

**NRHS**

Publishers of the Minnesota Rail Calendar

Northstar News

Time for the Irish?



L: Milw Hiawatha ABA
FP7's (location and date un-
known) -Chad Peterson Col-
lection

R: Milw E-7 Passenger Train
at the Minneapolis Depot
(Date unknown) -Chad Pe-
tersen Collection



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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. Our next business meeting is scheduled for Saturday March 21 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 March 21 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 March meeting — Joe Fischman will present a program on the M&NS railroad.

I am please to announce that member reservations for the upcoming 2020 National Convention will open tomorrow, February 29th, 2020. We are offering a great plan for the Southern California convention starting on Monday, June 8th thru the following Saturday, June 13th. Yes...we will have a steam excursion on a privately chartered trip over the Fillmore and Western RR. An actual live steam trip just like years ago. John H. Goodman National Convention Chairman. Next newsletter will be out around Apr 1, 2020.

Northstar Chapter Officers

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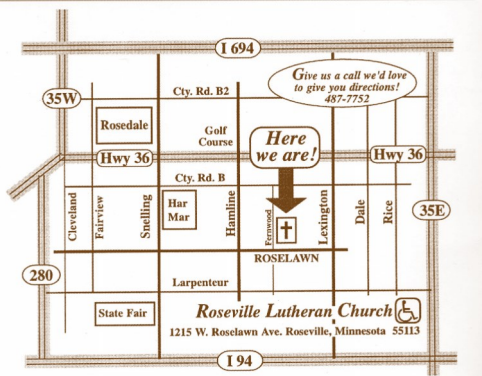
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Meeting Location: From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the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



From the Editor:

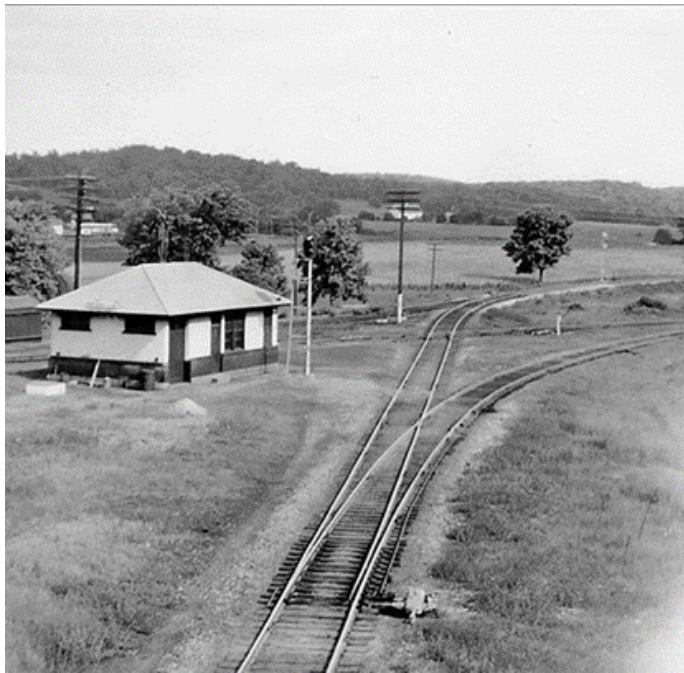
Note: Final Notice: **Member dues are overdue.** NRHS member dues are unchanged (\$25), but the *subscriber dues* have been raised to \$30. If you have not renewed, this will be your last newsletter!.

A BOD meeting was held Jan 25 2020. Most of the discussion was what to do with the library. Initially, we will try to sell non-midwestern railroad books from our general railroad category. We will continue to sell duplicate material at selected flea markets. Also, the Calendar process was discussed. Projected production date of the 2021 calendar is July 1st. Trips and programs were discussed and the result of these discussions are being presented at our monthly meetings.

Meeting Minutes February 15 2020 at Roseville Lutheran Church

President Bill Dredge called the meeting to order at 6:32 pm. Twenty three members were present and a Quorum was determined by NRHS members raising their hands. President Dredge then called for a motion to approve the January 2020 meeting minutes as printed in the Feb 2019 newsletter. John Goodman and Ed Johnson seconded the motion for approval, which was unanimously approved by members. Russ Isbrandt gave the Treasurers report. Our cash position in our chapter account and our calendar account total about six hundred dollars less than this time last year. Calendar sales were the main factor in the reduction of the checking account balance from last month's accounting. The form for our non-profit status was sent to the IRS. Renewal of our organization status was sent to the state of Minnesota. The Library report was given by John Goodman. Visitors are encouraged to visit the library at our chapter meets every Wednesday at the library in Crystal MN from about 10:00 am to 3:00 pm. We are in the process of selecting photos for our 2021 calendar and determining duplicate material to sell at future flea markets. John Goodman reported that calendar sales accounting for the 2020 calendar showed a profit of over two thousand dollars. Members applauded the work Dawn and John have done on the Calendar. John Goodman gave the trip report. We will do our annual Light Rail/Northstar ride the third Saturday in June. Our Chapter picnic will be held at Maiden Rock Wisconsin the third Saturday in July. An August trip to the Iron Horse Museum or a trip to the Lake Superior Railway museum in Duluth was discussed for August. A poll of members was done for what trip we do. Members chose to attend the Lake Superior Railroad Museum since this year is its twenty fifth anniversary. John stated that this trip will be more expensive and will research the cost of hiring a bus for the trip and will report back to the group at the next meeting. Wayne Torseth suggested we do the Iron Horse visit in June instead of the light rail train ride. This was tabled to discuss at the next meeting. John Goodman gave the Program report. The evening program was slides of the Great Northern recently acquired by Greg Smith. The March 2020 meeting will have Joe Fischman present a program on the Minneapolis Northfield and Southern Railroad. The April 2020 meeting will have a railroad slide presentation from Bob Anderson. Dawn Holmberg may present a photo show at the May 2020 meeting. Dawn Holmberg (who is recovering from a recent illness) gave the NRHS report. The NRHS is proposing a change to reduce the BOD from over twenty to eleven. This will be discussed at the Spring Conference in Cincinnati in March. *Continued on next page:*

Continued from previous page: This is planned on a vote by members at the Los Angeles Convention. The convention for this year is all set. The NRHS had to switch website vendors due to a take-over of the company that previously provided Web Site capabilities for NRHS activities. It is hoped that this issue will be resolved and that registration for the Los Angeles convention will be available for members by the end of the month. Dawn is meeting with Charles Barthold to get the website up and running. The NRHS 2019 Fall Conference was held in Dallas Texas. The 2021 convention will be held in Portland Maine. Cheer committee was given by John Goodman. John has been unable to contact past president Marty Swan. Mike Mackner's brother has passed away, and Mike has moved again. Vice President Ed Johnson's Mother passed away in December. She was over 100 years old. The Web report was given by Dan Meyer. The chapter website is up-to-date and there is nothing to report. The newsletter report was given by Richard Tubbesing. The cost for the newsletter is about sixty to seventy dollars a month. There is usually an additional purchase of stickers and labels for mailing each year. Richard also mentioned that the newsletter would like to print stories of railroad related trips by members. President Bill Dredge stated that our meeting location at the Roseville Lutheran Church is all set through May. Dawn will be negotiating with the church for Fall 2020 meetings. There was no old business. New Business was called for by Bill Dredge. Bob Clarkson stated that from 'All Aboard Minnesota' is that the Minnesota Governor is proposing money to fund the second Amtrak Train from St Paul to Chicago. A brochure on this issue was handed out to all members present by Bob Clarkson. President Bill Dredge then called for adjournment of the meeting at 6:46 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. Respectfully submitted, Secretary Richard Tubbesing



Merriam, MN (C&NW/M&StL)

Provided by Chuck Lavalle

Looking South at Merriam in 1950. The switch is lined for West-bound on the Omaha. I presume this was a standard feature instead of having derails at the Home signal. When cleared for the M&StL the switch would line back for the Main Line. The M&StL continued over the diamond and around the curve toward Jordan. The depot at Merriam is a USRA design probably built in the 1918/1919 era same as Carver and some other M&StL depots. Merriam was a joint M&StL/Omaha station manned by Omaha personnel.

~ [Vern Wigfield](#)

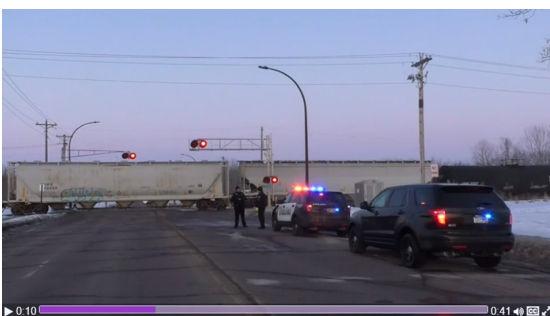


Soo 700 to ILS

From: [Dave Schauer](#) Date: Sat, 08 Feb 2020 12:37:06 PST

We were tied up this morning so we couldn't intercept the Superior-Northtown departing, but did catch up with it at Holyoke for a shot with the air asset as the train crossed the Net River. A pair of former Santa Fe geeps were power for the train. Along for the ride was the museum's Soo Line 700, headed to Independent Locomotive Service for some work. 2/8/2020 <https://www.railpictures.net/photo/724959/>

Dave Schauer Duluth, MN



Collision in New Ulm MN

[Bernadette Heier](#) | February 22, 2020 at 8:00 PM CST - Updated February 22 at 10:46 PM

NEW ULM, Minn- At approximately 4:13 p.m. Saturday, February 22 the New Ulm Police and Fire Department responded to a car vs. train collision at 20th South Street in New Ulm. The driver of the vehicle was a 48-year old female.

"Information provided by initial responding officers indicated that the cross lights were working and the driver failed to stop for the train that was approaching," said Corporal Eric Gramentz of the New Ulm Police Department.



Kernels of truth for skeptics

By ADAM BELZ • adam.belz@startribune.com

CRYSTAL—The corn lay as smooth as a yellow brick road between the railroad tracks in the picture that went viral on social media, but, skeptics asked, was the picture real?

Why were no animals eating the corn? Why was the spill so clean, with what looked at first glance like not a single kernel falling outside the tracks? Photographs were enhanced and investigated, wildlife expertise proffered, deer-hunting jokes made.

The photo, it turns out, is real.

