librarian/ Historian	**John Cartwright**	**stationman86@yahoo.com**	**651-481-8479**
Webmaster	**Dan Meyer**	**dan@meyer-family.net**	**763-784-8835**
Chapter Mailbox	**Northstar Chapter NRHS**	**PO Box 120832**	**St Paul MN 55112**
Library Data Base Administrator	**Russ Isbrandt**	**rmisbrandt@comcast.net**	**651-426-1156**
Newsletter Editor	**Committee: Richard Tubbesing, Dawn Holmberg**	**Tubbesing261@yahoo.com** **dawn@dholmberg.com**	**763-757-1304** **763-784-8835**

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:

Note: **Member dues for 2020 are due**. All members have received an invoice in the November 2019 Newsletter for snail mail recipients. NRHS member dues are unchanged ($25), but the *subscriber dues* have been raised to $30, this is mainly due to increased postage in mailing the black & white newsletter. Please remit promptly to the address on your invoice.

Meeting Minutes January 11 2020 at Roseville Lutheran Church

President Bill Dredge called the meeting to order at 6:15pm. Twenty one members were present and a Quorum was determined by NRHS members raising their hands. President Dredge the called for a motion to approve the November 2019 meeting minutes as printed in the Dec 2019 newsletter. John Goodman and Dawn Holmberg seconded the motioned for approval, which was unanimous by members. Russ Isbrandt gave the Treasurers report. Our cash position in our chapter account and our calendar account total about fifteen hundred less that this time last year. Calendar sales are ahead of last year and a few still need to be shipped. Membership renewal dues are due. So far we are one less on Family membership, two NRHS members who have not renewed and four subscriptions that have yet to renew. The Library report was given by John Goodman. Our chapter meets every Wednesday at the library in Crystal MN from about 10:00 am to 3:00 pm. We continue to catalog donations from the Roger Clark Estate, and other donors. We have a two year lease on the library room which expires Sept 1 2021. We also will have a BOD meeting at the library the last Saturday in January at 1:00 pm. The Calendar report was given by Dawn Holmberg (who is recovering from a recent illness) We have about nineteen 2020 calendars left. Mike Mackner has paid for his calendars. We have transferred money from sales to the calendar account. Dawn Holmberg gave the monthly meeting room report. We have committed the first five months of this year to the Roseville Lutheran Church. The Trip Report and the NRHS Representative report was given by John Goodman. The Lake Superior Railroad museum will be celebrating it's twenty fifth anniversary. Therefore, the BOD is proposing a bus trip to the LSRM in August. Hopefully D&NE #28 (nee DM&IR #332) will be running. As a backup plan, we would visit the Iron Horse Museum near Chisago MN. Our July Picnic is planned for Maiden Rock WI, and our annual Light rail, Northstar commuter train ride will be the third Saturday in June. The NRHS Fall Conference was held in Dallas Texas. Approval for membership vote is a reduction of BOD members from twenty five to eleven. This will be voted on at the annual convention to be held in Los Angeles (hotel is in Buena Park at $119 per night) June 8 thru June 13 2020. Details and signup are soon to be available from the NRHS Web site. Funding for Rail camp is in good shape, and the NRHS is looking for a female attendee. The 2021 convention will be held in Portland Maine. John also announced that the 'Great River Route' organization has had positive reviews from rail line communities from Northfield MN to the Twin Cities. Meeting programs will be Jack Barbier's 'Steamin' with Pappy after this meeting, and Greg Smith to show slides from his collection in February. *Continued on next page:*

Continued from previous page: Other Spring months are still to be determined. Our 2019 Holiday banquet was very well attended with 39 attendee's and enjoyed hearing Rob Mangle's Railroad experiences. We made over $100 from the banquet. Cheer committee was given by Bill Dredge. Member Wayne Torseth lost his wife (see following Obit) in December, and a moment of silence to remember Wayne and his family was made by President Bill Dredge. Also mentioned was that Vice President Ed Johnson's Mother passed away. She was over 100 years old. John Goodman stated the former president Marty Swan is recovering slowly (it is assumed) as contact with him has been difficult. The Web report was given by Dan Meyer. The chapter web site is up-to-date and there is nothing to report. The newsletter report was given by Richard Tubbesing. The cost for the last newsletter was less than normal due to an Office Max discount. Also mention was that stories of RR related trips by members are always given preference for inclusion in the newsletter. The Library Computer (11 years old) has a failed hard drive, and we are working on getting the machine back to operation. President Bill Dredge then called for adjournment of the meeting at 6:35 pm. John Goodman and Ed Johnson motioned for adjournment and members approved. Announcements: Bill Dredge said the Hennepin Overland Model club is open on Sunday afternoons for a minor fee. John Goodman announced that he has a few Canadian Pacific Calendars from member Bob Ball available gratis to members. Respectfully submitted, Secretary Richard Tubbesing

Long Time Member Wayne Torseth Lost His Wife
Our Chapter Sends its Condolences to the Wayne Torseth Family

Sharon Kay Torseth
August 25, 1959 - December 30, 2019

Sharon Kay Torseth of Rosemount, MN. passed away from complications of kidney failure on December 30, 2019 at Methodist Hospital, St. Louis Park, MN. She was 60 years old.

Memorial Service will be held at 11:00 am on Saturday, January 11, 2020 at the Hope Community Church at 9623 162nd Str. W. Lakeville, MN. with fellowship and gathering of family and friends after. In lieu of flowers memorials preferred. Sharon was born August 25, 1959 in Watertown, MN. to parents Alfred and Geraldine (Carlin) Malm.

On November 28, 1980 Sharon married Wayne Torseth. They made their home in Lakeville, MN. where they raised their two sons. Sharon graduated with an Associate's Degree from the Hennepin County Technical College.

Sharon is survived by her husband Wayne; sons Wayne Jr., Greg (Tara); granddaughter Anna; brother Bill (Mary) Malm; brother Alvin "Art" (JoAnn) Malm; brother Carl Malm; sister Sue (Mike) Lakeberg; sister Carol Malm; several nieces and nephews and many other relatives and friends. Sharon is preceded in death by her parents Alfred and Geraldine Malm and brothers Tom and Rick Malm.

Holiday Banquet Photos December 8 2019 -Photos b Dawn Holmberg

L: John Goodman display's our 50th Anniversary Certificate as members of the NRHS

R: Our holiday desert cake .

L: Speaker Rob Mangles addresses the attendees

R: Members enjoying the evening listening to speaker Rob Mangles

Soo Line Wedge Plow

From: Dave Schauer Date: Sat, 28 Dec 2019

With more snow expected this weekend, that might keep BNSF's snow dozers busy in the Twin Ports. Here one works Mikes yard in West Duluth mid-month after nearly two feet of snow fell. Note the blue GP38-3, a former Milwaukee Road GP40 (2011). Another snow plow shot to complement the BNSF snow dozer. This time a classic Soo Line wedge plow (WC 300) clearing CN's Stinson Sub in Superior. Nice to see a former Soo plow on ex-Soo trackage. The two matched SD60s were a nice bonus. It looks like we might have more plow action as snow keeps falling this weekend.

EMDs on T-Birds

From: Dave Schauer Date: Wed, 22 Jan 2020

CN has been using sets of EMD power on the Thunderbird crude ore trains this winter while C40-8s receive PTC equipment. Gus and I went up to the Range on the Martin Luther King Jr holiday to see if we could get a shot of one T-bird set in particular. This set has been using three matched tunnel motors, a fairly unusual occurrence. We weren't disappointed and this was the "money shot" as the set eased a loaded train around the sweeping curve into the Fairlane pellet plant. It was a nice day to employ our air asset.

New Missabe Railroad Historical Society Website

From: Dave Schauer Date: Fri, 17 Jan 2020 14:10:20 PST

From MRHS president Tim Vitelli.

"At 2:27pm this afternoon, the new Missabe.com website went live. Take a minute to check it out (link at the bottom of this message) as well as our new MRHS Store.

Your Board of Directors hope you like it, and our intention is to keep adding material from your Archives as well as updating our usual features like the Photo of the Month. For now we've just moved all the information from the old site to the new one.

I want to also give a huge THANK YOU to our member Shawn Christie for being our go-to web guy for so long and for helping us make changes as we grew and offered more information and items for the store. His contributions during the infancy of the Web kept the MRHS accessible to existing members and helped us draw in new ones as well.

We've got a few updates and corrections to make to the new site, so be patient during the coming weeks as our volunteers get up to speed adding information. You should start seeing new Archives material in the coming months. Enjoy!"

www.missabe.com Dave Schauer Duluth, MN

Derailment Causes Train Car Pileup in Dunn County

By Katarina Vergara | Posted: Sun 5:32 PM, Jan 12, 2020 Provided by Roger Libra

DUNN COUNTY, Wis. (WEAU) -- A Union Pacific train derailed in Dunn County causing a pileup of train cars on Highway 12 Sunday. The Menomonie Fire Department said it happened around 4 pm on Highway 12 and 190th Street near the Village of Knapp. Officials said there were no injuries reported and no hazardous materials on board. The Dunn County Sheriff, Kevin Bygd, said US 12 has been closed from Cty Rd K to Cty Rd Q. Multiple roadways that intersect the railroad in the vicinity have been closed also. Avoid the area if possible. A spokesperson with Union Pacific said personnel was sent to inspect the site and more information will be provided once their initial assessment is completed. US 12 will be also be closed into the late afternoon hours on Monday.

