

**NRHS**

Northstar News

Publishers of the Minnesota Rail Calendar

Monthly Meeting is Last Saturday of May (May 28th 2022)



MN&S RR

L: M&NS Baldwin Switcher in Mpls, Barney Olsen Collection

R: M&NS Switchers haul a Transfer to Minneapolis Yards, shown crossing East River Road in Columbia Heights. Barney Olsen Collection

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Next newsletter will be the July 2022 newsletter (July 2022). It will be out around July 1st 2022. May 2022 meeting is the 4th Saturday in May, **May 28th 2022** (delayed due to NRHS convention in May)

Light Rail Train Ride is Saturday June 18 2022. See details in this issue. Chapter Picnic is July 16 2022 at Maiden Rock WI.

Meeting Notice: Saturday May 28 2022 6:15 pm At Roseville Lutheran Church, our May Meeting also will be a ZOOM meeting.

If you join us via Zoom, please make sure your Zoom client is the latest version. Click on the icon in the upper right corner of the Zoom app and the click check for updates. Then, you simply click on the link below to join using your internet browser. Meeting Notice: Saturday April 16, 2022 6:15 pm in person at Roseville Lutheran Church *and* also online via the ZOOM meeting platform. If you join us via Zoom, please make sure your Zoom client is the latest version. Click on the icon in the upper right corner of the Zoom app and the click check for updates. **Meeting ID: 834 3072 9437**

Passcode: 124816

<https://us02web.zoom.us/j/83430729437?pwd=WTFycEFYc2sreXJ1Ulc4NityOEEdLZz09>

Audio-only dial in 1 312 626 6799 The Zoom meeting will be up at about 5:45 pm; the business meeting will start promptly at 6:15 with the program to follow.

If you are new to Zoom and have questions or would like a test Zoom meeting, please contact Dan Meyer via e-mail at dan@meyer-family.net

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

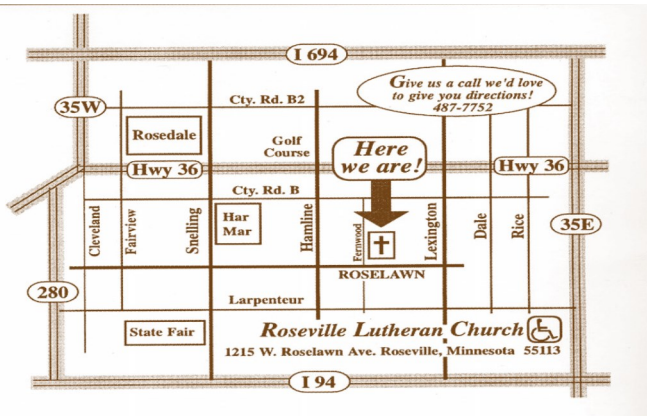
From the Editor: Note: the editor and the Northstar Railway Historical Society are neutral and do not endorse any opinion pieces as printed in any issue! Printing of opinions show the varied viewpoints shared by the railfan community.



Carol and daughter Jill.

Dec 2018

Notice: Obituary Carol Swanson, big sister of Secretary Richard Tubbesing passed away Sunday Morning May 1 2022. She was 86 years old. She was recent member and attended many of our functions over the last few years. Condolences to Daughter Jill and husband Craig and Son Doug and wife Stacey and her grandchildren.



Meeting Minutes April 23 19 2019 (at Roseville Lutheran Church and with Zoom)

The meeting was called to order by President John Goodman at 6:25 pm. Motion was carried by Bill Dredge and Richard Tubbesing. A quorum was determined. A motion to approve the March 2022 meeting minutes as in the April Newsletter was approved. Russ Isbrandt gave the Treasurers Report. The cash position of the chapter for both the Chapter and Calendar accounts is in good standing. Russ stated that we have 38 regular and 2 family members, with 2 non-renewals, there are 19 Subscribers with 3 subscriber non-renewals. President Goodman stated that the meeting rental cost has increase to \$50. Dawn Holmberg concurred as to the meeting cost increase. Dawn Holmberg gave the NRHS Report. The Convention in Los Angeles area is confirmed in May. The NRHS newsletter is close to being distributed. The Web Master report was given by Dan Meyer. There is no report, and a detailed report will be given at the next meeting. The Dawn Holmberg gave the Calendar Report. We have been reviewing photo candidates for the next calendar and we have some great photos to be considered. President Goodman stated we are moving the May meeting to the 4th Saturday in May, which will be Memorial Day weekend due to conflicts with members attending the NRHS Convention. Dawn will arrange with the church of the change in the May 2022 meeting date. President Goodman apologized for the April meeting date change, and the BOD tried to inform every one of the change in sending post cards to the newsletter snail mail recipients along with E-mail notifications. The Cheer Committee report was given by President John Goodman. Cy Svobodny now has a nurse visiting his home 4 days a week. Again, contact with member H Martin Swan has been futile. President Goodman stated that he got the correct address for Marty and will send a snail mail to Marty's wife Debbie to see if we can find out the condition of Marty Swan. Dave Norman has attended some of our Wednesday Library sessions.

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Dave Herbert stated that Bob Clarkson wanted to attend our meeting and he did eventually attend. It was inquired about Gary Rumler. We have not heard anything about Gary. It was noted that he will present a C&NW slide show at the C&NW Convention in Mankato this year. The trip report was given by President Goodman. We will have our annual Light rail trip the 3rd Saturday in June. We will meet at the 28th street station in Bloomington around 10:00 am. Notification on the light rail trip will be in the May newsletter. After the May newsletter, the next newsletter will be out around July 1st and have details of our picnic and August trip. Our picnic will be held at Maiden Rock WI the 3rd Saturday in July, and we may visit the Wisconsin and Great Northern Museum in Trego WI the 3rd Saturday in August. President Goodman stated that the Wisconsin and Great Northern is not running any trips due to a large amount of car storage on the route. As time in August approaches, the BOD might consider a trip to Duluth for a train ride. There will be no bus chartered for our August trip since it has become too expensive. It is recommended we carpool to the trip location. President Goodman stated that the scheduled UP Big-boy trip scheduled to the Pacific Northwest for July has been cancelled due to anticipated heavy freight traffic on the line. President Goodman asked Bob Ball if he can present a program for the May meeting. He accepted. Old Business. Richard Tubbesing stated there is no news of any trips scheduled by the Friends of #261. The Friends of #261 has completed a deal for the former Rock Island shop building in Silvis Illinois. New Business. President and NRHS Convention Chairman Goodman stated that there are many great venues of the convention in Buena Park California in May. Tickets for events are still available. A side note is that the convention trip to Griffith Park will in a look at a building where Walt Disney and friends created ideas for the Disneyland Railroad. President Goodman asked Mark Quam to report on the progress of the Eau Claire passenger service and the 'All Aboard' meetings. The Eau Claire proposal for passenger service is looking for funding and is encouraged by talks with Herzog, AIPRO and Union Pacific. President Goodman asked Bob Ball about a Train-day at the St Paul Union Depot. Bob Ball stated that Steve Glischinski is organizing the event and is scheduled for Jun 4th and 5th of 2022. No details have been published. Mark Quam said he will help man two tables at train day, one for the Eau Claire passenger service and an 'All aboard' group table. President Goodman motioned for the meeting to adjourn at 6:46 pm. Motion carried. Jack Barbier then presented video of trains in Minnesota from the 1990's and a DVD of video of steam excursions the last few years. There were problems getting the Zoom attendees to view the video, as the computer was hooked up to the meeting room overhead projector and was enjoyed by the meeting attendees. Richard Tubbesing (subbing for Dan Meyer who was traveling) sincerely apologizes to those zoom members who could not view Jack's excellent video. Respectfully Submitted by Secretary Richard Tubbesing

Annual Light Rail Train Ride Saturday June 18 2022

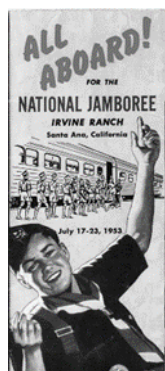
Northstar Chapter will conduct its annual Light Rail Train ride on Saturday June 18 2022.