The spill happened in Crystal on the Canadian Pacific rail line roughly between the Bottineau Boulevard bridge and the cul-de-sac of Scott Avenue North, much of it on a tree-lined stretch of the railroad right of way with homes on either side.

The corn stretched for roughly 2,000 feet, and assuming it was about 1 1/2 inches deep the whole way, was in the ballpark of 900 bushels, or \$3,465 worth of

grain by Tuesday's prices at the Chicago Mercantile Exchange.

Gary Bates, who lives in a home next to the tracks, said that in warmer weather he figures birds would be swarming the tracks to eat the corn.

"There are deer and raccoon in the area but they're hunkered down, in my guess," Bates said. "They didn't get the e-mail."

Bates has seen grain spilled on the rail line before, but nothing like this.

"I've never seen the track completely covered in corn," he said.

Ryan Hentges was grabbing supplies from a heating and cooling truck in a driveway 100 feet from the tracks. He had seen the photo on Facebook and his face broke into a smile when he learned the spilled corn was only a few steps from where he stood.

"It's right there?" he said. "I can't believe they didn't suck it up already."

See CORN on D8 ►

◀ CORN from D1

In fact, railroad workers were starting to clean up the corn as he spoke, using a high-rail vacuum truck moving slowly under the Bottineau bridge, its vacuum screaming in the cold air.

The spill did nothing to stop rail traffic, however. Two trains rumbled over the corn before the workers started the cleanup.

Hentges said he figured the photo was real when he first saw it, but "it's hard to believe anything you see on social

media."

A spokesman from Canadian Pacific Railway confirmed the spill Tuesday and that a crew was cleaning it up.

Bates, who lives near the tracks, had just taken pictures of the corn on a morning walk and was heading home.

He said he hadn't seen any pictures on social media and didn't plan to post any there.

"I'll just send them to my kids," he said.

Adam Belz • 612-673-4405
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Amtrak Tests Charger Locomotives on 'Empire Builder' Route

By Justin Franz | January 28, 2020 From the TRAINS Newswire Provided by Rick Krenske



Left and Center: New Charger locomotives on Amtrak trains. Provided by Roger Libra Right: Charger locomotive No. 4627 leads an Amtrak test train through Wauwatosa, Wis., on Tuesday afternoon. Amtrak is testing the locomotives for use in long-distance service. TRAINS: David Lassen

CHICAGO — People along Amtrak's *Empire Builder* route are getting a preview of the future of long-distance passenger service this week as the railroad runs a test train powered by two Siemens Charger SC-44 locomotives.

On Tuesday, the test train led by two Chargers departed Chicago bound for Seattle. Along with the SC-44 locomotives, the consist includes a P42 and nine passenger cars to simulate the weight and length of one of Amtrak's long-distance trains.

"The purpose of this trip is to gather data," says Amtrak spokesman Marc Magliari, adding that officials from Amtrak and Siemens were on the train.

The train was expected to arrive in Seattle on Thursday morning. Additional tests are expected on the *Coast Starlight* and *California Zephyr* routes in the near future.

In December 2018, Amtrak announced that it was purchasing 75 Siemens Charger locomotives for long-distance services [see "[Siemens to supply 75 new Tier 4 locomotives to Amtrak](#)," *Trains News Wire*, Dec. 21, 2018]. The locomotives will replace Amtrak's aging fleet of GE-built P40 and P42 locomotives, some of which have been in service for more than 25 years. The new locomotives are expected to start arriving in the summer of 2021.



Canadian Pacific Places Five Locomotives with Military Paint Schemes in Service

RT&S Class 1, Freight, Railroad News Nov 12 2019 Written by David C. Lester, Managing Editor



CP Military Locomotives Canadian Pacific

Canadian Pacific (CP) unveiled five specially painted locomotives on Remembrance Day in Canada and Veterans Day in the U.S. honouring the culture and history of the armed forces. The five Electro-Motive Diesel SD70ACUs will take the message of military pride across the CP system.

“As a leading employer of veterans, CP is proud to commemorate military machines and the brave men and women who’ve operated them in conflicts around the world,” said CP President, CEO and veteran Keith Creel. “As these locomotives pass through communities across the CP system, I hope those who see them will reflect on the sacrifices made by so many of their countrymen to protect and defend their freedom.”

CP personnel carefully studied the paint colours and patterns that branches of the Canadian and U.S. militaries applied to tanks, planes and warships. Based on their research, they devised five liveries for these locomotives:

CP 7020 wears North Atlantic Treaty Organization green, which the Canadian and U.S. armies apply to fighting vehicles and equipment serving in temperate climates.

CP 7021 wears the sand colour that the Canadian and U.S. armies apply to fighting vehicles and equipment serving in arid climates.

CP 7022 wears the grey, red and black colour pattern of modern Canadian and American warships.

CP 7023 wears a two-tone gray paint scheme designed after the livery applied to Canadian and American fighter jets.

CP 6644 wears the camouflage colours applied to Royal Canadian Air Force “Spitfire” fighter planes flown at the Allied invasion of Normandy, France, on June 6, 1944.

Four of the five locomotives bear a Canadian flag on one side and American on the other. CP operates in both countries and employs veterans of both countries’ military services.

“We are proud to support our veterans and the invaluable skill and experience that they have gained serving their country,” said CP Senior Vice-President Engineering, Mechanical and Procurement Scott MacDonald, a veteran. “These locomotives are a symbol of our support. They will operate in regular service and further support our commitment as a proud employer of veterans in Canada and the United States.” *From a Canadian Pacific press release.* cpr.ca.



Iron Range Book for sale:

Taconite: New Life for Minnesota’s Iron Range

\$45 The History of the Erie Mining Company (Available at the LSRM)

From The Camerail Railroad Club 'Mixed Train Newsletters'

CONSIST CORNER

UP #69 Kans City MO-Denver CO
10/22/1948 from the files:
Power not reported
UP 2270 30' PO (off at Ellis KS)
UP 3068/3048 69' Baggage-Mail
UP 711 Chair 50seat Ellis
UP 1226 " 44seat Salina
UP 1232 " ditto "

UP #18 Portland Rose 12/18/1968
from Earl Jensen's collections
UP 948A/941B/942A E-9A/E-8A's
RBCX 2679 Beer
UP 5770/5709 MRe 81' Mail
SP 6622 BEt 65'7"
NYC 9494 BEe 50'7" Baggage mail car
REX 1015 BRp 42'8" ditto
(no Rider coach or passenger coach)

UP #9 City of St Louis at Chey-
enne WY 10/24/1948 from the files:
Power not reported:
UP 2240 30' PO 39'stge
UP 1750 BEe 69' baggage
"Silver Spruce" 10'sect 1DR 1Comp
sleeper
"American Falls" LWT 6Sect 6Rmt 4BR
sleeper
"American Rapids" ditto
UP 1546 Club lounge
Wab. 32 48seat diner
UP 5331/5300 48seat coaches
UP 5338-5337 ditto
PFE 515 Express refrigerator

CB&Q #14 Hastings NE-Omaha NE
7/13/1958 from Dave Seidel's files:
CB&Q 9938/9942 E-8A's
PRR 5827 HWT Baggage car
CB&Q 1534 BEe 70' baggage car
" 1310 BEe 60' ditto
" 1942 30' postal 39' storage
" 6157 83seat coach (rider?)
" 996/1020 BEe 72' Havelock Cars
" 1038 ditto
(last 3 picked up at Lincoln)
from Conductor R.G.Sharp's time book

CONSIST CORNER

Soo Line 1st 10 Winnipeg
June 22, 1962 thanks to Tony Fey
Soo Line 504A 551/ 505 FP7/GP-9/FP-7
PC&M "Glendale" 6Comp 3DRM Slpr
"PC&M "Glen Alta" ditto
PC&M "Glen Cove" "
NYNH&H "Black Point" 14Rmt 4BR Slpr
C&NW "Imperial Mark" 4-4-2 sleeper
WAB. "Blue Horizon" 12-4 sleeper
UP "National Emblem" 4-4-2 sleeper
UP "Pacific Emblem" 10rmt 4DBR Slpr
CB&Q "Silver Gladiola" 6-6-4 sleeper
NKP "City of Ft Wayne" 10 & 6 sleeper
PRR "Cascade Heights" 10 & 5 sleeper
PRR "Imperial Mantle" 4-4-2 sleeper
CB&Q "Silver Tulip" 6-6-4 sleeper
CP 2200 " 68 seat coach
CP 2274 ditto
CP 2257 "
CP "Antrim" 36 seat dining car
CP "Aspley" ditto

AT&SF MAIN TRAIN 3/23/1953 at
Newton KS thanks to Tony Fey:
AT&SF 2902 4-8-4 steam engine
PC&M "McBridesville" 12-1 slpr
PRR "Dresden" "
AT&SF 1094 Lounge (as Administration?)
" 1305 Club car (pair of above?)
IC "Chief Sitting Bull" 10-1-1 slpr
PC&M "Elmo" 14Section
" "Matheson" 10-1-2 Slpr
" "East Alhambra" 12Sect 1DR
SP "Alazon" "
PC&M "Grand Lake" 10-1-1 Slpr
AT&SF 1406/1409 36seat diners
UP "Hutchinson" 12-1 slpr
NYC "Espanola" ditto
PC&M "Rising Star" "
" "John Dickinson" "
PRR "Ambluco" "

IC 3/3/1951 at Memphis TN #23
The Delta Express (Memphis TN-Green-
ville MS) (150.5 miles thanks to Keith
White
IC 1136 4-6-2 steam engine
IC 716/756 BEe 70' Bag Express
IC 757 ditto
IC 354 30' "
Rwy postal car
IC 2150 60seat coach
IC 2699 48seat coach
IC 2687 52seat coach
(timetable display says "Diesel Pow-
er!")

T&WTWIN CITIES & WESTERN
RAILROAD COMPANY**New Rail Spur Being Placed East of Norwood Young America**

Provided by Roger Libra



An aerial shot of Pattison Sand Company's quarry.



The rail spur in place at Pattison Sand Company, and example of what is coming to NYA. (Photos provided by Jackie Lee)

NYA residents heading east on Hwy. 212 may notice some heavy activity along the railroad in 2020. The reason for this is the installation of a new rail spur by Pattison Sand Company, an aggregate production company out of Iowa. The rail spur will allow Pattison to move large quantities of aggregate material through Minnesota while bringing jobs to the community.

