

**NRHS**

Publishers of the Minnesota Rail Calendar

# Northstar News

## Meetings are planned to Resume at Roseville Lutheran Church!



1. UP EB Lt Power  
Rochelle IL Aug 28  
2021 2. BNSF EB  
Manifest Rochelle IL  
Aug 28 –Roger Libra  
Photos



UP EB Manifest Rochelle IL Aug 28 –Roger Libra Photo

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Next newsletter (November 2021) will be out around November 3, 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.

Meeting Notice: October 16 2021

Meeting is planned at Roseville Lutheran Church 6:15pm to 8:45pm. Please visit [www.northstar\\_NRHS.com](http://www.northstar_NRHS.com) for confirmation.

OR you can join us via zoom: We will attempt to hold a hybrid chapter Zoom meeting from Roseville Lutheran Church Saturday evening October 16th. Please make sure your Zoom client is the latest version. Click on the icon in the upper right corner of the Zoom app and the click check for updates. If this doesn't mean anything to you simply click on the link below to join using your internet browser: Join using your Zoom app on your computer, tablet or phone: Meeting ID: 839 4159 8266 Passcode: 674766 Join using your favorite internet browser: <https://us02web.zoom.us/j/83941598266?pwd=cTIVY0VBY0ZRC3FsY0RlSlhwRVVMUT09> If you have trouble with your speakers or microphone you may dial into the meeting at 312-626-6799.

The Zoom meeting will be open around 5:30 pm, and the business meeting will start promptly at 6:15 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)

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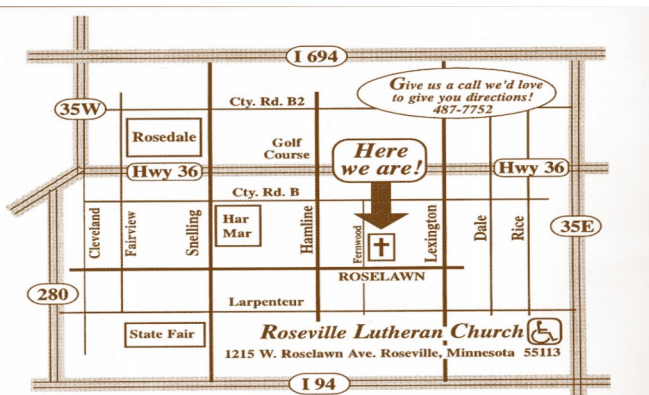
Meeting Location: From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll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

*From the Editor:*

Note: Nominees for BOD positions for 2021-2022 are needed!

Contact Dan Meyer (contact info above) with your nominees! If no nominees are received, the BOD will appoint officers for next year.

***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.***



## **Monthly Meeting Saturday September 18 2021 (ZOOM)**

President John Goodman called the meeting to order at 7:00 pm. There were about fifteen members present. A quorum was determined. President Goodman then called for approval of the August minutes as printed in the newsletter. Motion for approval was done by Frank Wilke and seconded by Wayne Torseth. Treasurer Russ Isbrandt was absent and down at the IRM. President Goodman then gave the treasurer report. Our financial position is close to last month's. A lease for the Library for the next two years was signed with a modest increase of monthly rent. In line with the increase, the building will be painted and some trees will be removed. The National Representative report was given by Dawn Holmberg. She is updating the NRHS website and correcting the society by-laws. The reviews of the Milwaukee Convention were overwhelmingly positive. Dan Meyer gave the Web report. He has been updating zoom meetings on the website as well as newsletters, and placing various meeting announcements on Facebook. The Calendar report was given by President Goodman and Dawn Holmberg. A very successful day at the Fair Grounds Train Show and Flea market showing that a record 16 calendars were sold. Dawn reported that all Calendars have been inspected and that the calendar announcement postcard is being readied for eventual mailing next month. John Goodman stated that the calendar cover shot is the Amtrak Northstar sitting in the Duluth Depot by Jack Barbier in 1982. This commemorates the 50<sup>th</sup> anniversary of Amtrak this year. The Cheer committee report was given by President Goodman. Dave Norman attended the Train show today and seemed to get around well. Dave Herbert stated the Dave needs assistance to go down to his homes basement and will help him do that. President Goodman contacted Cy Svobodny and requested help in contacting Mancini's for a possible Holiday Banquet. President Goodman was unable to contact H Martin Swan, and Mike Mackner's newsletter was returned and we need an update of his address. Dawn Holmberg gave a report of the Roseville Church Meeting room.

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There is still a moratorium on meetings in the church and Service are being held in the church parking lot. John Goodman gave an update on the Holiday Banquet. He in the progress of contacting Mancini's and contacted a Italian and Greek Restaurants, which are not suitable for a Holiday Banquet. Richard Tubbesing gave the program report. There has been no volunteers for October or November. Dan Meyer said we can have a slide show of recent railroad slides scanned from the library. It was agreed that this will be the October program. Wayne Torseth volunteered a program on a special excursion on the Durango and Silverton Narrow Gauge RR. He needs to work on his photos and hopefully be ready for the November program. John Goodman suggested that we show the Marv Mahre 8mm films converted to Digital. Dan Meyer and Richard Tubbesing agreed that this can be put together on a thumb drive or DVD for showing. John Goodman gave the trip report. Our trip on the North Shore Scenic RR in Duluth is September 25 with the W-24 combine our charter car. Train to Two Harbors will depart Duluth at 10:00 am and return at 4:00 pm. We have a capacity of 20 people with about 7 openings left. Transportation to Duluth is on your own and payment can be made at boarding time. John stated that charter bus trips run about \$150 per person for charter, and is much too expensive. Dan Meyer gave the Nominations Report. All offices have been confirmed with only the Vice President in contention. Dave Herbert was asked if he would like to continue next year, and if not, Dan Meyer would volunteer for Vice President. The slate for officers will be announced at the October meeting and elections held at the November meeting. John Goodman (NRHS Convention Chairman) said the Milwaukee convention was very successful and attendees had a great time! New Business was solicited by President Goodman. Other Announcements: Mark Quan gave a report on the Amtrak Second train and the proposed train from Eau Claire to St Paul. The Committee for the Eau Claire train is working with a consultant to assist the study that UP will then review. A rail Commission for the Three Wisconsin Counties have been appointed and working on the by-laws for the Eau Claire Trains. Wisconsin has a Committee to study Shuttle service between Eau Claire and Tomah WI and Madison to Columbus for the second Amtrak Train. Amtrak is interested in these shuttles in include the Empire Builder. A motion to adjourn the meeting by president John Goodman was made at 7:30 pm. Motion carried by Frank Wilke, seconded by Dan Meyer. Richard Tubbesing then presented a DVD of the NRHS Convention in Milwaukee with many photos by Dawn Holmberg.

Respectfully submitted by Richard Tubbesing Secretary.

## **Notice: October Meeting Will Resume at Roseville Lutheran Church**

**Date: October 16th 2021 Time: 6:15 AM**

**Place: Roseville Lutheran Church  
Roselawn Ave 1 Block West Of Lexington Ave  
Roseville Minnesota**

**Time: 6:15 PM to 8:45 PM**

**MASKS REQUIRED, 4 Foot Social Distancing enforced!**

**Dinner at Keys Café is on your own. Meet at Key's not later than 5:00 pm.**



## **At Least 3 Dead in Amtrak Train Derailment in Montana**

By AMY BETH HANSON and TAREK HAMADA AP today



*In these photos provided by Kimberly Fossen an ambulance is parked at the scene of an Amtrak train derailment on Saturday, Sept. 25, 2021, in north-central Montana. Multiple people were injured when the train that runs between Seattle and Chicago derailed Saturday, the train agency said. (Kimberly Fossen via AP)*

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JOPLIN, Mont. (AP) — At least three people were killed Saturday afternoon when an Amtrak train that runs between Seattle and Chicago derailed in north-central Montana, toppling several cars onto their sides, authorities said.

The westbound [Empire Builder](#) train derailed about 4 p.m. near Joplin, a town of about 200, Amtrak spokesman Jason Abrams said in a statement. The accident scene is about 150 miles (241 kilometers) northeast of Helena and about 30 miles (48 kilometers) from the border with Canada. Liberty County sheriff's dispatcher Starr Tyler told The Associated Press that three people died in the derailment. She did not have more details. Amtrak said in a statement that there were multiple injuries.

The train had about 141 passengers and 16 crew members onboard, Abrams said. The train had two locomotives and 10 cars, eight of which derailed, he said.

"We are deeply saddened to learn local authorities are now confirming that three people have lost their lives as a result of this accident," Abrams said.

Megan Vandervest, a passenger who was going to visit a friend in Seattle, told The New York Times that she was awakened by the derailment. "My first thought was that we were derailling because, to be honest, I have anxiety and I had heard stories about trains derailling," said Vandervest, who is from Minneapolis. "My second thought was that's crazy. We wouldn't be derailling. Like, that doesn't happen."

She told the Times that the car behind hers was tilted, the one behind that was tipped over, and the three cars behind that "had completely fallen off the tracks and were detached from the train."

Speaking from the Liberty County Senior Center, where some passengers were being taken, Vandervest said it felt like "extreme turbulence on a plane."

Residents of communities near the crash site quickly mobilized to help the passengers.

Chester Councilwoman Rachel Ghekiere said she and others helped about 50 to 60 passengers who were brought to a local school.

"I went to the school and assisted with water, food, wiping dirt off faces," she said. "They appeared to be tired, shaken but happy that they were where they were. Some looked more disheveled than others, depending where they were on the train."

A grocery store in Chester, about 5 miles (8 kilometers) from the derailment, and a nearby religious community provided food, she said.

The passengers were taken by buses to hotels in nearby Shelby, said Ghekiere, whose husband works for the local emergency services agency and was alerted to the crash.

The National Transportation Safety Board will send a 14-member team, including investigators and specialists in railroad signals and other disciplines, to investigate the crash, spokesman Eric Weiss said.

Weiss said the derailment occurred around 3:55 p.m. and no other trains or equipment were involved. The train was traveling on a BNSF Railway main track at the time, he said.

Photos posted to social media showed rail cars on their sides and passengers standing alongside the tracks, some carrying luggage. The images showed sunny skies, and it appeared the accident occurred along a straight section of tracks.

Amtrak said that because of the derailment, the Sunday westbound Empire Builder will terminate in Minneapolis, and the Sunday eastbound Empire Builder train will originate in Minneapolis.

Other recent Amtrak derailments include:

- April 3, 2016: Two maintenance workers were struck and killed by an Amtrak train going more than 100 mph in Chester, Pennsylvania. The lead engine of the train derailed.
- March 14, 2016: An Amtrak train traveling from Los Angeles to Chicago derailed in southwest Kansas, sending five cars off the tracks and injuring at least 32 people. Investigators concluded that a cattle feed delivery truck hit the track and shifted it at least a foot before the derailment.
- Oct. 5, 2015: A passenger train headed from Vermont to Washington, D.C., derailed when it hit rocks that had fallen onto the track from a ledge. The locomotive and a passenger car spilled down an embankment, derailling three other cars and injuring seven people.
- May 12, 2015: Amtrak Train 188 was traveling at twice the 50 mph speed limit as it entered a sharp curve in Philadelphia and derailed. Eight people were killed and more than 200 were injured when the locomotive and four of the train's seven passenger cars jumped the tracks. Several cars overturned and ripped apart.