Winter Weather Hits BNSF Hard in the Northwest Jan 14 2020 provided by Roger Libra

BNSF Railway train Q-CHCSSE (quality intermodal, Chicago, Ill., to South Seattle, Wash.) pulls up the 2.2% grade at Berne on BNSF's Scenic Subdivision in Washington Jan. 5, 2020. The train is about to enter the Cascade Tunnel under Stevens Pass. The snow on this day was the beginning of a multiple-day weather event in the North Cascades that resulted in a closure of the rail line over the mountains due to heavy snow and fallen trees. *Robert W. Scott*

SEATTLE — BNSF Railway's main line over the Cascade Mountains of Washington state are scheduled to reopen sometime Tuesday after heavy winter snows wreaked havoc throughout the past several days.

A series of strong cold fronts brought heavy snow and wind to the northern Cascades. The Scenic Subdivision between Seattle and Wenatchee, Wash., was taken out of service mid-afternoon yesterday due to snowslides and downed trees, according to a BNSF press release. *Trains* is awaiting comment from BNSF and Amtrak.

More than 250 trees had fallen across the rail line with an additional 50 down since the last train had traversed the route. The town of Skykomish, Wash., lost commercial power a few days before the route was closed; adjacent U.S. Highway 2 was also closed.

Pending further complications from wintry conditions, the railroad plans to reopen the line at noon today. BNSF has been rerouting traffic onto the Seattle and Stampede subdivisions. Several Z and Q trains were rerouted via the Columbia River Gorge and Seattle Sub.

Additional snow is forecast in the region in the coming days. Learn more about the challenges posed by BNSF's route through the Cascades in March *Trains*, which hits newsstands Feb. 11, 2020.

Top 10 of 2019 From: Dave Schauer OreRail Groups.IO Date: Fri, 03 Jan 2020 10:15:23 PST

Here is a list of the Top 10 **ore-related** news items for 2019

10. Full production at the Tilden Mine in Michigan saw LS&I using its four elderly ex-BN GEs throughout the year. This included U30Cs 3000 and 3009 plus C30-7s 3073 and 3074. There aren't too many places were old mainline GE power is used in everyday heavy service. Cliffs also announced they were considering reopening the Empire mine, but as 2019 came to a close there has been no further word on any restart. The large Presque Isle generating station adjacent to the LS&I ore dock closed during the year – resulting in no more coal boats docking at LS&I to unload at the plant.

9. Across the lake at sister railroad Northshore Mining, they received a small 900-hp two-axle switching locomotive for use at the car dump in Silver Bay (RX-500). The first use of this type of locomotive in the area. The mining railroad was also expected to receive five reconditioned ex-CSX SD70ACe units in early 2020.

8. DM&IR SD38-2 No. 215, still in maroon and gold, was sent south in spring for mechanical work but returned to Proctor still inits Missabe colors and is currently working the E-lead assignment. CN-painted sisters 211 and 212 are also still at work in Proctor, the last two original new-purchase DM&IR units on the CN roster. DM&IR 403 continues to work transfer runs in Canada, mainly around Thunder Bay along with DM&IR 407. DM&IR SD-M 316 was traded by the LSRM to a grain elevator in North Dakota for a former NP high-hood passenger geep. While sad to see it depart, the museum has contacted CN about acquiring one the former DM&IR SD38-2s (211 or 212) when they are up for disposition.

7. CN continues to use GE C40-8 models on ore trains out of Two Harbors while EMD products dominate out of Proctor. C40-8s used on T-bird crude ore trains are being modified for PTC compliance and in the interim sets of older EMD power are being used on those shuttle trains.

6. Production at all taconite plants remained stable throughout 2019, although one smaller production line at Minntac was mothballed during the year. The announcement by U.S. Steel that they would shutter their Great Lakes Works at Zug Island (Detroit) in the first half of 2020 will put two blast furnaces out-of-service. This mill received most of its ore from Minntac, with some production being picked up by Gary Works.

5. In a filing with the Surface Transportation Board published on November 22, 2019, CN subsidiary Wisconsin Central Ltd. notedit plans to purchase and operate Hallett Dock's rail/water facility in Duluth known as Dock No. 5. The transaction and approvals are expected to be completed in early 2020.

4. No life at the former Essar pellet plant under construction near Nashwauk. The deadline to have the plant producing has passed, so the State of Minnesota can reassign mineral rights.

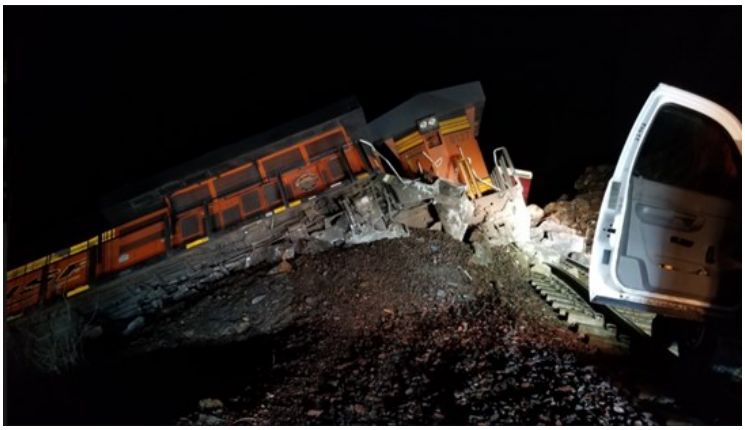
3. It was a good year for ore-related books, with a complete history of Erie Mining being released in November and Dan Holbrook's definitive work on DM&IR freight equipment arriving around the same time. Two excellent books to keep us busy reading over the winter. *Continued on next page:*

Continued from previous page:
2. CN completed installing PTC on the Missabe Subdivision and activated the system in October. Proctor Hill also received new CTC signals as did the Iron Range Subdivision.

1. Northshore Mining celebrated the completion of its DRI-grade pellet production line in Silver Bay. This pellet will be used to make iron that can be fed into electric mini-mills. No increase in production at Silver Bay but this type of pellet holds promise for future demand. On a related note, Cleveland-Cliffs agreed to purchase AK Steel – a current customer for its iron ore - with the deal closing in 2020. Dave Schauer Duluth, MN

Train Derails Into Kootenai, Crew is Safe!!

Kootenai Valley Times Bonners Ferry ID By Mike Weland and Skye Dimmitt Jan 1, 2020 Provided by Roger Libra



A great "Thank You" goes out tonight on this first day of 2020 as emergency responders from across the region responded to the derailment of a Burlington Northern Santa Fe Train in a remote location on the Kootenai River at around 9 p.m. Crewman radioed dispatch that they were trapped in the engine in the river, and sinking. Beset by heavy fog and lack of access, emergency responders from nearly every county agency, BNSF and Two Bear Air managed to quickly share information to most effectively respond. *Continued on next page:*

Continued from previous page: A BNSF rescue train with a crew was sent in as local emergency responders raced to find the best way to reach the site, across the Kootenai River from Settlers Lane in the Silver Springs area just west of the Montana line.
As personnel were trying to find the best way to reach the site, a property owner at the end of Settlers Lane with access to the north shore of the Kootenai River unlocked his gate, called dispatch and let them know crews were welcome.
The first to arrive found the lead engine in the water, the two-man Spokane crew sitting on top, the second engine upright but half in the water. The 113 cars, seven containing hazardous materials, stayed upright.
By 11 p.m., the two crew members, neither injured, were safely aboard a county waterways jet boat and on their way to dry land.
BNSF personnel are now working to pull the engine from the water, contain the fuel spilled in the river and clear the track, and will likely be working into tomorrow, assisted by local firefighter and others.
What follows is the narrative reported as the story unfolded.
9:01 p.m.: Emergency crews are responding to a Burlington Northern train derailment across the Kootenai River from Silver Spring Road with the engine in the water with two or three crew members trapped inside; the engine is filling with water.
9:13 p.m.: Emergency personnel are trying to find a way to reach the derailment; boats are being launched with divers but the is no road access to the crash as the area is extremely remote.
9:15 p.m.: Crews will be staging on Crossport Road; expect heavy activity in the area.
9:17 p.m.: Another train is approaching from the west; attempts are being made to stop it. 9:23 p.m.: The train stopped; it is there to assist with the rescue of the trapped crew and see if it can bring the engine out of the water.
9:31 p.m.: The Sheriff's Office is request all non-essential people to stay out of the area of Crossport Road and Katka Road to Toboggan Lane.
9:36 p.m.: A Silver Springs Road resident with access to the river has notified the sheriff's office that he has opened the gate to allow access for equipment and boats. Those in the area can expect heavy activity. The railroad has confirmed that there are hazardous materials in the cars, but none have gone into the river.
9:42 p.m.: Personnel on scene said the engine is in the water, all cars are still on the track and upright and the crew is safe and sitting atop the engine waiting to be rescued.
9:44 p.m.: Boundary Waterways craft Marine One is about 15 minutes from the scene, but personnel on scene said the lead engine is settling into the water.
9:58 p.m.: Marine One has reached the scene.
10:08 p.m.: The 9:58 report was in error; Marine One is still attempting to get through shallows to reach the engine.
10:13 p.m.: Two Bear Air Rescue from Montana is en route to the scene.
10:21 p.m.: This is a 113 car train with seven cars containing hazardous materials; it doesn't appear that any of those seven are in danger of spilling.
10:24 p.m.: A boat that looks like Marine One is now in sight of those at the scene, but they are not in radio contact.
10:29 p.m.: A second jet boat crew en route to the scene reports oil on the water upriver from Twin Rivers Canyon Resort; additional booms are to be deployed by BNSF
10:48 p.m.: Boat crews are preparing to attempt to bring the train crew off he engine and into the jet boat.
10:50 p.m.: The two-member crew is safe on the Waterways craft and heading