"A rail spur is an economic driver to a region," said Jackie Lee, Director of Aggregate Sales/Marketing for Pattison Sand Company. "It provides the ability to move large quantities of materials in a very cost effective way."

A rail spur is a long line of track that's off the main line of the rail road. They're typically used to either drop off or load cars as well as store cars for transport. For Pattison Sand, for example, they will transport their products, which include quartzite silica sand and dolomitic limestone, which are used for construction. They will also move things like light poles, soy bean oil, and other community demands, according to Lee. But the first priority for Pattison is their building materials.

"In regards to products delivered to and through the Norwood Young America facility our first goal is to transport high quality aggregates to the region, as the local source for materials continues to dwindle," said Lee. "Further to that initial goal, the site has been identified as a location that maybe be beneficial for other rail served industries."

Lee followed up by stating that there are already companies inquiring to use the rail spur as part of their own expansions. The more activity on the rail spur means the more opportunity for jobs close to NYA, as the rail spur will only be a mile east. One of the bigger talking points at some of the city council meetings Pattison Sand has attended is the effect on 212, and according to Lee, the good news is there shouldn't be a negative effect, but a positive one.

"Rail traffic ultimately decreases truck traffic and extends the life of highways due to reduced tonnages hauled across roads," she said. "These types of materials are moving to and from the region currently by truck. One loaded rail car moves what five trucks would have to transport."

However, that doesn't mean there won't be trucks at the site, but there won't be as many trucks with tons of materials driving back and forth on the highway to other sites. This will ultimately reduce truck traffic, according to Lee, as the trucks that come to the site will ultimately travel shorter distances with their cargo.

The project itself will start in 2020, and the first phase will take anywhere between 60 and 90 days according to Lee. After that they will begin bringing in material and employees, but there's no solid date on when this will begin.

Pattison Sand Company itself produces silica sand and limestone used in highway construction. They are now in their 4th generation of owners, the current owner being Kyle Pattison, and have "a 60 year history of providing innovative and value driven initiatives in the markets we serve, we are excited to become a vital contributor to the economy of Carver County" according to Pattison.

Removing BNSF Unit from Kootenay River

-provided by Roger Libra (Train Orders website)



The plan was to move it just across the river to the other shore where there was better vehicle access and cut it up into truckable pieces.

They used divers to position the air bags.. The divers were put into the water on the side of the tracks with X amount of rope tied to some of the equipment they had on the bank.

They had to put tons of rock out into the river to reach the locomotive. The locomotive was several feet from shore, but now "shore" almost reaches the middle of the locomotive. I would imagine that will all have to be removed, when finished. Sad part is it just received an overhaul at Topeka last November.

Sounds like Fred Devine a well known marine salvage firm did the removal job.

Count all the hard hats and orange jackets in the scenes. Then there side boom cats, bulldozers, large backhoes, pick up trucks and all the flatbed semi trucks to haul it 400 miles or so then motel rooms and meals for a month or more and we are talking tens of thousands of thousands of dollars.



BNSF Railway Commits to More Than \$3 Billion in Capital Spending

February 3, 2020 provided by Rick Krenski

FORT WORTH, Texas — In a regular service advisory, BNSF Railway began telling customers on Jan. 31 that it will spend more than \$3 billion on capital projects throughout its network. BNSF's statement is as follows:

"BNSF's 2020 capital investment plan reflects our emphasis on keeping the network in the best condition it has ever been as well as expansion projects aimed at meeting customer demands. Every year, we work to ensure that our capital plan enables us to continue to operate a safe and reliable rail network as well as addresses the needs of our customers today and in the future.

"The largest component of this year's \$3.4 billion plan, approximately \$2.55 billion, will primarily be for replacing and upgrading rail, rail ties and ballast (which are the main components for the tracks on which BNSF trains operate) and maintaining our rolling stock. This year's maintenance program will include approximately 11,000 miles of track surfacing and/or undercutting work and the replacement of approximately 489 miles of rail and nearly 2.7 million rail ties.

"Track bed excavation – Siding extension project at Ash Fork, Arizona (January 22, 2020)

The siding is being extended to 16,000 feet, allowing for longer trains to operate to and from Phoenix.

"Approximately \$581 million of this year's capital plan has been allocated for expansion and efficiency projects. Most of these projects are focused on key growth areas along BNSF's Southern and Northern Transcon routes, connecting Southern California with Chicago and the Pacific Northwest to the Upper Midwest, respectively.

January 25 in Railroad History: M-10,000

From: [Joseph Lechner](#) From Rick Krenske

The executive officers of the Union Pacific... 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."

- W. Averill Harriman, May 1933

Two experimental passenger trains burst upon the American railroading scene in 1934. Each train profoundly influenced the future direction of its owner, and each inspired countless miniatures.

Each was a three-car articulated trainset; each was energized by an internal-combustion engine that drove a generator to power electric traction motors. Each train sired a fleet of bigger and better streamliners.

Union Pacific's *M-10,000* was the first to be unveiled to the public (February 14, 1934), while CB&Q's *Burlington Zephyr* was the first to enter scheduled revenue service (November 11, 1934).

CB&Q 9900, soon renamed the *Pioneer Zephyr*, hauled passengers more or less continuously until its retirement in 1960, rolling up at least three million miles during its 26-year career. 9900 has been a star attraction at Chicago's Museum of Science and Industry for six decades.

M-10,000 did not fare so well. After accumulating some 995,000 miles as the *City of Salina*, its spark-ignited distillate engine was worn out and deemed not worth the cost of replacing. On this date in 1942, Union Pacific withdrew the *M-10,000* from service. Her aircraft-grade aluminum carbodies were soon recycled in wartime scrap drives.

UP and CB&Q drew three conclusions from their experiments. *First*, the diesel engine became the preferred power source for passenger (and then freight) locomotives. *Second*, articulated trainsets soon gave way to individually-coupled, off-the-shelf locomotives and cars. *Third*, stainless-steel became the material of choice for lightweight passenger cars. One wonders, had *M-10,000* been diesel-powered and stainless-steel, would that historic train still be with us today? Joseph Lechner



Cancellation of VIA Rail Services

Comments posted: On Feb 14, 2020, at 1:35 PM:

Not a whole lot other than a bunch of First Nation people protesting a pipeline by throwing a temper tantrum and disrupting a nation's economy as they do so.

The largest blockade, on the CN Kingston Sub, just east of Belleville, ON, has been in place for more than a week now. The location is along CN's busiest mainline in Canada, between Toronto & Montreal. 175 trains have been unable to run. Other blockades have been in Manitoba and in British Columbia, where Vancouver-area commuter trains were stopped. Other blockades have shut down CP east of Montreal and on CP's Montreal-Toronto main line.

CN is shutting down significant portions of its Canadian network until this is resolved. The protesters in Ontario were presented an injunction issued by a court of law and their response was to tear it up.

And yet the authorities are playing sissy when it comes to dealing with this lawlessness.

Gene Poon <sheehans2016@gmail.com>

This really is getting out of hand. Some of my Canadian friends tell me that most politicians won't do anything to offend the First Nation peoples as there is a collective guilt over the past treatment of those folks. I've heard that the Sudbury-White River Budd cars are about the only intercity trains running and that GO Transit has been disrupted on occasion. Not sure about the Montreal commuter services. But the economy will suffer if this continues much longer so hopefully they will find a solution. Walter Zullig

In this country we have a very strong constitutionally based prohibition about interfering with interstate commerce. Apparently, Canada is not similarly blessed. We have had occasions in this country where demonstrators tried to block an Interstate highway. The police removed them promptly. Plous, Fritz allaboardraildiscussion@groups.io"

AAPRCO

Mid-Month Highlights



Washington Update

by Ross Capon February 2020

Provided by John Goodman

President Trump's Amtrak budget request is a rehash of themes from his previous budgets with a dash of Richard Anderson thrown in. It's on [page 83](#).

'Reforms Amtrak to Provide Better Services. *Amtrak's network has not been significantly modified since Amtrak's inception 50 years ago, and long distance routes continually underperform, suffering from low ridership and large operating losses of roughly half a billion dollars annually. Simply put, Amtrak trains inadequately serve many rural markets while not serving many growing metropolitan areas at all. The Administration believes that restructuring the Amtrak system can result in better service at a lower cost, by focusing trains on better-performing routes, while providing robust intercity bus service connections. To accomplish this transformation, the Budget provides \$550 million in transitional grants for States and Amtrak to begin the process to restructure the net-work. In addition, the Budget provides \$936 million in direct grants to Amtrak, to support investment on the Northeast Corridor and existing State-supported lines, and to assist Amtrak in this transition.'* Meanwhile, back in the real world, Sen. Jerry Moran (R-KS) still has a hold on Presidential nominees to the Amtrak Board as he awaits an acceptable commitment from Amtrak regarding the future of the *Southwest Chief*. As well, the White House still has not produced a Democratic nominee and the Commerce Committee has a strong history of approving Rs and Ds simultaneously.

The Washington Post has a [report](#) including good quotes from House T&I Chairman Peter DeFazio (D-OR) and RPA's Sean Jeans-Gail. Here is one excerpt: "The administration has said that Amtrak should focus on improving its Northeast Corridor service, where it serves more densely populated areas between Washington and Boston. But critics say Trump's stance is hypocritical because his administration has stalled funding on a critical infrastructure project along the route that would improve service and facilitate higher-speed trains."

And RPA President Jim Mathews is quoted in Frank Wilner's "poetic" [write-up](#) for *Railway Age*.

AAPRCO has slightly modified its legislative ask with minor word changes to make it easier for non-railroaders to understand, and one substantive change-addition of the words shown below in red. In addition (not reflected below), AAPRCO is suggesting that the STB be given authority to resolve disputes where the Amtrak and car owners cannot reach agreement on policy changes. "Amtrak shall operate special trains, excursions, and move privately owned railcars on scheduled trains, when such operations are funded by, or in partnership with, private sector operators through competitive contracting, negotiated contracts, or open tariffs at the rates and rules in effect as of January 1, 2018, to minimize the need for Federal subsidies. Such rates from that date forward shall be subject to annual maximum escalation consistent with the Railroad Cost Adjustment Factor (RCAF). "The rules governing train makeup and obligations of operators, owners, and guests of Private car owners in effect on 1 January 2018 shall not be amended without the written consent of a majority of the Private car owners whose cars are registered with Amtrak and only after Amtrak presents detailed financial details as to all aspects of the operation of Private cars. "Amtrak shall pick up or deliver Private cars to all points where switching services are available from Amtrak as well as from those points where local switching services not provided by Amtrak are available. Owners and/or operators of charters, excursions, and Private cars shall be responsible for paying the actual **disclosed out-of-pocket** billing for the cost of any local switching service at any point where switching services are provided by Amtrak, and shall make arrangements for such services directly with the carrier where switching services not provided by Amtrak are available." This is AAPRCO's view of what PRIIA Section 216 should look like. It currently reads as follows, which has been law since 2008: "Amtrak is encouraged to increase the operation of special trains funded by, or in partnership with, private sector operators through competitive contracting to minimize the need for Federal subsidies. Amtrak shall utilize the provisions of Section 24308 [of Title 49, USC] when necessary to obtain access to facilities, train and engine crews, or services of a rail carrier or regional transportation authority that are required to operate such trains."

