

**NRHS**

Publishers of the Minnesota Rail Calendar

# Northstar News

## Cooler Weather is Coming



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Josh Tiffany

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*Hello Everyone,*

*September Trip to Two Harbors sign-up form is in an attachment with this newsletter. Also: Great news! The 2022 Minnesota Rail Calendar is now available! See attachment for more details. New Historic Railroad 8mm films on DVD are now available from our chapter. Again... see attachment for details! -Your editor*

Next newsletter (October 2021) will be out around October 6th, 2021.

If you know someone that may be interested in the meeting, please have them send a quick e-mail to [dan@meyer-family.net](mailto:dan@meyer-family.net) and he will add them to the mailing list.

### Stay Tuned for Future Meeting and Activity Announcements in the Next Newsletter!

Meeting Notice: September 18th 2021

Zoom meeting information:

Meeting ID: 841 2035 2453

Passcode: 0708285

[https://us02web.zoom.us/j/84120352453?](https://us02web.zoom.us/j/84120352453?pwd=Z0x0a0UxUEQwN01OeERwUk5JdFY4QT09)

[pwd=Z0x0a0UxUEQwN01OeERwUk5JdFY4QT09](https://us02web.zoom.us/j/84120352453?pwd=Z0x0a0UxUEQwN01OeERwUk5JdFY4QT09)

The Zoom meeting will be open around 6:30 pm, and the business meeting will start promptly at 7 pm with the program to follow.

If you are new to Zoom and would like any sort of help or a test meeting, please contact Dan Meyer via e-mail at

[dan@meyer-family.net](mailto:dan@meyer-family.net)

### Northstar Chapter Officers

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**The Minnesota Streetcar Museum (MSM) has been open since July 1 2021. Please support this valuable museum and enjoy a Trolley Ride! Northstar Member Russ Isbrandt may be your motorman!**

**MSM Owl Service** Saturdays, July 24, August 21 & September 18 9 PM to Midnight Regular Fare or Owl Pass\* \$7 (children 3 and under free) *During the streetcar era, cars ran throughout the night carrying passengers to and from jobs and seeing them home safely after an evening on the town. Families with children might ride to let the gentle motion and cooling breezes lull a child to sleep. Experience Owl Service! Owl Pass gives one rider unlimited rides throughout the evening*

*From the Editor:* We will continue to have virtual (Zoom) meetings into fall of this year. It looks possible in the Fall of 2021 that we will be able to resume our monthly meetings at Roseville Lutheran Church.

***If you have any railroad slides or photos in your collection, it would be great to have you share your experiences and photos in a future meeting. Our members would truly enjoy what you have experienced and collected! Please contact Richard Tubbesing at [Tubbesing32a@yahoo.com](mailto:Tubbesing32a@yahoo.com) or leave a voice message at 763-757-1304.***

### **Meeting Minutes August 21 2021 (Zoom)**

The meeting was called to order by President John Goodman at 7:05 pm with 18 members and guests attending. A quorum was present. Dawn Holmberg gave the report on future meetings at the Roseville Lutheran Church. Dawn stated that the church is not allowing people to use the church until further notice due the COVID19 variant. It looks like it might be January before we can meet in person at the church for meetings. President Goodman called for the approval of last month's meeting minutes as stated in the July newsletter. The minutes were approved. Russ Isbrandt gave the treasurers report. Our Cash position of the Chapter account and the Calendar Account is at the lowest amount of the year due to Calendar printing expense and no revenue from memberships and Calendar sales. Dawn Holmberg gave the calendar report. The 2022 calendar is now available. Calendars have been delivered to our wholesale customers. The Calendar Committee is working on the postcard to be sent to previous mail-order customers. John Goodman stated that we will have a Library open house soon for members and friends to purchase the calendar. John Goodman stated that the postage is going up and mailing cost is increasing by three cents. Calendar price for in-person sales is unchanged; on line and mail order cost is likely rising due to increased mailing cost. We also ordered 25 more calendars this year. John Goodman noted that Jack Barbier has the cover shot of the Northstar Amtrak train in Duluth in the 1980's. It was the Zenith of the Northstar as the train ran to Chicago from Duluth with a sleeper and lounge car. It was noted that this is Amtrak's 50<sup>th</sup> Anniversary. John Goodman gave the Trip Report. A trip was contemplated to go to Spooner Wisconsin to view the progress of the Mark Twain Zephyr and ride the Wisconsin and Great Northern. No Operations of the train have been scheduled for this year. They hope to have the Mark Twain Zephyr operational in about a year. John Goodman stated that the NRHS convention in Milwaukee Wisconsin starts on Monday. There are many venues in the next week if anyone wants to attend the NRHS Convention as tickets are available. A trip to Duluth to ride the Two Harbors train was investigated. The trains for the weekend of the 18<sup>th</sup> of September were sold out. The following weekend of September 25, we have gotten exclusive use of the combine W-24 for the Two Harbors Train. Fare is \$105 each for 10 People. We have a limit of 20 people, and any more than 10 people signing up will reduce the cost. Travel to Duluth is on your own. The train will be diesel powered, as the D&NE #28 is not running and under repair. Also, all the dome seats have been sold. Checks should be sent to John Goodman. Richard Tubbesing stated that all the detail information for this trip will be highlighted in the next newsletter, due out about September 1<sup>st</sup>. John stated that it is unfortunate we cannot meet at the church. In-person meetings for the remainder of the calendar year are unlikely. John stated we have many programs proposed for viewing once we get back to meeting at the church. John stated we are looking for a location for the Holiday Banquet. It will be held the first Sunday in December.

*Continued on next page:*

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Mancini's restaurant in St Paul in being investigated. Since Gulden's has been closed, the estimated cost of the banquet most likely be around forty dollars per person. John stated that the 2<sup>nd</sup> Amtrak train to Chicago has some funding issues by the Wisconsin Department of Transportation. Mark Quam updated the group on this issue. He stated that funding has been approved by the legislature, but the finance committee has authority to release the funds. Mark stated that he thought even with this situation that the Legislature has other discretionary funds to release to fund their share of the 2<sup>nd</sup> Amtrak train. Mark thinks appropriation of the funds will be resolved soon. The proposed start-up of the 2<sup>nd</sup> train will be in 2024 or about 3 years from now. Mark also updated us on the good progress of the Eau Claire to Twin Cities train. Frank Wilke brought up the issue of the Northern Lights (Duluth Amtrak Train). John Stated that the Duluth group was very disappointed that the Northern Lights train was not included in the Federal Proposed Spending for Amtrak. However, the Duluth group (many at the LSRM) will continue to lobby for this train. The library report was given by John Goodman. We have been the benefactor of 8mm films donated to use for converting to digital by the Marv Mahre family. We have subsequently had these and other 8mm films from Roger Clark and William Cordes in the library converted. We now have edited these films and have a series of DVD's available. Richard Tubbesing stated there are five DVD's now available for sale, each about a hour long. They contain many 1950's and 1960's MRA Railfan trips, many with steam engines. There was no further old business. New Business, Richard Tubbesing stated that these 8mm films on DVD will be detailed in the next newsletter. A motion to adjourn the meeting at 7:48 was made by Frank Wilke and seconded by Russ Isbrandt. The program for the evening was presented by Paul Swanson of the Lake States Railway Museum in Baraboo Wisconsin. Black and White photos of the CB&Q from the 1940's to 1960's was shown mainly in the Illinois, Iowa and Wisconsin triangle. This program was very enthusiastically received by Zoom attendees! Thanks to Dan Meyer for monitoring and recording this meeting. Respectfully submitted by Richard Tubbesing Secretary.

## **Notice: Summer/Fall Railfan Trip to Two Harbors**

**Date: September 25th 2021 Time: 9:45 AM**

**Place: Northshore Scenic Railroad, Duluth MN Depot (Lake Superior Railway Museum)**

**Initial Cost: \$105 We have Combine W-24 for our exclusive use!**

**Car Pooling to Duluth is Recommended! Remittance should be sent to:**

**John Goodman**

**8409 13th Ave S**

**Bloomington, MN 55425-1705**

**The more people we have (Greater than 10) will reduce the cost! (which will be refunded) See included submission Form!**



## **James J. Hill's Private Car Acquired by Minnesota Museum**

On Monday, July 12, 2021, 10:14 PM, from Frederick Krenske **Thanks to Dennis Loudon for this posting**

*By Justin Franz* ST. PAUL, Minn. — A business car that once belonged to the famous "Empire Builder," Great Northern Railway founder and president James J. Hill, has been donated to the Minnesota Transportation Museum. Hill used the A-18 heavyweight business car to tour the railroad in the early 20th century. By the 21st century, the car migrated to California where it was rediscovered by Hill's great-grandson, James J. Hill III, who purchased it. Hill III has now donated it to the Minnesota museum and it will be making its way east this summer. The museum plans on restoring it to operating condition, which is expected to take two years.

"Because of Mr. Hill's generosity, the MTM will fully restore the A-18 to its original condition," said Larry Paulson, volunteer project manager for the restoration. "We want the public to see and experience James J. Hill's living and working quarters. It will enable us all to better understand the expansion of our nation from physical and economic perspectives, and how the business conducted in A-18 helped to build the Twin Cities we know today."

The car will be restored at MTM's Jackson Street Roundhouse where it will also eventually be put on display. Due to the historic nature of the car, the museum does not plan on using it regularly but may bring it to events at St. Paul Union Depot.

*This article was posted on: June 18, 2021*



## Train Derails in Southwest Minnesota



**From:** RAY BENSEN <[rayande@comcast.net](mailto:rayande@comcast.net)> provided by John Goodman

**Sent:** Sunday, July 11, 2021, 01:08:13 PM CDT

Multiple cars left the tracks near Brewster, Minnesota, northeast of Worthington .



[LOCAL NEWS](#) KELO Media Group by: [Jazzmine Jackson](#)

Posted: Jul 11, 2021 / 08:23 AM CDT / Updated: Jul 11, 2021 / 02:06 PM CDT

NOBLES COUNTY, MINN. (KELO) — Crews have been on the scene of a weekend Union Pacific train derailment in southwest Minnesota. Multiple cars left the tracks near Brewster, Minnesota, northeast of Worthington.

The Nobles County Sheriff's Department tells KELOLAND News that the derailment was reported at 2:38 Saturday afternoon.

[Train derails in southwest Minnesota | KELOLAND.com](#)



## Minnesota DOT Awards Funding to Seven Rail Projects

**From the TRAINS Newswire:** Monday, July 5, 2021, 11:54 AM, provided by Frederick Krenske  
**By |** July 2, 2021 **Infrastructure improvements receive \$4.05 million in grants.**

ST. PAUL, Minn. — Seven projects will receive a total of \$4.05 million in grants from the Minnesota Department of Transportation under its Minnesota Rail Service Improvement program. The seven, chosen from 21 applicants, were selected for their ability to aid economic development throughout the state.

“The number of applicants for the 2021 MRSI grants show there’s a great need to maintain or improve rail freight service in local markets throughout the state,” Peter Dahlberg, Office of Freight and Commercial Vehicle Operations program manager, said in [a press release](#). “These local rail connections give local farmers, manufacturers and other local businesses the opportunity to compete in global and national markets.”

Grants awarded are:

- \$480,000 to construct a rail spur as part of a new freight loading facility on the Otter Tail Valley Railroad in Fergus Falls.
- \$500,000 to construct a new rail spur to service a fertilizer plant on the Minnesota Prairie Line. The plant currently ships product primarily by truck.
- \$647,000 to reconstruct, upgrade and modernize approximately 700 feet of curved rail crossing and a switch located at the heart of the Duluth Seaway Port Authority’s Clure Public Marine Terminal.
- \$250,000 to construct rail loading facilities at the Farmers Co-operative Elevator Co. siding in Echo, Minn., on the Minnesota Prairie Line. The existing elevator currently ships product primarily by truck.
- \$820,000 to construct a rail spur at the Farmers Grain germinal in Theif River Falls that will enable efficient loading of unit grain trains.
- \$210,000 to replace the timber deck on the Minnesota Commercial Railway bridge spanning 31st Avenue South in Minneapolis.
- \$1.15 million to rehabilitate 5,475 feet of railroad track and re-establish rail service to the Grand Rapids Industrial park.



## Review: Amtrak Reinvents 'Traditional' Dining Car Meals

By Bob Johnston | Trains Newswire July 26, 2021 provided by Rick Krenski  
 Ride with 'Southwest Chief' kitchen staff reveals upgraded quality and presentation.



*Chef Frank Villasenor grills a flatiron steak. He has observed improving food quality and freshness with the new menu selections. (Bob Johnston)*



*Seiracha cream is added to the lobster cake appetizer, which also includes a farro, butternut squash, and raisin salad. (Bob Johnston)*

**ABOARD THE SOUTHWEST CHIEF** — A month after Amtrak revamped dining-car menus on the five long-distance trains that serve the West Coast — replacing pre-packaged meals in a bowl with freshly-prepared breakfasts, lunches, and dinners — it's clear the company is aiming for a higher standard than what it previously offered.

"I was really surprised," observes Chef Frank Villasenor, who, with Food Specialist Brian Garrigues, is manning the *Southwest Chief's* kitchen, on the lower level of the Superliner dining car, out of Chicago on July 22. "This is a step above where I thought we would go, especially with the direction we were going."