Members and Guests will meet at the 28th Street Station in Bloomington MN between 10:00 am and 10:15 am.

We will ride the 'Blue Line' to the US Bank Stadium in Minneapolis. We then will ride the 'Green Line' to Saint Paul Union Depot. From St Paul, we will then return to the 'Target Field' Station in Minneapolis. Then we will return via the 'Blue line' to the 28th Street Station in Bloomington. We hope to see you there!

Traveling to the 1953 Boy Scout Jamboree Part II by Bill Dredge Mar 18 2022

I was 15 years old at the time of the Convention.



Boy Scout tent city, Jamboree Brochure, and Roy Rogers Show,

To recap, we went by rail to the Jamboree as follows on a special train; From Maple Plain, MN to Seattle/Portland on the Great Northern, From Portland to south of Santa Ana, CA, and we bused to the Jamboree Sight. We had Stops in Glacier Park, Ferry Boat trip from Seattle to Victoria BC, and return, and a day in San Francisco enroute.

On MONDAY July 27th, after 10+ days of Camping out Boy Scout style, we took down our tents then boarding a bus we went to East Los Angeles, CA to board our special train once again. The consist was the same, and we were going on the 'Union Pacific' to Salt Lake City. Our power was a PA-1 (Alco), with 2 Alco FB-1's, and a Heater car.

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At San Bernardino, we added 2 F-7's for helper service over Cajon Pass. The 'helpers' came off when we reached Barstow, CA. Then we went out in the Mojave Desert. and found our non-airconditioned cars super-hot. We made a service stop in Las Vegas, NV. and saw several buildings with slot machines. (The 'strip' had not grown to today's standards back then). Then it got dark. Then next morning we arrived in Salt Lake City. We had a tour of the city, went swimming in the Great Salt Lake, then visited the Mormon Tabernacle. We had some free time in the city before boarding our train for an overnight trip to the 'Colorado Rockies' then Denver. Our trip through the Rockies was in the Morning behind a 4-unit Set of D&RGW 'F' units. Before entering the Moffatt Tunnel, we met the California Zephyr, and look with envy at seeing all the 'Dome Cars'. I promised myself someday I would ride that train, and 3 years later I did. Upon arriving in Denver, we had some 'free time' while the train was being serviced. We would return to the Union Pacific to Omaha, NB behind an 800 series 4-8-4 Steam Locomotive. During the night I presume at Omaha, NB we switched the C&NW (Omaha) for the final lap to home. When we woke up in the morning, we were around Win-dom, MN and noticed our power was a couple of GP-7's. We continued through Mankato the took the old M&STL cutoff to the Great Northern station arriving just before the Burlington #21 Morning Zephyr arrived. We said our goodbyes, my Dad picked me up, and it was nice to get back home.

Not much more railway activity until 1954. and I will share later with you a trip I took on my own to New York.

Railroading Heritage of Midwest America, Union Pacific Agree to Donation of Challenger, Other Locomotives, Cars

On Friday, April 29, 2022, 1:01 PM, Provided by Rick Krenke <rick@usjet.net>

By Steve Glischinski | April 28, 2022

Donation from UP heritage fleet also includes long-dormant 2-10-2, DDA40X; steam locomotives to be returned to operation.



UP Challenger No. 3985 pulls a special at Jordan, Minn. on Sept. 30, 2008. The locomotive is part of a large donation from UP to Railroading Heritage of Midwest America, which plans to restore the Challenger to operating condition. (Steve Glischinski)



UP 2-10-2, in storage in 1972. The locomotive has not operated since the 1950s. (Steve Glischinski)

UP No. 5511 was built by Baldwin in 1923 and leased to UP subsidiary Los Angeles & Salt Lake until the early 1940s. It is the last remaining UP 2-10-2 of a fleet of over 150 locomotives. In 1958 it was used in the UP film "Last of the Giants," but was not steamed — tires were burned in the firebox, and was it pushed by a diesel at the back of the train. After the film work it was stored in the Green River, Wyo., roundhouse and formally retired in 1962; it was moved to Cheyenne in the 1970s. It will need new piston rods as they were cut when the engine was moved from Green River to Cheyenne. The locomotive uses Young Valve Gear, employed on UP's 2-10-2s and 4-8-2s (no UP 4-8-2s survive). Young Valve Gear eliminated the need for an eccentric crank. It took advantage of the quartering of the drivers by using piston rod motion on one side of the locomotive to control the steam valves on the other side of the locomotive.

"The RRHMA is a wonderful home for this historic equipment," said Ed Dickens, steam locomotive engineer and UP Steam Program manager. "Railfans will look forward to seeing UP 3985 and UP 5511 return to the rails, as well as enjoy the opportunity to experience the various cars being donated."

Donation include only operable Centennial unit

"Centennial" DDA40X No. 6936 was constructed by EMD in 1971, one of 47 examples of this UP-only model. The first was delivered in 1969 in time to mark the 100th Anniversary of the completion of the first trans-continental railroad. At 6,600 horsepower it is one of the most powerful diesels ever built on a single frame, using two 16-645E3A prime movers. When the last of the Centennials was retired in 1986, UP retained No. 6936 for special movements. Thirteen Centennials survive but 6936 is the only operating example of the type.

Also being donated is former UP E9B No. 966B, built by EMD in 1955. It was sold to Amtrak in September 1972 as number 466, and retired in May 1974. The following year it was rebuilt by Illinois Central Gulf's Paducah, Ky. shops into an unpowered steam generator car. In May 1983 it was sold to Heart of Dixie Chapter, NRHS. UP reacquired it in February 1995 with plans to restore it to powered operation, but those plans were never implemented, and it has been stored at Cheyenne ever since. Sandberg said RRHMA will initially be talking to regional and short line railroads to explore opportunities to operate the steam locomotives after restoration.

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Railroading Heritage of Midwest America President and Chief Operating Officer Steve Sandberg signs the donation agreement with Union Pacific. (RRHMA)



UP 6936 powers an engineering special at Humbird, Wis, on April 17, 2008. The DDA40X is part of the donation agreement between UP and RRHMA. (Steve Glischinski)

RRHMA plans to repaint and redecorate the business cars into their WP and SP liveries and offer them for charter on Amtrak and private trips. Most of the remaining cars will be repainted in RRHMA's Milwaukee Road orange and maroon colors. Open houses at Silvis to see the equipment will be scheduled in the future.

RRHMA is seeking donations for the restoration of the locomotives and cars at www.rrhma.com, 261.com, and [Support RRHMA | Railroading Heritage of Midwest America](http://SupportRRHMA.com). — Updated at 1:30 p.m. CDT with Union Pacific comments.

MSM News: April 20 2022 -provided by Rick Krenske

You'll be able to ride the streetcars beginning in May. We will keep you informed of the operating schedule right here in the Northstar News. Update: Weekend of April 30 – May 1st was 'rained out!.