Trump's Budget slashes Amtrak funding, Phases out Long-distance Routes AAPRCO news



President Trump's budget would slash Amtrak's funding more than 50 percent compared with 2020 levels. Photo - amtrak.com

Donald Trump's administration has unveiled a proposed fiscal-year 2021 budget that calls for cutting Amtrak funding by more than 50 percent compared with 2020 levels. The White House budget would cut funding to the Northeast Corridor from \$700 million to \$325 million, as well as cut funding for long-distance train routes from \$1.3 billion to \$611 million. After that, the White House would phase out support for Amtrak's long-distance trains, Reuters reported. The budget also would provide \$13.2 billion for public transportation, a \$303 million increase from the FY2020 enacted level, according to the American Public Transportation Association (APTA). However, the budget would cut passenger-rail grant programs by \$712 million for a total of \$1.8 billion. Trump's budgets have called for similar cuts in the past, but have been rejected. Democrats are not likely to go along with this latest proposal. Meanwhile, the Trump budget also proposed a 10-year, \$810 billion plan for surface transportation reauthorization to replace the FAST Act, which expires September 30. The amount is \$75 billion above current law levels, according to APTA. That proposal includes \$155.4 billion for public transit over the 10 years. The administration stated that it would submit a comprehensive surface transportation reauthorization proposal in the coming months, APTA officials said in a legislative update

Disney, Brightline Confirm Talks Over Theme-park Rail Station AARPCO news

Officials representing the [Walt Disney Co.](#) and private passenger-rail service [Brightline/Virgin Trains USA](#) have confirmed they're in advanced discussions about construction of a train station on or near theme-park property as part of a route to Tampa.

The talks with Disney are in a "rather advanced state now," said Michael Cegelis, Virgin's executive vice president for infrastructure, the [Orlando Sentinel reported](#). Walt Disney World Resort is an obvious choice for a rail station between Orlando International Airport and Tampa, Disney officials said.

"While we have not yet made any definitive commitment, we have mutually agreed to more formally explore developing a train station on our property," they said in a prepared statement.

Brightline/Virgin Trains is working on a \$4 billion, 160-mile expansion from West Palm Beach to the Orlando airport. Three more stations are slated to open late this year in south Florida: They are in Aventura, Port Miami, and Boca Raton. Train stations also under consideration for the Space Coast are of Brevard County and Treasure Coast region of Indian River, St. Lucie and Marin counties, the newspaper reported.

Amtrak Downeaster Logs Record Ridership in 2019

The Amtrak Downeaster service achieved a record ridership of 574,404 passengers in 2019, a 7.8 percent increase from the previous record ridership set in 2017, the Northern New England Passenger Rail Authority announced late last week. The service, which operates from Brunswick, Maine, to Boston, logged record ridership growth in nine out of the 12 months of last year, authority officials said in a press release. "August ridership of 60,944 was an all-time record and the first time that Downeaster ridership surpassed 60,000 passengers in a month," said Natalie Bogart, the authority's marketing director.

Authority officials attributed the ridership surge to increased frequency to Freeport and Brunswick, improved service reliability and repeat riders.

"We are committed to the continued growth of the Downeaster service and are working hard in 2020 to improve/expand transportation alternatives to further enhance mobility to our citizens and support economic growth for Maine business-



Amtrak's Downeaster service operates from Brunswick, Maine, to Boston. Photo - amtrak.com

C&NW 1385's Road Back is Clear. New Boiler Graces Iconic Midwestern Favorite

Trains Magazine: Thursday, February 13, 2020 Provided by Rick Krenseke



Photo from Northstar RR Historical Society Archives

Restoration of one of the Midwest's most iconic steam locomotives, Chicago & North Western No. 1385, is in the homestretch. Last fall, a new boiler arrived from the fabrication shop in St. Louis. Weighing more than 41,000 pounds and new from mud ring to steam dome, it was united with the 112-year-old running gear to bring life again to this R-1 class Ten-Wheeler. Built in 1907 at the American Locomotive Co. shops in Schenectady, N.Y., it was a member of the C&NW's most numerous class of locomotives. Used in fast freight and local passenger service, it worked for the C&NW for all of its 49-year life in revenue service. Retired in 1956, the railroad sold it in 1961 to the fledgling Mid-Continent Railway Museum for the scrap value of \$2,600. The museum had it running by 1963. In the early 1980s, No. 1385 pulled specials on the Chicago & North Western main line. By 1998, No. 1385 needed major repairs, and it languished as a static exhibit.

The museum started repairs. In the early 2000s, and it sputtered along until the Wagner Foundation pledged a \$250,000 challenge grant. Since then, the Wagner Foundation has continued to make matching grants to support the project, and it remains the biggest single contributor to the \$1.7 million project. Spec Machine, of Middleton, Wis., is in charge of the restoration. Work on the running gear is all but complete, and the pace of work is increasing. Spec Machine's Steve Roudebush estimates a year to a year-and-a-half before the fitting up is completed. The end of this restoration, now in its ninth year, may be in sight, but there is one factor in the timeline that no human can predict or control. The finished locomotive, even without its tender, will weigh more than 180,000 pounds, and it can roll out of the shop on a special low-bed trailer only when the ground is frozen.

Its departure in the dead of winter might make a wonderful Christmas card image, and its return to service at the Mid-Continent Railway Museum will be a wonderful gift. No. 1385 may be well over 100 in age, but it will be, as Roudebush says, "A zero miles locomotive, as good as new, and maybe even better than that."

Amtrak CEO Has a Plan for Profitability, and You Won't Like It

Bloomberg Businessweek Nov 20th 2019

Chopping up long-haul routes and saying goodbye to traditional dining-car service are part of former Delta chief Richard Anderson's solution. Train lovers aren't thrilled. By Devin Leonard

My journey from New York to New Orleans on the Amtrak Crescent began forebodingly. I was stowing my bags in the sleeping car. As the train left the station, the Amtrak attendant who'd be taking care of me on the trip stopped by. "Settle in," he advised. "We're going to be here for a while."

"Yeah," I said. "Thirty hours."

"All that," he replied knowingly, "and maybe more."

The Crescent is one of Amtrak's tardiest trains. Southbound, it leaves New York's Pennsylvania Station every day at 2:15 p.m. Around 9 the next morning it pulls into Atlanta, where many passengers either depart or step off for a long-awaited cigarette. It ambles through some hypnotically beautiful Alabama countryside and somnolent Mississippi towns before arriving in New Orleans, according to the schedule, at 7:32 p.m. Almost three-quarters of the time, however, the Crescent is late, often by two hours or more. Last year, Amtrak lost \$39 million on the line, which comes as no surprise. How many people want to take such an unreliable train?

The people I spoke with in the dining car all had stories about the Crescent's delays and why they endured them. A semiretired cotton company executive from Montgomery, Ala., was a train lover and just happy to be aboard. "I enjoy it," he said, "even when it's late." We ate dinner with an Atlanta dentist returning from a wedding in New York. Normally he would have flown, but he'd had knee surgery and couldn't sit still for several hours on a plane.

I had breakfast the next morning with David and Sarah, Long Islanders in their mid-20s. David was terrified of flying. "It's a completely irrational fear, but I stand by it," he said. Sarah once waited eight hours for the Crescent to leave New York, but she'd grown up taking long trips on Amtrak and enjoyed their quirky moments. Before the meal was over, a congenial dining room attendant named Claude Mitchell led us all in a rendition of "Happy Train Ride to You," dedicated to a 4-year-old taking her maiden rail excursion with her with her grandparents. We wouldn't have done that on a plane.



Amtrak Crescent Source: Amtrak

If you wanted to create a railroad from scratch, you'd never design one like Amtrak. It had 32 million riders last year and revenue of \$3.2 billion. But it had an adjusted operating loss of \$171 million and has needed federal subsidies to stay afloat every year since Congress created it in 1971. The most functional piece of Amtrak is the 457-mile Northeast Corridor between Boston and Washington. The trains on this line may not be as fleet as the bullets of Europe and Japan, but they run frequently and pretty much on time. Amtrak can make sure of that because it owns almost all the Northeast Corridor track and controls much of the dispatching on it, which helps explain why the corridor had 12 million riders last year and an operating profit of \$524 million.

