

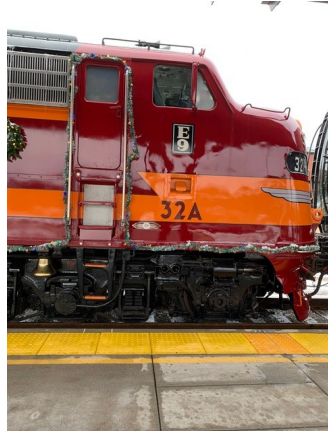


**NRHS**

# Northstar News

Publishers of the Minnesota Rail Calendar

**Happy New Year!**



*All Photos: #261  
and the North Pole  
Express St Paul  
Union Depot De-  
cember 4th and  
5th –Photos Roger  
Libra Jack Barbier*



## Table of Contents

Chapter Officers, Important Message	Page 1, 2
Meeting Notice, Meeting Minutes	Page 2, 3
Amtrak Vaccination Policy	Page 3
New Amtrak CEO	Page 4
St Paul Rail Bridge	Page 5, 6
Wisconsin Great Northern News/ / Modelers meet in March	Page 6, 7
All Aboard News	Page 8
RPCA News	Page 8, 9, 10
Bright Line Report	Page 10, 11
Restoration of Historical Steam Engines	Page 11, 12, 13, 14, 15
SWLRT Woes	Page 15, 16
Baldwin Sharknose	Page 16
Amtrak News Briefs	Page 16, 17, 18, 19
RR History November 20	Page 20
Demise of Twin City Streetcar System	Page 20, 21, 22
CSX Response to Amtrak Request	Page 22, 23
Iron Range News	Page 23, 24, 25, 26
Wisconsin Depot Moved	Page 27
Dining Car Menu's	Page 27
BNSF Derailment, Railfan Events	Page 28

## Important Notice, Please Read!

**Please be advised that it has become necessary to cancel the upcoming North Star banquet that was previously scheduled for Sunday, January 9th, 2022 at Mancini's Restaurant in St. Paul, Minnesota. It was scheduled to start at 4:00pm.**

**Due to the many Covid 19 problems that have become so prevalent right now in our community, I feel it best if we postpone this event until our situation with the Covid 19 disease goes away.**

**It is with each member and subscriber best interest that we cancel this event at this time. Those of you who have already sent in your payment thru a check please be advised that that check will be returned to you Shortly.**

**John H. Goodman President of the North Star Chapter NRHS**

## Northstar Chapter Officers

<b>President</b>	<b>John Goodman</b>	<a href="mailto:Jhgoodman2001@yahoo.com">Jhgoodman2001@yahoo.com</a>	<b>612-839-0905</b>
<b>Secretary</b>	<b>Richard Tubbesing</b>	<a href="mailto:Tubbesing32A@yahoo.com">Tubbesing32A@yahoo.com</a>	<b>763-757-1304</b>
<b>National Director</b>	<b>Dawn Holmberg</b>	<a href="mailto:dawn@dhholmberg.com">dawn@dhholmberg.com</a>	<b>763-784-8835</b>
<b>Treasurer</b>	<b>Russ Isbrandt</b>	<a href="mailto:rmisbrandt4036@comcast.net">rmisbrandt4036@comcast.net</a>	<b>651-426-1156</b>
<b>Vice President</b>	<b>Dan Meyer</b>	<a href="mailto:dan@meyer-family.net">dan@meyer-family.net</a>	<b>873-784-8835</b>

<b>Program Chairman</b>	<b>John Goodman, Richard Tubbesing</b>	<a href="mailto:Jhgoodman2001@yahoo.com">Jhgoodman2001@yahoo.com</a>	<b><u>612-839-0905</u></b>
<b>Calendar Committee</b>	<b>John Goodman (Chairman) Dawn Holmberg Jack Barbier John Cartwright</b>	<a href="mailto:Jhgoodman2001@yahoo.com">Jhgoodman2001@yahoo.com</a> <a href="mailto:dawn@dhholmberg.com">dawn@dhholmberg.com</a> <a href="mailto:Jsbbblb@msn.com">Jsbbblb@msn.com</a> <a href="mailto:Stationman86@yahoo.com">Stationman86@yahoo.com</a>	<b><u>612-839-0905</u></b>
<b>Trip Director</b>	<b>John Goodman</b>	<a href="mailto:Jhgoodman2001@yahoo.com">Jhgoodman2001@yahoo.com</a>	<b><u>612-839-0905</u></b>
<b>Chapter Librarian/ Historian</b>	<b>John Cartwright</b>	<a href="mailto:Stationman86@yahoo.com">Stationman86@yahoo.com</a>	<b><u>651-481-8479</u></b>
<b>Webmaster</b>	<b>Dan Meyer</b>	<a href="mailto:dan@meyer-family.net">dan@meyer-family.net</a>	<b><u>873-784-8835</u></b>
<b>Chapter Mailbox</b>	<b>Northstar Chapter NRHS</b>	<b>PO Box 120832</b>	<b><u>St Paul MN 55112</u></b>
<b>Library Data Base Administrator</b>	<b>Russ Isbrandt</b>	<a href="mailto:Rmisbrandt4036@comcast.net">Rmisbrandt4036@comcast.net</a>	<b><u>651-426-1156</u></b>
<b>Newsletter Editor</b>	<b>Richard Tubbesing Dawn Holmberg</b>	<a href="mailto:Tubbesing32a@yahoo.com">Tubbesing32a@yahoo.com</a> <a href="mailto:Dawn@dhholmberg.com">Dawn@dhholmberg.com</a>	<b><u>763-757-1304</u></b> <b><u>763-784-8835</u></b>

**January 9, 2022 Only. Due to the banquet being canceled there will instead be a members night slide show at 6:15 pm January 9 2022 on the ZOOM platform.**

The Zoom meeting will be open around 6 pm, and the slide show will begin at about 6:15 and will be open to everyone to share any railroad related images they have on their computer.

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)

You simply click on the link below to join using your internet browser: For this meeting, join using your Zoom app on your computer, tablet or phone:

Zoom meeting info: The Zoom Meeting ID: 880 5681 5634 Passcode: 087272 Or via your web browser: <https://us02web.zoom.us/j/88056815634?pwd=RmpEZS9BSlYwZ1NwWkFNeFNwQlITdz09>

*From the Editor:*

**Note: Chapter Dues for 2022 are Due. If you haven't gotten an invoice for 2022 dues, please contact John Goodman or Dan Meyer.**

*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.*

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.

Next newsletter (February 2022) will be out around February 5, 2022. Next Business Meeting Notice and Railroad Video by Jack Barbier: Saturday February 19 2022 Meetings are planned at Roseville Lutheran Church 6:15pm to 8:45pm. Please visit [www.northstar\\_NRHS.com](http://www.northstar_NRHS.com) for conformation. OR you can join us via zoom:

## **Meeting Minutes December 18<sup>th</sup> 2021 Roseville Lutheran Church**

The meeting was called to order by President John Goodman at 6:22 pm. Motion to open the meeting was confirmed. A quorum was determined. President Goodman made a motion to approve the November Meeting Minutes as in the newsletter. The Motion was approved. The Treasurer's Report was given by Russ Isbrandt. Chapter cash position is much better this month due to Calendar sales and donations. Russ reported Chapter deficits the last two years where expenses exceeded revenue. In 2019 the chapter deficit was about \$2700, and in 2020 the deficit about \$2100. Expenses are our yearly rent to house our library and post office postal charges have increase 8 cents over the last year. President Goodman stated that to attack the deficit, a chapter dues increase in the future would need increase from \$30 to \$50. The National Representative report was given by Dawn Holmberg. There is a hold on rewrite of the NRHS Membership software update. The NRHS News and Bulletin will be sent out soon. Dawn Holmberg gave the Calendar Report. There are only a few good calendars left. The Calendar is expected to sell-out soon. President Goodman stated that the MTM recently sent out their calendar and did not purchase any of our calendars. President Goodman stated that calendars are expensive to produce. The Web report was given by Dan Meyer. Everything on our web site and on Facebook is up to date. Cheer Committee. Glen Holmberg stated that Bob Clarkson had a fall in his home. President Goodman stated that after many failed attempts he still has not been able to contact Marty Swan. Cy Svodobny and Gary Rumler still have health problems. President Goodman noted that Dave Norman was in attendance. Joe Frishmon gave a report on Steve Kopasz. Joe said he is doing fine but could not attend the meeting.

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President Goodman stated that we have the meeting room reserved at Roseville Lutheran Church for the third Saturday February thru May 2022. President Goodman stated Our Banquet is Sunday Jan 9 2022 at Mancini's at 4pm in St Paul. Brian Voss MTM President will be the Speaker. The MTM has acquired a GN Ranch Car from North Carolina and is in process of getting the car to Jackson Street. We need a few more sign-up's to meet our quota. President Goodman outlined our trips for 2022. We will have our annual Light Rail Train Ride in June, our picnic will be held in July at Maiden Rock WI, and our August Trip will be to Trego WI on the Wisconsin and Great Northern to see and hopefully ride the Mark Twain Zephyr. It was noted that engine is being prepared to be installed in the Zephyr. Dick Tubbesing gave the Program Report. Jack Barbier will give the program in February. After Solicitation was made for programs, Joe Frishmon will give a slide program in March, and Dave Herbert will give a slide presentation in April. Dick Tubbesing will present tonight's program of Winter Trains in the Twin Cities. President Goodman and confirmed by Dave Lustig, that Steve Gardiner will become CEO of Amtrak. President Goodman stated that Amtrak has \$66 million approved and we will have to see how that money is spent. President Goodman noted that elections were held at the November meeting and the only change was Dan Meyer as Vice President. John Goodman solicited any Old Business. Russ Isbrandt then gave the membership report. We have 28 regular Memberships and only 4 Subscribers that have renewed. It was noted that Subscribers save \$50 in NRHS dues. There are 29 Subscribers that have yet to renew their membership. It was noted that Subscriber members pay only \$25 and \$30 if they receive the paper copy of the newsletter. New Business. President Goodman stated he is finalizing the NRHS 2022 convention in the Los Angeles area starting May 15, 2022. Activities include a Trip to San Diego to visit the famous model railroad there, Southern California Railroad Museum, A trip to Nethercutt Museum in Sylmar CA. The member meeting and Banquet will be held on Friday. Negotiations are being worked out on a trip to San Bernadino with AT&SF engine #3751 on Saturday May 21, 2022. Richard Tubbesing gave the cost of printing the Newsletter. For 2021, the Cost was about \$650. Russ Isbrandt then showed a new railfan magazine called 'Steel Highway' produced in Cedar Rapids Iowa featuring Iowa Railroads. The sample copy shown was a very high-quality magazine. Dave Norman suggested that we have a Library Open house in the Future. President Goodman stated that we will look into that possibility. Aaron Isaac is working with a Publisher of Passenger Trains from the Twin Cities to Chicago. He asked to visit our Library to look at our archives relating to that subject on the following Wednesday. A motion to adjourn the meeting at 6:55 pm was made by President John Goodman and Carried. Dick Tubbesing then presented a Video on Twin Trains in the Winter of 2020 to 2021. (October to March). Respectfully Submitted Richard Tubbesing Secretary



## Amtrak Shifts Vaccination Policy, Will Avoid Service Reductions

Tue 12/14/2021 8:01 PM Provided by Roger Libra

WASHINGTON — Amtrak will revert to its original COVID-19 vaccination policy, which allows testing as an alternative to vaccination, in light of a court ruling halting a federal executive order blocking enforcement of a vaccination mandate.

As a result, the passenger railroad does not anticipate that it will need to make any service reductions in January, CEO Bill Flynn said in a memo to employees. As recently as a Congressional hearing last week, Amtrak President Stephen Gardner said the company was expecting to reduce some operations [see "[Amtrak sticks to employee vaccine mandate ....](#)" *Trains* News Wire, Dec. 9, 2021]. Flynn's memo said the testing alternative will be available "on an interim basis ... while the Executive Order is not being enforced." It also says that those who have received exceptions to the vaccination mandate will be able to continue working as long as they submit a negative COVID-19 test weekly, or more frequently as required. Previously, those who received exceptions to the policy were to be placed on unpaid leave [see "[Amtrak extends vaccination deadline ....](#)" *News Wire*, Oct. 28, 2021]. Employees required to submit testing who fail to do so will be initially be placed on a leave of absence and could face termination. Flynn's memo says 95.7% of employees are either in full compliance with the vaccination mandate or have received an accommodation, and 97.3% have received at least one shot. "Currently, fewer than 500 active Amtrak employees are not in compliance with the company mandate," Flynn writes. "This is remarkable progress — and we anticipate that between now and Jan. 4, we will get even closer to a 100% vaccination rate, which remains our goal and our policy." Flynn writes that company "will continue to update its vaccine policy as needed and follow the latest health and safety guidance. We believe these most recent changes are both appropriate and prudent, given the recent court decision and the continuing and evolving pandemic."