Baldwin 'Sharknose' Locomotives Will Eventually Go To Museum, Owner Says

From the TRAINS Newswire: By Steve Glischinski | January 10, 2020 Provided by John Goodman

No. 1216 leads an Escanaba & Lake Superior freight east of Channing, Mich., on Oct. 25, 1982. Steve Glischinski

WELLS, Mich. – The owner of the only two surviving Baldwin RF-16 "Sharknose" diesel locomotives says they will eventually go to a museum. Escanaba & Lake Superior Railroad owner and President John Larkin, in an exclusive interview for Trains News Wire, says that, upon his passing, the two units will go to museums. What museum that will be is yet to be determined, he says.

Baldwin built 109 such A units and 51 B-units between 1950 and 1953 for Baltimore & Ohio, New York Central, and the Pennsylvania Railroad. In 1967 the Monongahela Railway purchased seven As and two Bs from NYC, and operated them into the 1970s. The last two As, Nos. 1205 and 1216, which were in danger of scrapping, were purchased by Delaware & Hudson in 1974. They were used in freight service and in passenger excursion service on the D&H until late 1978, when they were purchased by Illinois-based Castolite Corp. That company leased them to the now defunct Michigan Northern, and then they were moved to E&LS.

No. 1216 was briefly used by E&LS in the summer of 1979; No. 1205 had mechanical issues and remained stored. No. 1216 saw another revival in autumn 1982, but after a few trips between the railroad's headquarters in Wells and Channing the unit's crankshaft broke and it has been stored ever since.
Larkin, 73 acquired the units in the 1980s and has kept them in indoor storage ever since. He also acquired Baldwin prime movers and other parts in the event the units were ever restored, but says the costs of rebuilding them would be significant. "But they are protected and out of the weather. They are inside so they are not further deteriorating," he says.
Many railfans are perplexed as to why the units are not available for viewing and why nothing has been done with them over the years. Despite the fact that in the 1980s the owner erected signs that banned railfans from E&LS property, he sits on the board of the Lake Superior Railroad Museum and has assisted that group in several restoration projects. E&LS is working on the restoration and repainting of the museum's Northern Pacific *North Coast Limited* observation car *Rainier Club*. His interest in railway preservation has resulted in his amassing a large collection of passenger cars and locomotives, but it is his personal, private collection and therefore is not open to the public.
The railroad is not accepting phone calls, emails, or other correspondence regarding the locomotives' status.

INFORMATION RAILROAD PASSENGER CAR ALLIANCE EXCHANGE

NEWS: Milwaukee Road 4-8-4 No. 261's North Pole Express trips carried 10,000 passengers in December. The nonprofit Friends of the 261 offer a 60-minute train ride on the Union Depot grounds.
The last two of Norfolk Southern's four executive F-units : F9A No. 271 and F7B No. 276 have been purchased by North Carolina's Aberdeen Carolina & Western, a 150-mile short line that runs on original Norfolk Southern Railway trackage between Charlotte and Aberdeen, N.C.
Following the retirement of Cuyahoga Valley Scenic Railroad Founder and Chairman Siegfried Buerling his son, Peter, was appointed as the new chairman of the board. The non-profit Northeast Ohio tourist road starts its 48th year of operation in 2020.
The Virginia Museum of Transportation is searching for a new executive director for the third time in less than two years. Bob Sigman stepped down as the head of the museum after six months. Deputy director Don Moser will serve as interim director while the museum searches for a new leader.
The transportation budget for FY 2020 has cleared the House and Senate. Amtrak was a clear-cut winner, with appropriators budgeting $2 billion for the railroad, an increase of $58 million over last year. While the Consolidated Rail Infrastructure & Safety Grants got through relatively unscathed, the Federal State of Good Repair program was cut in half compared to FY2019 levels. Similarly, the Capital Investment Grants program—a critical tool used to launch new transit rail services—lost over half a billion dollars in funding.

The Federal Railroad Administration issued two Notices of Proposed Rulemaking (NPRM) which will allow railroads to change how they inspect track and train brake systems. Officials say the changes will "promote safety innovation and reduce unnecessary regulatory burdens."
Currently, the FRA requires railroads to verify internal rail defects within 4 hours of discovery. But that time constraint makes it hard to utilize continuous rail inspections, like an ultrasonic test from a moving vehicle. The new rule would give railroads up to 84 hours to analyze data from a continuous rail inspection vehicle and, if an internal defect is revealed, return to the site for in-field verification.
The proposal also calls for the end of what's called the "high-density commuter line exemption." The exemption allows some commuter railroads to skip Section 213.233(b)(3), which requires railroads to inspect all main tracks from a vehicle or on foot at least once every two weeks and every siding at least once a month.
In a second notice, the FRA is calling for a change in brake test rules in an effort to "increase network velocity." The change would allow trains to go without Class I air brake testing for 24 hours, extending the requirement from four hours. According to the FRA, similar rules are already in effect in Canada.

SWLRT RAIL CONSTRUCTION TO INTENSIFY IN 2020

Posted In: Transportation Date: 1/21/2020 Provided by Rick Krenske Metro news

Crews complete waterproofing and roofing for the temporary bus shelter at SouthWest Station. The temporary facility will be completed in January.

Cities and residents in the METRO Green Line Extension (Southwest LRT or SWLRT) corridor will experience intensified construction activities in 2020. The largest public works project in state history will see heavy construction occurring at many points on the 14.5-mile future light rail line.
"We completed significant work in 2019, focused mostly on getting construction areas established, moving utilities, and starting significant bridge and tunnel structures," said Sam O'Connell, senior manager of public affairs at the Southwest project office. "This year will be our first year of heavy construction along the whole corridor.
"Construction activities will get pretty intense out there, and we are asking the public's patience as we build this critical transportation project," she said.
The best way to stay informed about what is happening in localized areas is to subscribe to weekly construction updates by text or email.
You can also follow the SWLRT project on Twitter.
Project office staff expect to employ drone footage to help show construction progress in 2020, and will continue outreach to cities, businesses, community groups, and residents.
2020 construction schedule by corridor city

SWLRT project quick facts Route: 14.5 miles through Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis, connecting to destinations throughout the metro area, including the international airport, Mall of America, and downtown Saint Paul

Stations: 16 new stations will connect to other transit services, jobs, schools, and trails
Project cost: Just over $2 billion, funded by federal, county, state, and local sources. Forecasted jobs in the corridor in 2035: 226,200
Open for service: 2023

Six of Seven Class I Railroads See Volume Decrease in 2019

Only CP sees increased traffic

From the TRAINS Newswire: By Bill Stephens | January 2, 2020 Provided by Rick Krenske

2019 Class I volume

Railroad	Overall Traffic	Intermodal	Coal
BNSF Railway	-4.5	-4.5	-5.7
Canadian National	-1.5	-0.5	-3.2
Canadian Pacific	0.9	2	-0.2
CSX Transportation	-4.1	-7.7	-5.9
Kansas City Southern	-0.8	-4.7	9.8
Norfolk Southern	-4.7	-3.9	-10.7
Union Pacific	-6	-7	-16
Class I Average	-3.0	-3.8	-4.6

Source: Class I railroads' weekly carload reports.

Railroad	Overall Traffic	Intermodal	Coal
Canadian Pacific	0.9	2	-0.2
Kansas City Southern	-0.8	-4.7	9.8
Canadian National	-1.5	-0.5	-3.2
CSX Transportation	-4.1	-7.7	-5.9
BNSF Railway	-4.5	-4.5	-5.7
Norfolk Southern	-4.7	-3.9	-10.7
Union Pacific	-6	-7	-16
Class I Average	-3	-3.8	-4.6

Source: Class I railroads' weekly carload reports.

Canadian Pacific was the only Class I railroad to show volume growth in 2019.

CP eked out 0.9% growth in total traffic, well above the industry average of a 3% decline in total volume measured by carloads and intermodal units, according to a *Trains* News Wire review of the railroads' weekly carload reports.
CP also was the only railroad to show intermodal growth for the year thanks largely to international intermodal contract wins. Also contributing to CP's gains: Energy, chemicals and plastics traffic, plus growth in forest products shipments. Kansas City Southern's traffic was down 0.8%, landing the smallest Class I in second place for the year.