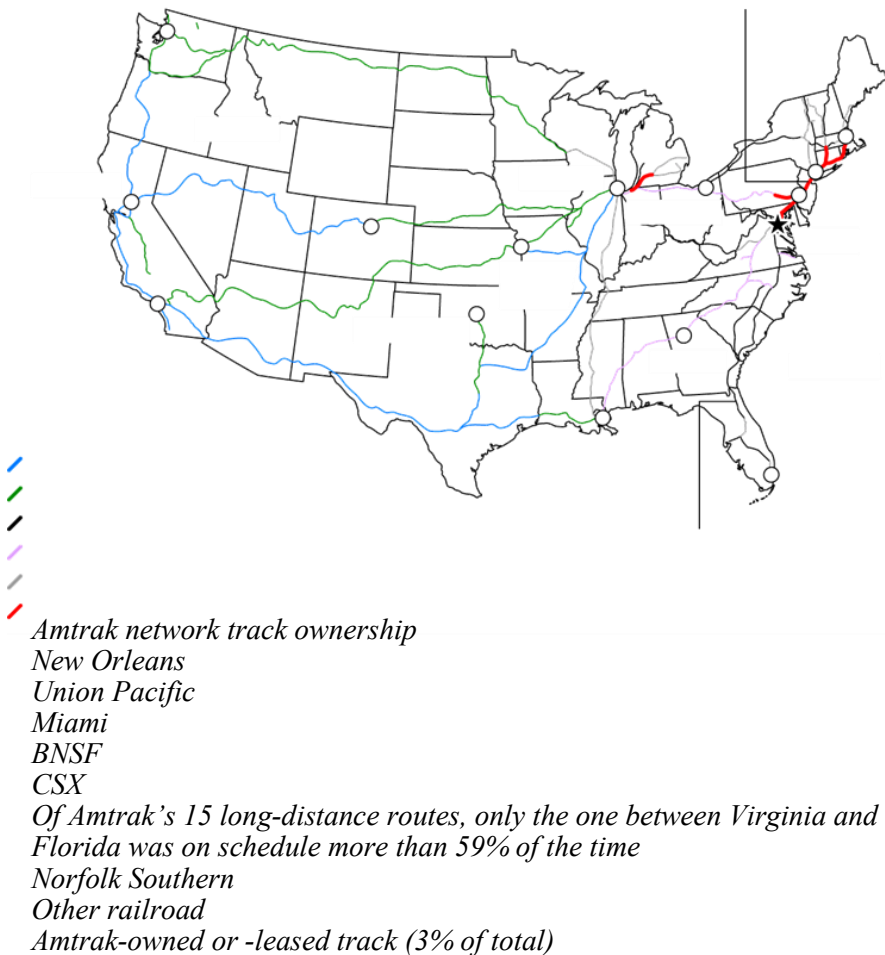
Then there's the rest of Amtrak's 21,400-mile network. Do you want to catch Amtrak in Cleveland? There's no train leaving there before 1:54 a.m. or after 5:50 a.m. Bring something to read, because outside the Northeast Corridor, Amtrak's long-distance trains operated according to schedule only 43% of the time last year.

The biggest reason is that Amtrak owns hardly any of these tracks. For the most part, they belong to freight railroads, whose predecessors persuaded Congress to form Amtrak in 1971 to take over their failing passenger operations. In return for what was essentially a bailout, the freights agreed to give Amtrak preference on their tracks. The meaning of preference on their tracks. The meaning of preference is technical and somewhat disputed, but in essence freight trains are supposed to pull onto a siding so trains like the Crescent can get by. In practice, the freights, which control the dispatching on their rails, often keep Amtrak trains idling while their own slower-moving trains pass.

Trouble Ahead, Trouble Behind Amtrak's on-time performance is directly affected by freight traffic—and the freights own the tracks. The Northeast Corridor route between Boston and Washington, where Amtrak controls dispatching, had an operating profit of more than \$500 million last year.

The Federal Railroad Administration and Amtrak want to sort this out by establishing performance standards designed to ensure that the trains are on time more frequently. The freights have resisted. Ian Jefferies, president of the Association of American Railroads, the freight industry's chief trade organization, recently told Congress that the private railroads carry far more cargo than they did in 1971, and that it's unreasonable to expect them to pull over every time an Amtrak train comes along.

(Paradoxically, Amtrak is also an association member.) For Amtrak, that intransigence—or what it calls flouting of the law—has been devastating. Ridership on its 15 long-distance routes declined last year by 4%, to 4.5 million trips. The \$543 million operating loss eclipsed the Northeast Corridor's profits. For decades, Congress largely sidestepped the question of how to improve Amtrak, preferring to squabble about whether Amtrak should even exist. But these days, Amtrak enjoys strong bipartisan support. The Trump administration has proposed significantly defunding Amtrak, but Congress has defied the White House. This year it lavished Amtrak with almost \$2 billion in annual subsidies. *Continued on next page:*



Continued from previous page: Amtrak's board of directors also broke with tradition. In 2017, rather than recruiting from the public-transit sphere, it hired a chief executive officer from the private sector: Richard Anderson, who'd become CEO of Delta Air Lines Inc. after it emerged from bankruptcy and restored it to profitability.

Working without a salary or an annual bonus—he probably doesn't need the money, having left Delta with \$72 million in company stock—Anderson is determined to move Amtrak toward self-sustainability. He's vigorously cutting costs and vows it will break even on an operating basis next year. That, he says, will enable Amtrak to spend its annual congressional subsidies to buy new trains and fix up its tracks and stations. Anderson will need all the money he can get. The Northeast Corridor has been underfunded for decades and needs an estimated \$41 billion to keep its bridges and tunnels, some of which were built more than a century ago, from collapsing.

He also wants to reconfigure Amtrak's long-distance routes so they're no longer money sops. He says several, including the Empire Builder and the California Zephyr, which transport passengers from Chicago to the Pacific Northwest and Northern California, respectively, could be turned into luxe excursions for rail enthusiasts who want to cross the Continental Divide in style. Others, he argues, should be broken up into shorter, faster routes between cities, enabling travelers to bypass congested highways and airports with their time-sucking security requirements. Amtrak already operates 28 such routes in states like Virginia and California.

These state-supported lines lost \$91 million in 2018, but they accounted for 15 million passenger trips—almost half of Amtrak's total ridership. Anderson has upset an impressive number of people. Amtrak's employee unions have condemned his trimming of call-center and onboard service positions and demanded his ouster. U.S. senators from rural states worry that if he gets his way, their constituents will lose service, paltry as it may be. Meanwhile, rail enthusiasts, of which there are more than a few, denounce him as a philistine who wants to kill Amtrak's long-distance routes, many of which have rich histories, because he doesn't understand or love trains as they do. Jim Mathews, president of the Rail Passengers Association, a national advocacy organization for train travelers, sees an irony. "He was brought in to make Amtrak operate as if it were a profit-making company," Mathews says. "He looked everybody in the eye and said, 'OK, are you guys ready for this? We're going to break some stuff.' And everyone said, 'Yes, this is what we want.' And then he started breaking stuff. And people were like, 'Wait, hold up. Stop! What?'"

Tall, bespectacled, and balding, Anderson has a senior faculty member's cerebral air. On an August afternoon, he sits at an oval table in Amtrak's headquarters near Washington's Union Station, dressed casually in a light blue checked shirt, blue pants, and gray sneakers. He's irritated by his detractors, but only mildly so. "Most of the critics are the people who yearn for the halcyon days of long-distance transportation," he says, referring to an era when fedora-wearing travelers crossed the country in plush trains, sipping martinis, perusing the funny pages, and visiting the onboard barber if they needed a trim.

Anderson has no such nostalgia, which is odd considering his family background. He grew up in Texas, the son of an office worker at the Atchison, Topeka & Santa Fe Railway. His dad took Richard and the family on rail trips to Chicago and Los Angeles. "I didn't come away with some huge love for trains, just like I don't have some huge love for airplanes," he says. "They're machines that you build a business around." He got a law degree and in 1978 became an assistant prosecutor in Houston. "He was one of our best trial lawyers," recalls Bert Graham, Anderson's boss at the time. "He had a way of seeing through bullshit." After nine years, Anderson took a job as an attorney at Continental Airlines. In 2001 he alighted to Northwest Airlines, where he became CEO. Following a stint in the health-care business, he returned to the airline world to be CEO of Delta in 2007. Anderson told reporters he hadn't been recruited to merge the airline with Northwest and then proceeded to do exactly that. He shaved \$2 billion in costs.

He also threw an occasional elbow. Anderson campaigned unsuccessfully to get the Obama administration to restrict the access of Delta's Persian Gulf rivals to the American market because he thought they were unfairly subsidized by their governments. While reciting his grievances in a 2015 CNN interview, Anderson told viewers to remember what happened in September 2001. Many in the aviation industry were stunned. Qatar Airways CEO Akbar Al Baker said Anderson had "no dignity." Anderson says he was being a fierce advocate for Delta just as he's trying to be one for Amtrak now. *Continued on next page:*

Continued from previous page: By the time he departed in triumph in 2016, Delta was routinely ranked No. 1 in the industry for on-time arrivals and fewest canceled flights. Anderson told everybody he was returning to Galveston, Texas, to do some fishing. If so, it didn't take. He soon got a call from Charles "Wick" Moorman, a veteran railroad CEO who'd signed up to serve as Amtrak's chief executive for a year and help it find a long-term successor. He spent six months as Moorman's co-CEO before taking over in January 2018. Anderson has taken on the freights as no previous Amtrak CEO did. Last year, Amtrak began publishing an annual Host Railroad Report Card, which grades the six largest private railroads according to how often their trains delayed Amtrak's on long-distance and state-supported routes. Canadian Pacific Railway got an A; Norfolk Southern Corp., which owns the tracks south of Washington on which the Crescent operates, received an F. (A Norfolk Southern spokeswoman said in an email that the company "takes seriously its obligations to Amtrak and does its best to support freight and passenger operations.") Sarah Feinberg, former head of the Federal Railroad Administration during the Obama presidency, applauds Anderson's harder line. "The reality is the freights have been holding up Amtrak trains forever," she says. "Previous Amtrak CEOs should have done the same."

Anderson has cut costs at Amtrak with the same zeal he showed at Delta. He shuttered a 550-employee call center in Riverside, Calif. Amtrak already had one in Philadelphia, he said, and didn't need another when so many customers were booking trips online. He was just as unsparing with management positions, getting rid of 600 and filling some of the top slots with former Delta and Northwest executives.

Perhaps inevitably, he and his team have introduced ideas from the airline industry, including assigned seating in the first-class section of the Northeast Corridor's Acela. Kevin Mitchell, chairman of the Business Travel Coalition, says the move infuriates corporate executives and their colleagues who board in different cities, hoping to sit together to discuss their affairs. "It was absolutely crazy," Mitchell says. "It didn't work." Amtrak disputes this, saying customers like assigned seats and it's part of the reason revenue on the Acela's first-class cars has risen 11% this year.

Anderson also demonstrated his lack of sentimentality toward trains. Early on, he visited Washington's Union Station, and he was appalled. The Marco Polo, former President Franklin Delano Roosevelt's private Pullman car, was sitting on one of the station's prime tracks. "Everybody's emotionally attached to it because it was FDR's personal car," he says, still sounding annoyed. "Fine, go put it in a museum. But let's not block up Union Station with some old antique car." The car has been moved.

For train lovers, the moment of truth was when Anderson initially refused to put up funds to improve a 400-mile stretch of the Southwest Chief between Dodge City, Kan., and Albuquerque. Anderson said it would be more prudent to run a bus between the two cities instead. "The idea that Amtrak would think about replacing passenger service with bus service for 400 miles and believe that we would still have a long distance passenger train service is something I can't get over," Senator Jerry Moran, a Kansas Republican, scolded Anderson in a hearing in June.