Los Angeles-based Villasenor has toiled in Amtrak dining cars for eight years. He wasn't around in the mid-1990s when the *City of New Orleans* featured blackened catfish and bread pudding, while the *Texas Eagle* offered low-priced barbecue and baked beans to lure much-needed cash from coach customers. But he did see how airline-accustomed management's cost cutting took its toll on the *Coast Starlight* when the train lost its "Pacific Parlour Car" for sleeping-car passengers. Several years ago, there was also a directive removing all but the most basic spices from dining car kitchens, further tamping down chef creativity in favor of standardization.

Now he leads one of dozens of crews working the *Chief*, *Starlight*, *Empire Builder*, *California Zephyr*, and *Sunset Limited*, implementing a menu that brings back restaurant-style meals and service after a year's absence resulting from COVID-19 health concerns.

### Big differences at dinner

Cash-paying coach customers used to be welcomed in all Amtrak dining cars prior to the introduction of single-course, complementary "flexible" meals for sleeping car passengers on the *Capitol Limited* and *Lake Shore Limited* in 2018. The lower-cost service model was extended to the *City of New Orleans* and eastern overnights (except *Auto Train*) in 2019. It moved to the western long-hauls in June 2020, with the portability of the single-course meals becoming useful quality during the pandemic, when many people became more comfortable eating in their rooms.

Because the sleeper-only restriction remains in place, there are no food prices on the menu, but serving fewer passengers has triggered significant changes in selection and presentation, especially with the three-course meals (including a dessert) at dinner.

### Appetizers:

Instead of preparing trays of unremarkable lettuce and tomato salads, Food s can now exercise his creativity on three appetizer choices: a tossed-to-order salad of baby greens and tomatoes topped with a generous dollop of brie cheese, an inventively-presented lobster cake, and a green cheese tamale.

To ensure proper execution, says Garrigues, "Executive Chef David Gottlieb held training classes at every crew base, going through all the dishes step-by-step to show how it should be done — all procedures. We are experienced people, so we just needed a run-through for everything."

The lobster cakes are pre-fried and brought up to temperature just before serving. "They are a step up from the crab cakes we used to have — the binder wasn't so great," notes Villasenor, adding, "These hold up; there's a crunch outside with a soft, meaty center."

### Entrees:

"Amtrak's signature flat iron steak," chicken breast, and salmon — all previously offered in various iterations — are now joined by a tri-color cheese tortellini pasta dish. Yet the addition of colorful garnishes, ambitious seasoning and multiple sauces, and a fresher vegetable selection has elevated them to the next level.

"Freshness and the quality of our product is vastly superior,"

*Continued on next page:*



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Villasenor observes as he puts a steak on the grill. “It’s the same cut, but these have more marbling and are a lot more dense. Preparation for all these dishes is more intensive, but it’s effective in getting the point across about what we are trying to do.” In a nod to traditionalists, a baked potato is still offered, though he notes how well the creamy polenta works with the steak’s Bordelaise sauce. You can tell from this crew’s enthusiasm that the new menu has emancipated them from the purgatory of furloughs or being relegated to heating frozen food.

### Breakfast, lunch changes

Improvements from previous offerings are subtler for breakfast and lunch, but move the needle away from the “unacceptable” level under “flexible” service. “Instead of oranges and grapes we jumped up to berries at breakfast,” says the chef. Most travelers will especially appreciate the return of “Amtrak signature French toast” (whipped cream optional) and made-to-order omelets (still no “eggs over easy” or toast, which has been missing since the 1990s).

At lunch, the Angus beef burger is back, but the vegetarian item is chili, either served in a bowl or in a baked potato; it can be “loaded” with cheese, bacon, scallions, and sour cream. The Cesar salad, freshly tossed, comes with shaved parmesan croutons with an optional chicken breast.

The full “traditional menu” for the western trains is available [here at the Amtrak website](#).



## OPERATIONAL PERFORMANCE

August 6, 2021

Provided by John Goodman



*BNSF fire train operating on bridge near Moccasin, Calif.*

BNSF operating teams are addressing ongoing service challenges in several areas of our network. As we have reported, global supply chain disruptions have reduced operational efficiencies at some terminals and facilities. As we respond to strong rail demand in key business segments, particularly intermodal freight, our focus remains on reducing congestion and maximizing resource productivity to move more volume.

The complexities of the current shipping environment as well as wild-fire-related re-routes continue to weigh negatively on our service metrics. Overall car velocity was down versus both the prior week as well as the average for July. Terminal dwell increased from the previous week, while our local service compliance measure, which reflects our efficiency in the handling of carload freight, held above 90 percent. As the fall peak shipping season approaches, we continue to seek out collaborative solutions with customers to improve supply chain efficiency and service performance.



#### Definitions for Metrics

**Car Velocity:** average number of miles a railcar travelled per day

**Terminal Dwell:** average time a car resides at a specified terminal location

**Local Service:** percentage measuring adherence to customers' first/last mile service plans

**Volume:** total number of carloads and intermodal units moved by the railroad during the week

As we have reported, major wildfires in Northern California are impacting rail operations as well as BNSF infrastructure north of Sacramento. The Dixie Fire, which has now burned more than 432,800 acres and is 35% contained, continues to threaten main line track and bridges in the area near Keddie, California. The BNSF command center at Westwood, Calif. was evacuated yesterday as the fire moved quickly toward that location. All personnel were safely relocated, and the center is being reestablished.

In coordination with the California Department of Forestry and Fire Protection, crews have resumed inspections and suppression efforts. While conditions have improved from the overnight hours, the Dixie Fire remains unpredictable, and there is no estimate regarding resumption of service through the area.

We continue to re-route affected Pacific Northwest-California rail traffic, which has resulted in longer transit times. On a positive note, a few BNSF trains are now able to utilize an alternate route that has reopened west of the Dixie Fire zone. Most impacted traffic will continue to run on routes further east, and along our Northern and Southern Transcon main lines, until further notice.

## SERVICE EXPECTATIONS FOR THE WEEK AHEAD

The risk for ongoing wildfire activity across the interior West will remain high into the upcoming week. Seasonable conditions are expected across much of the network during next several days, with no significant service interruptions due to weather anticipated at this time.



News from the North Shore Scenic Railroad & Lake Superior Railroad Museum Issue #106 - July 2021

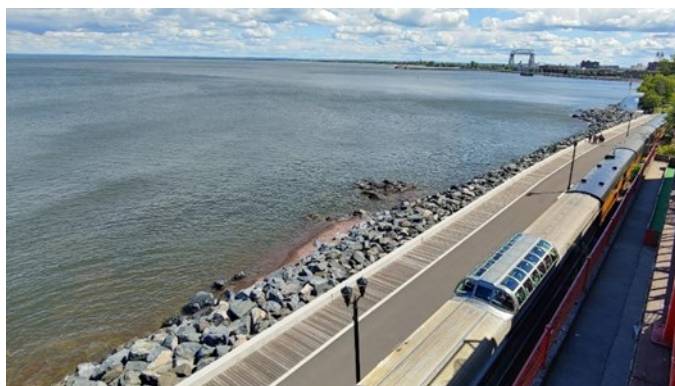
Midsummer is here and Duluth is a busy place with lots of town festivals, concerns, special events, boat rides, mansion tours, and trains! Operating up and down the North Shore.

Big news this month as we welcome the SkyView dome car to the operation, now running on the daily Duluth Zephyr excursion, while meanwhile our other Dome car, Silver Club has started first class offerings for the first time on the Two Harbors excursion. International recognition comes this month from Travel Awaits, an online blog and travel resource, ranking the North Shore Scenic Railroad one of the top scenic railroad excursions in the country.

Enjoy this month's edition of *Trackside*, and hope to see you soon!

Josh Miller Station Master [North Shore Scenic Railroad](http://www.northshoreraillroad.com)

## OUR RAILROAD MAKES THE TOP ELEVEN LIST



We knew this already, but *TravelAwaits* confirmed it. The North Shore Scenic Railroad is on their list of [11 Beautiful Vintage Train Rides in the U.S.](#) *TravelAwaits* is the top website and blog for people 50 and over who enjoy finding new and exciting destinations around the world. Other well-known train rides making the list were; 1880 Train, Hill City SD, Great Smoky Mountains Railway, North Carolina, Cape Cod Central Railroad, Massachusetts, Royal Gorge Route, Colorado and Grand Canyon Railway. [See the article here](#)

## IF 1 DOME IS GREAT – 2 ARE THE GREATEST!



July 1, 2021 – The dome car *Silver Club* meets its big brother *SkyView* for the very first time. The two were coupled together to make stocking both cars for First Class Service easier, as the transition was made to carry the bigger dome on the Duluth Zephyr daily train.

With 24 seats under the glass on *Silver Club* constantly selling out, the North Shore Scenic Railroad invested in a second, larger, full length dome. *SkyView*, #551, was built in 1954 for the Santa Fe Railroad as one of their Big Domes. It rode on the all new, streamlined *San Francisco Chief*.

Dome cars were all the rage at the time as the railroads made one last attempt to compete with the growth of air travel and the personal automobile. There were 236 dome cars like the *Silver Club* built, but only 30 of the full length dome cars, like #551. There are only about 22 or 23 left.



You can ride the *SkyView* on the Duluth Zephyr Train. It runs three times each day of the week, and is probably the most affordable full-dome car ride you can find anywhere on Earth at only \$40 per trip. The *Silver Club* now travels to Two Harbors every weekend; Friday, Saturday and Sunday. Now all of our excursions feature First Class Under the Glass! Tickets are available at [www.duluthtrains.com](http://www.duluthtrains.com)



# AAPRCO

## Mid-Month Highlights

### AAPRCO NEWS BRIEFS

August 2021 Volume 9 Issue 8 Provided by John Goodman



On July 19th, the Cimarron River, the Super Dome, and the Union Pacific passed through Galesburg, Illinois, on the westbound California Zephyr. Onboard were members of Hack Club, a global nonprofit network of high school com-



Private railcar Frank Thompson is seen passing through Galesburg, Illinois, on July 20th westbound on the California Zephyr



**Washington Update**  
by Ross Capon

**The much-reported Senate bipartisan infrastructure bill was released last night**, the product of a group of about 20 R and D Senators led by Rob Portman (R-OH) and Kyrsten Sinema (D-AZ). Minority Leader Mitch McConnell voted twice to advance the process. As Sen. Mitt Romney (R-UT), part of the group, put it, “There were only two choices here. One option is: We do a bipartisan bill. And the other option is: The Democrats do a bill on their own. There’s not an option of ‘don’t do anything.’ Leader McConnell recognized this was a better option than just letting the Democrats do this on their own.”

The good news is that, as [The Washington Post](#) reported, “Intercity rail stands as an exception to the deal’s otherwise moderate approach. The package calls for a \$66 billion investment [over five years] in railroads, which generally have received limited federal support. Much of that money would go to Amtrak’s Northeast Corridor, but routes in other areas also would benefit, helping Amtrak embark upon ambitious expansion plans it has set out in recent weeks.” The bill has strong pro-long-distance-route language and provisions, including representation on a revamped Amtrak Board of Directors.

The bill states, “Long-distance routes are valuable resources of the United States that are used by rural and urban communities.” The DOT Secretary is required to “evaluate the restoration of daily intercity passenger service along” Amtrak routes that have been discontinued and routes currently lacking daily service.

Unfortunately, in line with the Senate Commerce bill whose text has the rail provisions that follow, there is no mention of private cars and charter trains. Here is a basic message to send to your two U.S. Senators. Feel free to personalize it, but try to keep it brief.

*The bipartisan infrastructure bill now or soon to be on the Senate floor has some excellent features, including strong funding for passenger rail. However, I am concerned that there is no provision encouraging Amtrak to earn more revenues from private cars and charter trains. Such a provision passed the House this year and last and has bipartisan support. Any budgetary impact would be favorable – due to increasing Amtrak’s commercial revenues – so this should not be controversial. Private cars provide jobs for car owners’ workers and contractors and work for Amtrak employees. Please consider offering an amendment to add this language, and of course voting for such an amendment if it is offered by others. Thanks for your consideration.*

Shown below (and on page 1270 [here](#)) is the provision which passed the House on July 1 as part of HR 3684, and last year as Section 9219 in HR 2.

#### **SEC. 9218. AMTRAK AND PRIVATE CARS.**

**(a) SENSE OF CONGRESS.**—It is the sense of Congress that private cars and charter trains can—

- (1) improve Amtrak’s financial performance, particularly on the long-distance routes;**
- (2) have promotional value for Amtrak that results in future travel on Amtrak trains by passengers made aware of Amtrak as a result;**
- (3) support private-sector jobs, including for mechanical work and on-board services; and**
- (4) provide good-will benefits to Amtrak.**

**(b) POLICY REVIEW.**—Amtrak shall review the policy changes since January 1, 2018, that have caused significant changes to the relationship between Amtrak and private car owners and charter train services and evaluate opportunities to strengthen these services, including by reinstating some access points and restoring flexibility to charter-train policies. For charter trains, private cars, and package express carried on regular Amtrak trains, consistent with sound business practice, Amtrak should recover direct costs plus a reasonable profit margin.