Hamada reported from Phoenix. Associated Press Tom Krisher in Detroit contributed to this report.

## SEPTEMBER 26, 2021 UPDATE: STATEMENT ON EMPIRE BUILDER DERAILMENT NEAR JOPLIN, MONT.

We are deeply saddened to learn local authorities are now confirming that three people have lost their lives as a result of this accident. There are also reported injuries among the passengers and crew members traveling on the train. Amtrak is working with the local authorities to transport those who were injured to medical care, and to safely evacuate everyone else at the scene.

Our Incident Response Team has been initiated, and we are sending emergency personnel and Amtrak leadership to the scene to help support our passengers, our employees and their families with their needs. Individuals with questions about their friends and family aboard this train should call **800-523-9101**.

Details:

At approximately 4 p.m. MT, *Empire Builder* train 7/27, traveling westbound from Chicago to Seattle/Portland, derailed operating on BNSF tracks near Joplin, Mont. There were approximately 141 passengers and 16 crew members onboard. The train consisted of two locomotives and 10 cars, with eight of those cars derailling.

We have a team on the ground to fully support the NTSB as they investigate the cause of the derailment.

Service Adjustments:

As a result of the derailment, *Empire Builder* trains 7/27 and 8/28 originating on Saturday, Sept. 25, are cancelled between Minot, N.D. (MOT) and Shelby, Mont. (SBY). Additionally, on Sunday, Sept. 26, westbound *Empire Builder* train 7 will terminate in Minneapolis (MSP) and eastbound *Empire Builder* train 8 will originate in Minneapolis (MSP). No substitute transportation is available.

Amtrak customers can contact us at **800-872-7245** to obtain additional information about the status of services.

Amtrak will provide additional details as they are available.



## Chapter Picnic Maiden Rock Wisconsin July 10, 2021



*BNSF Action, an EB Coal train passes by, followed by a WB Tank Train. Photos: Roger Libra*



*Members Jack Barbier, Dave Herbert, Bob Clarkson, Martha Isbrandt, Dee Smith Lundeen and Mike Lustig.*



*Members Russ Isbrandt, Dave Herbert, Wayne Torseth, Dee Smith Lundeen and Mike Lustig.*



*Members Mike Lustig, John Goodman, Glen Holmberg, and Bill Dredge. All photos (LtoR) -R Tubbesing.*

## NRHS Convention Milwaukee Wisconsin August 23 – August 28, 2021, Milwaukee WI

A great time was had by all Attendee's. Lead by our Chapter President and NRHS Convention Chairman John Goodman. Many Seminars were given with our Treasurer Russ Isbrandt giving a program on the Chicago Northshore and Milwaukee Interurban!



*National Transportation Museum in Green Bay, Big Boy and GG1 on display on Aug 24 2021.*



*East Troy Wisconsin Trolley Museum, CNS&M silverliner car #761 Aug 25 2021*



*Illinois Railway Museum Chicago trolley Aug 26 2021.*



*L: Dave Herbert makes a donation to President Nick Kallas of the IRM for painting the NYNH&H Electric locomotive August 26 2021. R: Members at the entrance to the IRM; Bill Dredge, Wayne Torseth, Roger Libra, John Chute, Dawn Holmberg, Mark Quam and Drew Robinson August 26 2021*





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*L: Metra Trip with the Milwaukee and State of Illinois painted units with charter train entering Fox Lake Station.  
R: Antioch Illinois station on the CN (ex WC, ex Soo line). All NRHS Photos Dawn Holmberg*

### Train Ride on the NorthShore Scenic RR to Two Harbors Sept 25 2021

Thirteen members enjoyed the train ride. We chartered DM&IR Combine W24. The train departed on time at 10:00 am. Arrival to two Harbors was about 15 minutes late. Departure from Two harbors was at 2:20 pm. Arrival back to Duluth was at 4:15pm.



*Our Train at Duluth Depot*



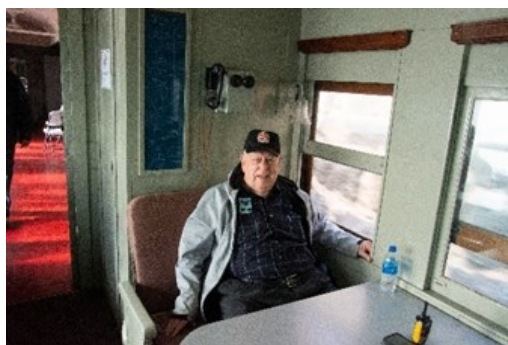
*Inside W-24 combine Dawn Holmberg, Mark Quam*



*Inside W-24 combine Dan and Roger Meyer*



*John Goodman*



*Bill Dredge*



*Steve Kopacz, Ed Johnson, Joe Frishman*



*Above Photos  
-R Tubbesing*

*L and R: Our Soo GP30 Locomotive #700 and Train ready to depart Two Harbors MN.*

*-Left Photo R Tubbesing*

*-Right Photo Dawn Holmberg*



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Group Photo by W-24 in Duluth -Dawn Holmberg Photo



## MSM (Minnesota Streetcar Museum) Closures

Oct 1 2021 provided by Rick Krenske

Due to Covid-19's continued problems, the Minnesota Streetcar Museum has decided to cancel various fall events. There will be NO Halloween trolley this year.

But you will still be able to get a pumpkin from the Pumpkin Patch on October 16th and 17th.

### EVENTS TO BE CANCELLED

The Late Show (we can refund ticket sales)

Ghost Trolley/Streetcar Named Expire (Trick r Trolley has already been cancelled)

Holly Trolley

Vinternatt

### THE REMAINING EVENTS ARE:

Pumpkin Patch and Transylvania Trolley. Both of those events are pretty much just regular trolley rides, we can limit the number of riders per trip, practice social distancing, and have as multiple windows open

Graveyard Ghost Stories – the audience is all adult, we can leave some windows open, and most importantly, we can politely request that everyone wear a face mask.

More details will be available on the museum's website: [www.trolleyride.org](http://www.trolleyride.org)

If you are a trolley fan, you can visit the website and scroll down to where it says Photos,Facts,History. Click on that and you will get access to many photographs and videos.

## Minnesota Rail Calendar for 2022 Now Available!

Pick yours up at our next meeting.

See Dawn Holmberg

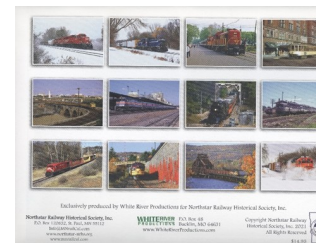
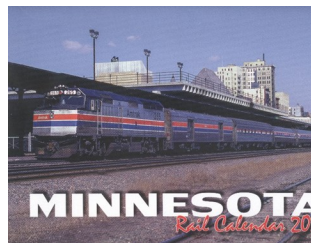






Photo: Friends of #261 web site.

# Gourmet Express

Excursion by 'Friends of #261'

October 2nd and 3rd 2021

Report by Roger Libra

Saturday's Trip was gloomy and rain. On Saturday, the train left Chanhassen about an hour late. When the train arrived at Bongards, the rain had hit. Passengers did not get off the train to enjoy a meal prepared in the tent at this location. The train proceeded to Norwood and then backed up to Bongards where the food was loaded on the train. The train then proceeded to Glencoe where the passengers were served part of the meal on board. The Train then returned back to Chanhassen pulled by the E-9 #32A diesel.

Sunday, the weather was sunny and warm. The Train did stop at Bongards where the passengers were let off the train and proceeded to the tent to indulge in the main course of the meal. The Train then proceeded to Glencoe where the diesel then pulled the train back to Chanhassen.



Train at Plato MN Saturday Oct 2



Train at Norwood MN Oct 2 2021



Train at Glencoe MN Oct 2 2021

Photos: by Dawn Holmberg



Gourmet food at the tent at Bongards on the Sunday Trip. Photos by Roger Libra



## 'HUCKLEBERRY FINN' DINING AREA COMPLETE

On Thursday, September 30, 2021, 9:43 AM, Frederick Krenke <[rick@usjet.net](mailto:rick@usjet.net)> wrote:

You can almost smell the tasty meals that will be served to passengers aboard the "Huckleberry Finn" at the Wisconsin Great Northern Railroad. Over the past few weeks, our *Mark Twain Zephyr* reconstruction team has been working hard to finish the dining room area of the car. Things really began to take shape when the carpet was installed on September 8th. The hand-made oak tables and chairs were installed this past week. Here is a look at the finished product:



L: At the start of the year, the car looked like this

R: What it looks like now



Bob Heil, Wisconsin Great Northern Railroad's *Mark Twain Zephyr* reconstruction team lead, provides everyone with a virtual walk-through of this project. Click this link to watch: [https://youtu.be/fa4Prz\\_hCMY](https://youtu.be/fa4Prz_hCMY)  
Also... did you know that the Wisconsin Great Northern Railroad also releases a weekly video update on progress being made on the *Mark Twain Zephyr*? Use think like to subscribe to our YouTube Channel so you don't miss a video!  
[https://www.youtube.com/channel/UC0plZG-pZ9YHwMwSYphz\\_Q](https://www.youtube.com/channel/UC0plZG-pZ9YHwMwSYphz_Q) (click on the red subscribe button in the text at the left..)



# AAPRCO

## Mid-Month Highlights

September 2021 -Provided by John Goodman

### Senate Approves Infrastructure Investment and Jobs Act

On August 10th, the Senate passed the [Infrastructure Investment and Jobs Act](#) by a 69-30 vote. The landmark legislation would provide \$1.2 trillion over eight years for transportation infrastructure improvements, including \$550 billion in new funding and the Senate's five-year surface transportation reauthorization measure.

The bill proposes nearly \$845 million per year for grade crossing safety and improvement projects and an average of \$5.5 billion per year for discretionary infrastructure grant programs, including \$1 billion annually for the Consolidated Rail Infrastructure and Safety Improvement grant program. In addition, the legislation would enhance the Railroad Rehabilitation and Improvement Financing program, and provide significant funding for intercity passenger-rail needs as well as research, development and demonstration projects addressing greenhouse-gas emissions and climate change.

Now, many rail industry constituents are calling for swift action in the House to hasten enactment of the bill. Following are portions of statements issued by various stakeholders after the favorable Senate vote.