The Senate ordered Amtrak to run the train and forget about buses. Fine, says Anderson, but he hasn't given up on his plans to segment some routes.

The heresies have continued. In April 2018, Amtrak said it was eliminating traditional dining-car service on overnight trains on two routes east of the Mississippi. For decades, part of the ritual for sleeping-car passengers was strolling to the dining car for surf and turf, prepared to order by a chef. Now they're getting something closer to airline treatment: ready-to-serve meals heated for them on the train.

M.E. Singer, a contributor to Railway Age, a trade publication, says this is an old trick the Southern Pacific employed to depress ridership in advance of abandoning its passenger lines in the 1960s. "First, they took off the diners," Singer says. "Then they took off the sleepers. Then they extended the schedules. This is all very deliberate." Singer, it should be noted, is a train lover's train lover. He sent me a list of the summer rail vacations he's taken, starting in 1957 with a two-night trek from Chicago to Yellowstone National Park on the Union Pacific's National Parks Special. "If I close my eyes," Singer wrote, "I can still offer a vivid description of travel on each train."

One of the more thoughtful critics of Anderson's plans is Knox Ross, a former mayor of Pelahatchie, Miss. He's also a member of the Southern Rail Commission, which was created by Congress more than three decades ago to extend passenger train service in the region. In the afternoon of my second day on the Crescent, Ross boarded the train in Meridian, Miss., and joined me in the lounge car. Wearing a blue suit and looking somewhat like a heftier John C. Reilly, he was sweating a bit from the August heat. It was good to ride the Crescent with Ross. He'd spent a lot of time on the train and knows the crew well; his company made the trip more tolerable as it became clear we weren't going to reach New Orleans on time. Throughout the day, the Crescent had been passing freight trains laden with cement, gravel, new cars, and oil. But then the trains started being pulled to the side so Norfolk Southern's trains could pass.



A 1963 magazine ad.

Ross has been working with Amtrak to create a corridor between New Orleans and Mobile, Ala. These cities were once served by Amtrak's Sunset Limited, which ran between Los Angeles and Orlando. But the tracks between New Orleans and Florida were washed out 14 years ago by Hurricane Katrina. Amtrak never reinstated service on that section, even after CSX Corp., the owner of the tracks, resumed freight service. The proposed New Orleans-to-Mobile route fits perfectly into Anderson's new strategy, and this summer it seemed as if it were finally under way. Senator Roger Wicker, a Mississippi Republican, announced that the FRA had awarded a \$33 million grant for infrastructure improvements along the line. The states of Louisiana and Mississippi pledged a total \$25 million in matching funds. But Alabama Governor Kay Ivey, also a Republican, refused to put up the state's \$2.2 million contribution, saying it didn't have "the luxury of providing financial support for passenger rail service." Then there's CSX. "They haven't agreed to anything," Ross says. "They don't want the train." (CSX says it's up to Amtrak to decide what to do.) With such obstacles, Ross doesn't see how Anderson's corridor plan can be extended nationally. Nor does he think Anderson's confrontational tactics are improving things with the freights. "I've talked to some of those people," he says. "They hate this report card." *Continued on next page:*

Continued from previous page: As the train idled near Ellisville, Miss., we walked through the coaches. In the lounge car, Ross asked a conductor, "So how far in the hole are we now?" The man looked up from his paperwork. "It's 5:13 p.m.," he said. "We're already 2 hours and 10 minutes late."

By the time of my trip, it was clear Amtrak was planning to get rid of dining-car service on the Crescent, too. Ross didn't think that would help fill seats. And what of the crew members who might lose their jobs, including Claude Mitchell, the singing dining-car attendant? Exuberantly friendly whether he's serving food or having a casual conversation, Mitchell recognized Ross and took the opportunity to say hello. "Oh, hey, how are you doing?" Ross said, brightening up. "Always a pleasure," Mitchell said, gripping his hand.

"We've ridden quite a few trains together," Ross said. "Hopefully, we'll have a little side trip one to Mobile that you can work."

"I'm ready," Mitchell said.

"You can sing a tune all day over there."

"Well, he's heard me sing," said Mitchell, nodding my way. "I was a little hoarse, but I love doing it. I just hope and pray that we keep going."

"We're going to try," Ross said.

I try to get Anderson to take a train ride, but it never happens. Instead, we talk again in Washington. He says nobody's been fired as a result of his cost-cutting, including the dining-car changes on the Crescent. Everybody gets to keep their job at Amtrak, he says, though it may not be exactly the same one and in the same ZIP code. I later find out Mitchell is now a sleeping-car attendant on the Crescent; hopefully, he's exercising his vocal talents there.

I ask Anderson about what Ross said about his plan for shorter routes. He reels off some trends in his favor. Highways are too packed. Much of America's population growth is expected to be in cities, where young people aren't buying cars. "There are going to be obstacles," Anderson says, "but these obstacles are going to be overwhelmed by population, demographics, and road congestion."

The one time he starts to lose his cool—and only a little—is when I ask if he's trying to kill the long-distance routes, as some say. Anderson says Amtrak isn't just continuing to operate the routes as Congress has ordered, it's improving them. He notes that Amtrak will spend \$75 million next year refurbishing the cars on routes like the Crescent and an additional \$40 million on new locomotives. "Part of the problem is that the people that are the big supporters of long distance are all emotional about it," he says. "This is not an emotionally based decision. They should be reading our financials."

Anderson says he plans to ask Congress next year, as part of Amtrak's regular five-year reauthorization process, to allow it to begin experimenting with shorter routes on some lines. He's considering the Sunset Limited, which operates three days a week between Los Angeles and New Orleans. It was late more than half the time last year and lost \$35 million.

As for the freights, Anderson says he's hopeful they won't be delaying Amtrak's trains much longer. In June the Association of American Railroads lost its long-running legal battle to prevent the FRA and Amtrak from establishing on-time performance goals.



An employee pin from 1974. SOURCE: U.S. NATIONAL ARCHIVES

Kathryn Kirmayer, general counsel for the AAR, says there's still much for Amtrak and the freights to haggle over, including the meaning of preference on the freight tracks. "Some suggest that 'preference' should mean treatment like a presidential motorcade, where everything stops and pulls to the side to allow a single car—or in this case, train—to pass," she wrote in an email. "That approach just doesn't work." Anderson doesn't sound worried. He's also asked Congress to give Amtrak the right to sue the private railroads if they hold up its trains.

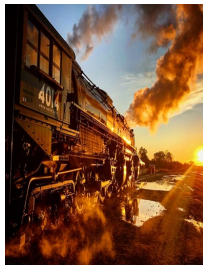
In November, Anderson announced Amtrak's latest financial results. Ridership had risen 800,000, to a record 32.5 million passenger trips in fiscal 2019. The financial loss had narrowed to \$30 million from the previous year's \$171 million, meaning Amtrak was well on its way to an operating profit in 2020.

Recently, Anderson floated yet another unsentimental idea: Perhaps the long-term future of Amtrak in some parts of rural America won't be trains at all. "It would have to be driverless vans," he said at a travel conference. "Smaller driverless vans."



Union Pacific Steam Club Update No. 11 - Feb. 10, 2020

Provided by John Goodman, Chuck Lavallee



We'd like to thank all of you for helping us celebrate the 150th anniversary of the transcontinental railroad in 2019. More than 1 million people visited the Big Boy No. 4014 as it traveled on its unforgettable tour across the Union Pacific system. The celebration began with the christening of No. 4014 in Cheyenne, Wyoming, May 4, followed by the historic double-header excursion where Big Boy was joined with the Living Legend No. 844 as they traveled to Ogden to commemorate the 150th anniversary of the driving of the Golden Spike at ceremonies held May 9.

The Great Race to Ogden was followed by The Great Race Across the Midwest throughout the summer. The tour season concluded with The Great Race Across the Southwest in the fall. Over 109 days, No. 4014 travelled 8,645 miles through towns, cities and communities in 17 states Union Pacific is proud to serve. *Continued on next page:*

Continued from previous page: No doubt thousands of photos and videos were taken at tour stops and locations along the way, many of which you shared on the UP Steam Club Facebook group – thank you! In fact, fans posted more than 55,000 photos, videos and stories, helping us record this very special moment in history.

We're proud of everyone who helped make the 2019 steam season a success, and we're thankful that you helped us keep safety at the forefront during these celebrations. We couldn't have done it without you.

Fun facts about our 2019 tour:

More than 1.1 million people visited Big Boy during the 109 days on tour.

More than 115,000 visited the "Experience the Union Pacific" rail car.

Fans traced the Big Boy's location on the Steam Trace map more than 3.5 million times.

More than 1,500 TV, print and digital news stories were published about the tour with a potential reach of more than

We'd like to thank all of you for helping us celebrate the 150th anniversary of the transcontinental railroad in 2019. More than 1 million people visited the Big Boy No. 4014 as it traveled on its unforgettable tour across the Union Pacific system.

The celebration began with the christening of No. 4014 in Cheyenne, Wyoming, May 4, followed by the historic double-header excursion where Big Boy was joined with the Living Legend No. 844 as they traveled to Ogden to commemorate the 150th anniversary of the driving of the Golden Spike at ceremonies held May 9.

The Great Race to Ogden was followed by The Great Race Across the Midwest throughout the summer. The tour season concluded with The Great Race Across the Southwest in the fall. Over 109 days, No. 4014 travelled 8,645 miles through towns, cities and communities in 17 states Union Pacific is proud to serve.

No doubt thousands of photos and videos were taken at tour stops and locations along the way, many of which you shared on the UP Steam Club Facebook group – thank you! In fact, fans posted more than 55,000 photos, videos and stories, helping us record this very special moment in history.

We're proud of everyone who helped make the 2019 steam season a success, and we're thankful that you helped us keep safety at the forefront during these celebrations. We couldn't have done it without you.

Fun facts about our 2019 tour:

More than 1.1 million people visited Big Boy during the 109 days on tour.

More than 115,000 visited the "Experience the Union Pacific" rail car.

Fans traced the Big Boy's location on the Steam Trace map more than 3.5 million times.

More than 1,500 TV, print and digital news stories were published about the tour with a potential reach of more than 105 million.