Sitting in third place: Canadian National, with a decline of 1.5% in total traffic. CN's intermodal volume fell 0.5%, while its coal volume was down 3.2%. Union Pacific was the Class I cellar dweller. Its volume was down 6% overall thanks largely to a 16% plunge in coal and a 7% decline in intermodal volume.

UP's rival in the West, BNSF Railway, saw its volume fall 4.5% for the year. BNSF's intermodal volume was down 4.5%, while coal was down nearly 6%. In the East, CSX Transportation's 4.1% overall traffic decline bested Norfolk Southern's 4.7% drop. CSX's intermodal volume was off 7.7%, while its coal volume fell nearly 6%. Much of the CSX intermodal volume decline was due to the intentional shedding of lower-margin traffic.

NS intermodal units were down nearly 4%, while its coal traffic dropped almost 11%. The overall volume numbers are not as bad as they seem partly due to comparisons with an exceptionally robust 2018, according to analysts at the Association of American Railroads. Coal sinking to record low volumes, lingering trade uncertainty, anda manufacturing slowdown were largely responsible for the rail traffic slump of 2019.

Intermodal volumes for the year were among the best on record and followed a record 2018. The AAR will report 2019 volumes later this week.

Fewer Visual Track Inspections by BNSF Means Rail Safety 'Russian Roulette,' Union Says

-Provided by Rick Krenske *A railroad workers union contends BNSF Railway's embrace of automated track inspections jeopardizes public safety, but the railroad counters that new technologies often are better at detecting defects than the human eye. Written By: Patrick Springer | Jan 12th 2020 - 5am.*

BNSF locomotives are lined up May 9, 2016, north of the 12th Avenue North bridge in Fargo. Forum file photo

FARGO — A union claims that a test of automated track inspection techniques on BNSF Railway ultimately will mean fewer visual checks of lines in North Dakota and Minnesota, setting up "a game of Russian roulette with the general public's safety."

The automated testing initiative involves a suspension of inspection rules by the Federal Railroad Administration and will allow BNSF to make fewer human track inspections.

The testing program, now focused on 1,348 miles of track between Lincoln, Neb., and Donkey Creek, Wyo., that primarily transport coal, has been upheld by a federal appeals court that rejected the union's legal challenge.

If the automated track testing pilot is successful, the program will expand to track segments that include lines running diagonally across North Dakota, from Minot to Moorhead, and in Minnesota from Dilworth to Minneapolis, according to the Brotherhood of Maintenance of Way Employes Division of the International Brotherhood of Teamsters, which opposes the automated inspection tests and claims they are unsafe.

Union leaders say they support use of new technology to inspect rail tracks that increases safety. But they are "alarmed that the testing of this new automated system of track inspection could potentially fail because BNSF Railway has reduced the number of visual track inspections that are crucial in catching any errors that the new system makes," according to a statement to The Forum by David Carroll, the union's general chairman, and John Mozinski Jr., vice chairman.

But a BNSF spokeswoman said automated track inspections remain limited to the test route in Nebraska and Wyoming.

"We're in the middle of the pilot project," said Amy McBeth, a BNSF public affairs director. "If it's successful we'll look to expand it in other areas."

She added: "We've increased the number of inspections using technology, which is bringing us better quality data," superior to visual inspections.

"So, while the number of visual inspections may change, the inspections we're adding actually provide better inspection data than in many cases the human eye is capable."

Elsewhere, in rail operations, automation has replaced workers in some instances. Caboose crews, for example, have become obsolete.

The union leaders said BNSF now is using a formula to determine its track inspection schedule, resulting in fewer inspections.

For the route from Minot to Moorhead, for example, BNSF's inspection frequency has dropped from seven times per week to four times per week and could be reduced further to two times per week, according to the Brotherhood of Maintenance of Way Employes Division.

That segment includes the site of the fiery derailment of oil tanker cars that ruptured and exploded in 2013 near Casselton, N.D.

Similarly, the union said, the visual track inspection schedule for the route from Dilworth to Minneapolis was inspected four times per week, reduced to two times per week.

"While this may be only a test program, it is actually another step in BNSF's intention to reduce several track safety standards, first from their own rules and now using the test program with the FRA."

When the test program reaches its final phase, the union officials said, the tracks will only be visually inspected two times over 30 days — the equivalent, they said, "to BNSF playing a game of Russian roulette with the general public's safety!"

"New technology may supplement visual track inspections, but it cannot replace what a Track Inspector can see and feel when he/she is actually on the tracks," union leaders Carroll and Mozinski said in their statement to The Forum.

"Because of this, the question to ask is not *if* a derailment will occur on the railroad tracks, but *when* a derailment will occur," they said in the statement.

The tracks through Fargo are inspected four times per week, a frequency that exceeds the requirements of the Federal Railroad Administration, McBeth said. "Safety is paramount for BNSF Railway, for our employees and for the communities where we operate."

BNSF and other railroads are increasingly adopting new technologies to inspect tracks, including cameras, lasers and ultrasound, which can detect flaws not visible to the human eye, she said.

Technological advances have improved track inspections and rail safety, with the last two years the safest on record for the U.S. railroad industry, she said.

"The safety data show that it's moving in the right direction," McBeth added. Safety efforts focus on reducing accidents caused by equipment, track failures and human error, she said. "We know it's working."

The pilot project for automated track inspections approved by the Federal Railroad Administration requires BNSF to meet progressively more stringent safety benchmarks over time, the appeals judges found in upholding the initiative. *Continued on next page:*

Continued from previous page: The appeals court concluded that federal rail officials had a sound rationale for suspending their rules to allow the pilot test project, rejecting the union's arguments.

"We've been working with the FRA for over a year on a pilot program on our route through Wyoming and Nebraska to increase automated inspections using state-of-the-art technologies, in many cases exceeding what the human eye is able to detect," McBeth said. "To date, key performance metrics judging the success of the pilot have surpassed expectations."

In 2014, the year after the catastrophic Casselton derailment, federal rail inspectors issued a report citing BNSF for 721 track violations, highlighting problems serious enough to result in potential fines in one of every five inspections going back to 2006.

During that period, federal regulators conducted 3,822 inspections and found 13,141 defects, which were overwhelmingly addressed without fines. Defects were serious enough for fines in 721 instances, 19% of inspections.

The information had been requested by former Sen. Heidi Heitkamp, D-N.D.

The North Dakota Public Service Commission created a state rail inspection program in 2015, with one track inspector and one mechanical equipment inspector on staff.

In 2019, state inspectors found 2,299 track defects resulting in 16 violations for all railroads, including BNSF, Canadian Pacific/Soo Line and four small regional railroads, on more than 3,000 miles of track.

A BNSF train approaches a pedestrian crossing Dec. 31, 2012, near Broadway in Fargo. Forum file photo

January 17 in Railroad History: NP 1713

From: Joseph Lechner Date: Fri, 17 Jan 2020 04:03:49 PST Provided by Rick Krenske

On this date in 1958, NP 1713 hauled a transfer run from Duluth to Superior WI, thus becoming the last steam locomotive to operate in revenue service on the Northern Pacific Railway.Â On board the train were engineer L. V. Johnson, fireman Robert Kratz, conductor Frank Wilson, and brakemen Henry Slack and J. T. Skomers

NP 1713 was a W-3 class Mikado, built by American Locomotive Company in 1913. Â Â A total of 135 members of that class were supplied by ALCO between 1913 and 1920.Â Only one example has survived.Â NP 1762 was sold to the Spokane, Portland & Seattle as their 539.Â After being displayed at the Grand Canyon Railway from 2007-2019, SP&S 539 was recently acquired by the port of Kalama, Washington. Joseph Lechner

The last run of the Soo Line's *Laker* preparing to depart as Train No. 4 at Superior on January 15, 1965. (Image: Jeff Lemke, Twin Ports Rail History)

Provided by Chuck Lavallee
Link from Zenith.com/history web site:: http://zenithcity.com/thisday/january-15-1965-last-run-of-the-soo-lines-laker-from-the-twin-ports-to-chicago/

January 15, 1965; Last run of the Soo Line's Laker from the Twin Ports to Chicago

On this day across the bay in 1965, The Soo Line Railroad's *Laker* ran its final overnight service to and from the Twin Ports to Chicago's Grand Central Station, ending the Laker's fourteen-year service. The Soo Line actually began service from Duluth to Chicago in October 1910, shortly after its new passenger station opened in the Zenith City. The *Chicago-Milwaukee-Twin Ports Express* left Chicago northbound at 7:00 p.m. and arrived in Duluth the next morning at 9:00 a.m.—a 14-hour trip. The train was named *Laker* in 1951, when the railroad was converting from steam-powered locomotives to diesel-electric powered locomotives. The *Laker* left Chicago at 6:30 p.m. and arrived in Duluth at 8:15 a.m.—diesel engines shaved just 15 minutes off of the overall travel time. With just 14 years under its belt before it shut down, the *Laker* was shorter lived than other Soo line passenger trains, including the *Winnipegger*, the *Atlantic Limited* and the *Mountaineer*. By 1965, the Soo line claimed the *Laker* alone lost about $500,000 a year. In the last year's of operation the train terminated in Superior, not Duluth, after the Soo Line's Duluth depot had been shut down. Passengers traveling from Chicago to Duluth made the last few miles by railroad-provided bus or taxi-cab.