"Throughout this year's infrastructure conversations, the Senate has remained clear-eyed and committed to building consensus around a package that could help pave the way to future economic growth. Railroads applaud the Senate and the Biden administration on their leadership." — Association of American Railroads President and Chief Executive Officer Ian Jefferies

"The Senate passage of the Infrastructure Investment and Jobs Act is the culmination of many months of measured consideration and bipartisan work to provide a certain path forward on improving infrastructure, ensuring economic recovery and U.S. supply chain competitiveness. The bill recognizes small business freight railroads as an integral and essential piece of the freight-rail network. We commend the Senate for advancing this bold, bipartisan bill — and for avoiding needless policy mandates that would hinder our ability to serve the industries that rely on us." — American Short Line and Regional Railroad Association President Chuck Baker

"The bill allows for five years of funding stability for highway, transit and passenger-rail programs, with a large share of the Highway Trust Fund support provided directly to the state departments of transportation that keep our communities moving safely and efficiently. We look forward to working with Congress and President Biden to get this enacted before the FAST Act expires at the end of September." — American Association of State Highway and Transportation Officials Executive Director Jim Tymon

"The legislation prioritizes our nation's economic competitiveness in the global marketplace by increasing the level of investment in multimodal freight infrastructure and strengthening the policy and programming that guides those investments. The proposal establishes an Office of Multimodal Freight Infrastructure and Policy within the U.S. Department of Transportation to guide national multimodal freight planning and better inform system-wide programming. The Freight Office will oversee freight planning activities at the national and state level and manage the administration of multimodal grant programs." — Coalition for America's Gateways and Trade Corridors Executive Director Elaine Nettle

"Let's be clear—this legislation is the start, not the end, of our work to meet this moment for our nation. We need our upcoming budget to make bold, transformational investments that can kickstart our economy, strengthen our communities and support our families. I'll be working to seize this opportunity to tackle the climate crisis, advance environmental justice and build a brighter future for all Americans." — U.S. Sen. Tom Carper (D-Del.), who chairs the Senate Committee on Environment and Public Works.

### Pullman Rail Car Tours were a Hit at Historic Pullman Grand Opening!



Three AAPRCO-member, Pullman-built cars — Northern Dreams, Promontory Point, and New York Central 3 — participated in the Pullman Grand Opening celebration, September 4th and 5th, in Chicago. The cars were on display and open for public tours at the 111th Street/ Pullman Station on the Metra Electric Line. Tour tickets, which were available with a suggested donation to Historic Pullman Foundation, were so popular that they sold out both mornings before tours began at 10:00 a.m. To accommodate demand, event organizers doubled the number of tour slots on day two. HPF hopes to make this an annual event with sponsors AAPRCO, Metra, and Amtrak.

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*Artist Mitch Markovitz poses with his painting for the monument at the grand opening of the Pullman National Monument Sept. 3.*

## A Community Celebrates As Pullman National Monument Opens To The Public

"We want it to be open, we want people to learn — when the press isn't here, we still need to be inviting," local historian Sherman "Dilla" Thomas said.

### Maxwell Evans and Colin Boyle

7:51 AM CDT on Sep 7, 2021 Block Club Chicago

PULLMAN — Community members and visitors celebrated the Pullman National Monument's grand opening over the weekend, six years after former President Barack Obama proclaimed the neighborhood and its namesake rail car factory a monument.

Former Pullman employees, artists, historians, rail experts and more were on hand Friday for a media day hosted by the National Park Service and numerous state and local officials.

The historic site's visitor center, in the 141-year-old Pullman Car Company clock tower building, officially opened to the public Saturday. Concerts, open houses, walking tours and other events were held throughout Labor Day weekend.

U.S. Interior Secretary Deb Haaland, Gov. JB Pritzker, Mayor Lori Lightfoot and other officials held a ribbon cutting ceremony Monday.

The weekend of celebration is the "wonderful" result of decades of community organizing, said Ray Quiroz, 83, who was born near 112th Street and Langley Avenue and worked for Pullman starting in the late '50s.

Quiroz had an opportunity to contribute to his brother Alfonso's collection of Pullman memorabilia: a collection of train car parts, building blueprints, doorknobs and more, part of which was on display this weekend.

While working in the joiners department, Quiroz's supervisor told him to dispose of an entire floor's worth of junk. He discovered 15 large crates, filled with glass photo negatives of train cars, the factory grounds and neighborhood homes — but he ultimately obeyed orders and scrapped the negatives.

"If it had been [Alfonso,] he would've saved them," Quiroz said. "There were hundreds and hundreds and hundreds of plates. When I threw them off the second floor to the dumpster that was down below, I can hear the glass break."

Artist Mitch Markovitz, a Bowen High School graduate who painted the monument's official poster, also has deep ties to the railroad industry.

His father did commercial illustration work for the Illinois Central railroad, while Markovitz worked on trains on the Milwaukee Road and Chicago and North Western railways. He also worked for the South Shore commuter rail line as an engineer and as the art and advertising director.

Markovitz experiences synesthesia, meaning multiple senses can be triggered at once — he interprets the colors in his Pullman poster painting as noise, for example.

"In creating successful imagery, I've learned to put cool colors next to warm colors, and colors against their opposite," Markovitz said. "The best color to put against orange is its exact opposite, which is blue. That creates a visual vibration; that vibration creates noise."

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Pullman's rehabbed clock tower and massive, fire-damaged factory buildings may be the first stop for visitors to the monument. But the surrounding neighborhood is also worth exploring in depth, Chicago historian Sherman "Dilla" Thomas said.

Thomas' history tours through the Pullman community and neighboring Roseland highlight the Pullman porters, who formed the first Black labor union to successfully negotiate an agreement with a major company.

The porters are the focus of the National A. Philip Randolph Pullman Porter Museum at 10406 S. Maryland Ave., which shares their "grossly under-discovered and under-told" stories, Thomas said.

Other lesser-known histories include those of the palatial homes in neighboring Roseland, some of which were built for Pullman supervisors looking to escape the alcohol-free company grounds and other rules implemented by founder George Pullman, Thomas said.

"If you could afford it, you would probably live in Roseland so you could do what you want to do in your personal life, and just come to Pullman and work," he said.

As the monument officially opens and tourists from across the United States descend on Pullman, Thomas urged officials not to over-police the Far South Siders living near the site or otherwise make them feel unwelcome in their own community.

"If we're going to have this place be a national monument that we're inviting people [to] — we want it to be open, we want people to learn — when the press isn't here, we still need to be inviting," Thomas said.



### Washington Update by Ross Capon

Three former DOT Secretaries [Ray LaHood and Anthony Foxx (Obama) and Norman Mineta (Bush 43)] co-authored an August 23 *Chicago Tribune* op ed column, "High speed rail is a win-win for America." Click [here](#) for StreetsBlog's report and [here](#) for the RPA hotline that quotes much of the column.

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**Good news for Amtrak.** Speaker Pelosi and moderate House Democrats agreed August 24 that the bipartisan \$1 trillion infrastructure bill — which has as much as \$102 billion for rail, and which passed the Senate August 10 — will get a House floor vote by September 27. At the time, that seemed to end the threat that controversy over the \$3.5T "[antipoverty, healthcare and climate plan](#)" (the reconciliation bill) might deep-six the infrastructure bill.

Not so fast. The Speaker also promised that the House would vote on a reconciliation package already cleared with key Senators, so that House members would not have to "walk the plank," that is, vote on a bill that could not pass the Senate and then have to defend that vote without the support of the White House. *Politico* today reports that "some moderates are increasingly concerned that Pelosi and her team are playing fast and loose with that commitment.... [But] Not all moderates are upset. One told us Pelosi's promise was only to hash out a deal with the Senate before a floor vote in the House — not to do so ahead of votes at the committee level. This member is confident that will still happen."

September 14 saw the House Transportation & Infrastructure Committee markup its piece of the reconciliation bill, including \$10 billion for high speed rail. Republicans claim that this breaks Biden's commitment against "double-dipping" for programs already in the \$1T bipartisan infrastructure bill, but Democratic leadership disagrees, asserting that the \$1T bill does not specifically mention high speed rail. The Committee also approved -- among other things -- \$10 billion for transit and housing, \$4B to reduce surface transportation-related greenhouse gas emissions, and \$150 million for credit risk premium assistance under the Railroad Rehabilitation and Improvement Financing program. Click [here](#) for the Committee's release with link at bottom for more detail.

Click [here](#) to see House T&I Chair Peter DeFazio (D-OR), at the start of the September 14 mark-up, explain why the House will not mark up its version of the \$1T infrastructure bill. "I tried to have a real legislative process...that would be fair to both Houses and to both sides of the aisle. Unfortunately, we have been told that the bipartisan infrastructure plan is sacrosanct and it just has to be voted on 'as is' in the House...having been written by 10 people, none of whom are ranking members or chairs of committees of jurisdiction in the Senate...So, here we are, in the reconciliation process...we are going to be marking up a bill to try and fix some of the issues with the so-called bipartisan infrastructure plan which we will not be allowed otherwise to deal with...We have to match the Senate's funding exactly, category by category, committee by committee..."

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July 1, 2021, saw **FRA's new metrics and standards regulations** take effect -- "Federal rules that set a benchmark for how much freight railroads can make rail passengers late before they face penalties imposed by the Surface Transportation Board." Click [here](#) for RPA President Jim Mathews' comments, under a deliberately misleading headline. ☹️ On August 19, the STB announced that its senior staff member, Neil Moyer, will "coordinate the Board's efforts in preparing to meet new intercity passenger rail on-time performance responsibilities." He will report directly to STB Chair Martin Oberman who said Moyer "is well-suited for this responsibility in light of his deep experience in the passenger rail arena and knowledge of passenger rail issues." Moyer's entire career at FRA and then STB has been focused on passenger rail. Click [here](#) for the STB's release.

The STB on August 31 "announced a unanimous decision rejecting the use of a voting trust agreement in connection with the proposed transaction between CN and KCS." Click [here](#) for the STB's release. This brightens prospects for CP to acquire KCS. Coincidence? Chairman DeFazio and the STB have commented on CN's poor handling of Amtrak trains, while CP is Amtrak's best performing host railroad.

**Amtrak Gulf Coast Service.** Amtrak continues to press CSX on its contention that "a single passenger train every 12 hours into and out of Mobile" (RPA President Jim Mathews' words) requires \$2.3 billion worth of capital investment. For more, click [here](#) for Mathews' August 19 column.

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## September Mid Month Highlights -News #2 By Ross Capon

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## Cumbres & Toltec Scenic Trains

**From:** railroadman\_32257 <[jhsullivan@comcast.net](mailto:jhsullivan@comcast.net)> <[allaboardraildiscussion@groups.io](mailto:allaboardraildiscussion@groups.io)>

**Sent:** Friday, September 24, 2021, 07:28:25 AM CDT

**Subject:** Re: [AllAboardRailDiscussion] Lunch hall fire truncates

Gary,

I got a email about it last night, but this confirms it. To think, I (as a docent) had a magnificent meat loaf lunch there just last Thursday on my last "ride".

Jerry Sullivan

On 9/24/2021 2:38 AM, Gary Kazin via groups.io wrote:

OSIER, Colo. — Steam excursion trains of the Cumbres & Toltec Scenic turned back early today after a fire in the lunch hall at the mid-point of the railroad in Osier, Colo.

C&TS Interim President Scott Gibbs says that damage was confined to the bakery portion of the kitchen. He says the railroad turned Thursday's Chama, N.M.-originating train at Cumbres Pass and the Antonito, Colo.-originating train at Big Horn.

Osier, the mid-point on the railroad, has always been the lunch stop for passengers coming on narrow gauge trains from either state.

The railroad plans to resume full operations on Saturday when some 550 customers are expected to take in the ever-changing fall colors of the San Juan Mountains.

<https://www.trains.com/trn/news-reviews/news-wire/lunch-hall-fire-truncates-cumbres-toltec-scenic-trains/>



Volume 5 Issue 9 September, 2021

## RPCA-AMTRAK CONFERENCE CALL

FRIDAY AUGUST 27, 2021 1:00PM-2:00PM (E.S.T) Provided by John Goodman

For Amtrak: Mike DeAngelo, Robert Ripperger, Teresa Smith, For RPCA: Mike Stickel, Burt Hermey, Brad Black

### 1. Amtrak Overview

Revenue, Ridership, -65% vs 2019 LDT Revenue -40% Ridership -50% -cancellations up due to latest surge

2. Private Car Business Update -business good due to AAPRCO special -30 move requests for Sept 19 move requests for Oct -PV moves -20% vs FY 2019 -Inspection requests increasing.