*Continued on next page:*



*Continued from previous page:* The Senate *might* pass the bill as early as Thursday, August 5. **When that happens, AAPRCO will send a special alert explaining whether private cars and charter trains made it into the Senate bill, and probably asking you to shift your focus to your U.S. Representative.** House T&I Chair Peter DeFazio (D-OR) has backed off his “fiery frustration” over the Senate process but wants a House-Senate conference so he will have a chance to improve the bill. Rep. Paul Tonko (D-NY) said efforts will be made to “add ideas from a House-passed transportation and water bill into the Senate proposal” (*The Washington Post*). However, the White House opposes this, fearing it might blow up the bill.

To get updates on Senate floor action, click [here](#). For the House, click [here](#). <https://www.majorityleader.gov/floor-resources/floor-update>

A weakness of the bill’s highway section—failure to focus on “fix it first”—was reported by *The Washington Post*: “Despite the White House highlighting that 173,000 miles of road in are poor condition in its summary of the deal, the package doesn’t require money be spent on fixing them. A Washington Post [analysis earlier this year](#) showed a fifth of the nation’s major roads were rated in poor condition in 2019.” Politicians get more visibility when they cut ribbons on new roads or new lanes than for maintaining existing roads.

The bill continues a recent tradition with “a \$118 billion bailout of the Highway Trust Fund from the Treasury’s general fund, essentially an inevitability given lawmakers’ inability to agree on user-fee reforms or increases, but one that has largely gone under the radar and was slipped into the bill text at the last minute” (*Politico*).

**The House Appropriations Committee on July 16 approved the transportation/housing FY 2022 appropriations bill which had been marked up July 12 by the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.** This includes the good report language on private cars and charter trains (my July 15 column). Click [here](#) to find the link to watch it live or archived. The session lasted over five hours. It began with consideration of the Energy and Water Development, and Related Agencies bill. Transportation/Housing began at 3:04, more than halfway through the session. At 4:53, Rep. Mike Garcia (R-CA-25-Palmdale/Santa Clarita/Simi Valley) introduced an amendment to prohibit funding of California High Speed Rail. Chairman David Price (D-NC) responded that the bill does not require DOT to fund this or any other project. Price opposed the amendment because it would prevent California from applying for funds and being considered on the merits. The amendment was not adopted.

The party-line vote on final passage of the bill was 33-24. Chairman Price and Ranking Member Mario Diaz-Balart (R-FL) had the usual very kind words for each other. Diaz-Balart expressed appreciation for Price’s transparent process, particularly regarding community project funding requests (a.k.a. earmarks), the Chairman’s careful consideration of myriad requests from both R and D members, and his support for \$300 million for port infrastructure grants. Diaz-Balart noted that it cost \$2 billion additional just to keep up with inflation to address homelessness and housing for the elderly and disabled. Nonetheless, Diaz-Balart explained that the overall price tag of the bill was too big for him to support.

For more on the bill, see my July 15 column and click [here](#) for coverage by *Transport Topics*.

### Interstate Rail Compacts “with teeth”

Here is the last paragraph from my December 2, 2020, column: A key distinction between the Midwest Interstate Passenger Rail Commission and the **Southern Rail Commission** (SRC) is that SRC was formed through Congressional action and is well-known on Capitol Hill. Governors make the appointments but the commissioners serve fixed terms that do not coincide with the terms of elected officials and so do not switch with every new governor. Most commissioners have served several terms, so there is continuity. They maintain close working relationships with all state and local officials. The SRC acts as a body; can apply directly for federal funds; can support Baton Rouge-New Orleans even though it’s in one state. Two states can carry the effort when the third state is lacking. SRC does not have to seek gubernatorial approval for its actions.

A key to drawing in more state support for passenger rail is the creation of more such Commissions. The House authorization, HR 3684, allows for up to 10 commissions with matching operating funds of up to \$500,000 each and a maximum program total of \$2 million/year. The bipartisan Senate bill ups maximum operating funds to \$1 million per commission, with a maximum total of \$3 million/year. A non-federal match of at least 50 percent is required. The SRC would be one of the ten commissions and is the nation’s oldest such compact.

## More: AAPRCO Mid-Month Highlights

### August 2021 Washington Update by Ross Capon

**Appropriations Report Language:** It is still timely to contact Senators and urge them to work for inclusion of private cars/charter trains language in the Senate’s FY22 transportation/housing appropriations bill in the same spirit as what passed the House.

On July 29, the House passed a “seven-bill appropriations package” that included transportation/housing. Click [here](#) for the news release that summarizes the bills and has (at the bottom) links with more detail.

**Authorization:** The Senate on August 10 passed its \$1 trillion infrastructure bill on a bipartisan, 69-30 vote with 19 Republicans including Minority Leader Mitch McConnell (R-KY) voting yes. The bill includes \$550 billion in new federal spending.

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Sadly, however, the House was frozen out -- especially T&I Chair Peter DeFazio (D-OR). What *Politico* anticipated July 27 seems to be coming true: "After a 34-year congressional career devoted to transportation and environment issues, the Oregon Democrat -- who has a staffer-level knowledge of the issues he covers -- could soon be forced to watch his life's work shunted to the side if Senate negotiators secure a deal this week...largely without House input...In a fiery tirade to fellow Democrats during a closed-door meeting [July 27], DeFazio called the bill 'crap.'... 'I could give a damn about the White House. We're an independent branch of government,' DeFazio said in a brief interview afterwards. 'They cut this deal. I didn't sign off on it.'"

With the Senate having passed the bill, and the White House wanting the House to rubberstamp the Senate's work for fear that House changes could kill the bill, DeFazio decided not to push for a House-Senate conference committee. Thus, much of his work [as reflected in HR3684], will not be enacted. [However, per *Politico*, "Crypto-friendly House Democrats are plotting a long-shot bid to scale back digital currency tax rules tucked into" the infrastructure bill.]

**Thank you for your work on behalf of the private cars/charter trains language.** Often, legislation is enacted after having been put forth multiple times previously. However, since the Senate's infrastructure bill covers five years, don't hold your breath...

That is a painful pill to swallow. It kills the private cars/charter train language DeFazio championed along with other desirable provisions in his bill. Some items might get into the upcoming all-Democratic "human infrastructure" bill, but those items must have a budgetary impact to pass the Senate through the filibuster-avoiding "reconciliation" process.

Pure "policy" issues likely fall victim to the Byrd rule, referring to the late Senator Robert Byrd (D-WV) who decreed that a filibuster-bypassing reconciliation package can only include items with budgetary impact. Indeed, with reconciliation in mind, the \$3.5 trillion budget package the Senate passed after the infrastructure bill has an additional \$60 billion for the House T&I Committee and \$83B for Senate Commerce -- available only for projects and programs not in the bipartisan deal. High speed rail is a possibility since it was not explicitly included in the Senate bill.

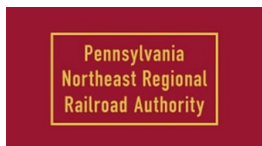
DeFazio's bill has other good features not previously noted here. The Amtrak Board of Directors would have included:

- One who is "an individual with a history of regular Amtrak ridership and an understanding of the concerns of intercity rail passengers."
- One with "demonstrated experience or demonstrated interest in the Northeast Corridor and the National Network; and industry experience or qualifications in transportation, freight and passenger rail transportation, travel, or passenger air transportation;" and
- One "individual with general business and financial experience who has demonstrated experience or demonstrated interest in the Northeast Corridor and the National Network." Interest- and knowledge-based qualifications would have helped guard against, for example, nominating a "long-distance director" from, say, New York or New Jersey, simply because those states are served by long-distance trains.

The Senate bill certainly has good features.

1. A shake-up of the Amtrak Board intended to benefit Amtrak's long-distance routes (see my June 17 column).
2. Unprecedented funding for passenger rail -- in RPA's words, "with a guaranteed \$66 billion investment in passenger rail over the next five years, and an additional \$35 billion in authorized rail funds, the bill is a welcome recalibration of our country's investment in passenger rail." Click [here](#) for RPA's analysis of how the \$66B would be spent.
3. Strong pro-long-distance train language and a **DOT (not Amtrak) study to "evaluate the restoration of daily" service** on tri-weekly and on discontinued Amtrak routes.
4. Amtrak is "encouraged to make agreements with private sector entities and to undertake initiatives that are consistent with good business judgment and designed to generate additional revenues..." and to use "its best business judgment in acting to maximize the benefits of federal investments, including...increasing revenue from the transportation of mail and express...and providing economic benefits to the communities it serves."
5. Strong interstate rail compact provisions (see end of my August 2 column)

It is not clear when the House will vote on this bill. Speaker Pelosi faces warring House Democratic factions. Progressives have vowed to vote against the infrastructure deal if it's brought up first, but a nine-member "Mod Squad" is demanding that the House vote on the infrastructure bill first. Per CNN, "The House returns the week of August 23 for Pelosi to try to sort this out." On August 15, *The Wall Street Journal* reported that Pelosi asked the Rules Committee to look at moving both bills simultaneously.



## AARPCO Passenger Rail News Amtrak: Pennsylvania Rail Authority to Partner on Scranton-NYC Rail Service

The [Pennsylvania Northeast Regional Railroad Authority](#) (PNRRA) has signed a joint planning agreement with [Amtrak](#) related to the proposed operation of intercity passenger-rail service between Scranton, Pennsylvania, and New York City.

Amtrak will provide professional services including infrastructure assessment and ridership and revenue forecasting estimates of equipment needs and other analysis of the Amtrak proposed Scranton to New York City Corridor, according to a news release.

"This proposed new Amtrak corridor will provide the residents of northeastern Pennsylvania, northern New Jersey and New York City a brand new transportation option and direct connection between the region and the entire Amtrak system which serves over 500 stations in the United States and Canada, said PNRRA Chairman Bob Hay.

The project analysis will take about a year to complete and cost \$400,000.





## ***Amtrak Daily News Briefs - August 9, 2021***

*Provided by John Goodman*

### **Amtrak Gets Green Light for Gulf Coast Passenger Service**

**AL.com** Reach: 6. 6m

A government agency turned down objections from freight railroads Friday and let Amtrak move ahead with procedural work to resume passenger train service between New Orleans and Mobile. The Surface Transportation Board dismissed objections from CSX and Norfolk Southern Railway and let Amtrak continue with its attempt to gain access to freight lines for passenger trains, which it hopes to begin operating on the northern Gulf Coast in January.

### **Effort to Restore Amtrak Rail Service Moves Forward as Board Denies Motion to Dismiss**

**WLOX-TV** Reach: 656k

The effort to restore passenger rail service along the Gulf Coast by January 2022 took a step forward Friday. The Surface Transportation Board denied a motion to dismiss Amtrak's application, filed by CSX Transportation and Norfolk Southern Railway. The Surface Transportation Board (STB) is an independent federal agency that oversees economic regulation of rail and has jurisdiction over certain passenger rail issues. Back in March, Amtrak asked the agency to give access to the rails for passenger service to begin January 1st, 2022. A month later, CSX and Norfolk Southern filed a motion to dismiss Amtrak's application. The legal responses have been going back and forth for months.

### **Federal Board Confirms it will Decide Future of Amtrak's Gulf Coast Passenger Route**

**Sun Herald** Byline: Sara DiNatale Mississippi Reach: 410k

The federal board tasked with handling railway disputes has made its first decision in the Gulf Coast passenger route case: It denied freight rail's petition to have Amtrak's complaint thrown out. That means Amtrak is at least one step closer to knowing how viable its plans are to return passenger service to the Gulf Coast in 2022. The proposed route would connect Mobile to New Orleans with four stops in Mississippi. "The good news is, things can proceed forward now," said Amtrak spokesman Marc Magliari.

### **STB Denies Class Is' Motion to Dismiss Amtrak Gulf Coast Case**

**Progressive Railroading** Reach: 51. 0k

The Surface Transportation Board (STB) has denied a motion from CSX and Norfolk Southern Railway to dismiss Amtrak's request for the board to require the two Class Is to allow the national intercity passenger railroad to relaunch a Gulf Coast passenger-rail service. In a ruling dated Aug. 5, the STB denied the Class Is' motion to dismiss, rejected as moot a request for an interim order regarding track access by Amtrak, established a procedural schedule and appointed an administrative law judge to resolve disputes in the matter. The board's decision can be read here

### **Board Lets Amtrak Move Ahead with Gulf Coast Passenger Plan**

**TheState.com** Reach: 916k

A government agency turned down objections from freight railroads Friday and let Amtrak move ahead with procedural work to resume passenger train service between New Orleans and Mobile. The Surface Transportation Board dismissed objections from CSX and Norfolk Southern Railway and let Amtrak continue with its attempt to gain access to freight lines for passenger trains, which it hopes to begin operating on the northern Gulf Coast in January. The region has been without passenger service since Hurricane Katrina badly damaged tracks and equipment in 2005. Before that, passenger trains ran between New Orleans and Mobile three times a week.