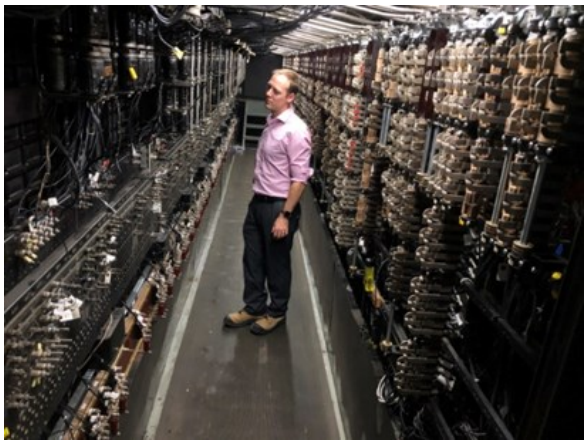
Time in a Box – Union Station Prepares to Retire a Vast Interlocking System that's Guided Every Train in and out of Toronto for Almost 90 Years

NOVEMBER 13, 2019/ METROLINX PROVIDED BY RICK KRENSKE

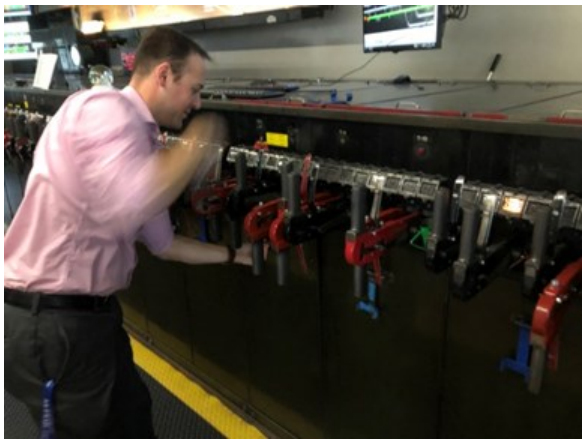
Behind a city that has grown with the times, sits a remarkable system of handle-pulls, audible clicks and banks of early 20th century electrical technology – all housed in three castle-like downtown towers. Combined, it has constantly shepherded trains in and out of Canada's largest city. Designed in the late 1920s, the complicated contraption is about to be retired – though it could have lasted, arguably, a century more.

Inside the long metal box, electric synapsis fire like neurons around your head.

The locker smells like the inside of granddad's old tool case. And while perhaps as long as a typical one-car garage, you can't extend your arms fully out from your sides without disrupting important gadgetry and vital currents moving through coils of wire that snake through holes, before dropping into the room below.



David Kolbasovsky, Metrolinx manager of signals and communication, moves through 'the pit'. (Thane Burnett photo)



Rows of levers – red for signals and black for switches – line the outside of a control box at the John Street facility (Thane Burnett photo)

To point to various lights on the route maps, a long bamboo pole is used. (Thane Burnett photo)

Once at that lower level, electricity races to banks of glass K-type relays, mounted on thick wood panels that were once regularly oiled to preserve their life and shine. Every wire has a path running through holes listed alphabetically and by the numbers, before connecting into a puzzling maze of more energy panels.

And from there, those sporadic pulses move outside three old brick towers built in downtown Toronto to 180 signals and 250 track switches that dictate the movement of 900 train trips – from GO to freight to UP Express to VIA Rail – travelling daily along the 6.4 kilometres that make up Union Station's rail corridor.

The box, and all the collateral wiring and apparatus, is part of four electro-mechanical interlockings. It's 1920s technology that includes, on this day, two Toronto Terminals Railway (TTR) train movement directors spending their shifts inside the John Street tower, pulling and pushing black and red levers that line the outside of the box. As they do this, they listen for double-clicks that signal a lever is in the right position to send a train along the correct route. The levers have been worked, 24 hours a day, 365 days a year, since it was put into service in the early 1930s, after being built in the late 1920s. It must have seemed like a technological wonder at the time – because it still is.

Though, recalls Vito Parisi, who started his career watching over the interlockers 35 years ago: "I just thought 'this is a rat's nest (of wiring).' "It was something that I had never seen before in my life."

A rail interlocking is a failsafe system of signals and switches that prevent the wrong movement of a train along a route. It's an invisible steering wheel. Even back when Parisi began, this elaborate system of putting trains on the right track was rather ancient. Though, he notes, it was also – having been tried and tested over generations – brilliantly designed and masterfully constructed.

It remains almost foolproof in its functional design.

"You won't learn it in one week, or in one month," Parisi says of his career with the network of machinery and electrical signals. "You never stop learning about it.

"It's relay logic."

Today, semi-retired Parisi still toils around the interlockers as a signal consultant, and is intrigued as Metrolinx installs a new microprocessor based interlocking system to control the entire corridor within the next few years. That means the interlocking being directed from the watch-towers will soon finally all stop.

The change has to be done systematically, as the existing three towers full of 1920s technology continue to buzz and click along behind the scenes. Experts say it could, other than being unable to handle an increase in traffic as well as difficulty manufacturing replacement parts, have continued to technically move trains for perhaps a century more.

The truth is there are few people alive who could build something like the existing electro-mechanical interlockers system, which saw many components imported from Rochester, N.Y. It's a marvel of another age, and, where once most major rail corridors worked with very similar equipment, the Union Station system is perhaps the last of its kind in North America.

The needed modernization, including remote access points to quickly collect diagnostic data, will involve 258 track circuits, 35.4 kilometres of conduit and more than 305 kilometres of cable.

For customers, the work will mean quicker speeds within the corridor, as well as spare capacity for future expansion.

For the box, it means the end of the line and times.

Dubbed 'the pit', workers step down about 76 centimeters to enter the locker box at the John Street facility. As those on the outside pull and push the large levers, watching a map on the wall for telltale lights that tell the story of routes through the heart of Toronto, various mechanical slots fill and empty with metal rods, depending on choices made. Think of it as a puzzle box – as choices are made, and pieces move, some options open and others close. Within the aging brilliance, these workings still protect trains from bumping into one another on the tracks. *Continued on next page*:

The entrance down into 'the pit' of a remarkable box that was invented in the late 1920s. It still is hard at work today. (Thane Burnett photo)

Continued from previous page:

"Other than perhaps the lights, not much has changed in here since the first day it was built," says David Kolbasovsky, Metrolinx manager of signals and communication, as he moves through the pit.

"It's extremely safe and a lot more reliable than you would think. This was the Elon Musk of (the 1920s)."

The new system will be shifted out of the towers, including the John Street facility. As a heritage building, it can't be properly upgraded. A sentinel beside the tracks, it's still uncertain what date it will finally stop sending out its electrical impulses.

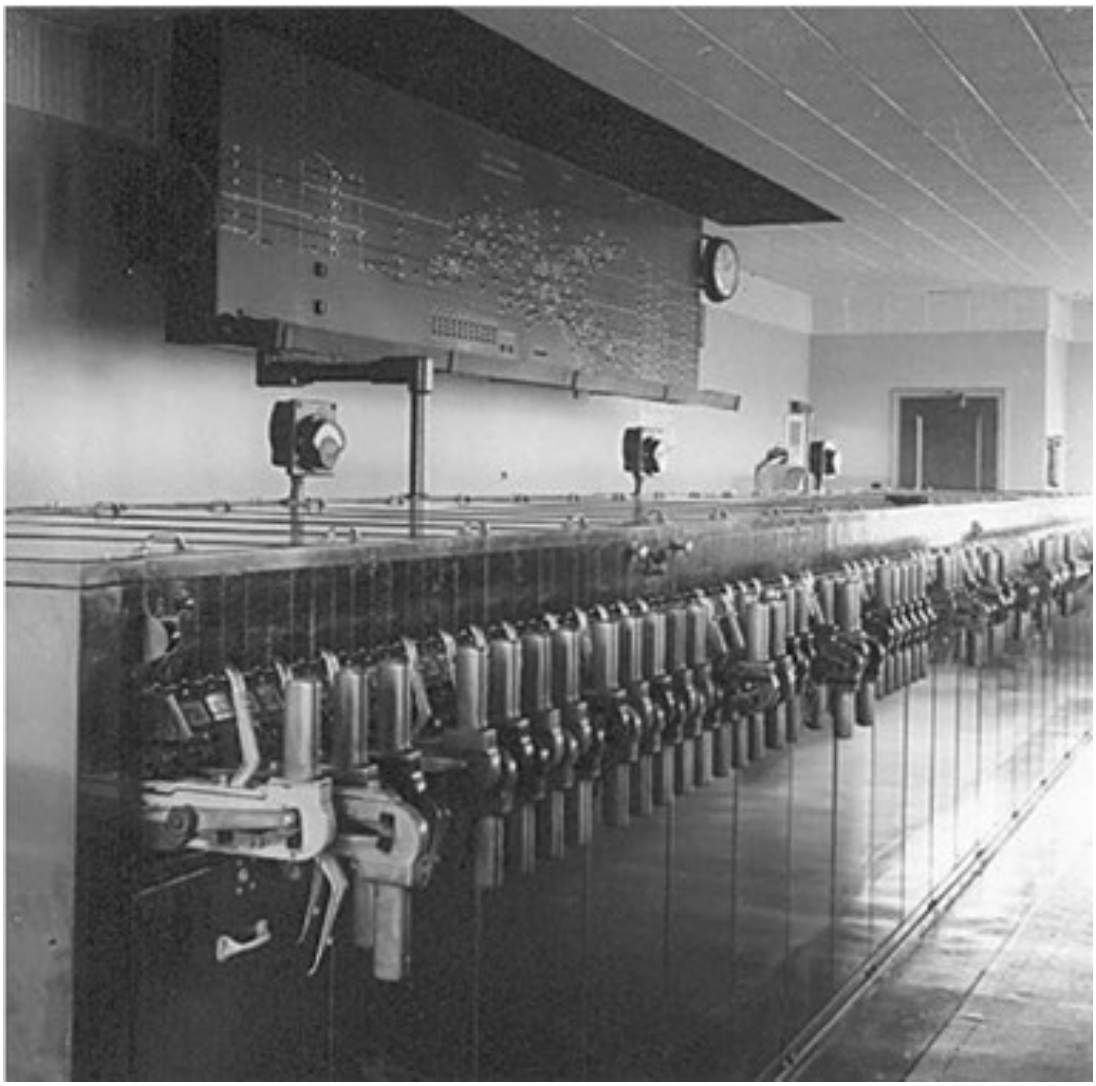
That day – along with the change-over of the other two towers – will likely happen without GO Transit and UP Express customers noticing. Their journeys will suddenly be guided by computer chips and data streams, rather than mechanical handles, clicks of an outdated language and amp meters fluttering along with the currents.