## LEGISLATIVE ACTION

Ross Capon has been advocating for passenger rail, and for private cars, for over four decades, first with NARP, and more lately as an independent lobbyist. He is AAPRCO's Washington Representative.

Ross focuses his attention on Senators and Representatives whose committees have oversight over Amtrak.

Periodically, Ross will contact people in RPCA and AAPRCO who have expressed a willingness to donate to fundraisers held by movers and shakers in those committees who are pro-passenger rail. On our behalf he advocates for language favorable to private car operations as passenger rail in general to these people.

He is also a valuable resource for those who might wish to get in touch with their congress members about passenger rail and private cars.

### Political Fundraisers Ross Capon

The appearance of private-car/charter-train interests at fund-raisers began in 2017 and 2018 when Bob Donnelley, then AAPRCO president, generously wrote all the checks. He hoped this would encourage others to join the effort, and this has been the case. In 2020, I attended 15 fund-raisers for key Senators and Representatives, generally the chair or ranking member of the authorization and appropriations committees with Amtrak jurisdiction. The 18 donors were members of AAPRCO, Friends of the 261 (<https://261.com/>) and RPCA. Individual checks ranged from \$50 to \$500; events cost from \$250 to \$1,000. The number of lobbyists present ranged from about five to twenty. Except for the rail labor reps at a few events, I was the only pro-passenger-rail lobbyist at these fund-raisers.

Beginning in mid-March, 2020, most events were on Zoom, which has the advantage that I could see the name (and usually affiliation) of everyone who is talking. I use my speaking opportunity both to support Amtrak, especially the national network, and a return to policies more favorable towards private cars, charter trains and thus Amtrak's own bottom line.

If you have not written checks and might consider doing so, or would like more information, please contact me at [rca-pon3@gmail.com](mailto:rca-pon3@gmail.com). If you like, I can add you to the list of people I notify when a relevant fund-raiser is coming up. This does not entail any obligation to write a check. You have complete control over who gets your money -- checks always are payable to a specific campaign. Thus, you can avoid - or favor - any legislator you particularly like or dislike. Checks must be personal checks, not corporate.

### Legislation

The Senate passed a bipartisan \$1.2 trillion infrastructure bill by a 69-30 vote, which includes \$550 billion for transportation. It includes a guaranteed \$66 billion investment in passenger rail over the next five years. The Senate also passed a much larger budget resolution by a party line vote. The budget resolution provides an additional \$60 billion for the House Committee on Transportation & Infrastructure and \$83 billion for the Senate Committee on Science over the next five years. Only projects and programs not included in the bipartisan infrastructure deal will be eligible. The action will now move to the House of Representatives, where a vote will have to wait until September, when the chamber returns from recess.



## RPCA RAILROAD NEWS

This is a synopsis of Railroad related news culled from various sources including Trains Magazine, Progressive Railroading, Railway Age, and various web sites.

**Museum and Excursion Trains** Western Maryland Scenic Railroad 2-6-6-2 No. 1309 will operate for Polar Express rides in December. The former Chesapeake & Ohio locomotive, the last Baldwin built for domestic operation, made its first run under steam at the end of 2020 but some work remained to be done at the time.

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Wesley Heinz, who had been executive director on an interim basis, has been appointed to the job now by the board of directors. His background in preservation, fundraising, and marketing includes his previous position as executive director at the Maine Narrow Gauge Railroad Co. & Museum in Portland, Maine.

The Tennessee Valley Railroad Museum has added a rare Fairbanks-Morse locomotive to its collection thanks to a donation from the Tennessee Valley Authority. The H16-66 "Baby Trainmaster", built in 1958, is one of the few surviving Fairbanks-Morse locomotives, and one of less than 1,500 produced by Fairbanks-Morse before the company exited the locomotive business in 1963. It spent its entire working life at the TVA's Gallatin power plant near Gallatin, Tenn., until its retirement in 1997.

With COVID-19 cases increasing, the Durbin & Greenbrier Valley Railroad has cancelled its Polar Express holiday trains for the second consecutive year. Because it is very up close and personal with children, organizers felt they would be remiss if they were the cause of an increase in infections. The event is a major attraction for the railroad and for Randolph County, W.Va.

A small 0-6-0 steam locomotive will be headlining Kentucky Steam Heritage's Ravenna Railroad Festival on September 11. Lehigh Valley Coal Company 126 will be leading short excursions through Kentucky Steam's property. Although steam is in the group's name, this is the first time Kentucky Steam has put on an event with live steam power. Lehigh Valley Coal 126 is owned by the Grambling Family of Indiana and was built by Vulcan in 1931.

Three former Great Northern Railway passenger cars that were left abandoned in Mississippi have found a new home in Florida on U.S. Sugar's growing tourist operation. Sugar Express purchased three passenger cars from the United Railroad Historical Society of New Jersey for use on a future tourist train. The cars, two built for the GN and one built for the Union Pacific (although later sold to GN), were part of the URHS collection and were leased to Iowa Pacific, which abandoned them in Mississippi. The cars will be restored and eventually hauled by Florida East Coast 4-6-2 148, which was restored to steam last year, and Atlantic Coast Line 4-6-2 1504.

The Southern Appalachia Railway Museum has acquired the last passenger car needed to restore the Central of Georgia's Man o' War pocket streamliner. The group believes it is the first time that a non-articulated, standard gauge train set has been brought together like this in the preservation era. The Man o' War was a four-car passenger train that ran twice daily from Atlanta to Columbus, Georgia, starting in 1947. The fourth and final car has been acquired from the Cuyahoga Valley Scenic Railroad. It and the observation car will be restored to service and then all four cars will be put back into their original configuration.

The Maine Narrow Gauge Railroad Co. and Museum plans to restore two more of its 2-foot gauge steam locomotives to operating condition, in addition to two currently in service. The two engines to be restored were on display last month, bringing together all five remaining 2-foot-gauge Maine steamers.

To all our RPCA members:

Attached is the Rate Addendum #4 for Private Cars operating on Amtrak trains. It reflects a 2.89% increase over Addendum #3, which was effective Oct 1, 2020.

Rate Addendum Number 4	
To the CONDITIONS FOR MOVEMENT OF PRIVATELY OWNED RAILROAD CARS ON AMTRAK Effective October 15, 2021	
The rates in this Rate Addendum will be effective for:	
<ul style="list-style-type: none"> <li>Private Car Moves and Parking beginning on or subsequent to October 15, 2021</li> <li>Private Car Moves and Parking submitted prior to August 12, 2021 will be priced under Rate Addendum Number 3</li> </ul>	
	Private Car Rates, in Dollars Unless Noted Otherwise
Base Mileage Rates (per car mile)	3.95
Additional Car Rate (per car mile)	3.02
Overnight Parking Rate	186
Overnight Parking Rate- Boston	431
Overnight Parking Rate- New Orleans	234
Premium Daily Parking Rate- Chicago	719
Monthly Parking	3745
Short Term Parking (per month)	2876
Long Term Parking (per month)	1917
Car Wash/per Private Car	240
Waste Tank Service	144
Special Terminal Switching - BOS-BON	959
Special Terminal Switching - NYS-HUD	959
Special Terminal Switching - NYS-NRO	959
Same Day Switch - Chicago	350
Oakland Jack London Square Switch (per occurrence)	2200
Additional Locomotive Fee (per loco mile)	6.11
Amtrak Locomotive Daily Charge	2099
Head End Power Daily Charge	2868
Minimum Charge	1917
Annual Administrative Fee (Billed January 1, 2022)	479

Amtrak reserves the right to change the terms and rates contained herein at any time. Private Car Moves confirmed prior to any such changes will be honored at the rates contained in the confirmation.

Issued 8/15/2021



## Southwest LRT Construction Update: September 10, 2021

Provided by John Goodman

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

Twitter: [@SouthwestLRT](https://twitter.com/SouthwestLRT)

**Construction Hotline: 612-373-3933 Upcoming Highway 62 Closures**

Work will begin Friday, September 10 to restore Highway 62 to its final condition. This activity will involve temporary closures as follows:

September 10 at 7:00 PM:

All eastbound lanes on Highway 62 between Highway 212 and Shady Oak Road in Eden Prairie will close until Monday, September 13 at 5:00 AM.

One westbound lane on Highway 62 will also close and remain closed until Monday morning, September 27.

Work will be ongoing throughout the weekend. Expect construction lighting and noise during evening hours. [See Eden Prairie detour information.](#)

A full closure of the westbound lanes is also anticipated from Friday, September 24 in the evening through Monday morning, September 27. We anticipate additional westbound lane closures on Highway 62 through October. More details to follow about these upcoming closures.

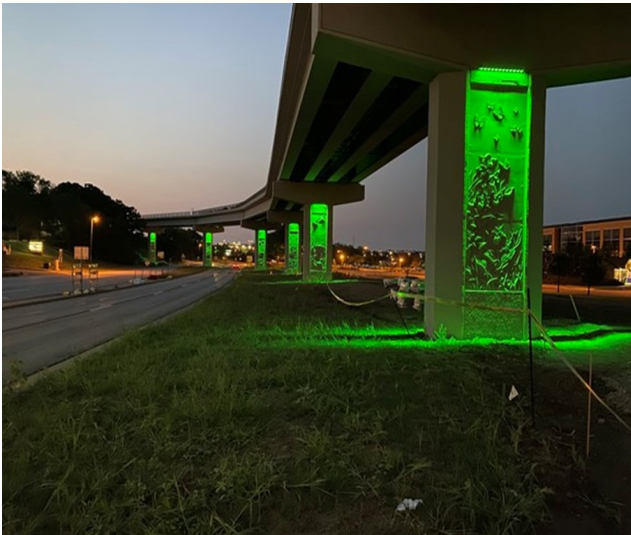
**Weekly Construction Photo: Prairie Center Drive LRT Bridge in Eden Prairie**

### Eden Prairie Highlights

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.

Beginning the week of September 13, West 70<sup>th</sup> Street will close so that crews can install LRT tracks and other infrastructure. This work is expected to take two to three weeks to complete. Through traffic between Flying Cloud Drive and Shady Oak Road will be detoured, business access will be available. [See Eden Prairie detour information.](#)



*With structures nearing completion many of the finishing details are being applied to bridges in Eden Prairie. On the Prairie Center Drive LRT bridge crews recently installed LED lighting that illuminates the graphic design on the bridge piers. Lighting can help make infrastructure extra appealing at night, in this case with colorful lights casting down from the bridge.*

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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. The ramp is anticipated to open on Monday, September 13. [See Eden Prairie detour information.](#)

[Visit our website for more details and visuals of construction activities in Eden Prairie.](#)

### 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 connects with Yellow Circle Drive. Yellow Circle Drive is configured as 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 Blue Circle Drive to reconstruct a 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.