Duluth Train Service in the Hands of State Lawmakers

Thursday, April 7, 2022, 6:58 PM -provided by Rick Krenske

Federal dollars are finally available to restore passenger rail service between the Twin Cities and Duluth, but it will take matching funds from the Legislature.



ST PAUL, Minn. — Those who've dreamed of riding a train from the Twin Cities to Duluth are closer than ever to seeing that happen, thanks to the new federal Infrastructure and Jobs Act of 2021. It could mean the restoration of regular passenger rail service along that corridor for the first time since 1985.

The law passed by Congress and signed late last year by President Biden set aside \$66 billion for rail projects, with \$16 billion of that dedicated to intercity links like the proposed [Northern Lights Express](#) in Minnesota. "The Northern Lights Express is shovel ready and there's now shovel-ready money from the new infrastructure law," explained Ken Buehler, who chairs the technical advisory committee for the NLX Alliance. "We are within reach, the closest we have ever been."

The plan, which has been in the works for decades, calls for daily Amtrak service between Target Field and the Duluth Depot, with stops in Coon Rapids, Cambridge and Hinckley. There would be four trips per day in each direction, with trips taking roughly two and a half hours.

The trains will run on existing freight lines but the money is needed for upgrades to tracks and rail bridges, and for building passenger stations and track sidings.

[Link: to MNDOT Northern Lights Express website](#)

"It is the line that carried passenger trains in the past and will again in the future," Buehler remarked. "It is not a light rail project. It is not a transit project like North Star. It is not dependent on commuters to make the numbers."

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The project has already been through a thorough environmental review and has received a critical Finding of No Significant Impact, or FONSI, from the Federal Railroad Administration. Buehler said the Northern Lights Express is the only intercity rail proposal in the nation that is that far along in the permitting process.

That greatly increases the odds the Northern Lights Express will get the green light for federal funding to cover 80% of the \$435 million project. The remaining 20% local match, which equates to \$85 million, would need to come from the Minnesota Legislature.

The state has a projected \$9 billion surplus, so the money is there. But nothing is that simple in Minnesota's politically divided legislature.

The DFL-controlled House had placed the matching funds in this year's omnibus transportation bill, but the GOP-controlled Senate hasn't warmed to the idea. In fact, the Senate transportation bill specifically bars MnDOT from spending any state money for matching funds on federally funded rail projects.

Capitol Republicans have been opposed to all forms of rail, citing the upfront expense of rail lines and have branded it "19th Century technology." Buehler said if Minnesota turns down Uncle Sam's money it will go to a different train project in another state. "Turning down the federal money it's not like you're saving that federal money. It's going to be spent somewhere building a railroad project just like Northern Lights Express. Why not have it in Minnesota where it can benefit Minnesotans?"

He said the fact that Duluth and the Twin Cities are tourist destinations, as is Grand Casino in Hinckley, passenger counts are expected to be higher on weekends, which helps make the numbers work.

"We only need to take a small fraction of the traffic already traveling this route on I-35 to get them out of their car. There are two things we have now that we didn't in 1985 – the cell phone and laptop. You take that windshield time and, on the train, turn it into productive time."



The newly proposed Blue Line Extension route.
(Met Council)



Northstar commuter trains await departure from the Target Field station in Minneapolis on Aug. 4, 2020. The commuter operator will no longer offer service for Twins games this season. (Trains: David Lassen)

Officials Recommend Route for Blue Line Extension, Ask for Community Input

By KSTP April 18, 2022 - 10:47 AM -Provided by Rick Krenske

After nearly two years of work to find the best route for the Blue Line Extension project, officials have now recommended one.

Monday, the Metropolitan Council and Hennepin County released a route recommendation they say factored in community input and findings from technical analyses.

The proposed route would extend the existing light rail from Target Field along West Broadway Avenue in Minneapolis to County Road 81 in Crystal and Robbinsdale, then along West Broadway Avenue in Brooklyn Park.

"The METRO Blue Line Extension is an essential part of our region's transit infrastructure," Met Council Chairman Charlie Zelle said in a statement. "Our Hennepin County partner and the METRO Blue Line Extension staff have done an admirable job in balancing the feedback we have heard from the community, engineering challenges, and route analysis in making this recommendation. The route is not without its challenges, but I sincerely believe they are not insurmountable. When complete, the METRO Blue Line Extension will be an investment our community can be proud of."

Northstar Ends Service to Minnesota Twins Games

By | April 5, 2022 provided by Rick Krenske

MINNEAPOLIS — Commuter rail operator Northstar is ending dedicated service for Minnesota Twins home games this season, citing a withdrawal of funding by one of the three counties involved in the service.

KARE-TV reports Metro Transit, the parent agency for Northstar, as well as light rail and bus service in the Twin Cities area, said Anoka County's decision led to the end of the service. Northstar's Twin Cities station is next to Target Field, the Twins' home. "Metro Transit would like to be able to provide more Northstar service to Twins games," the agency wrote in a statement to the TV station.

"Unfortunately, Anoka County, the largest county funding partner for Northstar, is withholding their share of Northstar operating funds. As such, we cannot take on additional costs to Northstar service at this time." Anoka County said in a statement that Northstar ridership has decreased dramatically because of the COVID-19 pandemic, and that it has not had a funding agreement in place with Metro Transit for 2021 or 2022. It says it is currently reviewing figures from Metro Transit for an adjusted subsidy.

Adventures of a Railroad Station Agent (WOW, look at that long hair!) provided by Rick Krenske

By Steve Glischinski | March 18, 2022

Working on the Escanaba & Lake Superior in rural Michigan was an eye-opening experience.



Steve Glischinski works as a railroad station agent in the Channing, Mich., station in 1980. Steve Glischinski collection



The Escanaba & Lake Superior relied on motive power leased from other railroads after its takeover of the Milwaukee Road lines in Upper Michigan. Steve Glischinski photo

I'd been hired as second-shift railroad station agent at Channing, Mich., for the Escanaba & Lake Superior Railroad in June 1980. The railroad had taken over operation of the Milwaukee Road's lines north of Green Bay, Wis., three months earlier. I was 23 years old and had no qualifications for the job, other than I was friend of the railroad's owner, John Larkin. I had met him seven years before when we were both members of the Northstar Chapter, National Railway Historical Society. One day I committed a radio faux pas. The railroad served the Groveland Mine, which produced taconite pellets for Hanna Mining. The E&LS took the taconite trains from the mine to interchange with the Chicago & North Western in Iron Mountain, 14 miles south of the mine. One day when I was on morning shift, I called the train on the radio. The conductor answered; I asked him how he was doing. Then, like a phone call, I said, "Is Pete (the engineer) there? Well, of course he was there, we only had two-person crews! Howls of laughter tore through the radio as Pete answered my call and all the other train crews soon knew what happened – and never let me forget it. One time, being an "amateur" I made a mistake that could have had serious consequences. Being a train-order railroad, we would issue them to both trains and section crews when they were working on the track. One day, I simply gave an order to a section crew to work between Channing and Sagola on the Green Bay Line. Then a couple of hours later I wrote another order to the train leaving Channing for Green Bay – and forgot that I had given one to the section crew. The train, which was short that day, had left Channing when I suddenly remembered. Thanks to the radio in the depot, I was able to reach both the train and section crews to give them a warning. Luckily train speeds were low then which would have given the section men ample warning, but that wasn't an excuse. I got a well-deserved chewing out from both crews, and for the rest of my time as a railroad station agent I made sure I went through my train orders thoroughly and carefully.