The change will coincide with other, separate but connected improvements and advances.

Metrolinx does not dispatch trains right now. As the interlocking system is being brought into the digital age, the transit agency is preparing to dispatch all GO and UP Express trains using the 'GO Transit Train Control System'.

It's unclear what will happen to the locker that's been in service since 1932, along with the unique walls of relays clinging to their wooden supports, across a system spread out from the three watchtowers. Some of those relays haven't been taken down off their supports for an overhaul since the 1950s.

But for now, they keep time for Canada's largest rail passenger facility – as they've done for as long as anyone alive can remember.



This undated, vintage shot shows the controls have not changed much over the decades. (Metrolinx photo)

KIOWA COUNTY INDEPENDENT

Colorado Pacific Makes Offer to Buy Union Pacific's Tennessee Pass Railroad Line

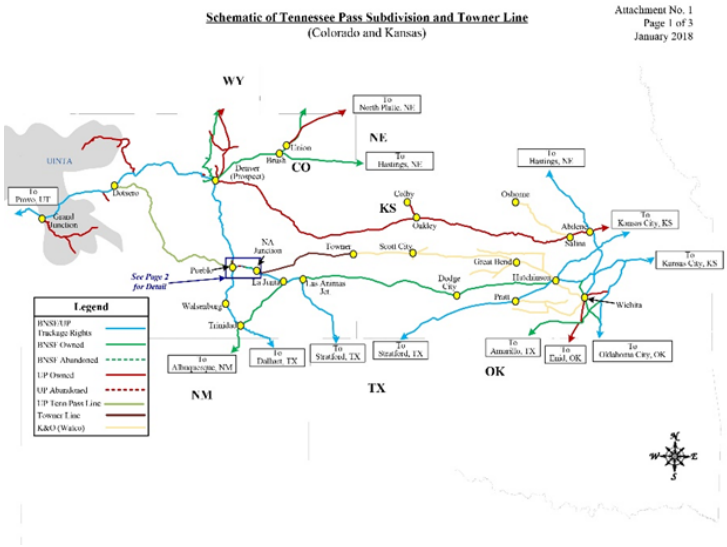
Written by Priscilla Waggoner on 21 November 2019. Posted in News

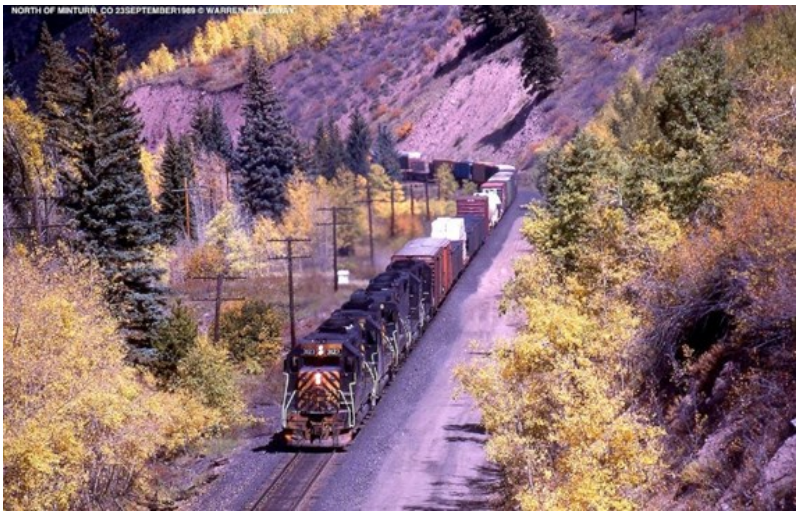
Since Stefan Soloviev began what became a long, arduous and complicated battle to buy the Towner Line from V&S Railway and, in so doing, save it from being salvaged and the railroad vanishing from Kiowa County and counties to the west forever, he's been clear about one of his primary goals: to create an infrastructure that would ultimately provide farmers in this region with the opportunity to receive better prices for their grain. As he has stated on several different occasions, part of his motivation is, of course, to make a profit. But Soloviev, who's had a presence in this region for a number of years, has seen first-hand the myriad of challenges facing regional farmers on an ongoing basis, and it's his desire to see the farmers in eastern Colorado and western Kansas provided with much needed market alternatives that would be of benefit to them, their operations and their families The first step toward that goal was accomplished when Soloviev's Colorado Pacific Railroad successfully purchased the Towner Line from V&S in 2018.

As local residents can attest, time since the purchase was finalized has been spent in lining up and ultimately contracting with companies Crouch Engineering and CWC Rail who have been charged with overseeing rehabilitation of the tracks, performing federal inspections and working with local entities and the Colorado PUC to develop a plan that satisfies signaling requirements. Once that plan, which is pending, is finally approved, service on the line should resume for the first time in more than 20 years.

However, Soloviev is now taking a significant step number two toward meeting his goal, and it's a journey that appears to be heading further to the west.In a letter dated November 14, 2019 and written by William Osborn, general counsel for Colorado Pacific Railroad, a proposal is made by Colorado Pacific to the Union Pacific Railroad to purchase the Tennessee Pass railroad line. As the letter (below) spells out, Colorado Pacific is offering to buy 170 miles of track that run from a point west of Parkdale to Dotsero along with UP's trackage rights to Pueblo. The amount Colorado Pacific is offering the UP? Ten million dollars.

The rationale for the purchase is simple: to develop a route that would ultimately allow a farmer who grows milo in Kiowa County to load that milo on a freight car that, instead of first heading east and then taking a circuitous route that eventually stops on the west coast as currently is required, takes off west and keeps heading west until the Great Pacific is in view. It seems, as the saying goes, "time is money". In agriculture, extra miles are money, too.Mr. Osborn has the following statement about the proposal. "Mr. Soloviev is taking this step because a substantial portion of the time, eastern Colorado and western Kansas grain producers will get better prices if they ship using the shortest railroad route to the West Coast, instead of the Texas Gulf Coast, for the export market." He further states, "This is part of a continuing effort to open up eastern Colorado farm ground to west coast and pacific export markets for wheat and milo." Map & Photo on next page:





The UP Tennessee Pass line and DRG&W photo

News from the North Shore Scenic Railroad & Lake Superior Railroad Museum

Issue #87 - January 2020

Conductor Classes Start February 6th

If you've ever seen a train go by and wonder what it would be like to sit up in the cab, hand on the throttle, or be a conductor welcoming passengers and actually being in charge of the train, then this class is for you. The North Shore Scenic Railroad is again hosting its very popular, and fun, Volunteer Train Crew classes starting February 6, 2020. In six weeks you'll learn all aspects of the railroad business and be ready to take your USOR exam to work on the trains of the North Shore Scenic Railroad.

The classes are held Thursday nights starting at six o'clock in the North Shore Scenic Railroad Lobby at the Depot in downtown Duluth. No previous experience is necessary. The course is designed for train enthusiasts who want to become real railroaders. Participants must be 18 and have a valid ID. There is a $20 charge for materials. Once certified, there is no charge to volunteer on the railroad, your pay will be the smiles of delight you bring and the memories you'll make for our guest/passengers taking a train ride. Learn more here.