## U.S. Railroad Amtrak CEO to Step Down Next Month

**From:** "railroadman\_32257" <jhsulliv@comcast.net> **To:** "AllAboardRailDiscussion@groups.io" Thu 12/16/2021 Provided by John Goodman Link: <https://wtvbm.com/2021/12/15/u-s-railroad-amtrak-ceo-to-step-down-next-month/>

WASHINGTON (Reuters) — U.S. passenger railroad Amtrak said on Wednesday that Chief Executive Bill Flynn will retire next month and be replaced by its president as it begins a big expansion of operations funded by Congress. Flynn, 68, has overseen the railroad since April 2020 and steered it through the COVID-19 crisis and a massive falloff in demand. Amtrak President Stephen Gardner will succeed him effective Jan. 17, becoming the company's fifth CEO since 2016. Congress has approved \$66 billion for rail as part of a massive infrastructure bill, with Amtrak receiving \$22 billion and setting aside \$36 billion for competitive grants. Amtrak is adding service, upgrading key stations and has a contract with Siemens Mobility Inc to manufacture a new fleet of up to 83 multi-powered trains and options for up to 130 additional trains. Flynn will continue as a senior adviser to Gardner and the company through Sept. 30, 2022. *Click on link above for more of the story!*



## Amtrak Names Railroad Veteran Stephen Gardner as New CEO

Link: <https://www.washingtonpost.com/transportation/2021/12/15/amtrak-flynn-gardner/>

Washington Post: [Transportation](#) He will replace William J. Flynn, who has served as Amtrak's top executive since April 2020.



Stephen Gardner. (Kate Paterson for The Washington Post)

By [Luz Lazo](#) December 15, 2021 Updated December 15, 2021 at 4:25 p.m. EST

Amtrak on Wednesday named veteran executive Stephen Gardner as its next chief executive. Gardner, who has served as the passenger railroad's president for the past year, will take over the top job at Amtrak on Jan. 17. He will replace William J. Flynn, who has served as Amtrak's top executive since April 2020.

Flynn, who led the company through the [coronavirus](#) pandemic slump and the recovery efforts, will remain at the company as a senior adviser to Gardner through Sept. 30, the end of the fiscal year. The change is the latest at the railroad as it tries to recover from a pandemic ridership slump while planning for the infusion of billions of dollars from the federal infrastructure package. "With the Biden administration and Congress just having made a transformational investment in intercity passenger rail, this is the right time to transition the leadership of the company for the long-term to help guide Amtrak's promising future," Amtrak Board Chair Tony Coscia said in announcing the transition.

"Stephen has the business skills, industry knowledge and vision to improve and modernize service for the next generation of Amtrak's customers."

Gardner, 45, has been at Amtrak since 2009 and has served in various leadership roles, including chief operating and commercial officer. He was named president a year ago, in charge of day-to-day operations, and leads the company's effort to grow service and ridership. He will hold both president and chief executive roles starting in January.

"I am really fortunate and very humbled to have this opportunity to work on this incredible mission that Amtrak has," Gardner said in an interview Wednesday. "We've got a lot to build."

[Washington must be part of plan to expand nation's passenger rail network, says Amtrak president](#)

At a House hearing this month, Gardner praised Congress's passage of the \$1.2 trillion infrastructure law, saying the allocation of \$66 billion of new funding for rail will help kick-start more intercity passenger train service and improve the safety, efficiency and reliability of the nation's rail networks.

Amtrak this year put out a map and a vision for what an expanded rail network could look like by 2035. It includes 39 new routes and increased frequencies on 25 existing routes. The company estimates the expansion could mean 20 million more passengers annually using Amtrak, which had a record 32.5 million passenger trips before the pandemic hit.

[Amtrak is a top travel choice in the Northeast. With an ally in the White House, it wants trains in the rest of America.](#)

Transportation Secretary Pete Buttigieg [in a statement](#) praised Flynn's leadership during the pandemic and welcomed Gardner as Amtrak continues its "robust recovery from the pandemic and lays the groundwork to expand and improve service" with infrastructure funding. In March last year, when Flynn was announced as chief executive, railroad officials said they expected him to stay at Amtrak longer than his two predecessors, carrying on progress that included record-setting growth, financial milestones and service improvements. He had retired from Atlas Air Worldwide Holdings on Jan. 1, 2020, after a 13-year tenure in which he served as president. Flynn will leave less than two years after taking the role, having led Amtrak through the biggest crisis in its 50-year history. The health crisis derailed prospects for positive earnings last year as ridership and revenue plunged 97 percent. Ridership has rebounded to about 70 percent of pre-pandemic levels. Coscia credited Flynn for prioritizing safety and advancing improvements, infrastructure projects and the company's diversity goals.

"This was one of Amtrak's most challenging periods in its 50-year history," he said in a statement. "Bill has built a strong foundation for continued safe and reliable operations, innovation and growth."

Officials at the company said Flynn's timing for stepping down was partly driven by a desire within Amtrak to install long-term leadership as Amtrak exits the pandemic emergency and enters a phase with a financial boost from the infrastructure bill.

The infrastructure funding is expected to spur the largest expansion in Amtrak's history while kick-starting repair and replacement projects across the passenger rail network. It will help address Amtrak's repair backlog, improve stations, replace old trains and create a path to modernize the Washington-to-Boston corridor, the nation's busiest. It would be the biggest boost of federal aid to Amtrak since Congress created it.

Gardner, who will be one of the youngest chief executives at Amtrak, said he plans to focus on servicing customers, bringing passenger rail service to new cities, replacing aging rolling stock and advancing projects to address major chokepoints. Among those are the \$4 billion replacement of the 148-year-old Baltimore & Potomac Tunnel in Maryland and an \$11.6 billion plan to build new tunnels under the Hudson River, a structure more than a century old that sees about 200,000 daily passenger trips in the New York area.

"We really have a new era of investment with this bipartisan infrastructure law and that allows us to modernize our core assets and grow the network to meet the 21st-century needs of the United States," Gardner said. "It's a huge job ahead."

Before coming to Amtrak, Gardner worked as a congressional staffer. Earlier in his career he held various operating and managerial positions with Guilford Rail System's Maine Central Railroad in Maine and Massachusetts, and the Buckingham Branch Railroad in Virginia. A native of Arlington, Gardner was an intern at Amtrak from 1993 to 1994 at Union Station.

## Downtown St. Paul is Likely Going to Lose its Historic Railroad Lift Bridge

Thanks to its gradual obsolescence, the Waddell lift bridge's days are numbered.

By [Bill Lindeke](#) | Columnist provided by Chuck Lavallee



*Owned these days by the Union Pacific, the railroad has submitted an application to demolish the Waddell lift bridge, and replace it with a new, upgraded design. MinnPost photo by Bill Lindeke*

Dec. 9, 2021

Most people putzing around the bluffs of downtown St. Paul likely don't see it there, tucked at an angle underneath the Robert Street bridge: [a 109-year-old railroad lift bridge](#) that's squished against the river levee. It's been rising and falling in the corner of people's eyes for over a century.

This year, the lift bridge is likely nearing its end. Owned by the Union Pacific, the railroad has submitted an application to demolish it and replace it with a new, upgraded design. If and when that happens, it'll mark the end for a quirky bit of St. Paul riverfront history.

### An uplifting landmark

It's no exaggeration to say that St. Paul's history is largely synonymous with railroads. In theory, the only downtown railroad bridge should have a distinctive presence in the city's landscape, something like the Stone Arch Bridge in Minneapolis.

At least some people feel that way. "The bridge itself is really significant," said Nathan Houlth, a bridge preservation consultant who runs [a very thorough website on the subject](#). "It's a rare bridge in the context of Minnesota, and the setting is really unique." Houlth's webpage evaluates most of the bridges in the country, including the Twin Cities' metro, according to local and national historic significance. Arch Bridge in Minneapolis.

(Houlth argues that the most significant bridges in Ramsey County are the 7th Street Viaduct leading to Swede Hollow and the Robert Street bridge, right next to the lift bridge.)

According to Union Pacific's lengthy study on the bridge, the first bridge in this spot, a Pratt truss swing bridge, was built in 1885. It was part of the ambitious but undercapitalized railroad venture named the [Chicago Great Western Railway](#), to gain access to the downtown Union Depot. The bridge that's there today was a replacement for the first one, and the first to use the innovative lift design.

"It's among the oldest of the surviving early Waddell lift bridges in the county," explained Houlth. "There are few others from around the same era, but they're not vertical."



### John Alexander Lowe Waddell

As Houlth explains, the bridge's designer, John Alexander Lowe Waddell, was a pioneering engineer who designed the first dedicated lift bridges. The one in St. Paul is one of his rare early works that remains in use. [Unlike the more famous Duluth lift bridge](#), its original design was intended to go up and down. Fun fact: the entire bridge was raised 17 feet in 1925, along with all the railroad tracks leading into the Union Depot, to safeguard the railroad network against river flooding. If you look closely at the abutments you can see how low the bridge used to be when it was first built.

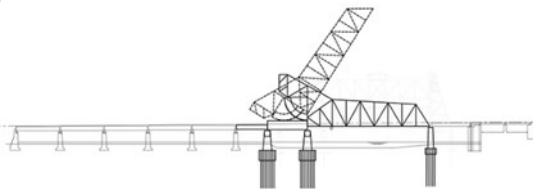
*Creative Commons*

The oddest part of the bridge history is that the Chicago Great Western owned a bridge at all; they were one of the main services running between St. Paul, Minneapolis, Chicago, Omaha, and Kansas City. For most of their trip, they leased rights on other company's tracks and were commonly called the "Maple Leaf route," because their route map allegedly resembled the three branches of a maple leaf.

All that's in the past, though. Like all U.S. railroads, the Chicago Great Western consolidated and merged multiple times throughout the 20th century, especially as passenger service disappeared thanks to airline and freeway subsidies. Eventually, they became part of today's Union Pacific, one of the country's largest operators.

### Section 106

Thanks to its gradual obsolescence, the Waddell lift bridge's days are numbered. The Union Pacific application calls for a replacement that would be a more common drawbridge-style design. But first, the company has to go through a lengthy government approval process.



"Along the Mississippi River, there are a number of bridges in St. Paul, as far as La Crosse and all the way to St. Louis," explained Erik Washburn, the [Bridge Administrator for Western Rivers](#) at the U.S. Coast Guard, when I asked him about his jurisdiction. As Bridge Administrator, Washburn's job is to oversee the hundreds of bridges over public waterways.

Union Pacific

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The process he's describing is something referred to as [Section 106](#), referring to a part of the National Historic Preservation Act pertaining to bridges. Because of Section 106, the list of agencies that have to sign off on changes makes for an excellent public policy trivia question: the Army Corps, National Park Service (NPS), State Historic Preservation Office, pertinent Native American tribes, the state Department of Transportation and probably other agencies. Over the next year or so, that process is going to begin playing out.

"We will follow through with NEPA [National Environmental Policy Act] working with the Corps, the NPS, and others, to make sure everyone's involved and making comments," said Washburn.

In theory, an historic bridge of some significance might be preserved and rehabbed. But in this case, that's not something that Houlth is very optimistic about.

"I'm a preservationist and I'd like to see the bridge preserved, [but] railroad bridges are really tough," Houlth admitted, referring to the inarguable physics of today's heavier trains. "It's hard to retrofit; essentially the railroad already knows what they want to do, and are usually not very open to suggestions.

Houlth's likely best case scenario is that the railroad is required to do some mitigation, salvage, or commemoration signage as part of the replacement process.

Personally, I'll be sad to see the lift bridge go. It occupies an important spot in the city, a place where the railroad, the automobile, and the river come together chaotically to succinctly reflect St. Paul's transportation origins. I'll miss the odd, transparent mechanics of the lifting mechanism, the way the little hut sits on top of the steel lattice, and the kinetic energy of the steel suspension. And it's always exciting when, about twelve times a day, the bridge goes up and down to make way for trains or barges.

I'm guessing the new bridge will appear far more streamlined and modern. We should appreciate our anachronisms while we can.

"This process can take six months, or it can take a year; it depends on the type of bridge," explained the coast Guard's Washburn, who has overseen a great many bridge replacements in his time. "The impact of a bridge varies. Sometimes a bridge is in the middle of nowhere, or sometimes it's a special bridge last of its kind in the U.S. that takes longer. So, it's really a case by case basis."



*A milestone was reached on the Mark Twain Zephyr project at the Wisconsin Great Northern Railroad, as you can see in the above photograph.*

## Power Truck Fitted On Injun Joe

On Wednesday, December 15, 2021, 6:07 PM, Frederick Krenske

### FINAL MTZ POWER TRUCK FITTING COMPLETED

Wisconsin Great Northern Railroad General Manager Greg Vreeland reports in, "The final fitting was done; the new power truck fits like a glove. Both ends of the "Injun Joe" are very close to being level now. This marks the completion of this important phase of the project."

Greg and the rest of the *Mark Twain Zephyr* reconstruction team completed this and their other end-of-the-year task ahead of schedule, too, it should be noted. With this phase done, it means that after the holidays... when crews return... work can begin on the new engine installation into "Injun Joe".

"Injun Joe" was originally propelled by a 660-horsepower, 8-cylinder, 2-cycle Winton 201A Diesel engine designed by General Motors, and built by the Electro Motive Corporation.

The engine and most of the other original power plant parts were removed more than 20 years ago by the previous owners of the *Mark Twain Zephyr* when the train set was being stored at a former locomotive plant in Minooka, Illinois, near Chicago. Their whereabouts are unknown and likely have been disassembled or scrapped. The engine will come from a switcher locomotive purchased in 2019.