[Visit our website for more details and visuals of construction activities in Minnetonka.](#)

### Hopkins Highlights

LRT rails have been successfully installed across 5<sup>th</sup> Avenue South and 11<sup>th</sup> Avenue South in Hopkins over the past two weeks. Thank you for your patience with these nighttime closures.

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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 prohibited. Also left turns from Milwaukee Street to westbound Excelsior Boulevard are prohibited. [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.](#)

[Visit our website for more details and visuals of construction activities in Hopkins.](#)

### St. Louis Park Highlights

Crews are advancing construction of the LRT bridge over the Minnehaha Creek; expect pile driving as work progresses. 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.

Crews continue to advance the freight rail connection in the Louisiana Avenue area.

[Visit our website for more details and visuals of construction activities in St. Louis Park.](#)

### Minneapolis Highlights

Tunnel construction continues. Expect noise from excavators, generators and pumps for water management, concrete application, and drilling. Activities include:

Crews have poured base concrete slabs in some of the initial cells and will continue to advance the structure of the tunnel.

In the first tunnel cell, crews poured the floor and the lower portion of the walls on Wednesday, September 8.

Work activities include power washing and water management, and various concrete work. Expect concrete truck traffic to and from the site. Grouting continues to fill gaps between the sheets along the length of the tunnel. The grout is mixed on site. Expect heavy equipment. 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. Helical pile installation to support excavation adjacent to the Cedar Isles Condominium Association is anticipated to begin the week of September 13.

As early as September 20, 2021, Cedar Lake Parkway at the Kenilworth Trail will close to vehicle traffic for two weeks. Pedestrian and bicycle access will be preserved for the duration of this closure. Crews will work on metal sheets under the Parkway and perform grouting work to seal gaps between sheeting. Expect noise and vibration. [See Minneapolis detour maps here.](#)

The Minneapolis Park and Recreation Board has closed the Cedar Lake Channel for the fall season to conduct shoreline stabilization and naturalization work between Cedar Lake and the Burnham Road Bridge. During this closure continue to expect LRT bridge construction over the Cedar Lake Channel this fall.

Construction at Bryn Mawr Station is continuing 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 in mid-September. Expect trail adjustments in the area as some of this work in the Bryn Mawr Station area gets underway.

The Luce Line Trail Bridge over Linden Yards and the BNSF railroad is expected to be demolished as early as mid-September. Trail users will cross the rail corridor to the west adjacent to Highway I-394. It is anticipated that the construction of the new bridge will take approximately one year following demolition of the existing bridge. [See Minneapolis detour maps here.](#)

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 temporary lane closures on eastbound 6<sup>th</sup> Avenue, [Visit our website for more details and visuals of construction activities in Minneapolis](#)



## Federal Court Gives Union Pacific Green Light to Cut its Services on Three Busy Chicago Commuter Rail Lines Dave Byrnes / September 23, 2021



**From:** "Gene Poon" <gpoo49@gmail.com> **To:** "[AllAboardRailDiscussion@groups.io](#)"

A Thursday ruling from the Northern Illinois District Court affirmed Union Pacific Railroad's assertion that it is under no **obligation to provide commuter service on three of Chicagoland's busiest train lines.**

CHICAGO (CN) — Three busy commuter train lines in Chicagoland no longer have any legal protection from service cuts, thanks to a Thursday federal court ruling.

In that [ruling](#), U.S. District Judge Jorge Alonso, a Barack Obama appointee, upheld the Union Pacific Railroad Company's assertion that it is under no obligation to offer commuter services on the Union Pacific North, Union Pacific West and Union Pacific Northwest Lines

*Commuters and get ready to board the 9:04 a.m. Metra train to Chicago from Lombard station on the Union Pacific West Line. (Courthouse News photo/ Dave Byrnes)*

*Continued on next page:*

*Continued from previous page:*

Despite this, spokespeople from both the Regional Transportation Authority and Union Pacific said they are committed to keeping those three lines operational for riders. Union Pacific said it would still maintain the physical tracks and provide rail dispatch, but with Alonso's blessing, its employees would no longer operate the rail cars or collect tickets.

The case surrounding the ruling was first launched by Union Pacific in 2019, but it can trace its true origins back to 1995. That was the year that the private, for-profit Union Pacific began providing commuter service on the Chicago-area freight lines it owned, in a partnership with the the public Regional Transportation Authority: the RTA would provide and maintain the Metra train cars that commuters actually ride in, while Union Pacific would allow the RTA to use its freight lines, maintain those lines, drive the rail cars and collect tickets.

1995 was also the year that Congress passed the [Interstate Commerce Commission Termination Act](#), a bill officially abolishing the Interstate Commerce Commission which regulated the railroad industry.

At the time, Congress framed this Act as a way to ensure railways could remain competitive in the era of interstate highways and cheap airfare. It claimed the Act would finish the job of deregulation that began with the [1980 Staggers Rail Act](#), and bring profitability back to the industry.

"With the emergence of the trucking industry, as well as the pipeline and barge industries, railroads have increasingly faced competition from other modes of transportation... The Staggers Act has produced a renaissance in the railroad industry. Its return on investment, now approximately 8%, compares favorably to the 4% earned prior to 1980. Railroads have been able to maintain market share at approximately 38% during the last decade in a growing market, and recent indications show that their market share is increasing," the [House Report](#) on the Act read.

Right at the start of this era of deregulation, The RTA as Metra entered into regular purchase-of-service agreements with Union Pacific, the latest of which was signed in 2010. That agreement was set to expire in 2016, but has been carried along by a series of short term extensions. Union Pacific and the RTA have been unable to reach a new agreement, despite negotiation in 2019 and 2020, partly due to disagreements over whether Union Pacific has a common-carrier obligation to provide commuter services on the three Chicagoland lines. In the 2019 suit, Union Pacific insisted that it does not. Alonso even notes in his opinion that Union Pacific previously threatened to cut service on those lines by August 2020.

But cutting commuter services on the three Union Pacific lines could affect thousands of commuters in the Chicago suburbs and southern Wisconsin. Even with the pandemic raging, there were almost six and a half million rides on the Union Pacific line in [2020 alone](#). To prevent disruptions on the lines, the RTA argued in 2019 that Union Pacific was obligated to continue providing commuter service under the rules set by the Surface Transportation Board — the single regulatory remnant of the Interstate Commerce Commission.

The Surface Transportation Board has jurisdiction over "the construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team, switching, or side tracks, or facilities, even if the tracks are located, or intended to be located, entirely in one State," the Interstate Commerce Commission Termination Act states, and both the RTA and Union Pacific agree that the train lines in question lie within that jurisdiction.

The RTA says Union Pacific needs the board's permission to stop providing commuter service on its lines, but Union Pacific disagrees. So does Alonso. Their argument is based in the fact that Union Pacific isn't abandoning or discontinuing all service on its three Chicagoland lines — just its commuter service.

"Metra argues that, after the ICCTA passed in 1995, Union Pacific could stop providing the commuter services it provides on the three lines at issue in this case only by seeking the Surface Transportation Board's permission... The Court does not agree," Alonso wrote in his ruling opinion on the case.

"Board approval is required for only two things," he wrote, explaining his position further, "(1) abandonment; or (2) discontinuance of *all* transportation on a line... Union Pacific does not seek to abandon the line permanently. It plans to continue offering freight service and merely wishes to stop providing the services it provides in connection with Metra's commuter passenger service. Nor does Union Pacific plan to 'discontinue the operation of all rail transportation' on the relevant lines. Instead, it plans to continue freight service."

In light of Alonso's ruling, Union Pacific's Senior Director of Communications & Media Relations Kristen South said it planned to work with Metra to ensure a "smooth transfer" from its own services to whatever replaces it.

"We've always said, and reaffirm today, we want to work collaboratively with Metra to ensure a smooth transfer of service with no disruption to passenger service," South said in a prepared statement.

Metra spokesman Michael Gillis, meanwhile, said only that the commuter rail service was considering its next moves.

"We're reviewing the ruling, we're reviewing our options," he said.

<https://www.courthousenews.com/federal-court-gives-union-pacific-green-light-to-cut-its-services-on-three-busy-chicago-commuter-rail-lines/>





*Canadian Pacific appears to be back in the lead as the potential merger partner of Kansas City Southern, following a Saturday decision by the KCS board. Here, a CP train with KCS locomotives is westbound at Orrs Lake, Ontario, on Feb. 3, 2021. (Brandon Muir)*

## Kansas City Southern Accepts Canadian Pacific Merger Offer *By Bill Stephens* | September 12, 2021 provided by Rick Krenske Canadian National has five days to respond.

KANSAS CITY, Mo. — Kansas City Southern on Sunday accepted Canadian Pacific's \$300 per share merger offer, spurning Canadian National's higher bid due to its regulatory obstacles.

In [a midday press release](#), KCS said its board had determined CP's revised offer constituted a "Company Superior Proposal" as defined in the agreement with CN. CP extended the offer on Aug. 10, and had given KCS until Sunday to accept. Canadian Pacific said it "stands ready to execute a definite merger agreement" after completing negotiations with KCS.

"We are pleased to reach this important milestone and again pursue this once-in-a-lifetime partnership," CP CEO Keith Creel said in [a press release](#). "As we have said throughout this process, CP remains committed to everything this opportunity presents. This merger proposal provides KCS stockholders greater regulatory and value certainty. We are excited to move forward as we work toward making this perfect match a reality."

CN will have five days to respond. If CN doesn't sweeten its offer, KCS's merger agreement will be scrapped and KCS's deal with CP will go into effect.

Analysts believe it's unlikely that CN would boost its \$325 per share offer for KCS in light of last week's U.S. Surface Transportation Board decision denying CN's request to put KCS into an independent voting trust while their merger is under review. The board also signaled that the only Class I railroad combination likely to gain approval was between CP and KCS.

CN also is facing a shareholder revolt led by activist investor TCI Fund Management, which in May urged CN to drop its pursuit of KCS due to the regulatory risk involved. Last week, citing the STB decision, TCI called for the removal of CN CEO JJ Ruest and Chairman Robert Pace and is seeking several seats on the railway's board [see ["Major CN investor calls for ouster of CEO and chairman ..."](#) *Trains News Wire*, Aug. 31, 2021, and ["Activist investor plans to call for meeting ..."](#) *News Wire*, Sept. 7, 2021].

CP and KCS plan to file their merger application with the STB in October. The merger is expected to gain STB approval in about a year. The combination would be the first between Class I systems in two decades and would create the first railroad linking Canada, the U.S., and Mexico.

CP in May received STB approval to place KCS into a voting trust, a key first step because it would allow KCS investors to receive cash and CP shares prior to the STB review that's expected to take about a year [see ["STB approves Canadian Pacific request ..."](#) *News Wire*, May 6, 2021]. The STB also will review the CP-KCS merger under its less onerous, pre-2001 merger rules.

The CP-KCS deal brings the battle for KCS full circle. CP and KCS in March announced a friendly, \$29 billion merger deal. KCS in May accepted CN's \$33.6 billion unsolicited offer. CP did not give up, however, and said all along that a CN-KCS merger could not gain regulatory approval because it raised competitive concerns. Both Canadian railroads gathered widespread shipper support for their proposed acquisition of KCS, whose cross-border traffic is one of the few pockets of strong railroad volume growth in North America.