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### [Rediscovering the Pleasure of Train Travel Post-Vaccine](#)

*Vogue US* Byline: Nylah Burton Reach: 6. 9m

After I got my COVID-19 vaccine, Chicago's Union Station quickly became the center of my life. I never fly, due to an intense fear and a zealous belief that as humans, the sky is none of our business and we should stay out of it. But the isolation of lockdown made me determined to travel. So I moved to Chicago to be closer to the country's busiest Amtrak train station. I ditched the Denver apartment I'd been locked in while I wrote a book, waiting for the salvation of a vaccine. As I wrote and waited, I saw almost no one. I didn't go to the grocery store. Terrified of dying of the virus, I barely took walks, catching sunshine when I took out the trash.

### [Infrastructure Summer: Amtrak Victorious](#)

*The American Prospect*

Byline: Gabrielle Gurley Reach: 369k

Providing quality rail service to major metro areas and a measure of mobility for those in remote areas should not be controversial. But like vaccinations against an often fatal disease and teaching American history, dependable passenger rail service has been treated like a stain on what remains of the nation's experiment with representative democracy. Yet with the bipartisan infrastructure package, which cleared a key cloture vote over the weekend, Amtrak riders are big winners. The beleaguered rail operator scored \$66 billion in the Infrastructure Investment and Jobs Act (IIJA). After years of legislative chaos on the infrastructure front, nothing is certain. But if the bill passes, Amtrak will get some stability that adds up to a vote of confidence.

### [Pritzker Signs Bill to Advance Rockford to Chicago Rail Service](#)

*MyStateline.com* Reach: 222k

Gov. JB Pritzker has signed a bill that creates a High-Speed Rail Commission to create a plan to connect Rockford to Chicago within the next 10 years. HB 399 becomes effective immediately, and says the Commission must create a plan for a high-speed rail line connecting St. Louis to Chicago through Rockford, Moline, Peoria and Decatur. The plan must include current Amtrak and Metra services and use inter-city bus service to coordinate with the rail line. The Commission is charged with conducting a ridership survey and make "recommendations concerning a governance structure, the frequency of service, and implementation of the plan."

### [Capital Improvement Projects to Optimize Amtrak Pacific Surfliner Operations](#)

*Edhat* Byline: by Reach: 55. 6k

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), which manages the Amtrak® Pacific Surfliner® service, encourages passengers to plan ahead when traveling between San Luis Obispo and Goleta over the coming weeks. The LOSSAN Agency is funding the upgrade of significant capital improvement projects on the tracks between Goleta and San Luis Obispo. These improvements, being implemented by the Union Pacific Railroad, include the upgrade of several railroad switches as well as the replacement of the Narlon Bridge. The switch modernization will significantly benefit the operational efficiency of Pacific Surfliner trains, as these switches are currently hand operated.

### [Push to Revive Amtrak's Pioneer Route Gaining Steam](#)

*The Herald Journal* Byline: CANDICE SPECTOR Reach: 150k

After more than a decade of quiet around the prospect of restoring Amtrak's Pioneer passenger rail line through Pocatello and parts of the Northwest, talks are regaining steam as lawmakers and local officials daydream about what it would mean for East Idaho if the proposal ever left the station. The train route, which once carried passengers from Salt Lake City through southern Idaho, with stops in Pocatello, Boise, Nampa and other Idaho cities, to Portland, could offer new jobs, increased tourism near stations and a more environmentally friendly way to travel across the region.

### [Here's What the U.S. Infrastructure Bill will Bring Back to RI and How it will be Spent](#)

*NewportRI.com* Byline: Patrick Anderson Reach: 156k

Among other things, the bipartisan infrastructure package also includes \$30 billion for work on Amtrak's Northeast Corridor rail line, which runs through Rhode Island. What that money will buy is not entirely clear. The Northeast Corridor Commission, a group of federal and northeastern state rail planners, released a plan last month saying it will take \$117 billion to reduce the Acela travel time between New York and Boston by 28 minutes.

### [Amtrak Offers Trips to Oakland for A's-Giants Game](#) *Hanford Sentinel* Reach: 120k

Valley Baseball fans will have the chance to save money seeing their favorite teams with some help on the cost of tickets. Amtrak San Joaquin is offering a special event train to take commuters to the "Battle of the Bay" game between the San Francisco Giants and the Oakland Athletics. Tickets to the Oakland Coliseum (OAC) will include an automatic discount of 50%.

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### **City, State Leaders Looking to Bring High-speed Passenger Rail Trains to Peoria**

**CI Proud** Byline: Darronté Matthews Reach: 184k

Peoria representatives are once again trying to bring the downtown train to Peoria. State leaders said, for too long, the city has been left behind when it comes to passenger rail. "When you look at a map of Illinois there's no reason why Peoria does not have rail service," Ray LaHood, former Illinois congressman and U.S. Transportation Secretary said. "It's the second-largest metropolitan area in Illinois."

### **Vermont's Busiest Amtrak Station Could Get Renovation**

**New Haven Register** Reach: 368k

Vermont's busiest Amtrak station could be getting a \$3.5 million facelift with the help of a federal appropriation. The Essex Junction station is much as it was when it was built in the 1950s, and it's showing its age.

### **For Cost Overruns, Honolulu Rail Is In A League Of Its Own, New Data Shows**

**Honolulu Civil Beat** Byline: Marcel Honore Reach: 554k

Between 2007 and 2020, the new rail lines, busways, trolleys and other public transit systems that opened across the U.S. cost on average slightly less to build than predicted, according to the most recent Federal Transit Administration data available. That's in sharp contrast to Honolulu's fledgling rail line, a system whose construction began around the same time as some of those finished transit projects and whose price tag has more than doubled since 2012. One former, longtime FTA official who helped launch Honolulu rail more than a decade ago said the dramatic cost overruns that have plagued the project ever since construction started are worse than anything he's seen.

### **Canada is Reopening to US tourists on Monday: Your Guide to Crossing the Border**

**CNN.com** Byline: Jane Levere Reach: 145m

It has been a long time, neighbor. The Canadian government has prohibited Americans from taking nonessential trips there since March 2020 because of the Covid-19 pandemic. But that will change on Monday, August 9, when Canada opens its borders once again to leisure travel from its southern neighbors. In a news release issued July 19, the Public Health Agency of Canada said the loosening of these restrictions is taking place because of "rising vaccination rates and declining Covid-19 cases."

### **Canada Eases Travel Restrictions for Fully Vaccinated U.S. Visitors (August 10<sup>th</sup> 2021)**

**WebMD** Byline: Carolyn Crist Reach: 97. 9m

Canada lifted its travel restrictions for U.S. visitors on Monday, allowing travelers who are fully vaccinated with a negative COVID-19 test to cross the border. Visitors are required to submit travel information and proof of vaccination on the ArriveCAN app before entering Canada. Travelers should plan for the possibility of additional processing time at the border, The Associated Press reported.

### **Amtrak Statement on STB Ruling Gulf Coast Access is "Ripe for Adjudication"**

**Amtrak News Release** Byline: Unknown Reach: 75. 7k

"Amtrak thanks the Surface Transportation Board for its decision to dismiss CSX and NS' attempt to block Gulf Coast passenger rail service. This upholds Amtrak's right to petition the Board for rail access and sets a schedule for a transparent process that will produce an outcome by the end of this year. "In the meantime, Amtrak is working with the Southern Rail Commission to take steps to begin to operate Gulf Coast Service as soon as possible next year."

### **Opinion | Amtrak's \$66 Billion Ticket**

**The Wall Street Journal** Reach: 36. 5m

The Senate's \$1 trillion infrastructure bill is leaving the station with \$66 billion in new subsidies for Amtrak and passenger rail, but nobody should think this freight car of cash will end the government railroad's problems. Congress nationalized passenger rail in 1970, and a half century of experience shows why the government should never take over a private business. Congress has dictated Amtrak's business model—from where and when trains run to whether and when workers may be laid off. Amtrak has never recorded a profit, despite heroic efforts by patriotic executives with private experience who have tried to install best business practices amid political obstacles.

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### **Tim Woodward: Bring Back Our Train, Amtrak's Pioneer**

***Idaho Press-Tribune*** Byline: Tim Woodward Reach: 187k

If this summer's unprecedented drought, scorching temperatures and wildfire smoke aren't reasons to get serious about climate change, nothing is. The extreme weather we're seeing this summer, scientists say, wouldn't be possible without climate change. What can we do about it? We can walk and cycle more and drive less, turn up the AC, switch from gas-powered engines to electric motors. If we could, we could ride trains more and fly less. Passenger trains produce significantly fewer emissions than airplanes do, but sadly we haven't been able to ride Amtrak trains in southern Idaho for almost a quarter century. That's not likely to change any time soon, but revived efforts in behalf of Amtrak's Pioneer Route that once served this part of the country are encouraging.

### **Amtrak Joe vs. the Modern Robber Barons**

***The Washington Monthly*** Byline: Phillip Longman Reach: 242k

For a chief executive whose love of trains won him the nickname "Amtrak Joe," this must be a pretty exciting moment. President Joe Biden's bipartisan infrastructure bill, which designates an unprecedented \$66 billion to expand rail service across the country, appears poised to pass the Senate. The bill promises to furnish a more convenient and environmentally friendly mode of travel between destinations that are far enough apart to make driving tedious but close enough together to make flying impossible or at best impractical. You may never use these new trains yourself, but those who do will create less traffic congestion, cleaner air, and a cooler planet. Removing more freight from pavement-pounding long-haul semi-trucks onto super fuel-efficient trains will make driving safer and more pleasant, and may yield huge reductions in carbon emissions.

### **Federal Board Gives Amtrak Go-ahead to Restore Passenger Rail Service to Mobile** (August 10<sup>th</sup> 2021)

***WALA-TV*** Reach: 499k

Amtrak has the go-ahead from a federal agency to restore passenger train service between Mobile and New Orleans. Amtrak's long-range plan would add new routes across South CSX and Norfolk Southern Railway were fighting the plan, but the Surface Transportation Board's decision will let Amtrak work toward gaining access to freight lines for its passenger trains.

### **CSX Gains Key Pan Am Deal Support from Passenger-rail Authority** (August 10<sup>th</sup> 2021)

***Progressive Railroad*** Reach: 51. 0k

CSX on Friday announced it reached an agreement with the Northern New England Passenger Rail Authority (NNEPRA) to support the Class I's planned acquisition of Pan Am Railways Inc. One of New England's largest passenger-rail trade authorities, the NNEPRA agreed to file a letter with the Surface Transportation Board (STB) requesting approval of CSX's revised application for the transaction. On July 30, the STB accepted the railroad's revised application.

### **Amtrak Unveils Upgraded Food and Drinks Menu for First Class Acela Customers** (August 10<sup>th</sup> 2021)

***Travel + Leisure*** Byline: Alison Fox Reach: 6. 2m

Travelers can feast on lobster crab cakes and eggs Benedict on their next train ride as Amtrak has upgraded its first-class menus on Acela trains. The revamped dining options, which are complimentary for first-class passengers traveling on the Northeast Corridor, will include things like omelets and huevos rancheros for breakfast, and chicken tandoori with basmati rice and mini naan, or artisan fruit and cheese plates for lunch and dinner, according to the company. Wash it all down with a newly minted wine and beer list (think: prosecco and Allagash White Wheat), or customize your meal by ordering a kosher or vegan meal in advance.

### **Commuter Groups call on Metro-North to ticket Unmasked Riders** (August 10<sup>th</sup> 2021)

***News 12*** Reach: 1. 4m

Masks are required on Metro-North trains, but not a single ticket has been given out since 2020, according to the Connecticut Examiner. Two commuter rail groups are now calling on Gov. Ned Lamont to "direct the Department of Transportation and Metro-North to enforce federal and state regulations." Metro-North President Catherine Rinaldi says they are seeing around 91% of mask compliance and that the problem is overstated, but she admits that some incidents do happen. "If somebody is confrontational, if they refuse to pull up their mask, we will and have called law enforcement," Rinaldi says. Commuter groups say there aren't enough MTA officers, and they want conductors to write tickets. Metro-North's president says they have added police on some trains, especially on those leaving Yankee Stadium after games.





## Mid-Continent Railway Museum BBS

**Subject:** MCRM - Restoration Department Update - July 23-25 provided by Chuck Lavallee

Volunteers continue to make good progress on the projects in the MCRM Car Shop. Attached is a progress report from the most recent session on July 23rd-25th.

We have two upcoming volunteer work sessions scheduled in August and we are in need of volunteers to join us for these sessions. The sessions are scheduled for **August 6-8th** and **August 20-22nd**. Mark your calendar and make your plans to join us for a day or two in the Car Shop.

As always, please reply or contact me if you plan on joining us. This helps so we can plan accordingly.

I hope to see you at MCRM!!

**Bill Buhrmaster**

### MCRM - Restoration Dept

**Weekend Update 8/6-8** Mon Aug 09, 2021 6:19 am

Volunteers, lead by David Pagel and Owen Hughes, were busy this past three days working on several projects in the Car Shop. The volunteer crew over the three day session included: David P. Owen, Richard P., Jeff Ha., David M., Gary, Jerry and Jack. A brief summary of the activity and progress follows: **East Jordan & Southern combine #2:** David M. continued to work inside the baggage end of the car stripping the paint off the walls. In addition he spent a day and a half wire brushing and cleaning up the north truck (west side). □

**Soo Line #203 caboose:** Richard continued leading the efforts to apply a rubber membrane roof on the caboose. With the help of David P. they got the rubber down on both ends of the cars (the cupola was done previously). Meanwhile Gary and Owen worked on painting the car and the screen doors.