Work on "Injun Joe" has partially been contracted out to Over the Top Construction of Seville, Ohio. If that name sounds familiar to you, it is because it is the same company who moved the five cars of the Mark Twain Zephyr up to Wisconsin from Gateway Rail Services near St. Louis, Missouri in August and September 2020. Owner and operator Jim Lesiak says it gives him "goosebumps" to return to the WGNRR and provide further assistance on the project.

## Reminder: Our 2022 Schedule is Here

Tuesday, December 21, 2021 Provided by John Goodman

Make Your reservations now.. and purchase your gift certificates today Super crowded stores today? And what could possibly beat a gift certificate for a ride aboard a Dinner Train featuring a four-course meal in your own private dining room, an unforgettable overnight on our Bed & Breakfast Train, our scenic Wine & Cheese Train, or the memorable Family Pizza Train?

Our 2022 passenger train schedule is now available on our website. Space will be limited... so today is the perfect time to secure your preferred dates. You can also purchase your gift cards online and through our depot ticket office during regular business hours (715) 635-3200. [Click here to visit our website](#)

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## NEW FOR 2022 PRIVATE DINING

If you have already experienced the Wisconsin Great Northern... 2022 is the perfect time to come back to check us out again. That's because our Dinner Train and Bed & Breakfast Train now feature ALL-NEW private dining rooms. We are excited because this new service will give each group of up to six people their very own enclosed dining room aboard the train and a safe dining environment like none other. In fact, this is the country's first "private dining" aboard a dinner train. This will be especially nice for couples who would like to celebrate birthdays and anniversaries privately.

## MARK TWAIN ZEPHYR



Please note that *Mark Twain Zephyr* reservations will be added to our website later in 2022.

We look forward to offering rides aboard America's only operable shovelnose streamliner. This train is certainly something to look forward to next year.

Sign up for updates at [www.MarkTwainZephyr.com](http://www.MarkTwainZephyr.com) and subscribe to our [YouTube Channel](#)

## The Twin Cities Division Modelers Meet Back for 2022! March 11-12, 2022 Provided by Rick Krenske

Plan now to attend the Annual Twin Cities Division, NMRA Modelers Meet in Plymouth, Mn. The meet offers the opportunity to attend educational and entertaining presentations which will add to your enjoyment of our great hobby of model railroading.

This year's meet will feature a line up of presentations covering a wide topics of modeling interest from historical research to the latest techniques. In our model display room, you will have the opportunity to see great modeling projects and talk to the modelers who built them. Among the 10 scheduled presentations are local favorites Greg Smith presenting on Model Railroad Photography and Bob Rivard on Modeling Open Loads. We will have a resin kit build "station" and presentations on operations.

One of the great things about a Modelers Meet is that you can participate in many ways. You may attend to enjoy the social interaction with fellow modelers, You can attend to research new ideas and techniques, you can bring your "in process" modeling projects to show and inspire others while you gather ideas on how to finish your model before the TLR Convention in May. You can also bring your finished models to share your efforts which provides more inspiration for fellow modelers and previews the great models we will see In Brainerd at the TLR Convention.

We have been asked not to serve food this year so the Modelers Meet cost is only 15.00 which gives you two days entrance, two days of presentations and last but not least.... The opportunity to be a part of the recording of an episode of the Twin Cities Division podcast THE CROSSING GATE. This podcast represents the Twin Cities Division's efforts to share the great hobby of Model Railroading to the world. The podcast is regularly downloaded on every continent across the globe. You can be a part of it. While negotiations are still in progress, we are hopeful that joining our recording will be the lovely Ms. Diana Gasior, the velvet smooth, enchanting voice that introduces





## ‘TIS THE SEASON

*NO MATTER WHAT HOLIDAY YOU CELEBRATE, WE'D LIKE TO WISH YOU A A SAFE AND HAPPY HOLIDAY SEASON AND A PEACEFUL AND PROSPEROUS NEW YEAR!*

As we look back on the past year, we want to thank the many generous people who have helped us with their support and assistance in our advocacy for Passenger Rail in Minnesota. With your active support and donations we achieved a major breakthrough for Passenger Rail in Minnesota by successfully advocating for funding of the Second train frequency between the Twin Cities and Chicago! But, this is only the beginning! Our plans in 2022 include active education and advocacy for funding the MnDOT Passenger Rail Plan including trains to Fargo, Des Moines-Kansas City, Duluth, Eau Claire, and Sioux Falls-Omaha.

AAMN is an all-volunteer 501(c)(3) charitable organization. All of our funds come from donations of members and friends. If you have already contributed, **THANK YOU**. If you would like to contribute, you can do so online at [Donate Here](#). or, if you prefer to pay by check please send by mail to AAMN, PO Box 4212, Saint Paul, MN 55104.

*With your continued support, we look forward to a succesful 2022!*



Volume 5 Issue 12 December, 2021

Provided by John Goodman



## RAIL CAMP

It's not too early.... RailCamp is back! The NRHS is moving ahead with plans to hold both of the RailCamps in Newark, DE and Tacoma, WA in 2022. Together with our business partners, we are working to jointly prepare the week-long schedule and venues. The participant application will be posted on the NRHS website (see below). As you know, each year since 2001, the RPCA, through the generosity of our members and our insurance vendors (United Shortline, HMBD, and Borden Perlman McRail Insurance), strives to send at least two deserving youth to the NRHS RailCamp's via our Caldwell-Luebke Fund and the Stanlee E. Weller Fund. The scholarship includes all activities, transfers to/from the airport or Amtrak, housing, meals, transportation during the week and a free one year membership in the NRHS.

As always, we are looking for students from RPCA Member Families and Member Organizations to sponsor with our scholarships. Participants are high school aged and can be member's of our RPCA Member Organizations, local Scout troops, model railroad clubs, church groups, etc. You do not need to be an NRHS member to attend RailCamp. As part of the camp, each camper also receives an NRHS Membership. The RPCA Scholarships: the Caldwell-Luebke Fund and Stanlee E. Weller Fund remain restricted for RailCamp use only. These funds are available when needed both now and in the future. Generous donations and sponsorships make certain that no camper is turned away due to his/her ability to pay the tuition. We appreciate your continued support of this program. Additionally, all RailCamp management and staff are volunteers. RailCamp has had a successful and significant impact on creating future transportation industry professionals with a very high percentage of past attendees going into the field in some manner. Positions include, train dispatcher, locomotive engineer, conductor, civil engineers and management positions. For more information or to apply for the NRHS RailCamp, please visit: <https://nrhs.com/programs/railcamp/> Should you wish to apply for one of our scholarships, please contact Roy Wullich at [rjwullich2@aol.com](mailto:rjwullich2@aol.com) As always, and once again, we thank everyone for your generosity and continued support of RPCA's NRHS RailCamp Scholarship program. Respectfully submitted, Roy J. Wullich RPCA - NRHS RailCamp Chairman

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President Joe Biden has appointed former New Orleans Mayor Mitch Landrieu to serve as Senior Advisor, coordinating implementation of the Infrastructure Investment and Jobs Act (IIJA), the bi-partisan \$1.2 trillion infrastructure bill includes \$66 billion for passenger/freight rail.

U.S. Secretary of Transportation Pete Buttigieg announced awards for nearly \$1 billion in discretionary infrastructure grants through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. The funding has been awarded to 90 projects in 47 states, with nearly a quarter going towards rail and transit. A Bloomberg Government analysis reported that 18% of funds went to bike and pedestrian projects, 17.6% to transit, 7.7% to maritime projects, and 7% to rail.

Project highlights from the USDOT's announcement include:

Charlotte Multimodal Transit Hub, Springfield Rail Improvements Project, Yuma Multi-Modal Transportation Center, A. Philip Randolph Regional Multimodal Transportation Hub and Complete Streets Connectivity, Detroit New Center Intermodal Facility Project

Two of the nation's largest railroad unions are suing three Class I railroads and Amtrak over vaccine mandates. The leaders of the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART-TD) said they generally support vaccination, but don't support railroads going around the unions and negotiating directly with employees. The railroads counter that they are following government guidelines that are requiring all federal contractors to vaccinate all employees, as well as a mandate requiring all major employers (those with more than 100 employees) to vaccinate workers.

Amtrak has told all employees that they must submit proof of vaccination before December 8, showing that they have gotten at least one shot. They must submit proof of the second shot by January 4, 2022, or be terminated.

Amtrak's Winter Park Express will come back for the 2022 season. The ski train to Winter Park has been a Colorado institution since the early 20th century. After the original train was canceled in 2009, Amtrak brought it back as the Winter Park Express. The train normally runs from January until March or April but did not run this year due to the global pandemic. In 2022, the train will run Fridays, Saturdays and Sundays from January 14 until April 3 for a total of 36 round trips. The train uses Amtrak equipment — GE P42s and Superliners — that are usually idle during the winter.

The Federal Railroad Administration has renewed the charter of the Railroad Safety Advisory Committee for a two-year period while adding new members. The new charter for the committee increases the number of organizations involved from 23 to 26 by restoring the representation of the American Association of Private Railroad Car Owners and Association of State Rail Safety Managers, while adding first-time member the Commuter Rail Coalition. The committee will increase the number of individual voting members from 34 to 51.



## Brightline's Miami-Orlando Rail Line Is Now 60% Complete August 17, 2021

Brightline has reached a new milestone in their construction work that will allow trains to run from Miami to Orlando, the company said today. As of today, construction crews have completed 60% of the work needed to complete the route, Brightline said.

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

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

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

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

Substantial completion of the work to Orlando is expected in December 2022, which will be followed by testing.

If the work and testing remains on schedule, the first customers will be able to board trains between Miami and Orlando in mid-2023.

## Brightline Exceeds Expectations, With Ridership Already Near Pre-Pandemic Levels

### THE NEXT MIAMI

From: Gene Poon <[gpoon49@gmail.com](mailto:gpoon49@gmail.com)> To: "[allaboaradraildiscussion@groups.io](mailto:allaboaradraildiscussion@groups.io)"

Sent: Thursday, December 23, 2021, 02:02:51 PM CST Provided by John Goodman

Brightline says its is seeing strong demand for its service, just weeks after the company relaunched train service between Miami, Fort Lauderdale, and West Palm Beach. According to a monthly report released by the company, ridership accelerated in late November and early December, nearing pre-pandemic levels. Customers have already opened 50,000 Brightline accounts in November and December, exceeding expectations. Brightline resumed service on November 8, after halting operations in 2020 during the pandemic. A total of 61,045 passengers rode Brightline in November, with an average fare of \$9.55, generating ticket revenue of around \$600,000. Promotional offers during the month cut the average ticket price to around half what it was in November 2019.

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## RAILROAD NEWS

This is a synopsis of Railroad related news culled from various sources including Trains Magazine, Progressive Railroading,



The Friends of the 261 has purchased private car Caritas. The group acquired the car in a bankruptcy auction from the bankruptcy court in charge of Heritage Rail Leasing LLC, a subsidiary of Iowa Pacific Holdings. Heritage Rail's trustee is currently selling more than 100 pieces of historic rail equipment, including dozens of passenger cars and more than 20 locomotives.

Caritas has traveled thousands of miles on excursions organized by car owners Clark Johnson and Nona Hill through their company High Iron Travel. It has been used on trips as far south as Guatemala to Great Slave Lake in Canada's Northwest Territories, and from coast to coast. It is the most widely traveled car on the Amtrak system. The car was built by Pullman-Standard in 1948 for the St. Louis-San Francisco as 14 roomette-4 double bedroom sleeper.

Johnson purchased the car from VIA Rail Canada and renamed it Caritas. The car has three double bedrooms and a master room with a double bed and its own shower; a second shower serves the three double bedrooms. It also has a kitchen, two dining tables seating four each, and a lounge.

The last surviving, intact diesel from the Lehigh & New England Railroad has been acquired by the non-profit Railroad & Industrial Preservation Society Inc., and will be restored to operating condition. L&NE No. 611, an S2 built by Alco in 1948, helped make the Lehigh & New England one of the nation's first fully dieselized railroad. It is currently at the Allentown & Auburn, a 4.4-mile line between Kutztown and Tipton, Pa., on the former Reading Allentown Branch.

A 2-6-2 Baldwin has found a new home in Oregon's Willamette Valley. Earlier this year, the Albany & Eastern Railroad, a short line operating on former Southern Pacific and Burlington Northern trackage, purchased Santa Maria Valley 205 for use on its Santiam Excursion Trains. SMV 205 was built by Baldwin in 1924 and placed on display in Santa Maria, Calif., in the 1950s.

Trains Magazine and Western Maryland Scenic Railroad have announced that the first event to celebrate return of newly restored 2-6-2 No. 1309, will be held Feb. 25-27, 2022. The three-day event will be limited to 100 participants and will include a night run on the legendary Western Maryland Railway main line around iconic Helmsteter's Curve from Cumberland to Frostburg; two days of excursions with 1309 on a freight train and a night photo session. Restoration took seven-years and \$3.5 million. The engine is the world's largest operating Mallet and the only articulated running on the East Coast. The 1949 Baldwin product was the last domestic steam locomotive from the builder, and the engine only ran for six years in coal hauling service for the Chesapeake & Ohio.