*A map of the combined CP-KCS system (Canadian Pacific)*



Canadian Pacific CEO Keith Creel (Trains: David Lassen)



Kansas City Southern CEO Patrick J. Ottensmeyer (Trains: David Lassen)

## Canadian Pacific and Kansas City Southern Outline Merger Timetable

September 16, 2021 Provided by Rick Krenske

KANSAS CITY, Mo. — Canadian Pacific CEO Keith Creel and Kansas City Southern CEO Pat Ottensmeyer expressed excitement today about finally being able to combine their two railways into the first system to connect Canada, the U.S., and Mexico.

Their merger deal, officially announced on Wednesday after Canadian National dropped its pursuit of KCS, came after a four-month battle for control of the smallest Class I system.

"We're very excited about the merger between these two terrific, historic, and iconic franchises," Ottensmeyer said on a webcast Thursday morning with investors and analysts.

The combined CP-KCS will remain the smallest of the Class I railroads by revenue, but new single-line service will boost competition, take trucks off the highway, help lure manufacturing back to North America, and provide environmental benefits, Creel says.

The railways envision \$820 million in annual revenue growth from new traffic opportunities and \$180 million in cost and efficiency savings. The new railway, dubbed Canadian Pacific Kansas City, expects single-line service to lead to growth in all traffic segments, CP Chief Marketing Officer John Brooks says. The railways outlined a timeline for key milestones in the merger process. CP and KCS shareholders will vote on the merger in December. Mexican antitrust regulators are expected to review the deal in the next two to four months. In the first quarter of 2022, assuming shareholder and Mexican regulatory approval, KCS will be placed into a voting trust, with former CEO David Starling overseeing the railroad as trustee.

Once KCS is placed in the trust, KCS shareholders will receive the equivalent of \$300 per share in a combination of cash and CP stock. That's a 34% premium to the KCS stock price before the CP-KCS merger was announced in March. KCS shareholders will own 28% of the combined company.

The railways expect to file their merger application by the middle of October and are requesting a 10-month Surface Transportation Board review of their deal under the board's less onerous, pre-2001 merger rules. Approval is expected in October or November 2022.

The companies have similar cultures and will mesh well, Ottensmeyer says, noting that it was Creel who suggested putting Kansas City into the new railroad's name as well as making Kansas City the system's U.S. headquarters. The North American headquarters will be in Calgary, where Creel will serve as chief executive.

As an end-to-end merger, the combination is about growth in traffic, revenue, and jobs, Creel and Ottensmeyer say.

Creel expects that some customers and Class I railroads will ask the STB for concessions as part of the merger review process. But he didn't expect there to be nearly as many concessions as prior Class I mergers, all of which involved significant route overlap and a reduction in railroad options for some customers. The CP-KCS combination is different, he says, because it has no competitive overlap and no customers will see their options reduced.

Creel also said CPKC will keep all existing gateways and interchanges open as a way to help bake a bigger rail traffic pie. "I'm not here to go to war with UP or BNSF or CN or CSX or NS," Creel says.

UP has expressed concerns about protecting its Laredo gateway, where it interchanges cross-border traffic with KCS de Mexico. NS has said it will protect its 30% interest in the Meridian Speedway joint venture that is an important intermodal route linking the Southeast with Texas and the Southwest.

CP and KCS will work to minimize the potential for the type of service disruptions that followed the major Class I railroad mergers of the 1990s. Creel says the railways expect a smooth transition, have already identified technology integration issues, and notes that CP has recent experience from integrating regional Central Maine & Quebec into its system in 2019 and 2020.



**Former President of the Minnesota Commercial Railroad John Gohmann Memorial service was held this past Sunday Sept 12 2021 near the old station, now in a park in New Brighton** Provided by John Goodman





## July 06 in Railroad History: Kate Shelley

From: Joseph Lechner Date: Tue, 06 Jul 2021 Sent by Frederick Krenske  
*Our Kate! Sound her unsought fame! Kate Shelly! 'tis a heroine's name!  
 It shall live! Who shall give One blossom for her laurel crown, One echo to her fair re-  
 nown?  
 Be it done. Our state on a disc of gold In honor hath her name enscrolled 'Twas well won!*

*While the rain was pouring On that July night -  
 While the storm was howling And the black sky scowling And the thunder roaring, On that  
 July night,  
 Little Kate stood watching, from her mother's home, An engine and its tender  
 Backing slowly down the iron track, To test a bridge- where leaping,  
 Angry, tossing floods were sweeping Surging round the 'butments slender,  
 And bring report of its condition back, Ere the human-freighted East-bound train should  
 come.  
 - John Brayshaw Kaye, from **Songs of Lake Geneva** (1882)*

140 years ago today, heavy thunderstorms lashed central Iowa and created flash floods in the Des Moines area. Rushing waters destroyed the Chicago and North Western's timber trestle over Honey Creek near Moingona.

Around 11 p.m. on this date in 1881, the C&NW sent out a short train to check the condition of its tracks. It crossed the Des Moines River bridge safely but plunged into Honey Creek moments later.

Sixteen-year-old Kate Shelley heard the crash and—realizing that an eastbound passenger train was due at midnight—rushed to the scene. She crossed the damaged Honey Creek span and the Des Moines River bridge. Halfway across the river, her lantern blew out. Shelley crawled the rest of the way on hands and knees with only lightning flashes for illumination. She then ran half a mile to the Moingona depot to get help and led a rescue party back to the scene of the accident. Two of the crew members, Ed Wood and Adam Agar, were rescued. Patrick Donahue's corpse was found a quarter-mile downstream. The fireman, George Olmstead, was never found.

The midnight train was safely stopped at Ogden IA with 200 persons aboard. Its grateful passengers took up a collection for the teenager who had saved their lives. The state of Iowa gave Shelley a medal and \$200; C&NW gave her \$100 and a lifetime pass; the Order of Railway Conductors gave her a gold watch and chain.

In 1900, the C&NW built a new steel bridge across Honey Creek and named it after Shelley. It was, until 1976, the only U.S. bridge named after a woman. Union Pacific replaced that bridge with a double-track span, the **New Kate Shelley Bridge**, which opened in 2009.



In 1955, the C&NW named a streamlined passenger train the **Kate Shelley 400** in her honor.

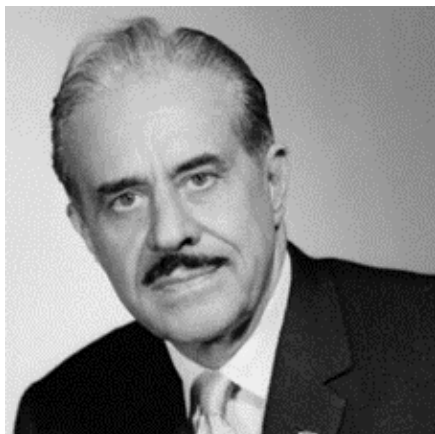
Kate attended Simpson College in 1883-84 then became a schoolteacher. She never married, although she reportedly received several offers from railway switchmen. In 1903 the C&NW built a new depot at Moingona and appointed her stationmaster.

Shelley served until 1910, when she was too ill to continue. She died of nephritis in January 1912.

The Boone County Historical Society maintains the **Kate Shelley Railroad Museum** on the site of the Moingona depot.

Joseph Lechner

*New (left) and old (right) Kate Shelley Bridges*



## August 04 in Railroad History: Raymond Loewy

From: Joseph Lechner Date: Wed, 04 Aug 2021 Provided by Rick Krenski

In 1940, the trade journal *Architectural Forum* described Raymond Loewy as “the only designer in the United States who can cross the country in cars, buses, trains and aircraft he has designed himself.” I

n retrospect, it could truthfully be added that Loewy could have bought his ticket, and even boarded the train, at facilities he had designed; and that he could have crossed the Atlantic Ocean on a steamship he helped design.

Loewy was the designer when the Norfolk & Western Railway refurbished its depot at Roanoke, VA in 1949. Since 2004 that building has housed the O. Winston Link gallery of railroad photographs.



Railroads maintained ticket offices in the business districts of major cities, often in locations convenient for hotel guests. Seventy years ago today, a ticket office designed by Raymond Loewy opened at the corner of Boylston and Tremont Streets in Boston, just opposite Boston Common. The office boasted an illuminated map similar to one that had recently been installed in Chicago.

Loewy was an industrial designer who is best remembered by train enthusiasts for his styling of the Pennsylvania Railroad's GG-1 electric locomotives.

(Now Roundhouse Rick's favorite engine is Raymond Loewy's Fairbanks-Morse H10-44 yard switcher.

Why? Because as a kid, I used to sneak into the Chicago & NorthWestern's East Minneapolis Yard.

There I made friends with engineer Sewell Stinson and I could get rides with him on his H1044 engine.

MTH has made models of this engine in CNW colors in four roadnumbers, and I have them all.)

## PRE-Early Days of the Minnesota Streetcar Museum

From the MSM Web site: At the end of TCRT streetcar service in June of 1954 #1300 was donated to the Minnesota Railfans Association, a group that specialized in fan trips during the '40s, '50s, and '60s before going out of existence. It was moved from TCRT's Snelling Shops in St. Paul, where it was built, to a siding in the western suburb of Hopkins in a way that would never be allowed today – on its own wheels in the consist of a regular Milwaukee Road freight train. There it sat weathering for eight years. Amazingly it was never vandalized. MTM was formed in 1962, and #1300 was moved to a stall in the Minnesota Transfer's roundhouse in the Midway section of St. Paul. A new canvas roof was fabricated and all the bad wood in the carbody was replaced. A generator was rigged up on a handcar to supply electricity and that winter, it ran once again under its own power.



*Photos supplied  
by Robert Thurn  
Circa early 1960's?*



Right: 1<sup>st</sup> Run of the TCRT #1300 May 1963 Wm Cordes Collection



8-5 RR-27-11 1st run TCRT 1300 Minnesota Transfer Saint Paul, MN 5-25-1963  
William Cordes Photo Northstar Railway Historical Society Collection  
© All Rights Reserved



8-5 RR-27-12 1st run TCRT 1300 Minnesota Transfer Saint Paul, MN 5-25-1963  
William Cordes Photo Northstar Railway Historical Society Collection  
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## Remember The Zephyr Rocket

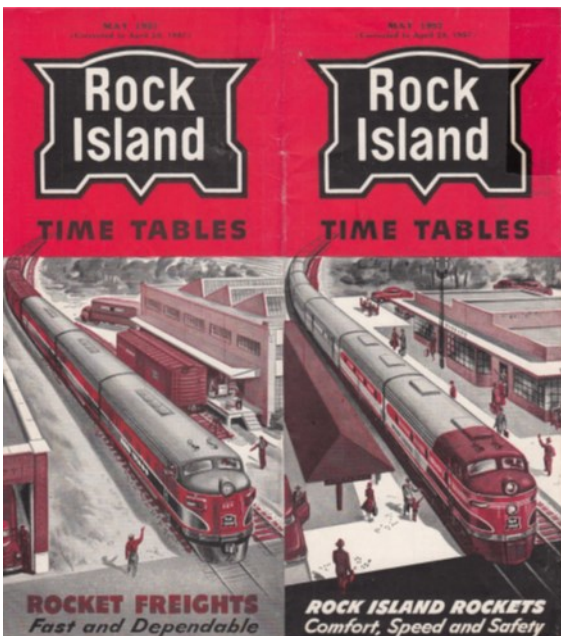
1957 Schedule between Minneapolis and St Louis via the Rock Island between Minneapolis and Burlington Iowa, then via the Burlington Route Burlington Iowa to St Louis Missouri.