Continued on next page:

Continued from previous page: The topics covered include; safety, radio etiquette, train handling skills, Federal Railroad Administration rules and regulations, all the different jobs available, duties of each and responsibilities.

Volunteer Train Crew class participants will graduate as certified USOR railroad conductors. (United States Operating Rules) This is the standard exam accepted by most railroads. To register, click on the link in the box below:

https://duluthtrains.com/event/traincrew/

The North Shore Scenic Railroad has immediate openings for volunteers during the upcoming tourist season. This means graduates will have the opportunity to put their new found knowledge of ***workin' on the railroad*** into practice

More news below:

Shop Projects Underway

Dining Car #1250, the *Lake of the Isles*, is one very unique car, saved from a time when the Empire Builder train continually asked "how can we make dining the best experience possible." We do this with the same traincar to this day on our summer and fall Elegant Dinner Trains. Many miles on the North Shore Scenic Railroad have taken their toll on the diner, and its time to give it some love.

This past week, it was moved into the shop to be the first of the "winter projects" - It will have a new roof job, new carpet, upholstery, blinds, lighting, and much more. Most of the work will be done by our hard working shop volunteers, and a large majority of the funding for this project came from a generous single donor who wishes to see the car in the best shape possible for the guest passengers in the 2020 season. Next up after the work on the diner is done, will be the Coach 517 project, which had a recent fundraiser sent out raising over $20,000. Work has already started on this project, but more "in the background" with many items to order and get prepared for the job. Learn more about the Coach 517 project here, and keep tuned to *Trackside* for more updates next month. *More on next page:*

Continued from previous page:

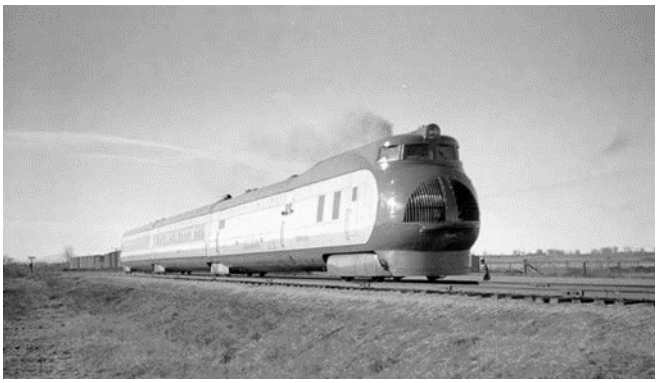
Murder Mystery Train Tickets Available Now!

There are only 3 short weeks of the summer for the Murder Mystery Dinner Train, and we hope you will join us sometime August 10 through August 28th. These trains do fill up, so it never hurts to get tickets early. Click on the link below for tickets:

https://duluthtrains.com/event/murdermysterytrain/

October 22 in Railroad History: M-10,001

Wed, Oct 23, 2019 at 5:56 PM Rick Krenske Metro News Posted by:Joseph.Lechner@mvnu.edu jlechner2000



The Union Pacific Railroad won the race to put the first streamliner in service, introducing the bright yellow M-10000 to the traveling public in 1934. Built by Pullman with aluminum bodies and a distillate (kerosene) engine made by a division of General Motors, the M-10000 was supposed to be the future of passenger rail.

Continued on next page:

Perhaps the strangest thing about the M-10000 was the rear end. Due to planned high speeds, they couldn't safely put an open platform on the rear of the train like so many heavyweights had. But instead of putting large windows so passengers could see where they had been, the designers put a little food dispensary in the tail of the train. This must have disappointed many travelers.

Continued from previous page:

Diesel-electric Electro-Motive Corporation; • **AAR** B-(B+2+2+2+2)-2; **Length • Over beams** 48 ft (15 m) (power car); **Width** 9 feet 3 inches (2,820 mm); **Height** 11 feet 11.5 inches (3.645 m); **Prime mover** Winton 201A; **RPM idle** 275; **Maximum RPM** 750; **Engine type** Two-stroke diesel; **Aspiration** Blower-scavenged proportional; **Cylinders** 45° V12; **Cylinder size** 201 cubic inches (3,290 cm^3); **Transmission** DC-DC; **MU working** no.

1st Train M-10000 (1934 to 1942) Winton distillate engine

Tapered sides, 10'-3" overall height *(same as M-10001) Consist:*

M-10000	600 HP motor-baggage, mail	10400	56 seat coach
10400	56 seat coach	10401	52 seat buffet-coach

M-10000 was a fully articulated three car trainset which during its tours underwent many tests and attracted masses of people. The name "Streamliner" became a byword for American passenger trains. With the acceptance of this concept by the riding public the Union Pacific put it's plans of a system wide service into high gear. The M-10000 three car articulated train was powered by a 600 HP Winton distillate burning engine traveled at speeds of 100 MPH during routine operations.

2nd Train [Display] M-10001 (1934)

Tapered sides, 10'-3" overall height *(same as M-10000)* M-10001 was delivered on October 2, 1934 as a six-unit, fully articulated train; returned to Pullman for improvements in December 1934. Consist:

M-10001	900 HP motor; rebuilt to 1200 HP in 1935	12200	RPO-baggage
E.H. Harriman	10 section-1 compartment, 1 bedroom *(to Kitchen Diner, lounge 10300 in 1935)*	Abraham Lincoln	10 section-1 compartment, 1 bedroom
Oregon Trail	8 section-1 compartment, 1 bedroom	10402	54 seat buffet-coach

First Train	1934	The Streamliner, City of Salina
Second Train	1934	City of Portland
Third Train	1936	City of Los Angeles
Fourth Train	1936	City of San Francisco
Fifth Train	1936	City of Denver
Sixth train	1936	City of Denver
Seventh Train	1937	City of Los Angeles
Eighth Train	1937	City of San Francisco
Ninth Train	1941	City of Los Angeles
Tenth Train	1941	City of San Francisco

1934 advertisement depicting the M-10001

Research by David Seidel; portions were originally presented in a different format in his book, "*Union Pacific Passenger Equipment*". *(Read more about David Seidel's book)* Research by Dick Harley. *Continued on next page:*

Continued from previous page:
WC.David Randall and William G. Anderson, "The Official Pullman-Standard Library, Volume 13, Union Pacific 1933-1937", published in 1993 by RPC Publications. Ranks, Harold E., and William W. Kratville. *The Union Pacific Streamliners.* Kratville Publications, 1974.

"The executive officers of the Union Pacific several months ago reached the conclusion that to save and restore passenger business to the rails would necessitate the development of a radically different type of passenger equipment."

- William Averill Harriman, Chairman of the Board, Union Pacific Railroad; May 23, 1933

Harriman's "radically different equipment" was unveiled some nine months later in the form of M-10,000, whose innovations included an internal-combustion prime mover; electric traction motors; aircraft-like tubular bodies in place of massive underframes; lightweight aluminum instead of steel; and articulated construction which further reduced weight by eliminating intermediate bogies and couplers.

"Little Zip" embarked on a 13,000-mile publicity tour, during which it was seen by an estimated one million persons, including President Franklin Delano Roosevelt at the nation's capital and fairgoers at the Century of Progress exhibition in Chicago. At the latter venue, it was somewhat upstaged by CB&Q's Zephyr, whose well-publicized high-speed dash from Denver to Chicago terminated on the fairgrounds. In January 1935, the M-10,000 settled into revenue service on a relatively insignificant 187-mile route between Kansas City MO and Salina KS. Its lack of sleeping accommodations made it unsuitable for overnight runs; its unique articulated construction made it difficult to add cars to its consist; and its 600-hp distillate engine probably could not have handled a longer train anyway.

No matter; M-10,000 had already underscored its point. Internal combustion and streamlining were here to stay. Even while the little train was visiting cities across the USA, Union Pacific was already working on something bigger and better. At six cars, the M-10,001 was twice as long as its predecessor. It was intended for transcontinental service, and thus included three sleeper cars. Diesel technology had advanced sufficiently that the UP entrusted its second streamliner to that power source—a 900-hp Winton for locomotion and an auxiliary 120-hp engine for lighting and air-conditioning.

Union Pacific needed to make the biggest possible splash with its new train. Burlington Zephyr had attracted nationwide publicity with its thousand-mile nonstop run, during which it averaged 77.6 mph with occasional gusts into triple-digits. M-10,001 would make a coast-to-coast run—a daunting challenge for new technology in an era when steam-powered trains made engine changes every few hundred miles. UP's public-relations director, E. C. Schmidt, fanned flames with the human-interest story that Harriman sought to best the coast-to-coast record of 71 hours 27 minutes set by his father in 1906.

And so, 85 years ago today, the M-10,001 departed East Los Angeles at 10:00 p.m. (PT) on a 3254-mile transcontinental journey. Despite the supposedly-secret location, over 8,000 well-wishers showed up to see it off. L. A. Times managing editor Loyal Durand Hotchkiss gushed:

"Grim-faced and tense… the trio of engineers sat up front… their eyes darting from the ribbon of track ahead to the railroad watches… a signal from somewhere back in the depth of the yellow monster sounded in the engine cab. With hardly a sound, the mass of aluminum alloy, steel, bronze and glass began to move. With amazing swiftness, it got underway… It was gone before many spectators realized."