A group of entrepreneurs who purchased the old Santa Fe Southern Railway in 2020 plan to begin offering excursions Dec. 3. Entertainment is to be embedded in every Sky Railway trip. Santa will be aboard the first train as it pulls out of the Lamy depot Dec. 3 for a holiday-themed ride. The first holiday ride will be the train's first passenger trip in eight years. Santa Fe Southern offered trips to Lamy for two decades — in passenger cars dating to the 1920s — before shutting down in 2012.

The N.C. Transportation Museum will receive \$10 million in state funding to complete the renovation of the Spencer Shops Powerhouse, the second oldest building on the shop. The complex dates to 1896, The Car Shed will also be restored to house the museum's passenger cars. An additional \$280,000 will go to replace lost revenue from the Covid-19 pandemic. The funding comes after the state General Assembly approved and signed into law by Gov. Roy Cooper.

On December 12th, Sugar Express will operate the very first public passenger excursion behind steam locomotive no. 148 between Clewiston and Lake Placid, Florida. The trip is said to be a preview of the wide variety of events the Sugar Express is exploring. The day-long roundtrip includes accommodations in either deluxe coach and open-air passenger cars.

Francisco Céntola of Washington, D.C., and John P. Hankey of Omaha, Neb., have been selected as recipients of Railway & Locomotive Historical Society research fellowship grants for 2021. Céntola will receive the William D. Middleton Research Fellowship, while Hankey will receive the John H. White, Jr. Research Fellowship. Each award is worth \$2,530

## Amtrak/Freight/Federal Agencies

Norfolk Southern has opened its new headquarters building in Atlanta. The 750,000-square-foot building is on a 3.4-acre campus in Tech Square. It features two glass towers connected with a campus-style hub; touchless technology throughout open workspaces, street-level plazas and rooftop terraces; and employee amenities including a food hall, coffee shop, 24-hour fitness center, and on-site daycare.

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Here's the latest on some of Brightline's other activity in the past month:

**Orlando** – completion of an extension that will allow service between Miami and Orlando remains on budget, and on track for completion in late 2022. Over 1,145 construction workers worked on building that segment during November.

**Miami-Dade Commuter Service** – A Brightline affiliate closed into escrow \$500 million in tax-exempt private activity bonds obtained from the State of Florida this month. The affiliate plans to remarket the bonds in early 2022, and use the proceeds to acquire commuter access rights from Brightline, the proceeds of which will be used for project costs. The Federal Transit Administration is expected to formally issue a class of action for the Miami-Dade project in the coming weeks.

Miami-Dade is expected to begin work needed to obtain contractor bids to build out the service in early 2022.

## Restoration of Historic Equipment

On Thursday, December 23, 2021, 10:26 AM, Frederick Krenske

*Trains* editor Jim Wrinn [notes in a recent article](#) that 2021 may have been the best year so far in the 21st century to be a steam locomotive enthusiast. There are plenty of reasons to think 2022 could be even better — and not just for steam fans. Steam fans should have plenty to enjoy, of course. The lengthy gestation period for the rebirth of Western Maryland Scenic's 2-6-6-2, No. 1309, finally ended this month when the massive former C&O Baldwin made its first runs; plans are to see it in regular service in May 2022. The "Steam the Stripe" collaboration between *Trains* and the Nashville

Steam Preservation Society continues to make progress in reviving Nashville, Chattanooga & St. Louis 4-8-4 No. 576. The Nevada Northern has received a \$10 million grant to rebuild 16 miles of railroad, allowing its locomotives to range farther afield. If internal combustion is more your style, the Nevada Northern has you covered there, too, with its project to repatriate and restore to operation two vintage diesels that left the railroad years ago. And, in a relatively remote corner of northwest Wisconsin, the Wisconsin Great Northern continues its work to return the long-derelict *Mark Twain Zephyr*

to operation, a prospect that should excite anyone with an appreciation for the historic significance of Burlington's early shovelnose, articulated streamliners. That's a lot to look forward to — and it's by no means a comprehensive list.



2022 steam locomotive list personified: Southern Pacific 4-6-0 No. 18 crosses the Animas River at Silverton on Sept. 3. The California-based locomotive was on loan to the Durango & Silverton for much of 2021. Jim Wrinn photograph



Colorado Railroad Museum's Rio Grande Southern 4-6-0 No. 20 performs for photographers during a *Trains* Magazine photo charter on the Cumbres & Toltec Scenic Railroad in September. Jim Wrinn photograph



Little River 4-6-2 No. 110, the world's smallest standard gauge Pacific type, departs from Coldwater, Mich., in October in celebration of its 110th birthday. Jim Wrinn photograph



Santa Fe 4-6-2 No. 3415 ambles along former Rock Island trackage near Abilene, Kansas, in July 2021. Jim Wrinn photograph



Soo Line 2-8-2 No. 1003 performs on a *Trains* Magazine photo charter on Nov. 14, 2021, near Burnett, Wis. Jim Wrinn photograph

Here's our 2022 steam locomotive list. As 2021 may be the best so far in the 21st century to be a steam locomotive enthusiast, 2022 is looking good too! A Big Boy is running on **Union Pacific's main lines**, the Last Baldwin steam locomotive built is flexing its articulated muscles on a mountain railroad, and at least six 4-8-4s are in steam from coast to coast with three more under restoration. Newly renovated engines continue to emerge. According to a *Trains* magazine survey, about 153 steam locomotives operate in the U.S. in a public venue at least one day each year. These locomotives are at least 2-foot gauge, have a history, or are a replica of historical significance.

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The figure is a decrease from the first such survey made in 2008, when Trains placed the census at 190 steam locomotives. Here's the list.

**Trains' 2022 steam locomotive list Total: 153**

Methodology:

- Locomotives of 2-foot gauge and up.
- Must run in a public venue at least 1 day per year or be capable of doing so.
- Must have had some sort of prior life in regular freight or passenger service before preservation or be a replica of national significance.

**Alabama – 0**

**Alaska – 2**

- Alaska Railroad 0-4-0T No. 1 coal narrow 1899
- White Pass & Yukon 2-8-2 No. 73 oil narrow 1947

**Arkansas – 0**

**Arizona – 1**

- Grand Canyon Railway 2-8-2 No. 4960 oil standard 1923

**California steam locomotive list – 19**

•Disneyland Railroad

No. 3 2-4-4T (Baldwin 1894)

- Disneyland Railroad No. 4 2-4-0 (Baldwin 1925)
- Disneyland Railroad No. 5 2-4-4T (Baldwin 1902)
- Eastern California Museum's Southern Pacific 4-6-0 No. 18 oil narrow 1911
- Knott's Berry Farm 2-8-0 No. 340 oil narrow 1899
- Niles Canyon Railway's Clover Valley 2-6-6-2T No. 4 oil standard 1924
- Niles Canyon Railway 2-4-4-2 "Skookum" No. 7 oil standard 1909
- Niles Canyon Railway's Robert Dollar 2-6-2T No. 3 oil standard 1927
- Placerville & Sacramento Valley Railroad/Stathi Pappas 0-4-0T No. 2 oil standard 1909
- Poway Midland 0-4-0 No. 3 oil standard 1907
- San Bernardino Railroad Historical Society's ATSF 4-8-4 No. 3751 oil standard 1927
- Sierra Railway 2-8-0 No. 28 oil standard 1922 oil standard
- Roaring Camp & Big Trees 0-4-2T No. 1 oil narrow
- Roaring Camp & Big Trees 2-truck Heisler Tuolumne oil narrow
- Roaring Camp & Big Trees 2-Truck Shay Dixiana oil narrow
- Roots of Motive Power 2 Truck Heisler No. 1 oil standard
- Roots of Motive Power 2-6-2T No. 1 oil standard
- Yosemite Sugar Pine three truck Shay No. 10 oil narrow
- Yosemite Sugar Pine three truck Shay No. 15 oil narrow

**Colorado steam locomotive list – 16**

- Cripple Creek & Victor 0-4-4-0 No. 1 coal narrow
- Cripple Creek & Victor 0-4-0T No. 2 coal narrow
- Cripple Creek & Victor 0-4-0 No. 3 coal narrow
- Colorado Railroad Museum's Rio Grande 2-8-2 No. 491 coal narrow
- Colorado Railroad Museum's Rio Grande 2-8-0 No. 346 coal narrow
- Colorado Railroad Museum's Rio Grande Southern 4-6-0 No. 20 coal narrow
- Durango & Silverton 2-8-2s Nos. 473, 476, 480, 481, 486, 493 /// 2 coal 4 oil narrow
- Durango Railroad Historical Society's Denver & Rio Grande Western 2-8-0 No. 315/425 coal narrow
- Georgetown Loop 2-8-0 No. 40 oil narrow
- Georgetown Loop 2-8-0 No. 111 oil narrow
- South Park Rail Society 2-6-2 No. 4 oil narrow

**Connecticut — 3**

- Connecticut Antique Machinery Association Hawaii Railway 2-4-2 No. 5
- Valley Railroad 2-8-2s Nos. 40 and 3025 coal standard

**Delaware – 1**

- Wilmington & Western 0-6-0 No. 58 coal standard

**Florida – 1**

- U.S. Sugar 4-6-2 No. 148 oil standard 1920s

**Georgia – 1**

- Georgia Museum of Agriculture 0-4-0T No. 2

**Hawaii – 2**

- Grove Farm Museum 2-4-0T "Paulo" (Hohenzollern, 1887) and 0-6-2T "Wainiha" (Baldwin, 1915)

**Illinois -2**

- Illinois Railway Museum's Frisco 2-10-0 No. 1630 coal standard
- Illinois Railway Museum's J. Neils Lumber 3-truck Shay No. 5 coal standard

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## **Indiana – 5**

- Hesston Steam Museum 2-6-0 No. 2 coal standard
- Fort Wayne Railroad Historical Society's Nickel Plate Road 2-8-4 No. 765 coal standard 1944
- Gramling Locomotive Works' Jeddo Coal 0-4-0T No. 85 coal standard
- Gramling Locomotive Works' Lehigh Coal 0-6-0T No. 126 coal standard
- Privately-owned Bock Lumber Co. 0-4-4T No. 1 at Hoosier Valley Railroad Museum standard

## **Iowa -3**

- Iowa Interstate 2-10-2 No. 6988
- Midwest Central 2-6-0 No. 6
- Midwest Central's Westside Lumber Co. 3-truck Shay No. 9 oil narrow

## **Kansas – 1**

- Abilene & Smokey Valley Railroad's Santa Fe 4-6-2 No. 3415 oil standard

## **Kentucky – 0**

## **Louisiana – 0**

## **Maine – 4**

- Boothbay Railway Museum 0-4-0T No. 6 (Henschel 1934)
- Wiscasset Waterville & Farmington 0-4-4T No. 9
- Maine Narrow Gauge Museum B&SR No. 7
- Maine Narrow Gauge's Monson 0-4-4T No. 3

## **Maryland – 1**

- Western Maryland Scenic 2-6-6-2 No. 1309 coal standard 1949

## **Massachusetts – 1**

- Edaville 0-4-0 No. 11

## **Michigan – 7**

- Buckley Old Engine Show's Army 0-4-0T
- Henry Ford's 0-6-4T No. 3 Torch Lake (oldest operating locomotive in U.S. 1873)
- Henry Ford's Detroit & Lima Northern 4-4-0 No. 7
- Huckleberry Railroad 4-6-0 No. 2

## **Pere Marquette 2-8-4 No. 1225 coal standard 1940s**

- Little River 0-4-0T No. 1
- Little River 4-6-2 No. 110 coal/wood standard 1911

## **Minnesota – 4**

- Lake Region Steam Threshers 0-4-0T No. 2
- Milwaukee Road 4-8-4 No. 261 coal standard 1944
- Western Minnesota Steam Thresher's Soo Line 0-6-0 No. 353
- Western Minnesota Steam Thresher's 0-4-0 No. 3

## **Missouri – 4**

- Silver Dollar City 0-4-0T No. 14
- Silver Dollar City 0-4-0T No. 43
- Silver Dollar City 0-4-0T No. 76
- Silver Dollar City 0-4-0 No. 504

## **Mississippi – 0**

## **Montana -0**

## **Nebraska – 1**

- Henry Doorly Zoo's 30-inch Austrian 0-6-2T

## **Nevada – 7**

- Dan Markoff's Eureka & Palisade 4-4-0 No. 4 wood narrow
- Nevada Northern 2-8-0 No. 81 coal standard 1917
- Nevada Northern 2-8-0 No. 93 coal standard 1909
- Nevada State Railroad Museum 4-6-0 Glenbrook
- Nevada State Railroad Museum's Virginia & Truckee 4-4-0 No. 22 Inyo
- Nevada State Railroad Museum's Virginia & Truckee 4-6-0 No. 25
- Virginia & Truckee 2-8-0 No. 29 oil standard

## **New Hampshire – 4**

- Conway Scenic 0-6-0 No. 7420 coal standard
- Mount Washington Cog 0-4-4-0 Nos. 2, 6 & 9

## **New Jersey – 2**

- Black River & Western 2-8-0 No. 60 coal standard
- SMS 0-6-0 No. 9 coal standard