The Burlington and Rock Island railroads each served both Minneapolis and St. Louis, but the shortest Burlington route between the two cities was 615 miles and the shortest Rock Island route was much longer. By using the Rock Island for 364 miles between Minneapolis and Burlington, Illinois, and from there the Burlington for 221 miles to St. Louis, the [Zephyr-Rocket](#) connected the two cities in just 585 miles. The two pioneers in stainless steel streamlined trains already jointly owned the [Burlington-Rock Island Railroad](#) between Ft. Worth and Houston, so the [Zephyr-Rocket](#) was a natural extension. -Streamliner Memories Web Page

In the summer of the 1950's, as a boy your editor often viewed (From Mounds Park in St Paul) the arrival of the Zephyr Rocket NB into St Paul in the Early evening. As I remember, It alternated every day with single E-unit power from the 'Q' and 'The Rock'.

*Burlington Route May – November 1957 Timetable*

Burlington Route									
Condensed Schedules and Equipment to and from St. Louis									
ST. LOUIS-BURLINGTON-ST. PAUL-MINNEAPOLIS									
(West Side Mississippi River)									
NORTHBOUND—READ DOWN					SOUTHBOUND—READ UP				
No. 41 Daily	No. 43 Daily	No. 1 Daily	No. 15 Zephyr Rocket Daily	Mls.	Table M Detailed Schedules in Table 8	No. 12 Daily	No. 8 Zephyr Rocket Daily	No. 44 Daily	No. 42 Daily
AM	PM	PM	PM			PM	AM	PM	
9.02	11.10	5.00	0	Lv. St. Louis, Mo.	Ar	1.13	7.35	10.08	
10.37	12.39	6.18	68	Lv. Elsberry	Ar	11.35	5.52	8.19	
11.16	1.15	6.51	94	Lv. Louisiana	Ar	10.59	5.17	7.42	AM
5.50	12.03	2.06	7.30	120	Lv. Hannibal, Mo.	Ar	10.03	4.22	6.37
6.12	12.37	2.50	8.05	137	Lv. Quincy (West Sta.)	Lv	9.40	4.00	6.15
7.00	1.34	4.05	9.05	174	Lv. Keokuk, Iowa	Lv	8.35	2.53	5.07
7.30	2.10	4.55	9.46	198	Lv. Ft. Madison	Lv	7.53	2.12	4.28
8.01	2.35	5.30	10.15	217	Ar. Burlington, Iowa	Lv	7.20	1.35	4.00
11.45	7.40	9.00	7.45		Ar. Chicago, Ill.	Lv	11.55	11.20	6.15
AM	PM	9.30	1.00	315	Ar. Cedar Rapids	Lv	10.50	9.45	PM
		7.00	7.50	○	Ar. Rochester	Lv	5.30		
		7.15	6.55	571	Ar. St. Paul	Lv	5.30	11.25	
		8.00	7.45	581	Ar. Minneapolis	Lv	5.00	10.30	
		PM	AM				PM	PM	

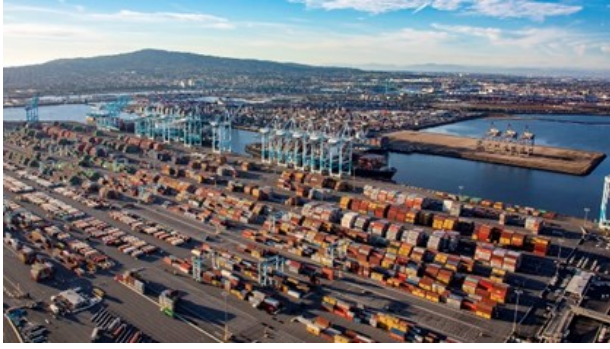


Minneapolis, St. Paul, Burlington and St. Louis									
READ DOWN					READ UP				
17-64 932-44 Daily	561- 62-8 Daily	Mls.	TABLE B		15-61- 562 Daily	1-933- 63-16 Daily			
PM	PM				AM	PM			
10.30	5.00	0	Lv Minneapolis, Minn.	Ar	7.45	8.10			
11.25	5.30	11	Lv St. Paul	Ar	6.55	7.10			
12.30	X	52	Lv Northfield	Ar	X	5.42			
1.00	6.38	66	Lv Faribault	Ar	5.38	5.20			
	11.55		Lv Rochester (Bus)	Ar	7.50				
1.30	6.57	81	Lv Owatonna	Ar	5.20	4.51			
2.30	7.33	113	Lv Albert Lea, Minn.	Ar	4.45	3.43			
3.20	8.03	140	Ar Manly, Ia.	Lv	4.08	2.50			
4.40	8.05	140	Lv Manly	Ar	4.03	2.10			
5.05	8.20	155	Lv Nora Springs	Ar	3.41	1.33			
6.44	9.23	209	Lv Cedar Falls	Ar	X 2.37	11.51			
7.15	9.43	215	Lv Waterloo	Ar	2.28	11.41			
9.00	10.46	268	Ar Cedar Rapids	Lv	1.15	9.55			
9.45	10.50	268	Lv Cedar Rapids	Ar	1.00	9.30			
10.55	11.40	304	Ar West Liberty	Lv	12.12	8.30			
11.40	12.10	325	Ar Columbus Jct.	Lv	X 11.32	7.43			
1.15	1.10	366	Ar Burlington	Lv	10.40	6.30			
4.00	1.35	366	Lv Burlington	Ar	10.15	5.30			
4.28	2.12	385	Ar Ft. Madison	Lv	9.46	4.55			
5.07	2.53	409	Ar Keokuk, Ia.	Lv	9.05	4.05			
5.37	3.24	431	Ar Canton, Mo.	Lv	8.50	3.24			
5.55	3.43	448	Ar West Quincy	Lv	8.05	2.50			
6.37	4.22	467	Ar Hannibal, Mo.	Lv	7.30	2.06			
7.42	5.17	493	Ar Louisiana	Lv	6.51	1.15			
7.57	5.30	503	Ar Clarksville	Lv	X 6.35	12.56			
8.19	5.52	519	Ar Elsberry, Mo.	Lv	6.18	12.39			
8.34	6.05	531	Ar Winfield	Lv					
9.23	X	567	Ar West Alton, Mo.	Lv	X	11.41			
10.08	7.35	587	Ar St. Louis, Mo.	Lv	5.00	11.10			
PM	AM				PM	PM			

*Timetables: -Northstar Railway Historical Society Archives*

## Port of L.A.'s Seroka on 'Sustained Import Surge,' Supply Chain Reaction

Railway Age August 19, 2021 Written by Marybeth Luczak, Executive Editor



*"We're now officially at the start of the traditional peak season, and this year's peak looks a lot like it has over the last 12 months: unrelenting consumer demand, imports competing for space and empties across the board," Executive Director Gene Seroka reported on Aug. 17. (Photo courtesy of the Port of Los Angeles)*



San Pedro Bay Port Complex (Photo courtesy of Port Authority of Los Angeles)

July 2021 was the 12th consecutive month of year-on-year growth at the Port of Los Angeles. "This remarkable, sustained import surge is pushing the supply chain to new levels," Executive Director Gene Seroka said on Aug. 17. The Port of Los Angeles reported processing 890,000 TEUs (Twenty-Foot Equivalent Units) in July, up 4% from the same month last year, when U.S. consumer purchasing began building momentum.

Loaded imports for the month reached 469,361 TEUs, rising 2.9% from 2020. Loaded exports came in at 91,440 TEUs, falling 27.6% vs. the same point last year—the lowest number at the port since 2005.

Empty containers reached 329,999 TEUs, climbing 20.4% compared with last year "due to the continued demand in Asia," the port said. For the first seven months of 2021, overall cargo volume reached 6,318,675 TEUs, a jump of 36.8% vs. 2020.

"Warehouses are overflowing, rail yards and carriage are maxed out," Seroka explained during an Aug. 17 port briefing. "Chassis and containers continue to be hard to come by. Ships are coming in and waiting at anchor to get worked, and factories are behind in orders, even though output is at record levels. This incredible sustained demand has everyone pushing at top speed, yet we still have much more work to do. With that, both anchorage and dwell times are trending in the wrong direction. Seventy-five percent of ships stop and anchor in July, up from 50% in June. But early data for August shows that 90% of arriving vessels are headed straight to the parking lot. Average wait time at anchor remains steady at five days in the month of July compared with a peak of eight days back in March. However, August anchorage times look to be increasing, and we'll be watching this very closely. There's a similar story on dwell times. The dwell on container terminals continues at its peak of about 5.3 days. On-dock rail time is running over 13 days, a new high. And the warehouses are filled, as we mentioned. Street dwell time is at about 8.3 days, close to its spring record of 8.8 days."

Seroka also noted that the port is offering new tools to help improve throughput and efficiencies. [Last month, in partnership with Wabtec, it launched "a long-term cargo volume predictive feature" of the Port Optimizer™ Control Tower data tool. Dubbed Horizon, it will help stakeholders "better plan and allocate r](#)

July	2021	2020	Change	% Change
Loaded Imports	469,360.85	456,028.70	13,332.15	2.92%
Loaded Exports	91,439.50	126,353.70	(34,914.20)	-27.63%
Total Loaded	560,800.35	582,382.40	(21,582.05)	-3.71%
Total Empty	329,999.45	274,006.75	55,992.70	20.43%
Total	890,799.80	856,389.15	34,410.65	4.02%
Calendar Year 2021	6,318,675.20	4,618,277.65	1,700,397.55	36.82%
Fiscal Year 2020/2021	890,799.80	856,389.15	34,410.65	4.02%

### Port of Los Angeles July Container Counts

[Last month, in partnership with Wabtec, it launched "a long-term cargo volume predictive feature" of the Port Optimizer™ Control Tower data tool. Dubbed Horizon, it will help stakeholders "better plan and allocate r](#) Every aspect of the supply chain is under scrutiny today," Seroka said. "And wherever we can squeeze just an ounce more productivity out of those [supply chain] nodes is what we're going for. Much has been made of this notion of 24/7, but even if we work 24/7 here at the Port of Los Angeles, with warehouses full and with railcars, engine power at a premium, and the inability to move cargo out swiftly, where does it go? So, realistically speaking, even within the collective bargaining agreement with the dock workers and employers, we have the ability to flex shifts, get more work time out across the board by staggering start times, lunch times, end times and hand-offs. That's all being worked on right now. In addition, we've got to match up the times with the other nodes of the supply chain.

*Continued on next page:*



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While the railroads traditionally work 24/7, we've got to be able to load those railcars off of ship work and combine that with two-thirds of our cargo that moves by truck out to the warehousing complexes from near-dock locations, all the way out to the I.E. and the desert communities. So, there's a tremendous amount of coordination that must be done. All of us are talking. We're trying to find those solutions. But workers are also at a premium in the warehousing business. We've had physical distancing requirements, and some leave the industry. Now with the Delta COVID variant, we've got again to look at our workforce in that particular community."resources."