Streamlining Steam Operations

As you're probably aware, beginning in October 2018 Union Pacific launched Unified Plan 2020, a bold new operating plan that implements Precision Scheduled Railroading principles in an effort to secure UP's place as the industry leader in safety, service and financial performance.

As part of this effort, the railroad streamlined its operations in all areas, including the Union Pacific Steam and Heritage Fleet programs. While there's no question these changes have impacted operations, the Cheyenne Steam Shop remains in operation, UP's Heritage Fleet continues to be housed in Council Bluffs, Iowa, and planning is under way for 2020 steam activities.

As a member of the UP Steam Club, you'll be among the first to know of upcoming steam schedule information, so keep an eye on your e-mail or our Facebook group for UP Steam Club updates.

The Challenger No. 3985 Will Remain Officially Retired

Since work was completed on No. 4014 people have asked about the fate of The Challenger No. 3985.

The short answer: There are no plans to restore No. 3985. Many years of hard operation have resulted in the locomotive requiring a complete frame-up restoration similar to what was needed to make No. 4014 operational. Historically, Union Pacific's steam program has had two steam locomotives on its roster, and that count will remain the same moving forward.

No. 3985 last operated in "regular" train service in 1957. It was retired in 1962 and stored in the roundhouse in Cheyenne, Wyoming, until 1975 when it was placed on display near the Cheyenne depot. A group of Union Pacific employees volunteered their services to restore the locomotive to running condition in 1981. Where No. 3985 will ultimately reside is still in question, but it's safe to say the locomotive will remain officially retired from service.

Keep Sharing Those Photos, Video and Stories on Facebook

The 2019 steam season may be over but we know you still have lots of photos and stories left to share, so keep sharing them at the Official Union Pacific Steam Club Facebook Group!

If you're not already a member of the UP Steam Club Facebook Group, joining is easy: Just click on the following URL and ask to become a member. <https://www.facebook.com/groups/UPSteamClub/>

Many have asked us, "What is it like running a Big Boy?" Here are some interesting fun facts to consider regarding the 2019 travel year:

The complete restoration of the Big Boy took 2-1/2 years to completely disassemble and rebuild from the frame up. The entire engine was removed and completely taken apart piece-by-piece so we could ensure the best serviceability with the end product.

Trip planning is a careful analysis of the current state of the network operationally, as well as where this giant locomotive can actually operate. As many already have observed, UP 4014 can go nearly everywhere on the vast Union Pacific system. Before Big Boy operated we first planned carefully with our many partners at Union Pacific Center and the Harriman Dispatching Center in Omaha, Nebraska. More than a generation ago, the railroad was set up to handle big steam. Today, we must bring everything we need for steam operations with us in support cars. When we parked at night other work began. We had to inspect the locomotive just as they did back in the 1940s. Several of us carefully inspected the locomotive to ensure all was well and made necessary adjustments. *Continued on next page:*

Continued from previous page: We inspected not only UP 4014 and the tender but also the two water cars and diesel locomotive. Walk-around inspections were performed at least twice daily -- before departure and after arrival -- we "hammer tested" every accessible nut, bolt, pin and other critical part.

There also were air brake inspections that included checks for leakage, functionality, piston travel and brake shoe condition. Both fuel and water were replenished and two types of grease were used -- hard grease for the connecting rods and soft grease for the valve gear and other components. We replenished the force feed lubricators with three types of oil -- valve oil, high- and moderate-temperature steam cylinder oil, and what we call "engine oil" -- a machinery oil similar to what is used in your automobile engine.

We look forward to seeing everyone soon as we as we continue to perform our work here in Cheyenne making the Heritage equipment ready for a 2020 trip! Watch your email and the UP Steam Club Facebook group for the latest information on UP Steam. And please tell your friends to join the Steam Club. And most importantly **when you are trackside viewing trains, always remain at least 25 feet back from the track!**

Passenger Rail News AARPCO news

Lawmakers Seek Amtrak Policy Review after Wheelchair Users Were Quoted \$25,000 Ticket Price

U.S. Senators Tammy Duckworth and Richard Durbin and U.S. Rep. Jesus Garcia are calling on [Amtrak](#) to review its policies on disability accessibility after two passengers who use wheelchairs were initially told they'd have to pay \$25,000 to arrange for accommodations for their group to travel from Chicago to Bloomington-Normal, Illinois.

[In a letter sent](#) to Amtrak President and Chief Executive Officer Richard Anderson, the Illinois Democrats asked Amtrak to conduct a comprehensive review of its national disability and accessibility policies and then institute new ones "that go above and beyond the bare minimum federal requirements to establish Amtrak as the premier transportation option for all travelers, particularly passengers with disabilities."

The lawmakers' request follows national news reports last week that Amtrak told two passengers who use wheelchairs that a pair of one-way tickets between Chicago and Bloomington-Normal would cost \$25,000 rather than the usual charge of \$16 per person.

The issue arose when a Chicago-based disability advocacy group planned to book tickets for a group of employees to travel via Amtrak's Lincoln Service to a work retreat. Five of the travelers in the group use wheelchairs.

Amtrak said the higher ticket price was due to the railroad having to remove seats onboard to accommodate the wheelchairs, as the train reportedly did not have enough available spaces. Days later, Amtrak officials reversed course, apologized and said the passengers in wheelchairs would not be charged the extra fee.

Still, the railroad's initial response to the group's request was "offensive" and failed to honor the passengers' rights under the Americans with Disability Act (ADA), the lawmakers said in their letter. They also noted that the incident occurred nearly five years after a U.S. Department of Justice investigation found that Amtrak's failure to make all of its intercity rail stations ADA accessible violated federal law.

"The time has come for Amtrak to hold itself accountable for making intercity passenger-rail readily accessible to all Americans," the letter stated.

In addition to conducting the policy review, the lawmakers asked Anderson to create a new executive position on his leadership team to ensure the ADA enhancements are made. They also want Amtrak to work with them to develop federal legislation that would establish a new seat on Amtrak's board to be filled by a member of the disability community.

"We know that you share our view that every American should be able to travel with dignity on our nation's taxpayer-subsidized passenger-rail system," the letter stated. "We hope that this incident will serve as a turning point in the long-standing effort to make sure Amtrak customers with disabilities can travel seamlessly as any other passenger on the national network."



Left: Fresh Tracks: 1941

Sharpy American Historical Photo Archive Submitted by Dave on Mon, 02/24/2020 Provided by Hudson Leighton August 1941. "Moving railroad track in the Mahoning pit. Hibbing, Minnesota." Medium format acetate negative by John Vachon for the Farm Security Administration.

Right: Albany Mine: 1941

Sharpy American Historical Photo Archive Submitted by Dave on Tue, 02/25/2020 Provided by Hudson Leighton August 1941. "Albany Mine, Hibbing, Minnesota. Iron ore from this mine is brought up by truck." Acetate negative by John Vachon for the Farm Security Administration.





Minnesota Streetcar Museum

Monday, December 30, 2019, 10:45 AM, Provided by Rick Krenke
As we end 2019 here's a look at one of the year's more infamous occurrences on the Como-Harriet Line. The last run on a fine summer evening

was returning to the Linden Hills station light after dropping passengers at the North End. As the car crossed 42nd Street 1300 split the station siding switch – the front truck went straight and the rear truck took the siding. The Motorman quickly applied full brakes – but not before the wide-swinging rear end bumped the small railing at the end of the platform. The car itself was undamaged. After a short discussion the crew decided to simply back the car out of its catawampus situation. However, because the rear truck was at an extreme angle to the car's center line, a brief tug was required from car 1239. The cause of the mishap was a broken spring in the switch. Both the spring and the wooden railing were quickly repaired.



Minnesota Streetcar Museum (MSM) 17 mins ·

Back in 1983 WCCO Television produced a special half-hour presentation of the O. Henry story *The Gift of the Magi*. The program featured newsman Dave Moore.

The Minnesota Streetcar Museum (at the time still part of the Minnesota Transportation Museum) provided a historic streetcar for location filming on the Como-Harriet

Streetcar Line. They were blessed with a beautiful, snowy day. The show is sometimes rebroadcast around the holidays. But you can enjoy it right now on YouTube.

<https://www.youtube.com/watch?v=GXRxQ4uDQOQ&t=408s>

From the Market Street Railway February 2020 Newsletter Provided by Chuck Lavallee



The first days of car-free Market Street brought out photographers to relish the opportunity of getting clean shots of F-line streetcars without automobiles. Pat Garvey captured this great image of [Twin City Rapid Transit Car 1071](#) at Grant Avenue and shared it with our [Market Street Railway Facebook Group](#).



MSM TCRT car –Bob Ball Photo

Twin City Rapid Transit Streetcars Plowed the Roads

Back in the Day

From the Streetcar Currents Newsletter. [Sunday, February 9, 2020, 1:48 PM,](#)

[Provided by Rick Krenske](#)

Bill The Motorman Says: TCRT Was Prepared for Winter. Folks, now that we're into our Minnesota winter, back in my day TCRT's operating and maintenance departments were ready for winter operations. And, by golly, the company certainly was prepared for what lay ahead of it. There were a lot of things that the operating, station and Snelling

Shop folks did to get ready for the winter season. Of course, all the coal stoves in the streetcars were cleaned and repaired and made ready. The supply cars also made the rounds to all the stations and other locations on the lines throughout the system stocking the coal and sand bins with their supply to start off the winter. Of course, major preparations were made with the company's fleet of snow plows.

Now while I have spent many an hour operating snow plows, I was curious as to the history of TCRT's snow plowing so I went to visit an old friend of mine at the Snelling Shops, Ole Johnson, who has worked for the company since the mid-1890s. Ole went into the shop's equipment files and here's what he came up with. As of January 1893 Minneapolis and St. Paul had 37 snow plows and 2 snow sweepers. As of September 1904 TCRT owned 1 double-truck conveyor plow, 19 regular double-truck snow plows and 1 single-truck sweeper (built by the McGuire-Cummings Company). The 19 plows originally did not have a cab for the crew; the controls were out in the open. Brrr! That must have been cold! Later a large cab was built on the front end to house the controls and crew. Later, when the TCRT-built the steel underframe plows, some of the 19 remained as plows, but some were converted to work cars.