**LS&I #64 coach:** : Jack and Jerry spent a day on the roof of the car replacing the center carlines and the associated blocking. They made good progress and they plan on continuing this effort in the near future.

**Miscellaneous:** Jack made a new roof hatch for the Copper Range #29 cab. The old one was deteriorated and flew off during the recent storm and high winds. In addition, Jeff Ha. worked on a sanding and varnishing project.

## News from the Iron Range

### Rainbow Luck

From: [Dave Schauer](#) Date: Tue, 29 Jun 2021 08:11:09 PDT



On our way back from photographing a boat at the Superior entry Sunday evening, I took the long way home thinking there might be a shot potential at Allouez as a loaded ore train had arrived a few hours earlier and might be parked at the County A road crossing if not already dumping. It was raining when we arrived but the sky cleared after 10 minutes and a double rainbow appeared over the DP GE. Not the best looking unit (I've seen worse), but I'll certainly take the scene.

<https://www.railpictures.net/photo/775524/>

Dave Schauer Duluth, MN

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#### **Rail Projects Funded**

From: [Dave Schauer](#) Date: Thu, 01 Jul 2021 16:41:40 PDT

Rail funding is aimed to improve prospects at Grand Rapids' vacant industrial plant  
The Duluth Seaway Port Authority also received grant money to upgrade one of its rail crossings.

#### **Duluth News Tribune**

Rail projects in Duluth and Grand Rapids received state funding this week, including at the site of a former waferboard manufacturing plant that Itasca County developers are hopeful to resurrect.

The Duluth Seaway Port Authority received \$647,000 to reconstruct and modernize approximately 700 feet of curved rail crossing and a switch. The section of track serves multiple terminal tenants, making it an especially vital artery, the Port Authority said. "It's vitally important to maintain this infrastructure and upgrade it to help regional manufacturers remain competitive in North American and global markets," Duluth Seaway Port Authority Executive Director Deb DeLuca said. "This MnDOT grant will help us do that by solidifying a key link in the supply chain."

In Grand Rapids, Voyageur Capital Group was awarded \$1.15 million to rehabilitate 5,475 feet of railroad track and reestablish rail service to the manufacturing plant once operated by Ainsworth Co., and Potlatch before that.

The plant has been idle since 2006, and Voyageur bought it along with 138 acres last fall for \$800,000. Restoring the rail spur is expected to make the 400,000-square-foot facility more attractive to prospective business.

"There aren't a lot of large manufacturing buildings in Northeastern Minnesota, so having that rail access right into the building is an attraction," said Matt Shermoen, a business developer with the Itasca Economic Development Corp.

Shermoen said a range of different industries have made site visits, and that it's possible multiple tenants could occupy the facility in the future. "We hope to attract some businesses in there to grow the job numbers in Itasca County," he said.

The Minnesota Department of Transportation announced the funding this week, as part of its Minnesota Rail Service Improvement program. Seven projects from around the state received a total of \$4.05 million in grants. MnDOT received 21 applications requesting a total of \$21.4 million for rail service improvement projects.

"The number of applicants for the 2021 MRSI grants show there's a great need to maintain or improve rail freight service in local markets throughout the state," said Peter Dahlberg, Office of Freight and Commercial Vehicle Operations program manager. "These local rail connections give local farmers, manufacturers and other local businesses the opportunity to compete in global and national markets."

The Minnesota Rail Service Improvement program began in 1976.  
Dave Schauer Duluth, MN

#### **Algoma Steel EAF**

From: [Dave Schauer](#) Date: Fri, 09 Jul 2021 05:19:30 PDT

Good news for the steel mill at Sault Ste. Marie, Ontario, but not good news for our pellet plants. The mill will phase out its blast furnace operations over the next four years and go to an electric arc furnace that primarily uses scrap steel and HBI. Currently vessels take pellets to the Soo from the Twin Ports. The mill also receives ore from the Tilden mine via an all-rail routing on LS&I/CN. Those trains will cease once the blast furnace is replaced.

News Video: [https://northernontario.ctvnews.ca/video?clipId=2235467&utm\\_campaign=trueAnthem%3A%20Trending%20Content&utm\\_medium=trueAnthem&utm\\_source=facebook&fbclid=IwAR3BnjF7H8WWxJYRQg74\\_G6lR\\_xngvDeBSPQGP\\_TvtVKZhmfC43pobpqJ5I](https://northernontario.ctvnews.ca/video?clipId=2235467&utm_campaign=trueAnthem%3A%20Trending%20Content&utm_medium=trueAnthem&utm_source=facebook&fbclid=IwAR3BnjF7H8WWxJYRQg74_G6lR_xngvDeBSPQGP_TvtVKZhmfC43pobpqJ5I) Dave Schauer Duluth, MN

#### **Re: Algoma Steel EAF**

From: [Dan Kwarciany](#) Date: Fri, 09 Jul 2021 06:23:46 PDT

Dave, Which plant in Minnesota provides pellets to them? DK

#### **Re: Algoma Steel EAF**

From: [Dave Schauer](#) Date: Fri, 09 Jul 2021 07:00:17 PDT

Minntac and Keetac (U.S. Steel).

#### **Re: NSM 672**

From: [James Carpenter](#) Date: Tue, 13 Jul 2021 09:34:56 PDT

Are there any maintenance windows this week on NSM? Jim Carpenter

*Continued on next page:*

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**Re: NSM 672**

From: [Dave Schauer](#) Date: Tue, 13 Jul 2021 09:45:49 PDT

Could be as I saw they were doing some rail replacement a few weeks ago. I'm not positive about this week.

**Re: Algoma Steel EAF**

From: [srubeerman@yahoo.com](mailto:srubeerman@yahoo.com) Date: Tue, 13 Jul 2021 18:16:15 PDT

It appears the end of blast furnaces in North America is something many of us will live to see.

Along with this will be a major change in the look of the railroads and transportation systems the support them.

Technology, environmental, and market factors are quickly changing the face of steel.

This news along with USS news earlier this summer are painting a picture that is missing the iconic face of the industry. This is also another example of how steel like many other products will continue to require less and less labor for production. Makes one question who will be buying all the products??

The winds of change are starting to feel like a November Gale. Bob

**Searchlights at Carlton**

From: [Mark Arnold](#) Date: Sun, 18 Jul 2021 17:35:27 PDT

Just an FYI, looks like the searchlight signals at Carlton are ready to be removed. Replacements are now up and turned at 90 degrees. Signalmen worked in the hut on new wiring Friday and Saturday.

About 8 searchlights are already on the ground in Carlton so I'm thinking all the signals from Carlton to Superior have been changed out. Get your pictures while you can.

Mark Arnold Lake Superior Companies, Inc

**Ore Traffic Up**

From: [Dave Schauer](#) Date: Thu, 22 Jul 2021 07:28:01 PDT



## Ore tonnage not unexpectedly up over 2020. Iron Ore Shipments on Great Lakes Roar Back from Pandemic Lows

Written By: [Brady Slater](#) | 4:58 pm, Jul. 21, 2021



*The Edwin H. Gott takes on a load of iron ore at the BNSF dock in Superior on Wednesday, July 21, 2021. (Steve Kuchera / skuchera@duluthnews.com)*

Silver Bay and Two Harbors joined the port of Duluth-Superior in fueling the revival. Those four cities are responsible for 78% of iron ore shipments on the Great Lakes.

Great Lakes shipping traffic appears whole again, and its revival is being fueled by taconite iron ore.

One season after the COVID-19 pandemic stalled the economy, resulting in a nearly 30% drop in Twin Ports shipping tonnage, [the anticipated rebound](#) is delivering in reality.

More than 2.3 million short tons of iron ore left the port of Duluth-Superior in June, the most in a single month since August 2019, and the highest June-only iron ore tonnage total since 2014.

“Steel demand remains strong and Minnesota’s Iron Range continues to operate at full production, which is a good thing for the state, the region and for the port of Duluth-Superior,” said Deb DeLuca, executive director of the Duluth Seaway Port Authority, in a news release issued this week by the Ottawa-based Chamber of Marine Commerce.

The total number of vessel arrivals in the Twin Ports (243 through June) is up nearly 30% over last season.

“(It’s) another positive indicator in what’s been a good shipping season thus far,” DeLuca said.

The Twin Ports aren’t alone in the Great Lakes’ recovery from pandemic lows.

Shipments of iron ore across the Great Lakes totaled 5.8 million tons in June, an increase of 43.6% over the same month in 2020.

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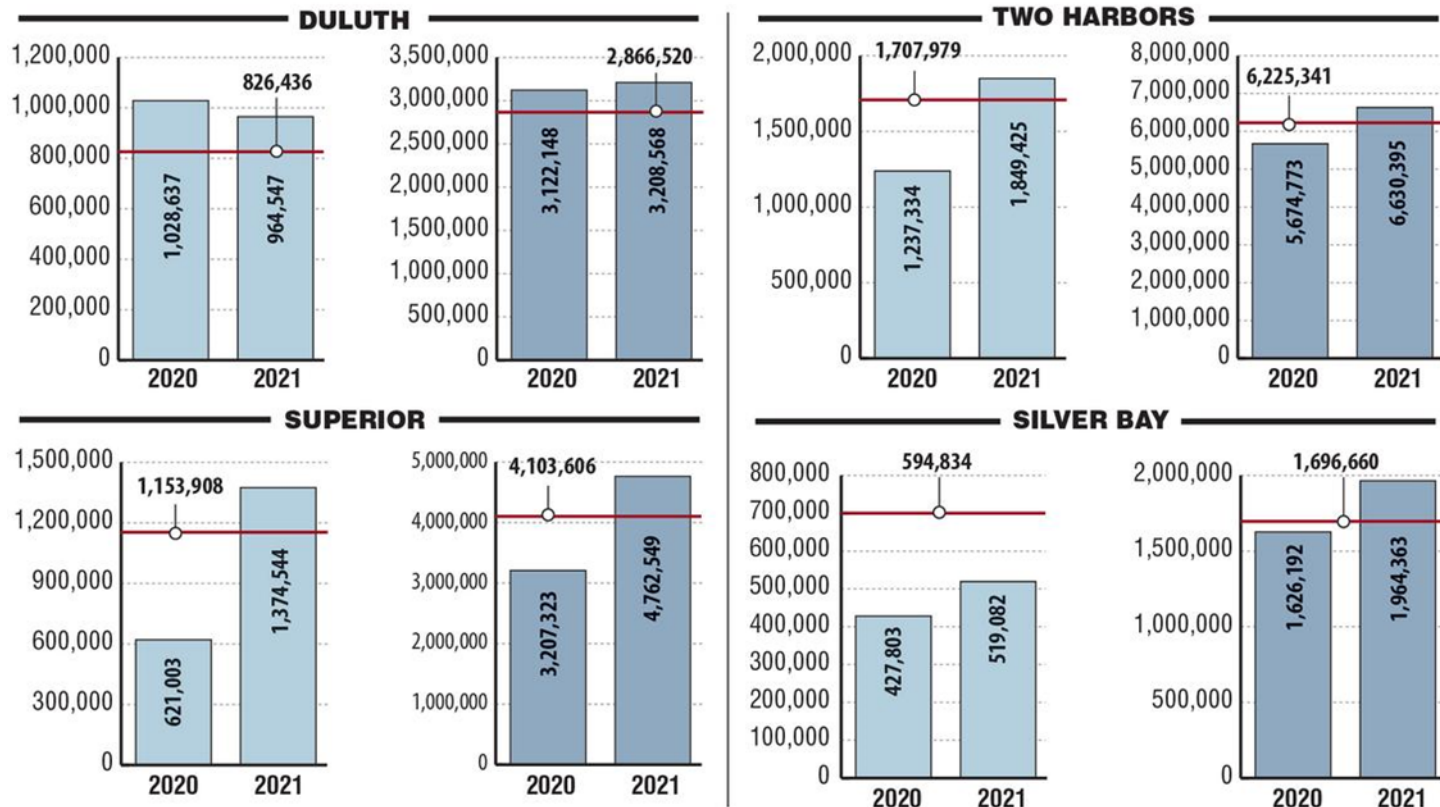
Year-to-date, the iron ore trade across the Great Lakes stands at 20.7 million tons, 20.6% above the previous year's total of 17.2 million tons through June. Iron ore shipments are also above their five-year average (19.6 million tons) by 5.7% for the first half of the season, which ends in January.

Two Harbors and Silver Bay are posting robust iron ore figures. Those ports along the North Shore have made 8.6 million tons of ore shipments so far in 2021, outstripping even the Twin Ports' 8 million tons. Ore shipments between the Twin Ports and North Shore make up 78% of Great Lakes' totals.

## Great Lakes iron ore trade

June 2016-2020

June Year-to-date 2016-2020 average



SOURCE: Lake Carriers' Association

NEWS TRIBUNE GRAPHICS

Gary Meader / gmeader@duluthnews.com

Even iron ore exports via the St. Lawrence Seaway are up 14%. Part of that increase is due to Canadian ship operators transporting healthy volumes of iron ore pellets from Lake Superior ports to the port of Quebec, where the pellets are sent overseas to Asia and Europe, the Chamber news release said.

Other cargoes are rising, too.