*BNSF President and CEO Katie Farmer*

**BNSF** President and CEO Katie Farmer commented on 24/7 service in her recent response to the [Surface Transportation Board](#) inquiry on intermodal congestion. Among her comments: "[E]veryone across these logistics chains should operate on a 24/7 intermodal service basis, just like BNSF does and the other six Class I railroads. Too many players—like some ports and other terminals—have too many shut-down business hours."

### Second-Half 2021 Outlook

Looking ahead, Seroka said the cargo forecast "remains strong through the balance of this year. We're now officially at the start of the traditional peak season, and this year's peak looks a lot like it has over the last 12 months: unrelenting consumer demand, imports competing for space and empties across the board." Port Optimizer Signal data shows "heavy volume headed our way," he said. "Even accounting for an uptick in anchorage numbers, we're expected to do about 950,000 TEUs in the month of August. Please remember, though, last August we reached a high of 961,000 TEUs. The September forecast is currently in the 880,000 TEU range—about the same number of containers we handled last year." Based on Horizon and other data, "we're projecting the Port of Los Angeles will finish 2021 in the range of 10.5 million TEUs, but please note there are a lot of variables that play across our trading geography. Right now, we're keeping a close eye on the developments in central China, specifically in Ningbo, which closed a marine terminal last week due to COVID-19."

Seroka also commented on [Union Pacific](#) and BNSF, which recently temporarily paused or metered service to the San Pedro Bay and the impact of that move on the port. "I'm in contact with the leaders of both great companies on a regular basis," he reported. "Pausing or metering trains from Southern California to Chicago was a difficult decision for both. At the time, UP had 25 miles of trains sitting outside their facility in Joliet, Ill. The BNSF at the same time had 22 miles of trains awaiting entrance. They're responding to similar difficulties that the ports are around the world. Cargo is simply not being picked up fast enough. Combined, they made about 15% of our overall cargo volume that was paused as a result of those recent decisions. The dwell times on rail have increased because of this, but containers had no place to go. It was a tough call given the circumstances, but I think it was the right one, and we'll move fast to keep this cargo moving."

## NEWS From the IRON RANGE

### New BNSF Signals

From: [Dave Schauer](#) Date: Sat, 04 Sep 2021 09:57:22 PDT

It appears that the new signals BNSF has installed on the Lakes Sub are now in service, replacing older searchlight style signals (at least through Carlton). In other local BNSF news, work is progressing on their new yard office in Superior, located just east of the existing structure.

### Re: New BNSF Signals

From: [Mark Arnold](#) Date: Sat, 04 Sep 2021 10:20:00 PDT

A crew of about 20 yesterday and about 8 today were cutting in the new system in Carlton. Not sure what signals are in place and/or what the plan is past Carlton heading west as this is where CTC ends. Also, not sure what the plan is heading north such as around Gunn/ Grand Rapids and whether this section is included in this portion of the plan.

Mark Arnold -Lake Superior Companies, Inc

### Re: New BNSF Signals

From: [Mark Arnold](#) Date: Sat, 04 Sep 2021 19:49:54 PDT

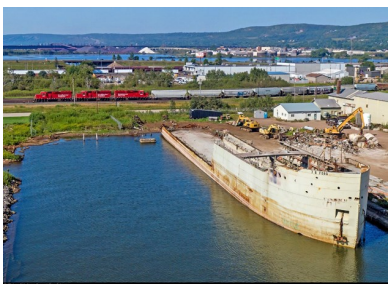
CTC ends at Carlton for westbound traffic (Brainerd Subdivision).

Also new bungalows at the Junction with nameplates stating "West Chub Lake". Mark Arnold -Lake Superior Companies, Inc

### Grain Uptick

From: [Dave Schauer](#) Date: Sat, 04 Sep 2021 10:18:47 PDT

The late summer/fall grain rush, if you could call it that, has added a number of trains to the Twin Ports the past few weeks. BNSF, CP and CN have delivered quite a few unit grain trains, although the outbound marine side has been very quiet. Here a CP transfer with a good cut of grain for the Riverland (ex-Cargill) elevator passes the former ore/cement carrier J.B. Ford being scrapped at Azcon. <https://www.railpictures.net/viewphoto.php?id=781138>





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## Operating Dates

The Hennepin Overland Operating Display is Open During the Fall, Winter and Spring. During the spring we also have Trains After Dark sessions from 6:00 PM to 9:00 PM on the 2nd Saturday of each month. Please note we are open from 1:00 PM - 9:00 PM on Black Friday, and are closed Easter Sunday.



## Saturday and Sunday's

Normal Hours: 1:00 PM to 4:00 PM

## Admission

Individual (3+)	\$7
Family	\$20
Small Group (8-15)	\$50
Large Group (16+)	\$100

## Hennepin Overland Model Railroad has Announced its Operating Hours for the Public.

Thanks to Bill Dredge for this information.

go to

[https://hennepinoverland.org/operating\\_dates/](https://hennepinoverland.org/operating_dates/)

to find out Black Friday dates.



Milw RSC2 at Hastings MN -  
downloaded from the Web

## October 02 in Railroad History: ALCO RSC2

From: Joseph Lechner Oct 2, 2021 Provided by Rick Krenske

Electro-Motive's FT dominated the early U.S. market for freight-hauling diesels because the War Production Board required ALCO, Baldwin and Lima to continue building steam locomotives for those railroads that were authorized to purchase new engines. ALCO was, however, permitted to manufacture end-cab diesel switchers S1 (660 hp) and S2 (1000 hp), as well as a multi-purpose "road switcher" (RS1) that was capable of both yard and limited mainline service. Conventional wisdom of the 1940s held that "covered wagons", such as EMD's E- and F- series, were the appropriate power for high-speed mainline trains.

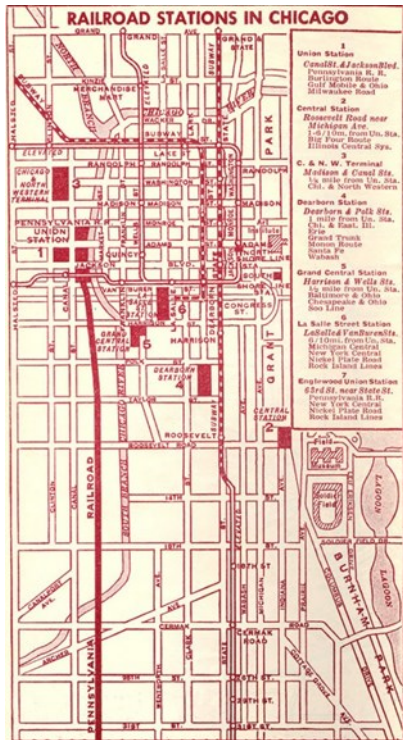
After wartime restrictions were lifted, ALCO upgraded its road switcher with a more streamlined body and a 1500-hp prime mover, producing model RS2. Forty U.S. railroads ordered a total of 368 units. Milwaukee Road requested something different. Seventy-five years ago today, ALCO outshopped its first RSC2. It was similar in appearance and identical in horsepower to the standard RS2 model, but it was equipped with three-axle trucks (A-1-A; center axle unpowered) to spread its weight over more axle

Milwaukee Road eventually bought eighteen RSC2s. It assigned them to its Valley Division, which serviced paper mills in central Wisconsin. Management wanted them for two reasons: *first*, that line was built with light rail that might not have supported the axle loading of an eight-wheel (B-B) locomotive; *second*, this was the railroad's first experiment with total dieselization. Could internal combustion keep traffic rolling with no steam power available as backup? Soon the answer was a resounding *yes*.

ALCO sold 377 RS2s but only 91 RSC2s. Seaboard Air Line was the biggest RSC2 customer, with 37 units. When new, improved 1600-hp models were introduced in 1950, railroads bought 1418 RS3s but only 99 RSC3s. The vast majority of RSC3s went overseas—Pakistan (26), Australia (20) and Brazil (12) got the most. ALCO went out of business in 1969, but in a sense it may have had the last laugh: the vast majority of new railway locomotives today are six-axle hood units, with General Electric's ES44 and Electro-Motive's SD series dominating the market. Joseph Lechner



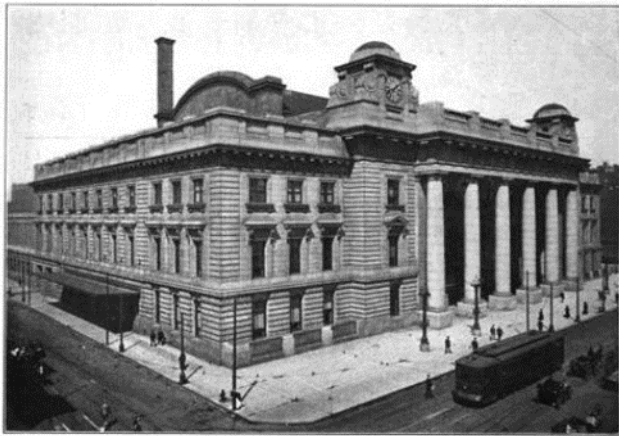
## Remember the Chicago Railroad Stations? Pictures from the Internet!



***Chicago Union Station 1962 Railroads: Pennsylvania, Gulf Mobile & Ohio, Chicago Burlington & Quincy, Chicago Milwaukee St Paul & Pacific***



***Grand Central Station in 1900 Railroads: Baltimore and Ohio, Chesapeake and Ohio, Soo Line***



CHICAGO NORTHWESTERN PASSENGER TERMINAL, MADISON STREET FRONT.  
Building Contractors: George A. Fuller Company. Front & Granger, Architects.

***C&NW Station in 1913 Railroads: Chicago and Northwestern***



***Dearborn Station in 1922 Railroads: Chicago and Eastern Illinois, Erie, Grand Trunk, Monon, Atchison Topeka and Santa Fe, Wabash***



***Lasalle Station in 1910 Railroads: Chicago Rock Island & Pacific, Michigan Central, New York Central, Nickel Plate***



***IC (Central) Station 1955 Railroads: Big Four Route, Illinois Central***

**Railfan Events** (Thanks to Rick Krenske, Bill Dredge)

<b>Randolph Train Days</b>	<b>October 23 &amp; 24, 2021</b> <b>9:00 am—3:00 pm</b> .	<b>Randolph High School</b> <b>29110 Davisson Ave</b> <b>Randolph MN 55065</b>	<b>\$6</b>
<b>Canterbury Train Show</b>	<b>November 6th and</b> <b>November 7th, 2021</b> <b>10:00 am– 4:00 pm</b> <b>Saturday, Sunday</b>	<b>Canterbury Park</b> <b>1100 Canterbury Rd S</b> <b>Shakopee MN</b>	<b>\$10 (good for both days)</b>
<b>Granite City Train Show</b>	<b>Saturday Nov 13, 2019</b> <b>10:00 AM—4:00 pm</b>	<b>St. Cloud River's Edge Convention</b> <b>Center</b> <b>10 4th Ave S   St Cloud MN 56301</b>	<b>\$6</b>
<b>Lakes &amp; Pines Train Collectors Association</b>	<b>Sunday November 14, 2021</b> <b>Hours: TBA</b>	<b>Merzyn Hall in Columbia Heights MN</b>	
<b>Greater Upper Midwest Train Show &amp; Sale</b>	<b>Saturday Nov 20, 2021</b> <b>9:00 am—2:00 pm</b>	<b>Century College West Campus 3300</b> <b>Century Ave. N. White Bear Lake, MN</b>	<b>\$6</b>

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