Magic on the telephone. Our section crews were a different breed. One section man, before coming to the railroad, had been involved in a high-speed car chase with police, who ended up setting up a roadblock to stop him in Crystal Falls, Mich. Undeterred, he crashed through the roadblock, then in a daze was arrested. He followed that up with some jail time, during which time he refused to bathe. Jailers used to shove his meals under the bars with a stick because they didn't want to get too close.

"Nonetheless, he was one of the hardest working track laborers we had. One day, I got a radio call from him which went something like this: "Calling the Channing depot, over." "Channing over," I replied.

Steve, could you call a tow truck and send it out on the Turner Road a few miles east of town; I've got a problem."

"OK, I'll do that, what's your problem, over?" "Well, ah ... I'm upside down, over," he replied. "Come again, you're upside down?" I inquired. "Yes, I missed a turn out here, I was going a little fast, and I rolled the truck. I'm OK, but I can't get out. I'm strapped in, but I'm upside down," he said. "Roger that. I'll make sure to tell the truck to hurry," I replied.

Fortunately, the section foreman heard the conversation (as did the home office in Wells who immediately called me on the phone and wanted to know what was going on) and raced out to cut the forlorn worker out of the truck. He was back at work the same day.

At that time our radio coverage was spotty at best, particularly on the Ontonagon line. One of my finest hours was trying to reach one of our section foremen. He was driving from Channing to Ontonagon and was out of radio range. I knew what time he had left Channing and needed to reach him, so I calculated how far the drive was from Channing to Sidnaw. The section crews almost always stopped at a gas station in Sidnaw for gas and a snack, so I called the gas station.

"Hi, this is Steve from the E&LS Railroad. Is Dave, one of our guys, there in the station with his truck?"

"Why yes, yes he is," answered the gas station attendant.

"Good. Could you put him on the phone?"

"This is Dave."

"Hi, Dave, this is Steve in Channing."



Volume 6 Issue 4 April, 2022 Provided by John Goodman



AMTRAK CONFERENCE CALL Friday, March 25, 2022

Attending for RPCA :Burt Hermey and Roger Fuehring
Attending for Amtrak: Mike DeAngelo, Teresa Smith, and Steve Robusto

Previously, Brad Black had expressed concern that we might lose some inspectors due to retirements, etc., and asked Amtrak to consider offering new inspectors/recertifications classes. Amtrak is working on making those happen.

35-40 move requests are pending for summer/fall. Given that, Teresa Smith asked that people considering trips in that period get their requests in sooner rather than later.

Effective Monday, Mar 28, The Capitol Limited equipment will run through to SAS (and LA?) on the Texas Eagle. In Chicago, there will only be time for a quick cleaning. Watering will occur in St Louis.

It's unclear whether Chicago will be able to add/remove PVs. Those details are still being worked out. The locomotives will also be running through, meaning that the Texas Eagle will now have two locomotives.

It should be possible for PVs to run through with the train at least to SAS and on to LA without the 24-hour layover in CHI now. Again, details are being worked out, so this is speculation on my part.

Burt Hermey cbhermey@pacbell.net

RPCA: IN MEMORIAM Jim Wrinn 1961-2022



Jim Wrinn was more than just the Editor of Trains for 17 years. Jim was many things to many people. Journalist. Historian. Photographer. Storyteller. Just a few of many.

Jim's long-time involvement with heritage and historic railroading extended beyond pen and paper and the pages of Trains magazine. His active involvement included many Organizations, preservation projects (both large and small), historic restorations of all types, passion for steam restorations, photo charters—usually in his Trains vest and almost always a signature hat du-jour are all most memorable. No matter what, he always had a smile and was willing to share and talk shop with anyone.

I had casually met Jim shortly after he was named Editor at Trains while at an event at the California State Railroad Museum. We stayed in touch informally. While RPCA President, I was fortunate to further get to know Jim through him helping foster the introduction and arrangements to meet with and later for us to invite and host Norfolk Southern President and CEO C.W. (Wick) Moorman as our featured banquet speaker when we had our Conference at Spencer, NC back in 2010.

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We stayed in touch during the 21st Century Steam events and occasionally crossed paths and swapped stories.

Most recently, our paths crossed again with our involvement in the Nashville Steam Preservation Society. Jim was a founding member back in 2015. His passion for steam was strong, and he was a driving force in making the NC&StL 576 and the NSPS the Preservation Partner of the Year -- only the second time in the 81-year history of Trains. Once again, and to no surprise, his guidance, dedication, support, and friendship were demonstrated, and we continued like we hadn't missed a beat.

On behalf of the RPCA OfficerS, Board of Directors, and members, we wish to extend our sincere condolences to his wife, Cate Kratville-Wrinn, and all of his family and friends.
We will miss you, my friend. High Greens.

RPCA: GRANTS



The JOHN EMERY RAIL HERITAGE TRUST has announced the following grants for this year. John Emery was a long-time Chicago resident who was an avid rail enthusiast who loved to ride trains around the world, and wanted to help preserve rail equipment and infrastructure that will allow future generations to share his experiences during what he considered the "Golden Age" of railway travel, from 1920 to 1960.

Thirty-four (34) applications were received requesting in excess of \$ 1,000,000.00. After extensive research and serious consideration by advisors of the Trust, twenty-two (22) grants were awarded grants totaling \$350,000. The John Emery Rail Heritage Trust is the largest trust in the US that makes 100% of its awards solely for railroad restoration purposes.

For 2022, grants were approved for the following organizations/projects:

1. Abilene & Smoky Valley Railroad Association: \$ 20,000.00 for track repair to facilitate running of their ATSF locomotive #3415.
2. Black River Railroad Historical Trust: \$ 12,000.00 for CNJ Coach #1009 wheel and spring replacement.
3. Cuyahoga Valley Preservation and Scenic Railway Association: \$ 15,000.00 for interior renovation of the baggage-coach Silver Salon for ADA accessibility.
4. Downeast Rail Heritage Preservation Trust, Inc: \$ 9,000.00 for painting and refinishing the exterior of their diesel engine #54.
5. East Broad Top Foundation, Inc.: \$ 15,500.00 for their doodlebug M-1 for truck and traction motor maintenance.
6. Engine 557 Restoration Company: \$ 36,000.00 for installing flues and tubes on their Alaska Railroad steam locomotive #557.
7. Fort Wayne Railroad Historical Society, Inc.: \$ 10,000.00 for continued work on their baggage car #3671.
8. Friends of Georgia State Parks & Historic Sites, Inc.: \$ 15,500.00 for repairs and renovations for their lounge and power cars.
9. Illinois Railway Museum: \$ 1,000.00 for general repairs.
10. Lake Superior & Mississippi Railroad: \$ 12,000.00 to repair locomotive #46 wheel sets and side-rod assemblies.
11. Lake Superior Railroad Museum: \$ 15,000.00 to reupholster seats in their two GN coaches.
12. Mid-Continent Railway Historical Society, Inc.: \$ 15,000.00 for continued restoration of their DSS&A sleeping car Duluth.
13. Midwest Railway Preservation Society: \$ 10,000.00 for further work on their Pullman Mt. Baxter.
14. Nashville Steam Preservation Society: \$ 29,000.00 for running gear work on the NC&StL steam locomotive #576.
15. New Mexico Steam Locomotive & Railroad Historical Society: \$ 10,000.00 for track work to upgrade siding to be able to connect their shop facilities with active trackage.
16. Pacific Railroad Preservation Association, Inc.: \$ 29,000.00 for jacketing and lagging and steam chest repair for the SP&S 700.
17. Pacific Railroad Society, Inc.: \$ 15,000.00 for upgrades to the UP Pullman National Forum.
18. Railroad Museum of New England, Inc.: \$ 15,000.00 for work on their New Haven RS3 #529.
19. Railroading Heritage of Midwest America: \$ 31,000.00 for their newly acquired sleeper/lounge car Caritas.
20. Roanoke Chapter, NRHS: \$ 15,000.00 for their N&W Coach #512.
21. Watauga Valley Railroad Historical Society and Museum: \$ 10,000.00 for their coach #539.
22. West Chester Railroad Heritage Association: \$ 10,000.00 for continued renovations on their Reading Blueliner coaches.