Shipments of limestone on the Great Lakes totaled 3.8 million tons in June, an increase of 17.8% from a year ago, putting those in line with five-year averages.

The dry bulk category, up 16% through June, is experiencing a strong rebound, the Chamber said, and is expected to perform well for the balance of the season due to high demand across this Great Lakes region of the U.S. and Canada for construction materials including cement (up 36%) and gypsum (up 79%).

[Coke, used in steel and cement production](#), is up more than 125% compared to last year as global commodity price increases have also led to a big increase of coke exports from Superior and Toledo to France, the Netherlands and other European countries.

General cargo (up 61%) continues to be driven by steel imports from Europe, feeding manufacturing and construction activity throughout the Great Lakes region.

"This time last year, many of these cargoes had fallen off a cliff due to the pandemic," said Bruce Burrows, president and CEO of the Chamber of Marine Commerce. "It's great to see marine shipping bustling again and supporting the accelerating recovery of so many American industries."



The barge/tug Erie Trader/Clyde S. Vanenkevort leaves Duluth on Wednesday, July 21, 2021, with a load of iron ore from the CN dock in Duluth. (Steve Kuchera / skuchera@duluthnews.com)

[https://www.duluthnewstribune.com/business/transportation/7121540-Iron-ore-shipments-on-Great-Lakes-roar-back-from-pandemic-lows?utm\\_medium=email&utm\\_source=newsletter&utm\\_campaign=dailypm&utm\\_content=500020](https://www.duluthnewstribune.com/business/transportation/7121540-Iron-ore-shipments-on-Great-Lakes-roar-back-from-pandemic-lows?utm_medium=email&utm_source=newsletter&utm_campaign=dailypm&utm_content=500020)

Dave Schauer Duluth, MN

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### **Hull Rust Hibtac Blast Vid**

From: [Bruce K](#)

Date: Thu, 05 Aug 2021 11:27:48 PDT

As many of you know I volunteer at the Mineview in Hibbing.

Today they set off a 1.2 million ton blast right below the Mineview. The video can be seen at:

[Hibtac Hull Rust Blast 8/5/2021](#)

Bruce Kettunen Mt. Iron MN

### **Re: Hull Rust Hibtac Blast Vid**

From: [Chuck Corwin](#) Date: Sat, 07 Aug 2021 14:39:34 PDT

That blast should have been taconite. The light colored material to the right of the blast area is overburden (glacial till) and some previous dump material (reddish color) from natural ore mining. I have been going up to the Hull Rust Mine View every week, sometimes a couple of times a week, since the tail end of May, I have been photographing the progress of Hibbtac stripping off the material to get to the Taconite. I was last up there on August 1st. Hibbtac had two drills working on the blast pattern. You can see one of the drills way over to the right in part of the video, to be clear of the blast. Supposedly equipment needs to be clear by 1,000 feet and personal need to be clear by 2,000 feet. The next blast zone will be a little bit closer to the Hull Rust Mine View. The property that was blasted and currently being stripped should be part of the Webb Longyear properties. The Webb is on the west side and Longyear to the east, with part of the Longyear below the Webb. That parcel of property is in between a couple of natural ore pits. and subsequently has almost straight vertical walls which drop several hundred feet to the Susquehanna property which is part of the Hull Rust pit complex.

The last natural ore mining took place in that area in 1974-1976. That would have been Hanna Mining, which was mining the Whitney which is just to the southeast of the Webb/Longyear properties. Rhude Fryburger in 1974-1976 and prior to that, also had a small wash plant set up in the bottom of the Hull Rust pit and was hauling its washed ore up a long ramp on the east side of the Hull Rust where its stock pile and loading pocket for railroad was located. That Rhude Fryburger load out facility was located where Hibbtac is currently stripping overburden and blasting to get to the taconite. I'm not sure which year Rhude Fryburger quit mining natural in the Hull Rust. I know Rhude Fryburger were there the three summers of 1974 through 1976 when I was working at Hanna's Whitney operation. In looking at the Whitney pit, which is located at the very east end of the Hull Rust Pit, the pit walls broke through into the Longyear pit, thus the connection for the DMIR to get to the Rhude Fryburger load out area would have been cut off. That connection would have been cut off in the fall of 1976 or during early 1977 (January-March) if Hanna was doing winter stripping. Hanna Mining did not operate the Whitney during 1977 ore season. It was permanently shut down.

There might be some low grade material in the blast area and that could be set aside and not run through the plant. I would have to look at my previous photos of the drilled blast pattern to see what color the drilled material cleaned out of the drill hole and around the hole is. If it contains red material that would indicate it would have some natural ore in that area. That material then would go to a dump. Taconite plants on the Mesabi Range are set up for magnetic recovery of magnetite and do not process ore containing hematite. Hematite is non magnetic. It is interesting that once magnetite (which is extracted from the taconite) is roasted in a indurating machine either a (straight grate or grate/kiln) and heated to about 2,000 degrees, it is oxidized and becomes hematite and non magnetic. Put a magnet next to a processed taconite pellets and it will not pickup the taconite pellet. The processed taconite pellet now has the same chemical formula as hematite.

Chuck Corwin Cohasset, Minnesota

### **Re: Hull Rust Hibtac Blast Vid**

From: [Chuck Corwin](#) Date: Tue, 10 Aug 2021 09:27:14 PDT

As of Monday August 9th 2021, Hibbing Taconite has moved the P&H drill back to the area just east of last weeks blast. They have started drilling the new pattern. A loader was working on the safety berm on the east side of the new drill pattern. Numerous truck loads of what appears to be tailings was dumped along the east perimeter or edge of the new drill pattern. The loader was using this material to build up the safety berm.

A P&H shovel had been moved into the north end of last weeks blast and was loading the blasted material into a couple of trucks. The material which appears to be reddish in color (oxidized taconite or natural ore type material). The truck was taking the material down the hill and dumping it in a new dump at the base of the road going up to the top of the new blast area. At the current time all you can see of the shovel is the point sheaves and the very top of the boom. The drill and the new drilled pattern are in close proximity to the Hull Rust View stand to get good photos. The truck and bull dozer equipment is also in close for photographing mining activity.

The current drill pattern is not as big as the previous blast pattern. This pattern might be ready to blast in 2-3 weeks (speculation on my part). Again all dependent on equipment break downs.

Chuck Corwin Cohasset, Minn.

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### Prairie River Minerals

From: [Todd Mavec](#) Date: Mon, 09 Aug 2021 22:02:25 PDT

Here's a couple shots of a new mining operation called Prairie River Minerals that loads product out of the Jessie mine loadout facility once run by Magnetation which the Missabe historical society toured several years ago.

[RailPictures.Net Photo: GMTX 413 GMTX GP15-2 at La Prairie, Minnesota](#) by [Todd M.](#) <https://flic.kr/s/aHsmWsByvd>

Also included is a bonus shot of the Bruce mine headframe near Chisholm which has received the two ore cars from CN via the LSRM which will be added to the display under the headframe. Work has started for the park/display recently after a road was put in to the site last fall. Todd M. Eveleth, MN



### Canada's Algoma Steel Granted \$420m to Become 'greenest' Steel Producer

The [Government of Canada](#) has approved up to CAD\$420 million (£245m) in funding to support Algoma Steel in becoming the "greenest" flat-rolled steel producer in the country.

[Prime Minister Justin Trudeau](#) announced the four-year funding to enable the company to retrofit its operations and phase out coal-fired steelmaking processes at its facility in Sault Ste. Marie, Ontario.

The financial support will facilitate Algoma Steel's proposed transition to electric arc furnace (EAF) steelmaking and help create thousands of direct and indirect jobs in Sault Ste. Marie and the province of Ontario.

The proposed EAF transformation is expected to reduce carbon emissions by around 70% – equivalent to more than three million metric tonnes per year by 2030 – making the project among the lowest-cost-per-tonne of greenhouse gas reduction in [Canada](#).

The company's proposed transition to electric arc furnace has the potential to reduce its carbon emissions by around 70% July 6 2021 Energy Live News -Priyanka Shrestha

Mr Trudeau said: "Investments in clean technology benefit the environment and our economy. Today's announcement is great news for the people of Sault Ste. Marie. It will help Algoma Steel create good middle class jobs and cut pollution, while positioning Canada as a leader in cleaner and greener steelmaking.

"The government will continue to support Canadian businesses and workers as we accelerate our transition to a clean growth economy that leaves no one behind."

Algoma Steel aims to ensure green steel products are available for inclusion in automobiles, consumer products and renewed infrastructure that uses Algoma Steel.

Michael McQuade, Algoma Steel Chief Executive Officer added: "Having a commitment of this magnitude from the Government of Canada shows leadership towards a net zero, climate-resilient [Canada](#) and is so very important as we look to make our proposed transformation to EAF steelmaking a reality. We were honoured to host Prime Minister Trudeau and Minister Champagne today and we took to the opportunity to showcase our new No. 2 Ladle Metallurgy Furnace, another significant milestone in Algoma Steel's transformation journey which we commissioned this past February.

"The momentum is building on our path to our enhanced sustainability, with the promise of good secure jobs and a greener future for our community and our customers."





## Amtrak Blocks New Reservations During Coast Starlight Bus Bridge

[AllAboardRailDiscussion] From: "Gary Kazin via groups.io" Mon, Jul 19, 2021 at 10:49 AM

Trains, Bob Johnston -Provided by John Goodman

LOS ANGELES — Amtrak's *Coast Starlight* began operating as Los Angeles-Sacramento, Calif., and Seattle-Klamath Falls, Ore., sections linked by an overnight bus ride as of Friday, July 16, but travelers haven't been able to make new reservations, even on the unaffected parts of the route.

The Seattle-Klamath Falls portion had been dropped after a wildfire destroyed a Union Pacific bridge on June 28. The bridge isn't expected to be repaired until Sept. 1.

Passengers had at least been able to reserve trips between stations on the California segment, which had been operating with coach and business class cars, sleepers, "traditional" dining service for sleeping-car passengers only, and a Sightseer lounge car. The *Starlight's* restarted Pacific Northwest version also has identical equipment.

Yet during the past week, those attempting to book the train at [Amtrak.com](https://www.amtrak.com) between any two city pairs are either greeted with a "sold-out" message (where there are other Amtrak train or bus alternatives), or are told, "we don't have train service matching your request" (where the *Starlight* is the only option).

Keeping revenue off the books and passengers off the train is temporary, according to Amtrak spokeswoman Olivia Irvin. She says, "To ensure prioritization for customers who have had their reservation impacted by this change in service, sales on some segments of the *Coast Starlight* have been paused while the re-accommodation process is completed. This includes all itineraries on the overnight segment that will be served by a bus. We are not able to share a projected completion timeline at this time."

However, from early last week through the weekend, *Trains News Wire* couldn't book any segment. From July 31 through Aug. 3, trains will only run between Los Angeles and Sacramento because daytime trackwork will be taking place, but reservations can't be made for that operation, either.

The [passenger advisory](#) on Amtrak's website (see below) shows the different train and bus numbers that are being utilized, but doesn't explain what is going on with the blocked sales. When booking is allowed again, a journey involving the overnight bus ride will be shown as a three-segment trip, but obviously some downward adjustments to sleeping car fares are in order.

For existing reservations, Irwin says, "Our contact center team is currently working with each impacted customer to modify their reservation to their liking." The system apparently isn't ready to show what new prices passengers will be charged, though this would not impact anyone except those people riding between Sacramento and Klamath Falls.

On the bridged segment, Amtrak is utilizing four buses, "with the flexibility to add or subtract as needed," according to Irwin. California intermediate stops at Chico, Redding, and Dunsmuir will continue to be served during the track outage, along with a planned en-route rest stop where retail vendors will offer food.

### Passenger Advisory Cited Above: Effective July 15, 2021

To accommodate repairs to the UP Black Butte Subdivision infrastructure damaged by multiple wildfires, Coast Starlight Service will be adjusted as follows: Saturday, July 31 through Tuesday, August 3

**Train 11**, which normally operates between Seattle and Los Angeles, will be cancelled. **Train 1011** will originate at Sacramento and operate between Sacramento and Los Angeles. No alternate transportation will be provided between Seattle and Sacramento.

**Train 14**, which normally operates between Los Angeles and Seattle, will terminate at Sacramento. No alternate transportation will be provided between Sacramento and Seattle.

Passengers traveling to and from stations between Eugene and Seattle are encouraged to use Amtrak Cascades service.

Thursday, July 15 through Tuesday, September 7

**Train 11**, which normally operates between Seattle and Los Angeles, will operate as **Train 11** from Seattle to Klamath Falls, as **Bus 3011** from Klamath Falls to Sacramento, and as **Train 1011** from Sacramento to Los Angeles.

Checked baggage will not be available on **Train 11** south of Eugene and on **Bus 3011**. Passengers are limited to two pieces of luggage per person.

**Train 14**, which normally operates between Los Angeles and Seattle, will operate as **Train 14** from Los Angeles to Sacramento, as **Bus 3014** from Sacramento to Klamath Falls and as **Train 1014** from Klamath Falls to Seattle.

Checked baggage will not be available on **Bus 3014** and **Train 1014** south of Eugene. Passengers are limited to two pieces of luggage per person.