From 1906 thru 1910 the TCRT shops built 10 large steel-underframe snow plows. Four were conventional single-end snow plows, but six were combination snow plow-sweepers. Ole showed me an article in a 1909 Electric Railway Journal that had a photo and description of No. 30. Major items mentioned—steel broom 52" in diameter with wing plows on both sides of the car. The plow is normally the forward end. The plow and wings remove most of the snow and the broom removes the remainder. With side wings extended the car will remove snow from a strip 19 ft. wide including the strip between the tracks, and will throw snow out 12 ft. from the outside rail. If heavy drifts are encountered the car is operated from the broom end and the steel broom cuts through them. The broom assemblies and "pole side" wing assemblies were removed in 1942.

During the winter of 1917-1918 eight additional regular snow plows were built in the company shops. This brought the total number of snow plows in service to 18. These were used until the end of streetcar operations in 1953-1954. The trucks, motors and controls from 18 of the 42 high-speed suburban cars were removed and installed on the 18 snow plows each winter (and removed each spring). (Reduced winter traffic required less cars on the Lake Minnetonka line.) After the Lake Minnetonka and Stillwater lines were abandoned in 1932 the highspeed trucks, motors and controls remained on the snow plows all year. The 18 snow plows were assigned to the various car stations. As of 1921 East Side Station had four (one for the Lake Minnetonka line), Nicollet Station had three, Lake St. Station had two, North Side Station had two, Snelling Station had four, Duluth Ave. Station had two, and Owen St. Station (Stillwater) had one. There were fixed snow plow routes at each station. Regular motormen operated the snow plows 'though the company's rule books only hints at this. The TCRT's rulebook effective 11-1-1921, states: "52—Trainmen engaged in the operation of work cars or any other special equipment shall be under the same supervision and governed by all rules the same as in passenger service." Another friend of mine, and one of your old-time MSM members, Kirt Blewett, who was a regular motorman, told me he also operated snow plows. "All of the snow plows that I worked out of Nicollet Station were of the 75-82 series [probably 77 and 78]. On the plows I worked, and probably on all of them, both the plow and wing blades were air raised and gravity lowered. The wing was pulled out by a motorized winch and chains, pulled in by a rope block and tackle. Due to the short truck centers on the plows all of the normal underbody equipment was placed inside the car-body. Therefore if the reverser failed to throw from the controller, you would just go back in the car and throw it with the manual lever on the reverser. Plows had a three-man crew, consisting of motorman, wingman and trolley man." Kirt also mentioned "There was a lever [operated by the motorman] that controlled the slides on the bottom of the salt bunkers to drop salt on the track switches when going over them. The linkage was under the raised motorman's platform." At the end of Twin City streetcar service 12 Snow Plows were dismantled and burned in 1953. The bodies of the remaining six snow plows were sold in 1954.

ALL ABOARD MINNESOTA



Passenger Rail Could Be Funded in 2020!

**Join All Aboard Minnesota's Rally -
"More Passenger Trains at the State Capitol!"**

www.allaboardmn.org

Gov. Walz has proposed a \$10M bonding request to fund more passenger rail service. There is also bi-partisan support in the House and Senate for proposed bills! We have a great opportunity to educate legislators, especially Senators, for more long distance rail passenger service, encouraging them to pass these funding requests - Join Us!

This is the year to make more passenger rail service a reality!

Everything you need to know:

Date and Location:

Wednesday March 11, State Capitol Building, conference room 316; go to the rotunda, there will be someone there to direct you to the conference room .

For directions to the Capitol building and how to get there, please click on this link: [State Capitol Parking, Directions, Public Transportation](#)

Timing:

- Doors will open at 9:00am
- The rally will begin at 9:30am

The rally will conclude at 10:30am, then meet with your legislator, *see comments below on how to do that. (but not required, if you wish, just join us at the rally!)

The rally agenda includes:

- Speakers:
 - o **Alice Hausman** - MN House Rep and a member of the Transportation Committee
 - o **Trista MatasCastillo**- Great River Rail Commission member and Ramsey
 - o
 - o Great River Rail Commission member and Ramsey County Commissioner
 - o **Representative** - from the MnDOT State Rail Office maybe will be on hand to answer questions
 - o Key messaging and materials from All Aboard Minnesota; the **economic and mobility benefits of passenger rail**, frequently asked questions and other materials that you can give to your House and Senate Representatives that will make the case for you!

[Please RSVP Yes, or No to AAMN at:](#)

Email; allaboardminnesota@gmail.com

Or Phone: 612-781-2894 and leave a message

*Setting up meetings with your House and Senate Representatives from your district is easy, Just click on this link; <https://www.gis.leg.mn/iMaps/districts/> Please set up your meeting(s) after 10:30am on March 11- if your representative(s) is not available ask to meet with their aide; we would advise to set up your meetings as soon as you can.

Note - if you would like help in contacting your legislator just let us know, we will help you! Or if you prefer not to set up a meeting, just join us for the rally!

Trains on Jeopardy!

From: [Joseph Lechner](#) On Friday, January 31, 2020 provided by Rick Krenske

Railroads were prominently featured on a recent **Jeopardy!** episode, which included an entire category titled **Train of Thought**. How well would you have done with these clues?

\$200 - Taking over operations of intercity trains in 1971, it's also known as the National Railroad Passenger Corporation

\$400 - 2.8 million cubic yards were excavated to build this New York City train station opened in 1913

\$600 - In 1977, after decades of dwindling ridership, this luxury train was discontinued, or was it... murdered?

\$800 - In 1904 this route was finished but ran through Manchuria; a new route through Russian territory alone was completed 12 years later

\$1000 - Trouble ahead, trouble behind, this Cannonball Express engineer and folk hero sacrificed himself in a crash in 1900 to save many lives

One of the Daily Doubles in **Double Jeopardy!** dealt with "the 33-mile Seikan Undersea Tunnel links these two major islands that both begin with the same letter". Joshua bet, and won, \$6000.

The \$2000 clue in the **What's Your Area?** category - Latin for "run together" gives us this word for a large open area where crowds gather, as in an airport or a train station

Sarah, the two-day returning champion, answered these and two other clues incorrectly, which ended up costing her the game.

Meanwhile, on **Wheel of Fortune**, the theme was "Rail Tours" and they gave away a \$7000 round trip to Vancouver and back. Joseph Lechner

Aug 2013 Mixed Train -1965 SAL #9, 1958 Milw #106, 2015 Jan Mixed Trian -1967

CONSIST CORNER

Seaboard Air Line #9 Palmland
1/8/1965 thanks to Tony Fey:
(at Jacksonville FL)
SAL 1102/1105 SDP-35's
PRR 5964 BEe Box Express car
SAL 364 ditto
" 111 30' PO
" 361 BEe Baggage/express
" 1312 Horse express car
" 155 60' postal (working)
(three Flexi-van flat car/containers)
FEC 477 BEe Baggage express car
SAL 589 Baggage coach combine
" 848 45seat coach
" 840 54 ditto
UP "Western 12roomette
Valley" 4Bedroom sleeper
PRR 9651/1987 BX Express box car
SAL #9 Jacksonville FL Palmland
1/9/65 thanks to Tony Fey
SAL 1101/1100 SDP-35's
PRR 2172 BX 40'
SAL 172 30' PO
PRR 7856 BEe 60' Baggage/Express car
(SAL Flexivan Container flat car)
SAL 156 60' postal (working)
" 1306 Horse express car
SAL 287 Baggage/combine coach
" 589 68seat coach
" 852 58seat coach
UP "Western 12Roomette
Hills" 4bedroom sleeper
PRR 4802/1849 BX 40'6" Express car
Milwaukee (UP) #106 City of Port-
land Monday 3/17/1958 from Paul Mc-
Donald
UP 959/Milwaukee 205B
UP 5649/5614 BEe Baggage/Messenger
UP 6002 Baggage dormitory car
UP 5463 44seat leg rest coach
UP 7005 Dome coach
UP 8005 Dome dining car
UP 9012 Dome Club lounge car
"Pacific Meadow" 10Rmt 6DBR Sleeper
"Pacific Forum" ditto
"Omaha" Lounge 5BR Sleeper
"National Bor- 6Section 6Roomette
der" 4Double bedroom slpr

CONSIST CORNER

A trip to Chicago's La Salle Street Station, from the collection of Bob Kreiger.

RI #3 "Golden State"	2-2-1967
RI 643 E-8	
SP 6004 E-7	
SP 5903 E-7	
UP 3081 bagg (HW)	for KC
RI 4315 bagg	for Phx
RI 4333 bagg	for El Paso
SP 3104 bagg/dorm	for LA
SP 2368 coach	for LA line 39
RI 348 coach	for LA line 38
RI 340 coach	for KC line 30
SP 10411 diner	for LA
RI 380 lounge	for El Paso
SP 9351 13 bedrm	for LA line 33
Golden Hour 4-4-2	for LA line 34
SP 9026 10-6	for LA line 35
RI 99 bus car (HW)	for KC
RI #4 "Golden State"	2-11-1967
(power not shown)	
SP 6785 bagg	from Phx
RI 821 bagg/dorm	from LA
SP 2368 coach	from LA line 49
RI 348 coach	from LA line 48
RI 312 coach	from LA (deadhead)
RI 342 coach	from LA line 46
RI 411 diner	from LA
RI 480 lounge	from El Paso
La Palma 12 bedrm	from LA line 41
SP 9030 10-6	from LA line 44
RI #3 "Golden State"	2-27-1967
RI 645 E-8	
SP 5907 E-7	
SP 5909 E-7	
REX 7606 exp box	for LA
RI 4372 bagg	for Phx
SP 3103 bagg/dorm	for LA
SP 2367 coach	for LA line 39
RI 345 coach	for LA line 38
RI 349 coach	for LA line 30
SP 10411 diner	for LA
RI 482 lounge	for El Paso
La Jolla 12 bedrm	for LA line 33
SP 9022 10-6	for LA line 35

Railfan Events (Thanks to Rick Krenske, Bill Dredge)

Twin City Model Railroad Museum (Friday Nights 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 October 2019 thru March 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
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&NWS Convention	May 28-31 2020 (see web site for all events) www.CNWS.org	Mankato City Center Hotel across from C&NW Station	Registration fees apply
North Metro Model Railroad Club Flea Market	Sat March 7 2020 9am—2pm	Coon Rapids VFW 1919 Coon Rapids Blvd Club Open House is next door in our basement space of 5,000 sq. ft	\$6
Model Railroaders Retreat	Fri March 13, 2020 Sat March 14, 2020 9am-5pm	Mt Olivet Lutheran Church Plymouth MN	\$25 Registra- tion 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