RPCA: RAILROAD NEWS

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

Museum and Excursion Trains

The cross-compound air compressors of a Santa Fe 4-8-4 in Colorado will be put on Chesapeake & Ohio 2-8-4 2716, which is currently being restored to operation in Kentucky, in a "win-win" deal for two non-profit groups.

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In the early 2000s, the Pueblo Locomotive & Railway Historical Society began an operational restoration of Santa Fe 2912; a Baldwin built in 1944. By 2001, the group decided not to pursue an operational restoration, but a few key components had already been restored, including the air compressors. Meanwhile, back east, the Kentucky Steam Heritage Corp., the non-profit restoring 2716, realized that the air compressors on their locomotive were going to need much work. The groups agreed to trading the air pumps between the two locomotives. Kentucky Steam will make a donation to the Pueblo group to cover some of the cost of restoring the compressors two decades ago.

Several former Ringling Bros. and Barnum & Bailey Circus railcars now owned by the state of North Carolina have been badly damaged or destroyed in a fire. They were stored on an isolated rail line just outside the city limits of Spring Hope. The state's Department of Transportation bought nine of the Ringling cars after the circus shut down in 2017, intending to rebuild them to expand the car fleet for the state-supported Piedmont passenger service between Raleigh and Charlotte, which uses state-owned equipment. The state ordered new equipment instead and stored the cars for resale.

The lack of insurance has forced the Chehalis-Centralia Railroad & Museum to suspend operations and left its future in jeopardy. Documents detailing more than \$1 million in losses over a 6-year period led to the inability to obtain liability insurance. The heritage railroad's insurance broker, Tripp Salisbury of Borden Perlman McRail, called the inability to get insurance "unprecedented" in his 40 years in the business. The current insurer refused to quote a renewal, and the three other companies that provide rail liability insurance followed suit. The loss was because of two crashes involving Chehalis Central trains. Salisbury doesn't believe the insurance issue would be "a death blow" to the organization, but it could take six months or longer to get full liability insurance, and likely will require changes to the organization, such as more of a business structure,

The Cuyahoga Valley Scenic Railroad has canceled all National Park Scenic rides through May 1 because of erosion of a section of the bank of the Cuyahoga River. The railroad will offer a National Park Flyer trip from its Rockside station in Independence, Ohio. The erosion has brought the riverbank's vertical drop to within three feet of the rail roadbed, and stabilization could take weeks as engineering work must be done first. In addition to the changes for trips with No. 765, the railroad will operate on a modified schedule through July. Scheduling of the riverbank work has yet to be finalized.

The Durango & Silverton has agreed to pay \$20 million and adopt fire mitigation plans in a proposed settlement to a lawsuit over its role in a massive 2018 Colorado wildfire. The settlement ends a suit filed in 2019 by the federal government, which claimed cinders from one of the railroad's locomotives started the 416 Fire, which burned more than 54,000 acres. The railroad continues to deny it started the fire, and the settlement is not an admission of liability. The railroad has also settled the civil lawsuits arising from the same fire.

The parent company of the Durango & Silverton is set to broaden its interests by taking over Old Tucson Studios, a tourist attraction that closed in 2020. Pima County, Ariz., has recommended that American Heritage Railways receive an operating agreement for Old Tucson. The studio has been the setting of more than 400 feature films and TV shows. It closed when the COVID-19 pandemic halted live events at the site.

Railtown 1897 State Historic Park and the California State Railroad Museum Foundation have acquired historic Sierra Railway No. 34, the only surviving Sierra steam locomotive never to have been in service on another railroad. A ceremony will be held Saturday, April 2, at the Railtown 1897 park in Jamestown, Calif. Built in 1925 by the Baldwin Locomotive Works of Philadelphia for the Sierra, the locomotive starred in the movie "Bound for Glory" (as Santa Fe No. 1496) in 1976. It last operated in 1980; since then, it has been housed at the Railtown 1897 roundhouse.

Three locomotives and four other pieces of rolling stock have been saved for preservation by the Fort Wayne Railroad Historical Society. With support from the Parks and Recreation Department in Noblesville and the City of Logansport, the historical society, volunteers, and contractors undertook a major effort to dismantle locomotives for shipping and to prepare the other equipment for movement by truck.

In April, U.S. Sugar's Sugar Express will operate its restored Alco 4-6-2 steam locomotive, No. 148, on two days of train rides between Clewiston and Moore Haven. Two-hour round trips on April 9-10 will depart Clewiston at 10 a.m., 1 p.m., and 4 p.m. each day. Each trip will feature No. 148 pulling a first-class passenger train, providing a narrated tour of U.S. Sugar farming operations amidst views of the Florida countryside.

Tickets are on sale for the "Great Western Steam Up," a four-day event over the July 4th weekend that is expected to feature ten operating steam locomotives in multiple gauges. The event, hosted at the Nevada State Railroad Museum, will also feature the largest gathering of Virginia & Truckee locomotives in 75 years. The V&T was among the most famous western short lines in the 20th century, and 2022 marks the 150th anniversary of its construction.

The newly opened Pullman National Monument is set to host Pullman Railroad Days in Chicago on May 14 and 15. Numerous Pullman passenger cars will be on display during the two-day event at the nearby 111th Street Metra shop, including New York Central 3, Pennsylvania Railroad Francis L. Suter, and Louisville & Nashville Royal Street.

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The event will also mark the opening of “Jack Delano’s Railroaders” photography exhibit; a gallery put together by the Chicago History Museum and the Center for Railroad Photography & Art back in 2014.

There's a new website by RPCA member Mike Voiland. www.rideaprivatecar.com. Ride a Private Railcar, the easy-to-use website to find private railcar trips and private railcars to charter. The website's purpose is to provide a centralized site for people looking to ride a PV.

RPCA: Amtrak/Freight/Federal Agencies

	Host Railroad	2021 Grade
1	Canadian Pacific	A
2	Canadian National	A
3	BNSF	B+
4	CSX	B
5	Union Pacific	C+
6	Norfolk Southern	D-

Amtrak has issued its 2021 Host Railroad Report Card, ranking the Class I railroads for keeping Amtrak intercity passenger trains on time. For the sixth consecutive year, Canadian Pacific (CP) has earned an “A” grade. CN earned an “A”; BNSF received a “B+”; CSX, “B”; Union Pacific, “C+”; and Norfolk Southern, “D-.” The Federal Railroad Administration’s “Metrics and Standards” rule, released in November 2020, requires Amtrak and the host freight railroads to certify Amtrak schedules and sets an on-time performance (OTP) minimum standard. In 2021, Amtrak noted that freight trains caused more than 890,000 minutes of delay to passengers.