As midnight approached, M-10,001 crested Cajon Pass unassisted and whisked its 52 passengers eastward into the desert. Joseph Lechner

October 23 in railroad history: M-10,001

Eighty-five years ago today, Union Pacific's streamlined M-10,001 continued its unprecedented 3254-mile transcontinental run. It passed through sleepy Las Vegas in the wee hours of the morning; paused briefly at Salt Lake City around 1:40 p.m. (MT); raced effortlessly up Sherman Hill; and pulled into Cheyenne at 10:46 p.m. (MT), having covered the 1298 miles from Los Angeles faster than any train had done it before. L. A. Times editor Hotchkiss posted:

"Streamline, the skittish young daughter of the iron horse, is streaking her way across the continent at a pace which causes her papa to emit loud toots, which besides conveying the customary bon voyage of the rails, seem tinged with a note of wonderment and dismay, every time he catches sight of her…"

UP's relatively flat path through Nebraska promised record-breaking speeds the next morning. Joseph Lechner

October 24 in railroad history: M-10,001

"We feel (that) heavy trains are a thing of the past…. If this schedule can be accomplished, American railroads will have a place in the sun when it comes to competing with airline passenger service for speed. With the West Coast only 40 hours from Chicago, the business executive will lose only one business day on such a trip." - William M. Jeffers, Executive Vice-President, Union Pacific Railroad

Eighty-five years ago today, Union Pacific's streamlined M-10,001 was on the third day of a 3245-mile, coast-to-coast publicity run. The six-car yellow-and-brown train had departed Cheyenne at 10:56 p.m. on October 23. It crossed into Nebraska around midnight. Most of M-10,001's 52 passengers would sleep through what was arguably its most notable achievement. UP's main line from Cheyenne to Omaha was double-tracked and mostly downhill. Here was the perfect opportunity to demonstrate the train's capacity for high-speed travel. When M-10,001 pulled into Omaha at 6:05 a.m. (CT) on this date in 1934, it had just covered the 507 miles from Cheyenne at an average speed of 84 mph. For one-fifth of that distance, it had run 100 mph or better. On a two-mile stretch near Sydney NE, it had briefly hit 120 mph.

Continued on next page:

Continued from Previous page: After pausing for a crew change at Omaha, M-10,001 resumed its eastward trek via C&NW rails. It rushed through Iowa cornfields and Illinois suburbs toward a mid-afternoon arrival at Chicago's La Salle Street Station. There, it took on fuel from a tank car parked on an adjacent track; for this major terminal was not yet equipped to service diesel locomotives.

At 3:30 p.m. (CT), M-10,001 slipped out of the Windy City on the final leg of its transcontinental journey. For the next thousand miles, it would be a guest of the New York Central on that road's famed Water-Level Route.

October 25 in railroad history: M-10,001

Eighty-five years ago today, Union Pacific's streamlined M-10,001 was on the final leg of a 3245-mile, coast-to-coast publicity run. Its destination: Grand Central Terminal in midtown Manhattan. Its itinerary: New York Central's four-track Water Level Route.

Why would the Northeast's busiest railroad permit its operations to be potentially disrupted by the publicity stunt of a rival? In the wake of America's most pervasive economic meltdown, all railroads recognized their need to woo back the traveling public with faster schedules and modern equipment. Hence, NYC (and other eastern roads where M-10,001 would visit, including B&O, PRR and New Haven) joined forces with Union Pacific to combat their two common enemies: the automobile and the airliner. All railroads would benefit from a well-publicized demonstration that intercity passenger trains could be fast, comfortable and exciting. Ironically, no railroad would ever duplicate one of M-10,001's most impressive achievements: never again would a passenger be able to travel from New York to the west coast without changing trains.

New York Central's hospitality was not without limits. As M-10,001 approached Batavia NY, it was careful not to exceed the 112.5-mph record supposedly set by the Empire State Express in 1893. For the final five miles into Grand Central, M-10,001 had to shut down its prime mover and be towed by an S-class electric. Somehow the paparazzi, who are usually keen to catch their subjects at the most awkward possible moments, managed to avoid documenting this train's humiliating predicament.

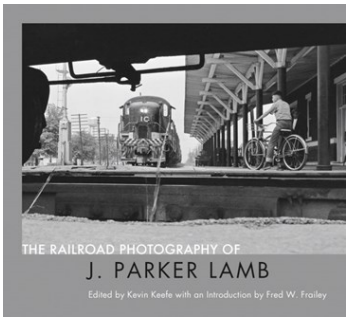
At 9:55 a.m. (ET) on this date in 1934, M-10,001 rolled into Grand Central Terminal, having covered the 3245 miles from Los Angeles in 56 hours and 55 minutes. UP vice-president William Jeffers pointed out that his train had averaged 1.6 miles per gallon of diesel fuel during its transcontinental jaunt. At 1934 prices, its total fuel bill was just $80. E. E. Adams (formerly UP's vice-president for engineering) noted that a similarly-sized conventional steam train would have required 3000 horsepower in contrast to M-10,001's 900.

A contemporary advertisement for GMC sport-utility vehicles asserts that things are more interesting when they come in groups of three. That psychological rule-of-thumb failed to hold true for M-10,001. Union Pacific's earlier streamliner, the M-10,000, captured public attention in February 1934 because it was first. CB&Q's Zephyr made headlines in May with its futuristic appearance and its dawn-to-dusk Denver-Chicago run. By October of that year, M-10,001 was merely more-of-the-same. Its technological achievements were worthy of notice; but in the public's eye streamlined trains had lost some of their novelty—much as NASA's Apollo missions would do in the early 1970s

Amtrak Says it had its Best Year in Company History

Kimberly Adams Nov 11, 2019
Amtrak is in the middle of a turnaround plan shepherded by CEO Richard Anderson, and according to the federally subsidized railway, it had its best fiscal year in company history: Ridership is up by almost 3% in the fiscal year that Amtrak closed at the end of September. The company says it's on track for "operational breakeven" by fiscal year 2020.
Revenue is also up nearly 4%, and the company managed to cut its annual loss to a fifth of what it was in the past year. Amtrak is banking on many of its traditionally lucrative services, such as those in the Northeast corridor, and boosting those. But it's also investing in local and long-distance services across the nation.

The Railroad Photography of J. Parker Lamb Thu, Nov 7, 2019 Trains Magazine



CRP&A | CENTER FOR RAILROAD PHOTOGRAPHY & ART

J. Parker Lamb broke new ground in railroad photography. His exceptional collection came to the Center for Railroad Photography & Art in 2015, and his work is now the subject of a book, published by the Center. The text comes from Kevin P. Keefe and Fred W. Frailey. Frailey wrote a foreword that presents Lamb's life story while contextualizing his work within the pantheon of railroad photography. Keefe served as editor, writing captions as well as an afterword focused on the singularity of Lamb's photography in the South. Jeff Brouws and Wendy Burton did the design work, while Scott Lothes assisted with photo editing and digital prepress production.
$60 plus $5 for domestic shipping, hardcover, 10×11 inches, 208 pages, 160 duotone photographs

Railfan Events (Thanks to Rick Krenske, Bill Dredge)

Twin City Model Railroad Museum (Friday Nites are Back)	Mondays, Tuesdays, Fridays 10:00 am—3:00 pm Saturdays 10:00 am—5:00 pm Sundays 12:00 pm—5:00 pm	668 Transfer Road Suite 8 St Paul MN 55114 651-647-9628 (see Night Trains on Page 17 too)	$15 (special rates for groups)
Hennepin Overland Model Railroad Club open house	Most Saturdays and Sundays Oct 2019 thru February 2020. 1:00 pm—4:00 pm	62501 East 38th Street Minneapolis MN 55406 (612) 276-9034	$5 $15 family
Randolph Railroad Days (15th annual)	March 28th, 29th 2020 10:00am—3:00 PM	Randolph Minnesota High School Randolph MN 55065	$6
Worlds Greatest Hobby on Tour	Feb 29 and March 1 2020 10:00 AM—5:00 PM	RiverCentre St Paul MN (next to Excel Arena)	$10
39th Annual La Crosse & Three Rivers Model Railroad Show	Sat March 21 2020 9am -- 5pm Sun Mar 22 2020 10am — 4pm	The Omni Center 255 riders Club Road Onalaska WI	$7
Rails and Rivers Mankato 2020 C&NWHS Convention	May 28-31 2020 (see web site for all events) www,CNWHS.org	Mankato City Center Hotel across rom C&NW Station	Registration fees apply
Model Railroaders Retreat	Fri March 13, 2020 Sat March 14, 2020 9am-5pm	Mt Olivet Luthearn Church Plymourh MN	$25 Regis-tratin fee
Twin City Model Railroad Museum Hobby Show and Sale	May 16, 2020 from 9 am to 3 pm	MN State Fairgrounds – Education Building 1265 Snelling Ave N Falcon Heights, MN 55108	$6

Northstar News
1515 Creek Meadow Dr NW
Coon Rapids MN 55433 3768
Address Correction Requested