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**New Mexico — 7**

- New Mexico Steam Locomotive & Railroad Historical Society's ATSF 4-8-4 No. 2926 oil standard 1940s
- Cumbres & Toltec Scenic 2-8-2s Nos. 463, 484, 487, 488, 489 //4 coal 1 oil narrow 1920s
- Cumbres & Toltec's Denver & Rio Grande 4-6-0 No. 168 coal narrow

**New York – 1**

- Scott Symans American Viscose 0-4-0T No. 6

**North Carolina – 3**

- Great Smoky Mountains Railway 2-8-0 No. 1702 oil standard 1940s
- Tweetsie 4-6-0 No. 12 coal narrow
- Tweetsie 2-8-2 No. 190 coal narrow

**North Dakota – 0**

**Oklahoma – 0**

**Ohio – 7**

- Cedar Point & Lake Erie No. 1 2-4-0
- Cedar Point & Lake Erie No. 4 2-4-0
- Cedar Point & Lake Erie No. 5 2-4-0
- Cedar Point & Lake Erie No. 22 2-4-0
- Hocking Valley 0-6-0 No. 3 coal standard
- Age of Steam's Morehead & North Fork 0-6-0 No. 12 coal standard
- Youngstown Steel Heritage 0-4-0T No. 58 coal narrow

**Oregon – 8**

- City of Prineville's Mount Emily 3-truck Shay No. 1 oil standard
- Oregon Coast Scenic's Craig Mountain Lumber 2-truck Heisler No. 3 oil standard
- Oregon Coast Scenic's McCloud River Railway 2-6-2 No. 25 oil standard
- Oregon Coast Scenic's Polson 2-8-2 No. 2 oil standard
- Albany & Eastern's Santa Maria Valley 2-6-2 No. 205 oil standard 1920s
- Sumpter Valley 2-8-2 No. 19 oil narrow
- Sumpter Valley's W.H. Eccles 2-truck Heisler No. 3 wood narrow
- Oregon Railroad Heritage's Southern Pacific 4-8-4 No. 4449 oil standard 1941

**Pennsylvania steam locomotive list – 13**

**Bucksgahuda & Western 0-4-0T No. 1**

- Strasburg 4-8-0 No. 475, 2-6-0 No. 89, 2-10-0 No. 90 coal standard
- New Hope & Ivyland 2-8-0 No. 40 coal standard
- Everett 2-6-0 No. 11 coal standard
- Pioneer Tunnel 0-4-0T No. 1
- Railway Restoration's Central of New Jersey 0-6-0 No. 113 coal standard
- Reading & Northern 4-6-2 No. 425 coal standard
- Star Barn's 4-4-0 No. 63 oil standard
- Steamtown's Baldwin plant switcher 0-6-0 No. 26 coal standard
- Steam into History's Northern Central 4-4-0 No. 17 York oil standard
- Williams Grove Historical Steam Engine Association's Pennsylvania Railroad 0-6-0 No. 643 coal standard

**South Carolina – 0**

**South Dakota – 3**

- Black Hills Central 2-6-6-2Ts Nos. 108 and 110 oil standard
- Prairie Village 0-6-0 No. 29

**Tennessee – 4**

- Southern 2-8-0 No. 630 coal standard 1904
- Southern 2-8-2 No. 4501 coal standard 1911
- Dollywood 2-8-2s No. 70 and 192

**Texas – 3**

- Six Flags Texas 2-4-2 No. 2
- Six Flags Texas 2-4-2 No. 2
- Texas State Railroad 2-8-0 No. 30 oil standard

**Utah – 2**

- U.S. National Park Service replica of Union Pacific 4-4-0 No. 119 coal standard 1970s
- U.S. National Park Service replica of Central Pacific 4-4-0 Jupiter wood standard 1970s

**Vermont – 0**

**Virginia – 1**

- Virginia Museum of Transportation's Norfolk & Western 4-8-4 No. 611 coal standard 1950

**Washington State – 1**

- Northwestern Railway Museum's Northern Pacific 0-6-0 No. 924

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## Wisconsin – 2

- Soo Line 2-8-2 No. 1003 coal standard
- Rock River Threshers 0-4-0 No. 7

## West Virginia – 6

- Cass Scenic Railroad Shays Nos. 2, 4, 5, and 11 coal standard 1905,
- Cass Scenic Railroad Climax 9 coal standard 1919
- Cass Scenic Railroad Heisler 6 coal standard

## Wyoming – 2

- Union Pacific 4-8-4 No. 844 oil standard 1944
- Union Pacific 4-8-8-4 No. 4014 oil standard 1941

## SWLRT Woes

*On Thursday, December 23, 2021, 10:08 AM, Frederick Krenske*

**By Theo Keith Published December 22, 2021 9:23PM Updated 9:45PM Transportation FOX 9**

### Met Council won't know Southwest Light Rail cost, timeline until 'sometime in 2022'



*Construction for the Southwest Light Rail Train (FOX 9)*



*Construction law attorney Ken Roberts of Venable LLP (FOX 9)*

**(FOX 9)** - Metropolitan Council officials have been overseeing [construction](#) of the Southwest Light Rail line for several months without any idea -- at least not one they're willing to say publicly -- how long or how much it will cost to finish it.

An updated timeline and cost projection, once expected towards the end of 2021, will now come "sometime in 2022," Trevor Roy, a project spokesman, told FOX 9. Met Council officials have long acknowledged that the rail line will exceed its original \$2 billion budget and estimated 2023 opening. They are now changing tactics to renegotiate the project schedule after criticism from an outside evaluator.

The loose timeline, which project officials say is necessary because of the complexity involved with rescheduling construction work, drew criticism from two Minneapolis lawmakers who plan to seek funding for a 2022 audit of the project.

"All we're asking for is a new cost estimate and a timeline," said state Rep. Frank Hornstein, a Democrat who chairs the House Transportation Committee. "This should have been communicated to the public, to the Legislature, and anyone who has an interest in this project months ago."

As costly delays mounted along the 14.5-mile line, which will link Eden Prairie to Target Field, there's been drama behind the scenes over the past year.

### Rift over growing costs

Met Council and its third-party validator, AECOM Technical Services, have been in a dispute over the cost of [hundreds of project change orders](#).

In a July letter to Met Council officials, AECOM said construction contractor Lunda McCrossan Joint Venture was "significantly overcharging" for change orders because the council lacked tough negotiators to push back. AECOM also raised concerns about the quality of the construction, "including low strength concrete, work constructed incorrectly, and incorrect pile layouts."

The contractor "appears to be using potential schedule delays as leverage in seeking approval to use subpar work as is," the third-party validator alleged.

Met Council fired back, calling AECOM's concerns "assertions and innuendoes." A project spokesman said Met Council continues to address issues with its contractors.

Recently, Met Council has turned to another third party, construction law attorney Ken Roberts of Venable LLP, to negotiate with Lunda McCrossan over project rescheduling.

Met Council did not make its chairman, Charlie Zelle, available for an interview and has not provided the contract with Roberts in response to a Data Practices Act request filed last Friday.

*Continued on next page:*

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The infighting only came to light because of an inquiry from the Minnesota Office of the Legislative Auditor. "I didn't even know this Ken Roberts was on the scene," said state Sen. Scott Dibble, DFL-Minneapolis. "Nothing is done in the full light of day."

#### More scrutiny

This summer, Southwest Light Rail [tapped a \\$200 million contingency fund](#) from Hennepin County because of cost overruns. When asked in November whether the contingency fund plus the original \$2 billion budget will be enough, project manager Jim Alexander was uncertain and said negotiations over the revised construction schedule need to happen first.

"I can't necessarily tell you that \$2.2 billion is going to be enough," Alexander said. "There will likely be additional costs needed. We don't have that identified until we get those schedules understood. The costs will follow."

The most expensive change orders have happened in two narrow corridors in Minneapolis. Project managers have struggled to build the half-mile [Kenilworth Tunnel](#) between Cedar Lake and Lake of the Isles because of soil conditions, unexpected boulders, and a condo tower that sits feet from the edge of the construction site.

A protection wall alongside the BNSF freight railway north of Interstate 394 has also led to significant cost overruns.

Most change orders sail through the appointed Met Council without dissenting votes. Wednesday, the council approved spending up to \$220,000 to repair the Minneapolis-owned [Currie Maintenance Facility](#) near downtown after light rail construction work damaged the building. Last week, when asked whether the contractor should be on the hook instead of taxpayers, Alexander said it is "still to be determined."

More public scrutiny may be ahead: Dibble and Hornstein say they will advance legislation giving the Legislative Auditor staff and funding to do a full audit next year. Separately, Dibble and Hornstein plan to introduce legislation to make Met Council elected, which they say will give the public more oversight.

"We need an agency that's governed by people who are truly governing," Dibble said.

### Almost 40 Years Being Hidden Away, This Rare Baldwin RF-16 "Sharknose" Appears!

Jason Asselin – YouTube **From:** Gene Poon <[gpoon49@gmail.com](mailto:gpoon49@gmail.com)> AllAboardRailDiscussion  
<[allaboardraildiscussion@groups.io](mailto:allaboardraildiscussion@groups.io)> Monday, December 6, 2021, 10:00:45 AM CST



*Youtube video snapshot.*

Both the 1216 and 1205 are privately owned, stored on the E&LS, which he also owns. He acquired them in 1982. 1205 had mechanical issues and has never run under his ownership. 1216 ran occasionally until its crankshaft broke.

The owner reserves indoor space for storage of the two RF-16s and a collection of parts for restoration and says they will all be donated to a museum upon his death. But he maintains them and other historic railroad equipment as a private collection separate from the railroad. They are not available for public viewing.



### Amtrak Daily News Briefs - December 21, 2021 (Excerpts)

### Amtrak in the News -provided by John Goodman

*Continued on next page:*



## **Transportation Projects to Get Infusion of Federal Money**

***Ft Myers Florida Weekly*** Byline: JIM TURNER

Florida Department of Transportation Secretary Kevin Thibault also told state senators that the Infrastructure Investment and Jobs Act, which will pump \$16.7 billion into transportation projects across the state over the next five years, could mean another \$40 million a year to develop electric vehicle charging stations near highways and even expand Amtrak passenger rail services. The \$16.7 billion includes funding for a wide range of projects, including at ports and airports.

## **Updates from Congress**

***The Suffolk News-Herald*** Reach: 31. 4k

About \$1.2 billion will flow into Virginia to improve public transit by modernizing bus and train fleets. Moreover, Amtrak will receive \$22 billion, which will be used to modernize rail cars and stations, as well as expand rail service between Washington, D.C., Richmond, Hampton Roads, and the western part of the state. Virginia airports and seaports will also receive funding to improve their infrastructure, from runways to terminals.

## **Rail Policy & Regulation**

### **Federal Railroad Administration Announces Availability of \$198 Million for Intercity Passenger Rail Projects**

***Railway Track And Structures (RT&S)***

Byline: David C. Lester Reach: 74. 0k

The U.S. Department of Transportation's Federal Railroad Administration (FRA) today issued a Notice of Funding Opportunity (NOFO) for the Federal-State Partnership for State of Good Repair Grant Program (Partnership Program).

## **TSA Extends Face Mask Requirement Through March 18**

***Progressive Railroading*** Reach: 54. 2k

The Transportation Security Administration (TSA), in conjunction with the Centers for Disease Control and Prevention, announced the federal mandate that requires the wearing of face masks on U.S. transportation networks has been extended to March 18, 2022. Those networks include airports, commercial aircraft, over-the-road buses, and commuter bus and rail systems.

## **Biden Administration Sides With Labor, Throwing California Transit Grants (and Riders) Under the Bus - Railway Age**

***Railway Age*** Reach: 230k

In what has become a contest between two groups who strongly back Democrats, the Biden Administration has come out for labor by refusing to certify grants that would help California's transit providers and, eventually, the state's riders. The decision by the U.S. Department of Labor (DOL) could eventually affect transit projects in other transit-rich states that are facing financial woes due to the pandemic.

## **Transit/Commuter Rail**

### **With a New Requirement to Build Housing Near Train Stations, Towns Brace for Density — and Drama**

***The Boston Globe*** Byline: John Doherty Reach: 3. 9m

It's a measure signed by Governor Charlie Baker in February that requires communities, like Rockport, that have an MBTA train station to revise their zoning to allow apartment construction within a half-mile of those stops. It's one of the most ambitious housing laws to clear Beacon Hill in years, but ten months later many details — like how much housing, exactly how close to the T, and how much should be affordable — remain unclear.

## **WMSC says Metro had Knowledge of Wheel Issue that Caused Derailment Since 2017**

***WTOP-FM*** Byline: Joshua Barlow Reach: 2. 0m

At a Tuesday meeting, the Washington Metrorail Safety Commission expanded on the preliminary report released by the National Transportation Safety Board last week on the Oct. 12 Blue line derailment. Members said the wheel separation issue that caused the derailment was wider spread and went further back than previously known.

*Continued on next page:*

## Travel Industry

### [Omicron and Holiday Travel: 12 of the Most Pressing Questions](#)

*The New York Times* (Subscription) Byline: Julie Weed

Holiday travel suddenly feels more fraught as the world waits for emerging information on the transmissibility and virulence of the new coronavirus variant. Scientists are racing to see if the current vaccines offer protection against Omicron, but many families and other travelers may need to consider a variety of factors now before embarking to see relatives or to experience a change of scenery.