The report card also shows that only one of the 15 Amtrak long-distance routes—the City of New Orleans, which operates over CN lines—met the 80% standard. Of the 26 state-supported routes, 12 met the standard: Hiawatha, Keystone, Ethan Allen Express, New York-Albany, Carl Sandburg/Illinois Zephyr, New Haven-Greenfield, Capitol Corridor, Vermonter, Maple Leaf, Pacific Surfliner, Roanoke, and San Joaquins.

Travelers already booked on some Amtrak long-distance trains in April and May are being advised to rebook their trips as the passenger carrier extends its frequency reductions on seven routes. The service reductions to the Silver Meteor, Empire Builder, California Zephyr, Southwest Chief, Lake Shore Limited, City of New Orleans, and Crescent will go beyond the. Initial March 27th date. The announcement offers no tentative dates to restore daily service.



Union Pacific Steam Club Update

No. 21 - April 11, 2022

Provided by John Goodman

Note: TRIP Cancelled -Future UP Traffic on lines will be Congested

Union Pacific's famed Big Boy No. 4014 is set to return to the tracks this summer for its "West Coast Steam Tour." Kicking off June 26 from Cheyenne, Wyoming, this year's tour will celebrate Union Pacific's 160th anniversary, railroad heritage and the communities the railroad serves, visiting the Pacific Northwest for the first time since its return to service.

The Big Boy will be on display in four cities: July 6, 2022: Sparks, Nevada, July 8-9, 2022: Roseville, California, July 15-16, 2022: Portland, Oregon, July 21-22, 2022: Boise, Idaho

Display days include locomotive viewing, access to the "[Experience the Union Pacific Rail Car](#)," a multi-media walk-through exhibition that provides a glimpse at the past while telling the story of modern-day railroading, and live Q&A with the Steam Crew. Big Boy No. 4014 will leave the Steam Shop in Cheyenne, Wyoming, June 26, making brief whistle-stops in dozens of communities in Wyoming, Nevada, California, Oregon, Idaho and Utah. Further details for these stops will be released to the Steam Club in May.

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and Utah. Further details for these stops will be released to the Steam Club in May. **Union Pacific Steam Club**



Milwaukee Road history in a nutshell: A Milwaukee Road F7-class 4-6-4 steam locomotive leads an eastbound Hiawatha over the C&NW diamonds at Mayfair in northern Chicago in 1941. E. T. Harley photo

Milwaukee Road History

On Wednesday, November 3, 2021, 12:56 PM, Provided by Rick Krenske
<rick@usjet.net>:

Milwaukee Road history begins with the Milwaukee & Waukesha Rail Road, which was chartered in 1847. Even before it laid its first rails in 1850, its name was changed to the Milwaukee & Mississippi. In 1851 it reached Waukesha, Wis., 20 miles west of Milwaukee. Its rails reached Madison in 1854 and Prairie du Chien, on the Mississippi River, in 1857.

In 1858 the La Crosse & Milwaukee Rail Road was completed between the cities of its name, forming a second route across Wisconsin between Lake Michigan and the Mississippi River. It was reorganized in 1863 as the Milwaukee & St. Paul, and in 1867 it purchased the Milwaukee & Prairie du Chien, successor to the Milwaukee & Mississippi.

Milwaukee Road reaches Chicago

The Milwaukee & St. Paul acquired in 1872 the St. Paul & Chicago, which had just completed a route down the west bank of the Mississippi from St. Paul to La Crescent, opposite La Crosse. In 1873 the M&StP completed a line from Milwaukee south to [Chicago](#) and a year later added "Chicago" to its name.

In the next few years the road built or bought lines from Racine, Wis., to Moline, Ill.; from Chicago to Savanna, Ill., and two lines west across southern Minnesota.

The road reached Council Bluffs, Iowa, across the Missouri River from Omaha, in 1882, and reached Kansas City in 1887. In 1893 the CM&StP acquired the Milwaukee & Northern, which reached from Milwaukee into Michigan's upper peninsula. In 1900 the Chicago, Milwaukee & St. Paul was considered one of the most prosperous, progressive, and enterprising railroads in the U.S. Its lines reached from Chicago to Minneapolis, Omaha, and Kansas City. Secondary lines and branches covered most of the area between the Omaha and Minneapolis lines in Wisconsin, Iowa, and Minnesota. Lines covered much of eastern South Dakota and reached the Missouri River at three places in that state: Running Water, Chamberlain, and Evarts. Except for the last few miles into Kansas City and operation over Union Pacific rails from Council Bluffs to Omaha, the Missouri River formed the western boundary of the CM&StP. ("Milwaukee Road" as a name or nickname did not come into use until the late 1920s; "St. Paul Road" was sometimes used as a nickname, but the railroad's advertising used the full name).



Two Milwaukee Road "Little Joe" electric locomotives team up with a diesel on the electrified district of the Rocky Mountain Division in the 1960s. The train is emerging from Eagle Nest Tunnel in Montana's Sixteen Mile Canyon. Classic Trains collection

Pacific extension: A fatal error in Milwaukee Road history

The battle over control of the [Northern Pacific](#) and the Burlington in 1901 made the Milwaukee Road aware that without its own route to the Pacific it would be at its competitors' mercy. At the same time the Milwaukee Road was experiencing a change in its traffic from dominance by wheat to a more balanced mix of agricultural and industrial products. Arguments against extension westward included the possibility of the construction of the Panama Canal and the presence of strong competing railroads: Union Pacific, Northern Pacific, and Great Northern. Arguments for the extension banked heavily on the growth of traffic to and from the Pacific Northwest.

In 1901 the president of the Milwaukee Road dispatched an engineer west to estimate the cost of duplicating Northern Pacific's line. His figure was \$45 million. Such an expenditure required considerable thought; not until November 1905 did Milwaukee's board of directors authorize construction of a line west to Tacoma and Seattle.

In 1905 and '06 the Milwaukee Road incorporated subsidiaries in South Dakota, Montana, Idaho, and Washington. The Washington company was renamed the Chicago, Milwaukee & Puget Sound Railway, and it took over the other three companies in 1908. It was absorbed by the CM&StP in 1912.

The extension began with a bridge across the Missouri River at Mobridge, 3 miles upstream from Evarts, S.D. Roadbed and rails pushed out from several points into unpopulated territory. The work went quickly, and the road was open to Butte, Mont., in August 1908.

The route from Harlowton to Lombard was that of the Montana Railroad. Its mortgage was held by James J. Hill and the Great Northern Railway. Taking advantage of Hill's absence on a trip to England, the Milwaukee Road advanced the owner the funds required to pay off the mortgage and bought the railroad through the CM&PS.

Construction was also under way eastward from Seattle. The last spike on the line was driven near Garrison, Mont., on May 14, 1909. Local passenger service was established later that year, through service in May

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In 1912 the Milwaukee decided to electrify much of the new line. The mountainous terrain, the possibility of hydroelectric power, the difficulties associated with operating steam locomotives through tunnels and in severe winter weather, and an increase in traffic all suggested electrification. The section from Harlowton, Mont., to Avery, Idaho, was completely turned over to electric operation in late 1916. Early in 1917 the road decided to electrify the portion of the line from Othello, Wash., to Tacoma. Electric operation on the Coast Division began in 1919, and catenary reached Seattle in 1927. The electrification cost \$23 million, but in 1925 the road reported that the savings over steam operation had already amounted to more than half that sum.

Financial difficulty

The cost of the Pacific Extension, \$234 million, greatly exceeded estimates. Traffic on the new route came nowhere near the forecasts: The boom in the Pacific Northwest ended about 1910, and the Panama Canal opened in 1914. The debt incurred in building the extension remained.