**Buses 3011** and **3014** will make all intermediate station stops as well as a planned en route rest stop at a Pilot Travel Center with retail vendors offering food and beverages.

No checked baggage will be accepted between Eugene and Klamath falls.

Bicycles, pets and checked firearms will not be permitted on **Buses 3011** and **3014** between Sacramento and Klamath Falls or

**Trains 11** and **1014** between Klamath Falls and Eugene. Gary R. Kazin



## Coast Starlight Update

Date: Wed, Jul 28, 2021, 2:31 PM

From: Carleton MacDonald <[carletonm@comcast.net](mailto:carletonm@comcast.net)> "[allaboardraildiscussion@groups.io](mailto:allaboardraildiscussion@groups.io)" >  
Friday, July 30, 2021, 12:28:20 PM CDT -Provided by John Goodman



## Track and Bridge Repairs Affect Coast Starlight Service Effective Immediately

### Attention Amtrak Customers

To accommodate repairs to the UP Black Butte Subdivision infrastructure damaged by multiple wildfires, Amtrak *Coast Starlight* Service will be adjusted as follows:

#### Thursday, July 15 through Tuesday, September 7:

- **Train 11**, which normally operates between Seattle and Los Angeles, will operate as Train 11 from Seattle to Klamath Falls, as **Bus 3011** from Klamath Falls to Sacramento, and as **Train 1011** from Sacramento to Los Angeles.
  - Checked baggage will not be available on Train 11 south of Eugene and on Bus 3011. Passengers are limited to two pieces of luggage per person.
- **Train 14**, which normally operates between Los Angeles and Seattle, will operate as Train 14 from Los Angeles to Sacramento, as **Bus 3014** from Sacramento to Klamath Falls and as **Train 1014** from Klamath Falls to Seattle.
  - Checked baggage will not be available on Bus 3014 and Train 1014 south of Eugene. Passengers are limited to two pieces of luggage per person.
- **Buses 3011 and 3014** will make all intermediate station stops as well as a planned en route rest stop at a Pilot Travel Center with retail vendors offering food and beverages.
- No checked baggage will be accepted between Eugene and Klamath falls.
- Bicycles, pets and checked firearms will not be permitted on Buses 3011 and 3014 between Sacramento and Klamath Falls or Trains 11 and 1014 between Klamath Falls and Eugene.

#### Exceptions to above

#### Saturday, July 31 through Tuesday, August 3:

- **Train 11**, which normally operates between Seattle and Los Angeles, will be cancelled. Train 1011 will originate at Sacramento and operate between Sacramento and Los Angeles. No alternate transportation will be provided between Seattle and Sacramento.
- **Train 14**, which normally operates between Los Angeles and Seattle, will terminate at Sacramento. Train 1014 is cancelled August 1 through 4, with no alternate transportation provided between Sacramento and Seattle.

#### Sunday, August 8 through Monday, August 23:

- **Train 11** will operate between Seattle and Klamath Falls. Train 1011 is cancelled August 9 through 23, with no alternate transportation provided between Klamath Falls and Los Angeles.
- **Train 14** is cancelled between Los Angeles and Seattle. Train 1014 will operate between Klamath Falls and Seattle with no alternate transportation provided between Los Angeles and Klamath Falls.

**Note:** Passengers traveling to and from stations between Eugene and Seattle are encouraged to use Amtrak Cascades, *Pacific Surfliner*, *Capitol Corridor*, *San Joaquins* and Thruway services.

We appreciate your patronage and apologize for any inconvenience. For schedules and information, visit [Amtrak.com](http://Amtrak.com), use our free mobile apps, speak with station personnel or call/text 800-USA-RAIL (1-800-872-7245). Thank you for traveling with Amtrak.

PSN 0721-56 Updated July 28, 2021 Remove Sept. 8, 2021  
Amtrak is a registered service mark of the National Railroad Passenger Corporation.





## Coast Starlight to Resume Aug 23

**From:** Gene Poon <[gpoon49@gmail.com](mailto:gpoon49@gmail.com)> **To:** "[allaboardraildiscussion@groups.io](mailto:allaboardraildiscussion@groups.io)" Provided by John Goodman  
August 14, 2021, 09:50:04 AM CDT  
TRAINS.com By Bob Johnston | August 13, 2021

OAKLAND, Calif. — Amtrak will resume operation of the Coast Starlight over its full Seattle-Los Angeles route, beginning with departures from both endpoints on Monday, Aug. 23, following completion of bridge work between Santa Barbara and San Luis Obispo, Calif. However, the train's sleeping-car inventory currently remains limited for more than a month after its return.

By Aug. 22, Union Pacific is scheduled to have replaced a bridge dating to 1986 that crosses San Antonio Creek at Narlon, Calif., approximately 30 miles south of San Luis Obispo.

Through service has been disrupted since a fire destroyed the Dry Canyon Bridge north of Redding, Calif., on June 28. It resumed on July 15 utilizing overnight buses in each direction between Sacramento, Calif., and Klamath Falls, Ore. Work replacing the bridge at Dry Canyon was expected to last until Sept. 1, but was completed on Aug. 1 [see "Union Pacific reopens Dry Canyon Bridge," Trains News Wire, Aug 2].

Throughout July, a passenger advisory on Amtrak's website made no mention of the planned outage at Narlon, but the booking system showed Coast Starlights cancelled Aug. 8-22. Once the Dry Canyon Bridge was opened, the train was reinstated between Seattle and Klamath Falls; although the track was open as far south as San Luis Obispo, the cancellation south of Klamath Falls remained in place and will continue through Aug. 23.

On dates when the train has operated, Amtrak's system showed sleeping-car space as "sold out" through Sept. 8; it only became available one or two days before each train's departure [See "Starlight saga: sales stopped ...," Trains News Wire, July 19].

Amtrak spokeswoman Olivia Irvin tells Trains News Wire, "We will be re-opening sales in coach and business class but are temporarily inhibiting private room sales while customers are re-accommodated."

As of Friday, Sept. 13, here is the available sleeping-car inventory:

Aug. 23-26: Roomettes, bedrooms and family rooms are all available. Fares are at the lowest "buckets" for all accommodations. This is understandable, since no sales (other than rebooking) have been allowed since late June.

Aug. 27-Sept. 8: Sleeping car space is "sold out" on certain dates for the overnight portion but available south of Sacramento on those dates

Sept. 9-30: Family bedrooms are the only accommodation shown for travelers departing from Seattle, but roomettes appear on the same southbound train the next day starting at Sacramento.

As the rebooking process is completed, more overnight inventory should become available.



## Preparedness Pays Off

Written by Railway Age **Marybeth Luczak**, Executive Editor August 09, 2021



*Genesee & Wyoming's Buffalo & Pittsburgh Railroad is no stranger to cold weather. G&W photo*

RAILWAY AGE, AUGUST 2021 ISSUE: For railroads, keeping ahead of the next "polar vortex" means boosting communications and partnering with shippers, other carriers and suppliers, early.

It may be summer, and there may be wildfires and drought engulfing a significant portion of the American and Canadian West, but planning ahead—from investments to inspections to staged resources—is how railroads, large and small, ensure they're ready to continue safe operations when temperatures drop and snow, freezing rain and ice replace smoke and flames.

"With the vast majority of our 113 North American railroads above the U.S. Sun Belt region, winter preparedness has always been a priority at **Genesee & Wyoming** operations—even before the term 'polar vortex' became part of our everyday vernacular," says Director of Corporate Communications Tom Ciuba.

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Communication is key. As part of its planning efforts, G&W ensures that employees have all the necessary PPE for the season—spikes or winter overboots, cold-weather industrial gloves, jackets, hats, etc.—and that all properties undergo general maintenance and housekeeping to remove standing water or debris that can cause slipping or tripping hazards in yards once snow falls; stock up on salt or sand; maintain designated walkways and lots; and service any snowblowers or other tools that keep track clear, according to G&W Senior Vice President of Operations Support Andy Chunko.

Union Pacific (UP) continually monitors and adjusts its winter action plans. From Mechanical and Service Design to Operations, each group has a “playbook.” “The regions, along with coordination from other departments—including our Harriman Dispatch Center and our Crew Management Services—review all details of the intended plans and walk through any changes that are necessary,” spokesperson Robynn Tysver tells *Railway Age*. There is an annual review of plans, in addition to a debriefing following any major weather event to understand what adjustments are needed, she says.

Railroads also work with shippers to prepare. G&W reminds shippers “how important it is to keep their facilities, lead tracks, yard tracks and switches clear of snow and ice,” G&W North America President Michael Miller says. “This ensures that crews can service their operations in a timely and effective manner. We also encourage customers to sand and/or salt walkways, parking lots and all paths where our and their employees might walk, and we ask them to plan ahead and build extra time into their service requests due to slower operations or delays caused by inclement weather. In locations prone to extreme conditions, we work with customers to develop winter preparedness plans weeks before the seasons change.”

UP even provides winter weather preparedness tips on its website. “As part of those tips, we ask shippers with rail-served facilities to take several steps to prepare for winter weather, such as clearing and inspecting gutters, drains and walkways, and making sure they are clear of any debris,” Tysver says.

Communication with other carriers is also critical, Tysver says, “to ensure a fluid network and to utilize those relationships to continue to serve our customers in the safest way possible.”

“The three biggest areas of focus for G&W and our interchange partners during winter are communication, coordination and preparation,” G&W’s Miller reports. “Since weather can impact service, proactive communication among rail partners allows for proper planning and scheduling. AccuWeather’s reporting systems help us to identify potential problem areas in advance, keep interchanges clear of ice and snow to ensure fluid operations, and strategically position equipment and resources at key locations to minimize service disruptions. Where possible, we also strive to keep air on trains to minimize the time it takes to ready air brakes, and we encourage connecting railroads to do the same. In the event congestion occurs, we offer switching assistance and add service as required. Last but not least, we monitor railcar delays and present a plan to transportation partners if those delays are excessive.”



Technology, too, plays a role. “Over the past 10 years, we have been rebuilding our snow spreading fleet, as well as overhauling our rotary snowplows,” Tysver says. “Most of the West Coast spreaders have been completely rebuilt. We have also obtained a fleet of hi-rail equipped AF1 cold air blowers to clean switches and yard tracks. In the past several years, we have purchased a couple of PistenBully snow machines to push snow off the mountains in California. In addition, we have purchased several switch heaters in targeted subdivisions.”

“In colder climates, we focus on engine idling, which can burn up to 5.5 gallons of fuel per hour just to keep the engine at a temperature warm enough to prevent damage from

from freezing,” G&W’s Chunko explains. To prevent this loss, G&W outfits locomotives with Auxiliary Power Units (APUs) to keep the engine-cooling water and lube oil warm. “APUs only burn about one gallon of fuel per hour when in operation, which cuts down diesel emissions and saves on the amount of lube oil used,” Chunko notes. “When possible, we also install electrical plug-ins, which allow us to keep engines warm without idling.”

*Railway Age* talked with suppliers to find out their winter preparedness tips—and product delivery lead times—as well as the latest cold-combatting technologies to help railroads clear the next “polar vortex.” Their responses follow.

For More Detailed information on this Subject, Please use the link Below:

<https://www.railwayage.com/mw/preparedness-pays-off/>



**Southwest LRT Construction Update: August 13, 2021**

**Web: [swlrt.org](http://swlrt.org) Provided by John Goodman**  
**-Construction Hotline: 612-373-3933**

**Southwest Light Rail Reaches Major Milestone: First LRT tracks in Hopkins**

The Metropolitan Council and Hennepin County are proud to announce the first LRT rail tracks have officially been placed for Southwest LRT. The rail was installed in Hopkins, near the future Downtown Hopkins Station, on August 11, 2021. This marks another major milestone for the Southwest LRT project and brings the project one step closer to connecting the communities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis to new opportunities. For more information on this milestone visit

[www.swlrt.org](http://www.swlrt.org)

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*A view of the first LRT tracks being installed near the Downtown Hopkins Station.*

### Eden Prairie Highlights

Along Prairie Center Drive, from Technology Drive to Singletree Lane there will be lane closures during the week of August 12 for bridge work.

The I-494 off-ramp to Flying Cloud Drive is closed for the 2021 construction season. The eastbound I-494 on-ramp from Flying Cloud Drive is open. Traffic traveling westbound on Flying Cloud Drive should follow the posted detours to access eastbound I-494. [See Eden Prairie detour information.](#) Flying Cloud Drive is reduced to one lane in both directions between Town Center Place to Valley View Road through the summer. Left turns in and out of Technology Drive at the Flying Cloud Drive intersection are not allowed through the summer. The westbound Highway 212 off-ramp to Shady Oak Road will remain closed through the end of the construction season. The Highway 62 on-ramp from Shady Oak Road is closed while crews advance adjacent construction. Expect lane closures along eastbound Highway 62 between Shady Oak Road and Highway 212. These closures are anticipated to last through the summer. [See Eden Prairie detour information.](#)

Crews are advancing the southern portion of the Highway 62 LRT tunnel and area retaining walls. Most of the tunnel's structure is in place, and backfilling activities are underway through the summer. [See Eden Prairie detour information.](#)

### Minnetonka Highlights

The westbound lane on Green Circle Drive near the intersection with Bren Road West is closed through the 2021 construction season to complete work in the LRT corridor. A segment of Bren Road East is being reconstructed near the LRT corridor. Traffic on Red Circle Drive and Bren Road East temporarily connect with Yellow Circle Drive. Yellow Circle Drive is a two-way road during this phase of construction to accommodate through traffic and local businesses. [See Minnetonka detour maps here.](#)

The City of Minnetonka has closed the Blue Circle Drive bridge. This work is anticipated to continue through November. [See Minnetonka detour maps here.](#)

Smetana Road from Feltl Road to Nolan Drive remains closed until later this fall. A bypass is in place east of the intersection of Smetana and Feltl roads to accommodate local traffic. [See Minnetonka detour maps here.](#) Crews continue to work on the Minnetonka-Hopkins LRT bridge. Expect noise from piling as bridge pier construction continues.