### [TUI Expects Travel Bookings to Rebound to Pre-pandemic Levels in Summer 2022](#)

*Reuters* Reach: 38. 7m

TUI, reported an operating loss of over 2 billion euros (\$2.26 billion) for its 2020-2021 financial year and said it may need to cut winter capacity as the Omicron coronavirus variant overshadows hopes of a rebound next summer.

### [Coronavirus and Travel: What You Should Know](#)

*AARP* Byline: Christina Ianzito

The U.S. Centers for Disease Control and Prevention (CDC) has moved France, Portugal and six other countries to its level 4, or “do not travel,” list, due to very high COVID-19 rates. They join many others already at level 4, including the African countries mentioned below, Switzerland and Ireland. Countries including Italy, Canada and Mexico are at level 3 (high COVID-19 rates); New Zealand and Peru are among those now at level 2 (moderate COVID-19 rates).

## Amtrak News Releases/Social Media/Testimony

### [Is the Midwest Better than the Rest? Come See for Yourself. Explore Middle America Aboard the Empire Builder and Southwest Chief!](#)

*Amtrak* Reach: 182k

### [Save on the Auto Train! Enjoy Your Own Space in a Private Room for as Little as \\$129\\* for Travel Through June 2022. Sale Ends Dec 17. Learn](#)

*Amtrak* Reach: 182k

## Freight Railroads & Suppliers

### [Rail Unions Ask Court to Force BNSF to Negotiate Over Vaccine Mandate](#)

*FreightWaves* Byline: Joanna Marsh Reach: 708k

Two rail unions want a federal court to dismiss BNSF’s lawsuit over its ability to implement a COVID-19 vaccine mandate. Instead, they want the court to compel the railroad to negotiate any vaccine requirements.

### [CSX, CN get ‘A’ on Climate Action, UP Releases Climate Plan](#)

*FreightWaves* Byline: Alyssa Sporrer Reach: 711k

Environmental disclosure nonprofit CDP, formerly the Carbon Disclosure Project, on Tuesday released its list of companies leading the charge on climate change. Only 272 out of nearly 12,000 companies that disclosed information gained “A-list” status for their efforts on climate.

## Editorials/Opinions/Blogs

### [Late Work for Real Completion of \\$1.6 Billion Amtrak Penn Station Moynihan Train Hall](#)

*The Hudson Reporter* Reach: 60. 5k

There is more to the recent news that the United States Department of Transportation’s Build America Bureau approved refinancing. This has resulted in increasing the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to the Empire State Development. It helped pay for the \$1.6 billion Amtrak Penn Station Moynihan Train Hall. The project failed to add any new track or platform capacity for Amtrak, NJ Transit, LIRR or future Metro North Railroad service to this facility.

## Amtrak Daily News Brief - December 21, 2021 (Excerpts)

### Amtrak in the News

#### [Amtrak Trains now Traveling Faster in Illinois](#)

*WQRF-TV* Reach: 312k

Amtrak passengers traveling between Chicago and St. Louis can now get there a lot faster. The rail service implemented a new braking system last week, which allows trains to run up to 90 miles per hour. The faster speeds means that riders will arrive in Springfield just over three hours after leaving Union Station. It is another two hours to St. Louis.

*Continued from previous page:*

## **Trains on Amtrak's Chicago - St. Louis Route Now Running at up to 90 mph**

**Waukesha Freeman** Reach: 113k

After a delay of more than three years, trains on Amtrak's St. Louis to Chicago route are finally running regularly at speeds of up to 90 mph. Under schedule changes that took effect this month, about 15 minutes were trimmed off trips between the two cities that typically took up to 5 1/2 hours. Amtrak ran at speeds up to 79 mph under the previous schedules on the route.

## **Montana Rail Authority Buoyed by Bipartisan Senate Letter Calling for Route Study**

**KTVQ-TV** Byline: Martin Kidston Reach: 194k

Once established, the group will consult for the development of provisions written into the infrastructure bill, including a deeper study into daily long-distance service provided by Amtrak. In doing so, the group will also explore all options aimed at restoration and find ways Amtrak can work with local organizations along the way.

## **Rail Policy & Regulation**

### **STB extends CP-KCS Environmental Comment Period, Issues Rail Rate Study**

**Progressive Railroadng** Reach: 61. 9k

The Surface Transportation Board (STB) Office of Environmental Analysis last week extended the deadline for public comments on the scope of the environmental impact statement for Canadian Pacific's proposed acquisition of Kansas City Southern.

## **Future U.S. Intercity & High Speed Rail**

### **In Texas Supreme Court Case, State Argues that Dallas-Houston Bullet Train Developer Can't Use Eminent Domain**

**The Texas Tribune** Byline: Alexa Ura Reach: 2. 2m

The Texas attorney general's office has put its weight behind a landowner's case against the companies developing a controversial Dallas-Houston bullet train, arguing they can't force people to sell parcels needed for the high-speed rail project.

## **Transit/Commuter Rail**

### **Digital Transformation and Rail - Railway Age**

**Railway Age** Reach: 240k

The railroad industry is embracing its own digital transformation. In his address to shareholders at the May 13, 2021 annual meeting, Norfolk Southern chief executive Jim Squires made a statement in-line with a vision that is becoming more common across the rail industry: "We are moving quickly to lead the industry in innovation, launching our Digital | NS initiative, and building the digital railroad of the future."

## **Ontario Establishes Commission to Look Into Ottawa LRT Challenges**

**Mass Transit** Byline: Mass Transit Staff Reach: 92. 4k

The September 2019 opening of Ottawa, Ontario's Confederation Line (Line 1) was supposed provide the city with better connections. However, the past two years have brought a series of incidents ranging from delays in service to maintenance issues and two derailments in a six-week window that have compounded into a range of concerns about the line that have resulted in provincial government launching an inquiry into these challenges.

## **Travel Industry**

### **Israel Bars Travel to U.S. or Canada as Omicron Surges**

**The New York Times** Byline: Patrick Kingsley Reach: 115m

Israel on Monday added the United States and Canada to its "red list," barring its citizens from traveling to those countries without a special exemption, as Prime Minister Naftali Bennett's government attempts to slow the spread of the Omicron variant.

## **Holiday Travel Amid Omicron: Flights Projected To Hit Pandemic-Era Highs As United CEO Says People Aren't Canceling**

**Forbes** Byline: Alison Durkee Reach: 66. 4m

The CEO of United Airlines said Monday the next two weeks will be the busiest the airline has seen since the pandemic began—with no drop-off on domestic travel due to the new omicron variant—as travel projections suggest holiday travel will surge compared to 2020 even as the new coronavirus strain rapidly takes hold in the U.S.



## Metro News - November 20 in Railroad History: UP 844

On Saturday, November 20, 2021, 10:49 AM, Frederick Krenske <[rick@usjet.net](mailto:rick@usjet.net)>

From: [Joseph Lechner](mailto:Joseph.Lechner@northstarhistorical.org) Date: Sat, 20 Nov 2021



Union Pacific #844 made its first appearance on a fan trip over sixty years ago.

#844 was the last new steam locomotive delivered to the Union Pacific, the final number in an order of ten Northern built by American Locomotive Company in late 1944. They were designated class FEF-3. Those initials stood for "four-eight-four".

Originally coal-fired, #844 and her siblings were converted to oil-burners *circa* 1946, partly because of several coal miners' strikes during the early postwar years.

The FEFs were designed for dual service, since wartime regulations prohibited construction of new passenger locomotives. #844 regularly hauled UP's **Overland Limited**, **Portland Rose** and **Los Angeles Limited** until 1957, when she was bumped to freight service by new diesels. Her revenue-service career ended in 1959, but she was earmarked for restoration in 1960. #844 is said to be the only steam locomotive on a North American Class I railroad that never retired.

The big Northern entered excursion service as #8444, since a GP30 diesel had been given roster #844. But the big steam locomotive outlasted the diesel, and she received her original number when the Geep was retired in 1989.

When Lionel LLC released its Legacy-equipped 1/48 model in 2015, **Classic Toy Trains** pronounced it the finest Lionel engine of the modern era.

Lionel's FEF-3 was available in 844's current (black) livery as well as the **Greyhound** scheme which it wore in the 1950s. Lionel also offered models of #838, the sibling 4-8-4 which Union Pacific kept as a source of spare parts for #844. At \$1700 a pop, I doubt that many O scale operators will do the same.

There are so many **You Tube** videos of #844 excursions that I'll let you find your own.

Joseph Lechner

## Was Organized Crime Behind the Demise of the Twin Cities Streetcar System?

Friday, November 5, 2021, 3:51 PM, provided by Rick Krenske By [Eric Roper](#) Star Tribune



**HENNEPIN COUNTY LIBRARY** On the last day of streetcar service in 1954, Twin City Rapid Transit executives James Towey and Fred Ossanna hold a check from Northern States Power Company for the main streetcar power plant, according to "Twin Cities by Trolley." Both men were charged in the subsequent fraud case, but Towey avoided trial due to health problems.



**HENNEPIN COUNTY LIBRARY**  
A streetcar travels south on Nicollet Avenue at 26th Street in 1938.

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The short answer is yes, the Twin Cities underworld was involved. But the conversion from streetcars to buses was likely going to happen regardless, since the rise of personal automobiles had gutted the profitability of the region's transit system.

"It happened years sooner than it otherwise would have. And crimes were committed," said rail historian Aaron Isaacs. "If this had been done the normal way, crimes would not have been committed."

Before the region's transit system fell under the public ownership of the Metropolitan Transit Commission in 1967, it was managed by the Twin City Rapid Transit Company (TCRT). Anyone could become a shareholder in that firm by buying publicly traded stock.

Ridership on the system had been falling since the 1920s, but spiked during World War II due to gas rationing, tire rationing, and a pause on new car production, Isaacs said. Company practice was to invest profits back into paying off debt and improving service, rather than paying dividends to investors.

Enter Charles Green, a New York investor who bought many shares of TCRT after the war. [Frustrated by the lack](#) of dividends, Green began forming alliances with other shareholders to exert control over the company.

### **A nightclub meeting**



#### *HENNEPIN COUNTY LIBRARY*

*Club Carnival nightclub on 16th Street and Nicollet Avenue in 1948. The venue, which changed names several times during this period, was frequented by Kid Cann.*



*DWIGHT MILLER / STAR TRIBUNE Charles Green and Fred Ossanna have a spirited conversation on the day of the Twin City Rapid Transit annual meeting in 1951. The meeting resulted in Green resigning and Ossanna becoming chairman of the board - he would later become president*

Club Carnival nightclub on 16th Street and Nicollet Avenue in 1948. The venue, which changed names several times during this period, was frequented by Kid Cann.

A representative for Green's stockbrokers took him to the Club Carnival nightclub on [16th Street and Nicollet Avenue](#), where he was introduced to fellow shareholder Isadore "Kid Cann" Blumenfeld, Green [testified years later](#). Since his success as a bootlegger during Prohibition, Blumenfeld had been Minneapolis' most notorious mobster.

They decided to draft help from well-connected criminal attorney Fred Ossanna. The three men began plotting a takeover, and soon gathered enough shareholder votes that Green became president of the company, according to the book ["Twin Cities by Trolley,"](#) co-authored by Isaacs.

It was belt-tightening time.

"He came in and made such draconian cuts that he offended everyone," Isaacs said. The company fired hundreds of employees, ceased streetcar maintenance and slashed service.

Soon, the alliance had split and Ossanna was vying for control. Green was ultimately convinced to sell his shares, which were then scooped up by people connected with Ossanna and Blumenfeld, according to the book.

Green went public that ["questionable characters"](#) had purchased his stock, also [claiming that Ossanna](#) had a plan to bribe members of the Minneapolis City Council. By November 1950, the [Minneapolis Star reported that seven entities](#) were investigating the transit company. A [state investigation revealed that](#) in addition to Blumenfeld and his wife, considerable stock was owned by former bootlegger Tommy Banks, his brother and people connected to them.

"The racketeers who are present in the Minneapolis liquor industry are the same racketeers who have moved into the Twin City Rapid Transit," Leonard Lindquist, a state Railroad and Warehouse Commission member who had overseen the investigation into the company, [said in 1951](#).

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*CHUCK BRILL / STAR TRIBUNE  
UNE  
Kid Cann in 1960.*



*ART HAGER / STAR TRIBUNE  
New buses headed south on Nicollet Avenue at  
7th Street in 1953*



*HENNEPIN COUNTY LIBRARY  
Underground streetcar power cables are pulled  
from 11th Street and Hennepin Avenue in 1954.*

Blumenfeld later [told a newspaper reporter](#) he had purchased the stock as a "favor" for an unnamed friend, and quickly sold it. He noted that he was heavily invested in lots of other companies.

"You don't hear anybody say those companies are run by gangsters and racketeers just because I've got stock in them," Blumenfeld said. The investigations did not result in charges except for a grand jury indictment of Ossanna for perjury, which was [later dismissed](#). Ossanna became president of the company in 1951, according to the book.

#### Scrapping the streetcar system

At this point streetcars had already been phased out in cities across the country, including Seattle, Denver, Miami and Atlanta, Isaacs said. [Ossanna announced](#) that the Twin Cities streetcars would soon be converted to buses.