On top of that, in 1921 the Milwaukee leased the Chicago, Terre Haute & Southeastern and in 1922 acquired the Chicago, Milwaukee & Gary to gain access to the coalfields of southern Indiana. Both those roads were heavily in debt. The Milwaukee Road entered bankruptcy in 1925.

The company emerged from reorganization in 1928 as the Chicago, Milwaukee, St. Paul & Pacific Railroad. On June 29, 1935, it declared bankruptcy again. Despite the financial problems, the late 1930s and early 1940s were interesting times for Milwaukee Road. In May 1935 it introduced the Hiawatha, a fast steam-powered streamliner between Chicago and the Twin Cities. It was an immediate and overwhelming success. In the next few years the train was re-equipped, service was doubled, and Hiawathas appeared on other routes. The cars of the Hiawatha, like most of Milwaukee Road's freight and passenger cars and many of its steam locomotives, were products of the road's shops in Milwaukee.

The postwar boom brought the Milwaukee Road out of bankruptcy, and it remained reasonably healthy into the 1960s. In 1955 Union Pacific moved its passenger trains from the Chicago & North Western to Milwaukee's Chicago-Council Bluffs route, and in the early 1960s Milwaukee Road modernized its Chicago suburban service. The road discussed merger with the C&NW and with the Rock Island. As a condition of the creation of Burlington Northern the Milwaukee was granted trackage rights on BN into Portland, Ore.; and as a condition of Louisville & Nashville's merger of the Monon, it received trackage rights over the former Monon line from Bedford, Ind., to Louisville, Ky.



Dressed in a short-lived paint scheme for Milwaukee Road freight units, two nearly new F7 diesel locomotives lead a freight in Chicago around 1950. Robert A. Cafilisch photo

The longest branch line

Through this period of Milwaukee Road history there was little change in the railroad's lines west of the Missouri River. North America's longest electrification continued unchanged — in the same two disconnected portions, with steam and later diesel power hauling trains over the 212 miles of nonelectrified track between Avery, Idaho, and Othello, Wash. With dieselization after World War II, it appeared that the electrification would be dismantled, but the road purchased 12 electric locomotives that had been built by General Electric for the Soviet Union and embargoed because of international tensions. Milwaukee Road regauged the "Little Joes" (nicknamed for Joseph Stalin) from 5 feet to standard and equipped two with steam generators for passenger service. They went into service between Harlowton and Avery.

The electrification soldiered on for another two decades, but diesels showed up under the wires more and more often, sometimes running in multiple with the electrics. By the early 1970s passenger service had long since been discontinued, many of the original electric locomotives had been scrapped, and much of the hardware of the electrification needed replacement. Traffic on the line was insufficient to justify rebuilding the electric plant — and the road did not have the funds to do so anyway

The Milwaukee de-energized the catenary over the Coast Division in 1972 and ended electric operation on the Rocky Mountain Division on June 16, 1974.

Financial difficulties again

Except for its double-track Chicago-Twin Cities main line, the Milwaukee Road was secondary railroading. It was not the first railroad you thought of between, say, Chicago and Kansas City or St. Paul and Seattle. Traffic on the Pacific Extension barely supported one freight train a day each way. The lightly constructed branch lines that spider-webbed across Wisconsin, Iowa, Minnesota, and South Dakota carried mostly products of agriculture.

Over the decades, the road's management had made too many wrong decisions: building the Pacific Extension, not electrifying between the two electrified portions, purchasing the line into Indiana, and in the 1960s choosing Flexivans (containers with separate wheels/bogies that required special flatcars) instead of conventional piggyback trailers. After several money-losing years in the early 1970s, the Milwaukee voluntarily entered reorganization once again on December 19, 1977. The major result of the 1977 reorganization was the amputation of everything west of Miles City, Mont., to concentrate on what became known as the "Milwaukee II" system linking Chicago, Kansas City, Minneapolis-St. Paul, Duluth (on Burlington Northern rails from St. Paul), and Louisville (but no longer Omaha).

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Milwaukee Road SD40-2 diesel locomotive 161 on a freight east out of St. Paul passes St. Croix Tower at Hastings, Minn., in 1984. Steve Glischinski photo

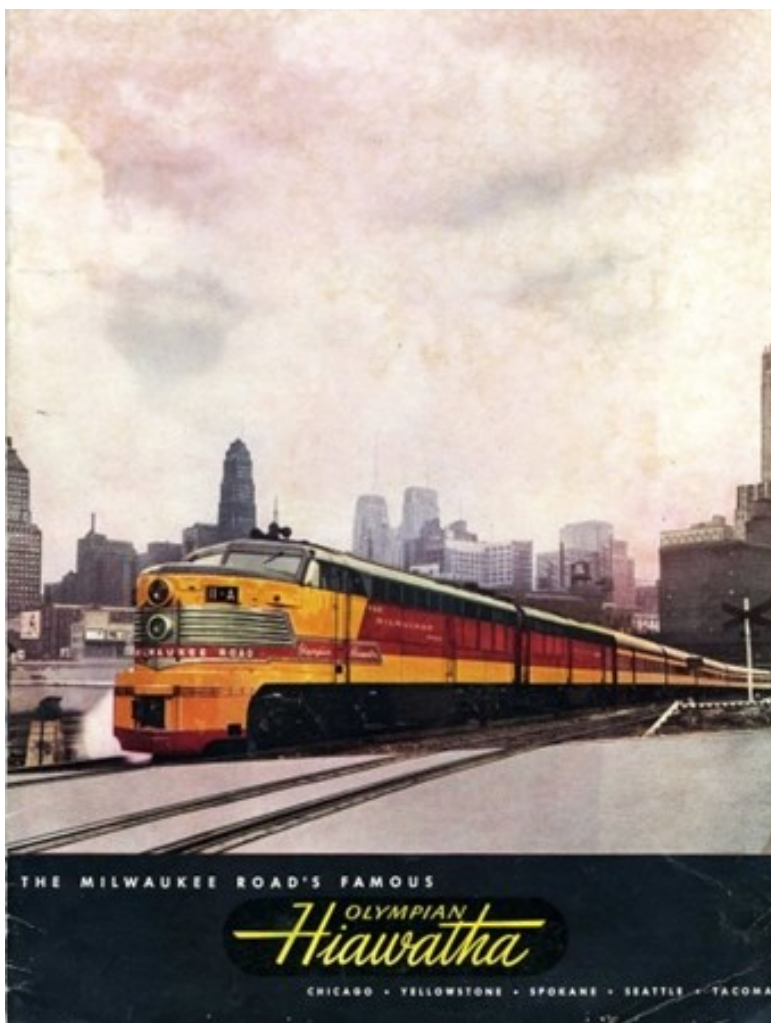
By 1983 the Milwaukee's system consisted of the Chicago-Twin Cities main line; Chicago-Savanna-Kansas City; Chicago-Louisville (almost entirely on Conrail and Seaboard System rails), Milwaukee-Green Bay; New Lisbon-Tomahawk, Wis.; Savanna-La Crosse, along the west bank of the Mississippi; Marquette to Sheldon, Iowa, and Jackson, Minn.; Austin, Minn.-St. Paul; and St. Paul-Ortonville, Minn., plus a few branches.

Three roads vied for what remained of the Milwaukee: the Chicago & North Western, financially none too solid itself; Canadian National subsidiary Grand Trunk Western, with an eye toward creating a route between eastern and western Canada south of the Great Lakes; and Canadian Pacific subsidiary Soo Line.