### Hopkins Highlights

Westbound Excelsior Boulevard is closed at Jackson Avenue. Traffic will remain detoured while crews advance the construction of the cantilevered LRT bridge over Excelsior Boulevard. Left turns from southbound Jackson Avenue to eastbound Excelsior Boulevard are now permitted. [See Hopkins detour maps.](#) The construction of the regional trail underpass at Blake Road North is underway. Blake Road traffic has been reduced to one northbound lane between Excelsior Boulevard and 2<sup>nd</sup> Street N.E. while southbound Blake Road traffic is detoured at 2<sup>nd</sup> Street N.E. [See Hopkins detour maps](#)

### St. Louis Park Highlights

Expect lane closures through the summer along Louisiana Avenue between West Lake Street and Oxford Street while crews advance bridge construction. Piling operations are expected. Overnight lane closures on Highway 100 are anticipated for Wednesday, August 18 through Friday, August 20 to paint the LRT bridge.

### Minneapolis Highlights

Freight rail work is scheduled for the following weekends: August 14-15, August 21-22, and August 28-29. Work hours will be 9:00 AM – 9:00 PM. Crews will pull new rail, install spikes and ties, and tamp ballast. Work will occur between France Avenue and the BNSF Wayzata Junction near the Bryn Mawr Station area. Expect noise, equipment and materials moving through the corridor as well as vibratory activity from tamping ballast. These construction activities coincide with planned freight rail outages.

Construction of the West Lake Street Station continues with excavation work and the installation of underground elements such as duct banks. Tunnel construction continues. Crews have poured base concrete slabs in some of the initial cells and will advance the structure of the tunnel. Expect noise from excavators, generators and pumps for water management, concrete application, and drilling. Current and upcoming work include:

Preparation work for secant wall construction near the Cedar Isles Condominiums continues through the summer.

Work activities include power washing and water management, and various concrete work. Expect concrete truck traffic to and from the site. Expect construction traffic along Sunset Boulevard, Depot Street, France Avenue and Cedar Lake Parkway. This route will primarily be used to deliver materials and equipment such as concrete and rebar for the construction of the Kenilworth LRT tunnel. A 10 to 14-day closure of Cedar Lake Parkway is upcoming in late August or early September. Crews will work on metal sheets under the Parkway and perform grouting work to seal gaps between sheeting. Expect noise and vibration. Pedestrian and bicycle access will be preserved for the duration of this closure. Detour information is forthcoming.

Construction at Bryn Mawr Station is ramping up with excavation and installation of piles to construct the pedestrian bridge. Retaining wall work on the bluff south of Wayzata Boulevard and Penn Avenue is expected to start toward the end of August.

The Luce Line Trail Bridge over Linden Yards and the BNSF railroad will be demolished within the next 2-4 weeks. Trail users will cross the rail corridor to the west adjacent to Highway I-394. [See Minneapolis detour maps here.](#) The trail bridge will be closed for approximately a year, while a new bridge is constructed.

Crews continue to build a corridor protection wall between Glenwood Avenue and Highway I-394, including work on Saturdays.

Construction activities to advance the Glenwood Avenue LRT bridge include high-vibration sheeting installation and pile-driving for most of the summer. Glenwood Avenue between Lyndale Avenue North and North 12<sup>th</sup> Street remains closed. [See Minneapolis detour maps here.](#)

Bridge pier work near 7<sup>th</sup> and 6<sup>th</sup> Avenues has resumed. This work entails high-vibration activities for sheeting installation and pile driving. This work is expected to continue through the construction season. Expect lane closures on eastbound 6<sup>th</sup> Avenue.

## Shortage of Railroad Workers Threatens Recovery; PSR Root Cause

[AllAboardRailDiscussion@groups.io](mailto:AllAboardRailDiscussion@groups.io)" > **From:** "Gene Poon" <[sheehans2016@gmail.com](mailto:sheehans2016@gmail.com)>

**Sent:** Tue, Jul 27, 2021 at 12:21 AM **Provided by** John Goodman

Shortage of Railroad Workers Threatens Recovery; Precision Scheduled Railroading Root Cause

**Dow Jones Newswire/Wall St. Journal, by Paul Ziobro**

America's freight railroads are struggling to bring back workers, contributing to a slowdown in the movement of chemicals, fertilizer and other products that threatens to disrupt factory operations and hinder a rebound from the pandemic, according to shippers and trade groups.

The problems have attracted scrutiny from federal regulators, who have been concerned that cost cuts and new operational plans implemented across most freight railroads that have been celebrated on Wall Street have resulted in lackluster service for some customers.

"The railroads cannot strip down to bare-bones operations," said Martin Oberman, chairman of the Surface Transportation Board. "It'd be like a professional football team only having one quarterback."

The board, which oversees freight railroads, is examining ways that it could improve competition in the rail industry, a mission highlighted in the Biden administration's recent executive order to promote more competitive markets across numerous industries.

The challenges largely stem from two issues buffeting the U.S. economy: labor shortages and widespread supply-chain bottlenecks as manufacturing ramps up and the economy snaps back.

Railroad executives say they have done their best to manage through a pandemic that has forced swaths of their workforce to quarantine and caused fluctuating demand from irregular production at some plants.

CSX Corp. Chief Executive Officer Jim Foote said that the railroad had expected to hire 500 new conductors by now to help with the increased demand and higher-than-expected attrition, but has added only 200 so far. "It is an enormous challenge for us to go out and find people that want to be conductors on the railroad, just like it's hard to find people that want to be baristas or anything else," he said.

Railroads retrenched quickly when the economy seized up last year, furloughing thousands of workers and taking hundreds of locomotives offline. It came in the midst of a multiyear push by railroads like CSX, Norfolk Southern Corp. and Union Pacific Corp. to streamline their operations by running fewer trains with more cars, changes that already had resulted in fewer workers.

Some railroads implemented the Covid-related cuts in ways that would allow workers and locomotives to quickly be recalled should the pandemic ease quickly. Instead of furloughs, some railroads set up reserve boards that allowed the workers to use unpaid time off or work one week a month. That let them keep their benefits and return to duty in just 48 hours, instead of 15 days under normal furloughs. Idled locomotives were parked and maintained so that they could resume hauling trains.

But other workers who were furloughed have been slow to come back, with many of them balking at relocating to new assignments. Training took months and Covid-19 protocols stretched some training classes out further.

Shippers noticed. The American Chemistry Council, whose members include companies like Dow Inc. and Honeywell International Inc., said in a letter to the STB that railcars were waiting at yards for more than a week and travel times for some routes more than doubled. Some factories were close to closing because of lack of materials and others slowed production, the companies said.

Jeff Sloan, the trade group's senior director of regulatory and technical affairs, said that the deteriorating service shows that the railroads cut too deep ahead of the pandemic and were unable to catch up. "They clearly weren't as prepared as they should have been for the increase in traffic," he said.

CSX, based in Jacksonville, Fla., was the first U.S. railroad operator to implement the operating philosophy called precision scheduled railroading starting in 2017, when Hunter Harrison, who pioneered the ideas on Canada's major freight lines, joined the company as CEO. The strategy calls for running fewer trains longer distances and keeping them on a tighter schedule, allowing the railroad to scrap locomotives, employ fewer workers and shut facilities.

The implementation is jarring to operations and customers complained about mayhem on the tracks as the changes took place. But other railroads followed suit, in part due to Wall Street pressure to lower costs and boost margins and stock prices.

CSX and others say they have ramped up hiring lately to handle the increased shipping demand. Norfolk Southern had 114 conductors in training as of mid-June and plans to add between 72 and 96 new trainees each month for the remainder of the year.

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CSX's Mr. Foote said the challenges are prompting the railroad to re-evaluate its approach to hiring for certain jobs, such as those that require people to work during weekends and holidays, or spend days away from home. They are providing \$3,000 bonuses to workers who provide referrals for new hires, which Mr. Foote said has helped boost the pool of applicants.

"It is a challenge for us to figure out ways to bring more normalcy to the hours worked by a railroad employee in order to make the job more attractive," Mr. Foote said. "It's not about the job."

Across the freight rail network, employment levels still remain below pre-pandemic levels. According to data shared with the STB, railroads reported 47,444 transportation employees in June, down from about 51,800 in March 2020.

Not all railroads are scrambling to find workers. Union Pacific executives on Friday said the railroad has been able to hire workers to run their trains. CEO Lance Fritz said that furloughed employees, including some out of work for up to a year-and-a-half, are returning at a 70% rate.

"To date, while sometimes it's difficult, we are finding the talent we need," Mr. Fritz said.

The worker shortages are being exacerbated by congestion from products entering and exiting the rail system. Backlogs at ports mean strains on the freight railroads that are pulling cargo inland, while a tight market for trucking also creates pinch points when trains transfer containers to the highways.

"The supply chain is only as good as the weakest link in the chain and there are a lot of weak links in the chain," Citi transportation analyst Christian Wetherbee said.

Union Pacific and BNSF Railway Co., a unit of Berkshire Hathaway Inc., have taken steps to mitigate some of the congestion of freight moving into Chicago. Union Pacific this week suspended traffic for seven days from certain West Coast ports into a Chicago intermodal facility to clear some of the backlog of trains waiting to be unloaded. BNSF said that it would be metering traffic from some West Coast ports into Chicago.

Mr. Oberman, the STB chairman, said that there are some industries that are reporting good service, but others continue to be plagued by the same issues, including crew shortages, late deliveries and other service cutbacks. "I don't think we are overall having a system that works the way it should work," he said.

## California Zephyrs Disrupted by Mudslides

**From:** Gene Poon <[gpoon49@gmail.com](mailto:gpoon49@gmail.com)> "[allaboardsraildiscussion@groups.io](mailto:allaboardsraildiscussion@groups.io)" July 30, 2021, 09:40:46 AM CDT

The mudslide situation in Glenwood Canyon, Colorado has now shut down the UP Moffat Subdivision. It had already closed I-70 and partially dammed the Colorado River.

Amtrak Trains 5-6, California Zephyr, are in Service Disruption, not yet announced in Amtrak Alerts.

## Brightline's Miami-Orlando Rail Line Is Now 60% Complete

August 17, 2021 Provided by John Goodman



Brightline has reached a new milestone in their construction work that will allow trains to run from Miami to Orlando, the company said today.

As of today, construction crews have completed 60% of the work needed to complete the route, Brightline said.

The project remains on schedule, the company told investors recently.

Last month, Brightline told investors that there were over 1,130 construction workers actively engaged in the buildout of the system to Orlando during June 2021.

The project also remained within budget, the company said. Brightline has a combined construction budget of approximately \$2.7 billion for both the new route to Orlando as well as new stations in the Miami area.

Groundbreaking of the new Orlando line took place in April 2019. The 50% mark was reached in December 2020.

Substantial completion of the work to Orlando is expected in December 2022, which will be followed by testing. If the work and testing remains on schedule, the first customers will be able to board trains between Miami and Orlando in mid-2023.

Railfan Events (Thanks to Rick Krense, Bill Dredge)

<b>Twin City Model Railroad Museum Hobby Show and Sale</b>	<b>Saturday, September 18, 2021 from 9 am to 3 pm.</b>	<b>MN State Fairgrounds – Education Building 1265 Snelling Ave N Falcon Heights, MN 55108</b>	<b>Admission for the show is \$6.00 for ages 8 and up! Ages 7 and under are FREE!</b>
<b>Rice Lake, Wisconsin Train Sale</b>	<b>September 25 and September 26 2021 10:00 am—5:00 pm</b>	<b>The Cedar Mall at Rice Lake 2900 S Main St Rice Lake WI</b>	<b>Free</b>
<b>Randolph Train Days</b>	<b>October 23 &amp; 24 2021 9:00 am—3:00 pm</b>	<b>Randolph High School 29110 Davisson Ave Randolph MN 55065</b>	<b>\$6</b>
<b>Ride in comfort on the Gourmet Express</b> <i>Gourmet Express 2021</i>	<b>Dates: October 2&amp;3, 2021</b>	<b>Minneapolis :Harrison Street to Glencoe MN (or departure from St Louis Park depending on SWLRT project work)</b>	<b>go to this web site: <a href="https://www.showclix.com/events/8813">https://www.showclix.com/events/8813</a></b>
<b>Canterbury Train Show</b>	<b>November 6th and November 7th 2021 10:00 am– 4:00 pm Sat,Sun</b>	<b>Canterbury Park 1100 Canterbury Rd S Shakopee MN</b>	<b>\$10 (good for both days)</b>

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