This was made possible by generous financing from General Motors for 525 buses, according to the book. (General Motors, Standard Oil and Firestone had also poured money into National City Lines, which bought and converted streetcar systems around the country.)

TCRT hired a former National City Lines employee well-versed in streetcar-to-bus conversions, Barney Larrick, to be its general manager amid the transition. Buses began replacing streetcars in St. Paul in mid-1952, according to the book. [By 1954](#), the entire system was converted.

The company owned a lot of assets related to the streetcar era, from real estate to the valuable scrap metal contained in streetcars, rails and the electrical system. The process of unloading it would later land several people in prison.

In 1959, the federal government charged Ossanna, Larrick, Blumenfeld and others with a conspiracy to defraud the company of about \$1 million by selling its assets at heavily discounted rates — in exchange for kickbacks.

"These things were discounted to something like a third or a quarter of their real value," Isaacs said. "Both [scrap] and the land. So there was some substantial fraud going on."

Prosecutors [claimed that Blumenfeld](#) was "sitting in the background as one of the powers behind the scheme." Blumenfeld was a partner in a company that bought substantial property from TCRT, and a former construction foreman [testified that he frequently visited](#) the cable removal projects.

The jury delivered guilty verdicts to Ossanna, Larrick, two scrap dealers and a realtor. But the infamous "Kid Cann" Blumenfeld was acquitted.

Ossanna maintained his innocence until the end. "I never took a dishonest dollar from anybody," he said at [his sentencing](#).

Isaacs, historian for the Minnesota Streetcar Museum, is not conspiratorial about why the streetcars disappeared. The majority of them were antiques, he noted, and many people wanted them gone because cars couldn't pass them on city streets.

"People have asked what would have happened if the gangsters hadn't come in, and all of that," Isaacs said. "And the answer is by 1960, I think the streetcars would have been gone. It would have happened, but it would have happened slower."

## CSX Offers Scorching Response to Amtrak Request to Compel Cooperation

**From:** "J C via groups.io" <[jmcalsi@yahoo.com@groups.io](mailto:jmcalsi@yahoo.com@groups.io)> Provided by John Goodman

From Trains.com's Newswire- [By](#) November 10, 2021

**In STB filing, freight railroad says Amtrak seeks 'blank check' regarding Gulf Coast service, claims passenger railroad is to blame for delay in starting service**

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*The platform where Amtrak trains used to stop in Mobile, Ala., remains in place on June 7, 2021. A CSX train is visible in the distance on the far side of the city's convention center. CSX has asked the Surface Transportation Board to turn down an Amtrak request for an order compelling cooperation in its ongoing efforts to launch Gulf Coast service. (Bob Johnston)*

WASHINGTON — Amtrak's request for cooperation from CSX has received a harsh response from the freight railroad. A CSX filing with the Surface Transportation Board says the passenger railroad is seeking "unrestrained access" to the route of proposed service between New Orleans and Mobile, Ala., and wants "a blank check to perform whatever work it wants ... without any explanation of what it proposes to do." As such, the railroad argues, it provides no reason for the board to grant Amtrak's request for an interim order compelling CSX cooperation, as requested in October [see ["Amtrak asks STB to compel cooperation by CSX ...,"](#) *Trains News Wire*, Oct. 20, 2021].

That request is part of the larger, ongoing effort by Amtrak asking the STB to force CSX and Norfolk Southern to permit the start of Gulf Coast service [see ["Amtrak asks STB to require CSX, NS to allow ...,"](#) *News Wire*, March 16, 2021]. Last week, the two railroads argued such service would cause major problems for freight traffic [see ["CSX, NS say Gulf Coast passenger service would 'devastate' freight operations,"](#) *News Wire*, Nov. 4, 2021].

Norfolk Southern, which was also part of Amtrak's October request for the interim order, [filed a brief response](#) saying it should not have been included since it has provided Amtrak with access as requested. It asked the board to dismiss NS from any interim order that may result.

[The significantly redacted public version of CSX's filing](#) omits portions of its introduction; parts of its argument that Amtrak service will significantly impair freight operations; a portion of its statements outlining the need for a station and layover track in Mobile; part of its claim that the condition of stations along the route are delaying the start of service; and a section of its argument blaming Amtrak for delays in the start of service. It also omits five of its 15 exhibits.

But the primary thrust of its filing is that Amtrak's request, which stems from the passenger railroad's stated desire to survey the railroad's Choctaw Yard in Mobile for a possible layover track for Gulf Coast trains, is twofold: First, that the request constitutes a belated request for discovery, after the discovery period in the case over Gulf Coast service has ended, and second, that construction of a layover track "would create massive disruptions" and would be both unsafe and premature (The CSX filing says it understood Amtrak's request to mean the passenger railroad actually wanted to begin construction).

Among other points, Amtrak's filing asserted that CSX had removed a track at Choctaw Yard that had previously been used for layovers for prior versions of Gulf Coast service; CSX says Amtrak did not propose the use of Choctaw until July 14, 2021; that the last train to use the line, the Sunset Limited, did not lay over in Choctaw, and that Amtrak had not paid to maintain or shown a contractual obligation to maintain that track.

In a number of points, CSX places the delay in starting Gulf Coast service on Amtrak. It cites internal document it says show that Amtrak "has known for some time that it was ill prepared to being service on the timetable it represented to the board," and says Amtrak is at fault for "regulatory oversights and the inability to obtain timely funding approvals."

In response to a request for comment from *Trains News Wire*, Amtrak said it will "review the filing and will respond accordingly."

## News from the Iron Range

### [OreRail] Ore Rail - Digest #431

#### Re: Lakes, Casco Update

From: [Mark Arnold](#) Date: Mon, 22 Nov 2021 06:57:13 PST

Chuck,

I know this is a little out of the "ore rail groups range" but what is the traffic like on BNSF West of Grand Rapids? In the past couple years, I've traveled on US2 to points west maybe 30 time and have not seen a single train yet between Grand Rapids and Erskin. Has this portion of the line become nocturnal? 5-10 years ago I could find 2-3 coal trains tied up in Case Lake which is now always empty. Mark Arnold Carlton, MN

#### Re: Lakes, Casco Update

From: [Todd Mavec](#) Date: Mon, 22 Nov 2021 07:35:43 PST

Here's a few shots I recorded back in August of the Prairie River Minerals operation on the Casco.

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## News from the Iron Range



*Leaving Gunn around 0800 August 4<sup>th</sup>.*

### Re: Lakes, Casco Update

From: [Dave Schauer](#) Date: Mon, 22 Nov 2021 11:00:54 PST  
For reference, the cars loaded at Jessie are being moved by BNSF to CN-Hallett Dock 5 in Duluth where the ore is loaded into vessels.

### Re: Lakes, Casco Update- and Kelly Lake

From: [Chuck Corwin](#) Date: Mon, 22 Nov 2021 11:31:19 PST  
Mark,

The "Lakes" is still active with the Superior/Grand Forks going west during the day or early morning. Likewise generally there is a Grand Forks/Superior coming east. These trains tend to run every day. I have observed these trains on the weekends also. Not sure if both trains operate everyday or if it is every other day (one east one day and then the west bound the next). I caught the Superior/Grand Forks on November 10th with a GP60 in the lead. The Cass Lake Local comes down from Grand Forks to Cass Lake at least 3 days a week. From what I observed is that they switch Potlatch saw mill at Cass Lake, strand board plant west of Bemidji, Solar Gas near Erskine/Mentor and any other switching at the grain elevators and industries in the towns going west of Bemidji.



*RailPictures Photo- GMTX 413 General Motors Locomotive Group(GMTX) GP15-2 at La Prairie, Minnesota by Todd M*

The Seyton Local goes to Deer River to do switching there twice a week. Note: The Seyton Local will go to Gunn and pickup cars going into storage at Deer River and other sidings.

The Seyton Local will also go to the sidings with 3 bay steel hoppers and bring them to Gunn for use for Prairie River Minerals ore loading. Those cars are generally put on track 3 on the east end.

Late summer and fall generally there are some grain trains heading toward Superior.

I have not observed a empty coal train heading west out of Cohasset for two years now. The last one I photographed was at least two years ago. There might have been one empty west bound observed by another railfan. All the traffic I hear and see is coming and going from Carlton.

Note: Generally on Tuesdays the Superior/Kelly Lake will bring the loads and any other cars going to Kelly Lake. This train will be parked in Kelly Lake with the locomotives staying on the train. This train brings up loaded bentonite covered hoppers, loaded limestone covered hoppers, tank cars (oil, lpg, etc.) and empty gondolas (for scrap and concentrate loading) and taconite cars (loading pellets off stockpile). The locomotives on the Superior/Kelly Lake will then become the Kelly Lake Local power once the Kelly Lake crew starts their normal operations on Tuesday.

On Thursday after the Kelly Lake Local crew ties up after its three days of operating on the range. The Kelly Lake Local will assemble the empties and loads that will be leaving Kelly Lake. A crew from Superior will then arrive by van and then the train will become the Kelly Lake/Superior. This Kelly Lake/Superior will be taking the empty bentonite/limestone covered hoppers, empty tank cars, loaded scrap gondolas, loaded concentrate gondolas and loaded taconite cars back to Superior. The Kelly Lake Local power will then become the Kelly Lake/Superior power. The same locomotives tend to be the Kelly Lake power for several weeks.  
Chuck Corwin Cohasset, Minnesota

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**Twin Ports Rail - Digest #324 Super long coal train**

From: [Mark Arnold](#) Date: Sat, 04 Dec 2021 11:13:09 PST

Heads up in Superior. Looks like BNSF is running a coal train inbound through Carlton and looks to be a double length train. Didn't see the front units but 3 DPU units in the middle with one being a Ferromex, and finally one unit on the rear.

Curious if they'll split the train before entering ME. Mark Arnold Lake Superior Companies, Inc.

**Re: Super long coal train**

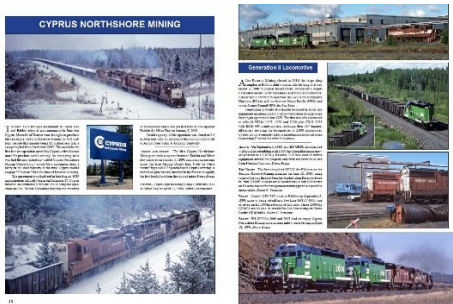
From: [Dave Schauer](#) Date: Sat, 04 Dec 2021 17:22:14 PST

They typically leave half south of 28<sup>th</sup> Street.

**Twin Ports Rail - Digest #325 Minnesota Mining Railroads Volume 2**

From: [Dave Schauer](#) Date: Mon, 06 Dec 2021 08:53:09 PST

For those interested, I'm accepting orders for signed and numbered copies of my all-color (Morning Sun) book Minnesota Mining Railroads Volume 2. This volume covers Reserve and Erie plus their successors. Attached is a random 2-page spread. Price is \$59.95 (\$10 off list price) and that includes shipping. I accept PayPal at [missabe@charter.net](mailto:missabe@charter.net) (money to a friend option) or a check made out to me, address: 3221 Commonwealth Avenue, Duluth, MN 55808. I hope to mail them in early January.



Dave Schauer Duluth, MN

**Ore Rail - Digest #436 Groveland Mine ore shipping routes and customers**

From: [Andy](#) Date: Sun, 12 Dec 2021 19:58:51 PST

Hi,

I am curious about who Hanna sold Groveland ore to and how they routed it to get there. I know Groveland shipped all-rail ore to Granite City, IL via the Milwaukee Road. Does anyone know the ore was routed to Granite City after the Milwaukee hauled it as far as Chicago? Where did the Groveland ore go after being loaded in a lake boat at Escanaba? Did Hanna sell ore to other customers that needed all-rail shipping? Andy

**Re: Groveland Mine ore shipping routes and customers**

From: [PCTZman](#) Date: Sun, 12 Dec 2021 20:06:01 PST

I think Hanna supplied National Steel at Weirton WV and Ecorse MI besides Granite City. Mostly by lake boat, but there are all rail ore trains (ZWW-800s) listed as off the MILW during PC and early CR. Rich Ribarevski

**Ore Rail - Digest #438 Re: Groveland Mine ore shipping routes and customers**

From: [Chuck Corwin](#) Date: Sat, 18 Dec 2021 12:09:48 PST

When I was stationed at Allouez for Hanna Mining in 1980-81 and part of 82, Hanna was selling their share of pellets (ore) to Ford, Algona, and others. Groveland was 100% owned by Hanna Mining. So all the pellets they produced would be sold on the open market. Likewise 15% of National Steel Pellet Company and 37 1/2% of the production of Butler Taconite was Hannas share was sold on the open market as well. National Steel Pellet Plant was shipping at least 3 trains a week to Granite City. At Allouez two Hanna run boats (Humphrey and Stinson) were hauling pellets to National Steel mills (Great Lakes and Weirton). You also have to take into account that Pilot Knob in Missouri was also shipping pellets to Granite City. Pilot Knob shut down about 1980. Also Groveland shut down about 1980-81. Groveland was a big money maker for Hanna Mining. It was where Hanna experimented with different concentrating techniques and pelletizing. Hanna Mining did have a pilot taconite plant at Cooley (next to Nashwauk Minn.) also. When I was stationed at Allouez Hanna was shipping National Steel pellets to Weirton and Great Lakes consistently. Ford boats and boats bound for Algona were loaded out. National Steel Pellet Plant at Keewatin was also shipping all rail shipments to Granite City. Chuck Corwin Cohasset, Minnesota

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# **Ore Rail - Digest #437 Magnetation/Prairie River Minerals/MagIron**

From: [Dave Schauer](#) Date: Wed, 15 Dec 2021 13:55:57 PST

An article in the Duluth News Tribune says MagIron (Lehtinen's new company) is buying Plant 4 and the Jessie Loadout. Apparently Prairie River Minerals never closed on Plant 4 and was using its own facility to process left over iron ore for shipping through Jessie to CN Hallett Dock 5. As part of this deal Prairie River will sell Jessie to MagIron for \$500K but still have rights to use the facility to ship its product. Lehtinen hinted that he plans to restart Plant 4 but time will tell. Dave Schauer Duluth, MN

# **Ore Rail - Digest #439 Fw: This Day in Duluth for 12/20/2021**

From: [Bruce K](#) Date: Mon, 20 Dec 2021 07:43:56 PST

From: "Zenith City Press" <[zcstaff@zenithcity.com](mailto:zcstaff@zenithcity.com)>



## **December 20, 1886: First Train from Duluth to Two Harbors**



On this day in Duluth and Agate Bay in 1886, the Duluth & Iron Range Railroad opened a passenger line between the two cities (Agate Bay together with Burlington Bay would later become Two Harbors). The line had been completed a week earlier, an event heralded by a construction train from Agate Bay shrieking its whistles loudly as it reached the western end of the line, in the "eastern extremities of the city." The newspaper reported that the "engine had apparently been turned loose, with its whistle tied open, to toot and shriek until its steam ran out." Reportedly a dozen trains in Duluth's railyards heard the call and responded to the greeting with whistle-blasts of their own. The engine was none other than the D&IR's infamous *Three Spot*; its crew consisted of conductor A. B. Dodge, engineer P. W. Hall, fireman W. Ross, and brakemen Steve Hannan and John Drews. The train had been expected a few days earlier, but heavy snows required the tracks to be plowed. The train not only connected Duluth to Agate Bay, but all the way to Tower, the center of the Vermillion Iron Range.

It also meant that mail and other freight between Duluth and Agate Bay no longer required horses or dog sleds for delivery. While the tracks would eventually run to the [Union Depot](#), they at first terminated at 15th Avenue East, where a passenger and freight depot, roundhouse, turntable, and other facilities were built. The depot would become known as [Endion Station](#). In the 1980s, Endion Station was moved from its original location to just off the Lakewalk at the base of the Canal Park Business District in order to make room for the expansion of Interstate 35.

## **RE: CN reroutes?**

From: [Todd Monroe](#) Date: Tue, 23 Nov 2021 16:16:09 PST

A CN freight train west bound came through Deer River tonight. Are they running reroutes? Led by 3177.

Todd Monroe Deer River MN

## **Re: CN reroutes?**

From: [Todd Reineccius](#) Date: Tue, 23 Nov 2021 19:03:28 PST

Not sure if its the same train, but earlier there was a H-SUPPAS going west out of Superior. First time ive seen a Superior to Pasco train. Todd R

## **Re: CN reroutes?**

From: [Todd Monroe](#)

Date: Wed, 24 Nov 2021 04:38:24 PST

On my way into work here in beautiful Grand Rapids (its in Minnesota's Nature), came across another CN WB general freight lead by 3109. Its great to see some action on the Lakes Sub again.

Todd Monroe Deer River MN

## [TwinCityRails] Twin City Rails - Digest #77

## PGR 34 returning home

From: [Thomas Johnson \(60/M\)](#) Date: Thu, 18 Nov 2021 15:12:23 PST

Just saw the PGR 34 in Newport MN on the BNSF/CP transfer being pushed into the CP yard. It was the fourth unit on the headend. 2 BNSF(1425/261)/1 CP(9771)/PGR 34/68 cars.

I assume that it had been shipped out for work somewhere.

Tom Johnson

## Dining Car Menu's from the Streamliner Era

**Dining on the Wabash**

MAY WE SUGGEST  
A COCKTAIL?  
MANHATTAN OR  
MARTINI 90¢

INDIVIDUAL BEFEATER GIN, 1.05  
INDIVIDUAL 2 OZ. BOTTLE OF  
SHERRY OR PORT 85¢

PLEASE LIST EACH ARTICLE DESIRED ON MEAL CHECK, PRICE OF ENTREE DETERMINES  
COST OF COMPLETE MEAL. BREAD AND BUTTER ONLY SERVED WITH A LA CARTE ITEMS.

PLEASE PAY ATTENDANT ONLY ON PRESENTATION OF CHECK  
SERVING OF ORAL ORDERS IS PROHIBITED

**SELECT ENTREES**

**CHOICE:**

CHILLED TOMATO OR PEACH JUICE	CONSUMME, HOT OR JELLIED ON GREEN CORN CROWDER	TABLE D'HOTE	A LA CARTE
SLICED BREAST OF TURKEY, HAM POTATO SALAD		\$2.75	\$1.95
FRIED FILLET OF FLOUNDER, SAUCE TARTARE		2.95	2.00
ROAST YOUNG TURKEY, SAVORY DRESSING, CRANBERRY SAUCE		3.25	2.25
BREADED VEAL CUTLET, ALA MOUSTARD		3.40	2.65
DELUXE SIRLOIN STEAK, BROILED AS YOU LIKE IT		5.25	4.25

HOME GROWN SLICED TOMATOES  
HOT BRAK MUFFINS  
FRESH CORN OFF COB  
GARDEN PEAS

PARSLEYED POTATOES  
LYONNAISE POTATOES  
CHILLED MELON  
CHOCOLATE SONDIAE  
COFFEE

PEAR HALVES  
TEA, HOT OR ICED  
AFTER DINNER MINTS

**SALADS:**

HEAD LETTUCE ON SLICED TOMATOES, .75; REDUCED PORTION, .60  
COMBINATION SALAD, .50 SMALL DINNER SALAD, .35 PLATE PORTION COMBINATION SALAD, .75  
(WITH BREAD)

THE FAMOUS WABASH SALAD BOWL, MADE WITH CRISP FRESH VEGETABLES  
HAM, CHICKEN AND CHEESE STRIPS, TOPPED WITH OUR SPECIAL CHEESE  
DRESSING AND SERVED WITH RY-KRISP AND BUTTER ..... 1.50

- FILET OF FLOUNDER SANDWICH ON TOAST, POTATOES DU JOUR, SELECTION OF DESSERT  
AND COFFEE, TEA OR MILK ..... 1.65
- DELUXE CHOPPED SIRLOIN SANDWICH ON TOAST OR BUN, DERMIDA ONION SLICE, POTATOES  
DU JOUR, CHOICE OF DESSERT AND COFFEE, TEA OR MILK ..... 1.70
- OPEN-FACED TURKEY SANDWICH WITH POTATO DU JOUR, CHOICE OF DESSERT AND COFFEE,  
TEA OR MILK ..... 1.85

**SANDWICHES:**

DELUXE CLUB SANDWICH, 1.50	JUNKIE CLUB SANDWICH, 1.15
COMBINATION HAM AND SWISS CHEESE SANDWICH, 1.00	BACON AND TOMATO SANDWICH, .85
CHICKEN SANDWICH, 1.10	PEANUT BUTTER & JELLY SANDWICH ON TOAST, .50
HOT BRAK MUFFINS, .20	BREAD AND BUTTER, .15
	CHEESE SANDWICH, .65

**DESSERTS:**

APPLE OR PEACH PIE, BASED ON CAR TODAY, .35; WITH ICE CREAM, .60.	PEAR HALVES, .35
CHOCOLATE SONDIAE, .45	BLUE CHEESE WITH SALTINES OR TOASTED RY-KRISP, .45
ICE CREAM WITH WAFERS, .35,	CHILLED MELON, .35
COFFEE, POT, .35	FRUIT FLAVORED JELLO, .35
BUTTERMILK, .20	TEA, HOT OR ICED, .25
	INDIVIDUAL MILK, .20
	COCONA, POT, .35

Parents may share their portions with children without extra charge.

E. J. HOSKINS  
PASSENGER SALES MANAGER

JOSEPH W. NEU  
MANAGER DINING AND PARLOR CARS

**COFFEE SHOP SERVICE**

**STREAMLINER SPECIAL DINNER \$2.50**

ROAST ROUND OF CHOICE BEEF, Jardiniere  
or  
SLICED BREAST OF TURKEY, Dressing, Supreme, Cranberry Sauce  
Cream Whipped Potatoes Seasonal Vegetable  
Hot Dinner Rolls and Butter  
Choice of Pie, Strawberry Sundae or Chocolate Pudding  
Coffee, Tea (Hot or Iced) or Milk  
(Reduced portion for children under 12 will  
be served for \$1.25)

**A la Carte**

Selection of Chilled Juice 30  
Citrus Section Fruit Cup 40  
Today's Soup, Cup 35 (Clam Chowder on Friday)  
Choice of Ham, Cheese, Beef or Turkey Sandwich  
with Potato Salad, Garni 1.25  
Potato Salad 40 Cole Slaw 35  
Fruit Salad 75  
Toast, Dry or Buttered 25 Hot Rolls 25  
Sweet Roll 25  
Freshly Baked Pie 40; a la Mode 60  
Ice Cream 35; with Wafers 45  
Assorted Sundaes 40  
Coffee 15 Tea (Pot) 25 Cocoa (Pot) 25  
Milk (Ind.) 20 Chocolate Milk (Ind.) 20  
Decaffeinated Coffee (Pot) 25  
Iced Tea (Glass) 15

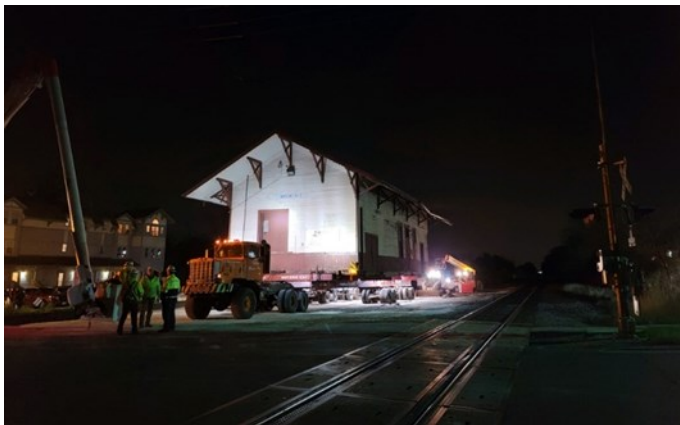
Walters are instructed neither to take nor to serve orders given orally,  
Please pay only on presentation of meal check on which  
you have written your order.

Prices shown subject to sales tax in States where applicable  
J. HANSINIC, Manager Dining Car and Hotel Department, Union Pacific Railroad, Omaha, Neb.  
CL 1038104 8-70

Menus from the Streamliner era. A Wabash Menu and a UP Coffee Shop menu. From the H Martin Swan Collection.

## News photo: Wisconsin Station Relocated

By November 5, 2021 provided by Rick Krenske



The former Milwaukee Road station in Brookfield, Wis., is prepared for relocation from its longtime location between two tracks of the current Canadian Pacific main line. (Cate Kratville Wrinn)

A Brookfield, Wis., railroading landmark has been relocated. Thursday night into Friday morning, the town's former Milwaukee Road station was moved from its location along the current Canadian Pacific right-of-way to a new spot about 350 feet away [see "Brookfield, Wis., depot prepared for move," Trains News Wire, Oct. 29, 2021]. Estimates are that at least 200 people shows up to watch the move, which began at 10 p.m. The station was moved across the CP tracks during a four-hour work window that had begun an hour earlier. The building will become a coffee shop. The structure is in a suburb about 12 miles from downtown Milwaukee.



## Update Report: Train Derailment near Baring MO Marceline Subdivision

On Sunday, December 26, 2021 at approximately 6:41 a.m. CDT, we received a preliminary report of a train derailment near Baring, MO which affected all main tracks. Baring, MO is approximately 80 miles southwest of Fort Madison, IA. Restoration efforts are in progress. Main track one was re-opened on Monday, December 27, 2021 at 2:30 a.m. CDT. Main track 2 is estimated to re-open on Tuesday, December 28, 2021 at 9:00 a.m. CDT. KTVO by Tasha Turner Sunday, December 26th 2021 KNOX COUNTY, Mo. — 40 BNSF train cars were derailed in rural Knox County Sunday morning. According to a BNSF spokesperson, at around 6:41 a.m. a train carrying mixed freight derailed three miles southwest of Baring, Missouri. Local first responders and BNSF personnel are on site and reporting there are no injuries or hazmat as a result of the derailment. The cause of the incident is under investigation.



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

<b>Newport Model RR Club Train Flea Market</b>	<b>January 15, 2022 9AM to 2PM</b>	<b>Woodbury High School 2665 Woodlane Drive Woodbury, Minnesota 55071</b>	<b>Admission \$5 -- Under 12 Free</b>
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Northstar News  
8310 University Ave NE APT: #420  
Fridley MN 55432  
Address Correction Requested