Soo Line, though not high bidder in the "auction," was awarded the Milwaukee Road in February 1985 and merged it on January 1, 1986. Soo briefly tried operating its light-density lines in Michigan and Wisconsin with different work rules as its Lake States Transportation Division, but in October 1987 sold those lines, plus the former Milwaukee Road's Milwaukee-Green Bay and New Lisbon-Tomahawk lines, to the new carrier Wisconsin Central Ltd., in many ways recreating the pre-1909 Wisconsin Central Railway.

Soo consolidated its Chicago-Twin Cities operations on the former Milwaukee Road main line and acquired trackage rights on Chessie System from Chicago to Detroit, where it made a connection with its parent CP Rail.

Milwaukee Railroad Olympian Hiawatha Brochure 1947 –scanned and provided by Russ Isbrandt



Front Cover



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The Speedliner Fleet that makes rail travel an adventure in luxury and silent speed

On May 29, 1935, The Milwaukee Road presented the first of the Hiawathas and opened the doorway to a new kind of rail travel.

Here was a different kind of train. Its stronger, lighter, welded steel cars were created from truck to roof by Milwaukee Road designers, engineers and craftsmen. New in concept, in decoration and in passenger facilities, these cars were planned to provide a higher degree of silence and riding ease even at speeds in excess of ninety miles per hour.

Travelers promptly took the original Twin Cities Hiawatha to their hearts. Soon the first Hiawatha was replaced by a larger and even further advanced model . . . a second Chicago-Twin Cities train took to the rails . . . then the

service was expanded to include other routes.

The Olympian Hiawatha, presented in 1947, was the first transcontinental member of the fleet. Diesel and electric powered, its six duplicate units consist of private-room sleeping cars, Touralex sleepers, Luxurist coaches, diner and Tip Top Grill, also baggage-dormitory car.

Milwaukee Road Hiawathas now rank among the world's great trains with a record of having carried millions of pleased passengers billions of delightful miles free from traffic tie-ups and highway hazards, from worries about fog or storm aloft. The Hiawathas provide 9000 miles of service every day throughout the midwest and northwest.



A disappearing wall permits double bedrooms to be occupied en suite by family groups or for business conferences.

Spaciousness keynotes the Olympian Hiawatha



In 1947 the Hiawatha fleet went transcontinental with the presentation of the great Olympian Hiawatha. Traveling over a gloriously beautiful route, and covering the most scenic areas by daylight, this new luxury liner operates on a super-speed schedule between Chicago and Seattle-Tacoma on the shores of Puget Sound.

With the exception of the private-room sleeping cars, all equipment for the Olympian Hiawatha was built in The Milwaukee Road's own modern shops at Milwaukee, Wisconsin. Many advanced principles of design and construction are embodied in this train. Its roomy cars provide a wide choice of accommodations to meet the needs and travel budgets of all riders. Luxury is carried to a new high, yet—as throughout the entire Hiawatha fleet—there is no extra fare on this extra fine Speedliner.

Page 3



The new type of bedroom on the Olympian Hiawatha has circulating lavatories and a fully equipped bathroom.

Luxurious Bedrooms in the Skytop Lounge car

The distinctive signature of a great train, this unique car is exciting to look at, delightful to ride in. The smoothly rounded rear end illustrated on the back cover, is almost wholly enclosed in glass and heat-resistant glass to provide a perfect observation room for coast-to-coast scenic views of a mountain wilderness. With ample room for twenty passengers, the Skytop Lounge is reserved for those holding space in the private-room sleeping cars.

Double bedrooms on the Olympian Hiawatha conform to one of the two floor plans illustrated in the diagram. Each style has two large, comfortable berths with foam rubber mattresses. There is a full length clothes closet and individual heating, lighting and air conditioning controls. The decorative scheme is in beige and rust or light green.



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Page 4



The call for dinner over the public address system on the Olympian Hiawatha is your invitation to a tempting meal.

Meals to Remember in a beautiful car

Nothing adds more to the pleasure of a rail journey than appetizing, well-served meals. Foods for the Olympian Hiawatha are drawn from nationwide markets with fresh fruits, vegetables and other perishables being chosen from local crops. Stewards, chefs and waiters are specially selected from experienced personnel. The galley has the finest, modern equipment—even including a deep freeze unit.

The diner, with seats for forty, has a charming and unusual decorative scheme which visually divides the spacious car into three sections of equal size and so creates a pleasingly intimate atmosphere. Tables for two and four are provided.

All passengers on the train are welcome in the dining car and may select a variety of meals from a la carte or table d'hôte menus. Prices are moderate.



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Comfortably upholstered chairs and tables provide interestingly varied seating arrangements in the cheerful Tip Top Grill.

The Tip Top Grill ... social center of the train



Adding to the lounging and recreation space for all passengers on the Olympian Hiawatha is the Tip Top Grill, a full car as delightful in atmosphere as it is distinctive in plan and decorative details.

The Tip Top Grill is partially divided into two sections by a central pastry and curved bar. Though the car serves a dual purpose throughout, the restaurant end is intended primarily for those who wish a light meal or a snack. In the cocktail lounge, your favorite beverage is expertly mixed and served.

With a radio and concealed loud speakers to provide music and entertainment, the Tip Top Grill is a cheerful gathering place where you can get acquainted with fellow passengers and relax comfortably over a light meal, refreshments or a bedtime snack. The car is open throughout the day and the evening hours.



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THE MILWAUKEE ROAD Route of the Hiawathas

Backcover



Upper and lower berths each have their own individually controlled reading light and air conditioning.

Comfort and Privacy in thrifty Touralux cars

Here is something wholly unique with The Milwaukee Road's Olympian Hiawatha.

Touralux sleeping cars are not re-built or re-conditioned. They are brand new cars designed for this special service. With wider and longer lower berths, Touralux cars offer the comfort and privacy of standard sleepers, yet the cost of your space is about one-third less and the rail fare is little more than in coaches.

Touralux seats are carefully designed for daytime comfort and the beds have foam rubber mattresses. Each of the fourteen sections has a small, drop-leaf table, and the unusually wide windows enable you to enjoy the scenic route to the utmost. There is a large men's lounge with separate dressing and smoking sections, and a beautifully appointed lounge for women in each car.



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HO Gauge turns 100 years old!

On Saturday, **January 22, 2022, 8:35 AM**, Frederick Krenske HO Gauge turns 100 years old! Bing introduces it's new OO / HO line in 1922. Initially clockwork ..adding electrical trains in 1925..manufactured till 1932. Advertised as a table top rail-road ..28" diameter ...which was basically the same size as current tin plate O gauge trains. The Bing line was moderately successive and planted the seeds for the gaint wave of miniaturization within the model train world that would emerge in the late 1930's. Please see link for action packed video of "Clockwork HO" <https://youtu.be/Uii9ywKAZ9I>

Bing made export models for America with cowcatchers (for miniature cows) and English Models with buffers. Ed Alexander lays claim for the first HO Gauge layout in America in 1925 He also carried the Bing line with his mail order business beginning in 1928.

Amtrak at 50 — and Beyond

Progressive Railroading -Rail News: Amtrak July 2021 By Julie Sneider, Senior Associate Editor



Shown: One of Amtrak's next-gen Acela trainsets undergoing testing on the Northeast Corridor. The first of the new trains will begin revenue service in spring 2022. Photo – Amtrak

On May 1, 1971, the first Amtrak train rolled out of New York City on its way to Philadelphia, less than a year after President Richard Nixon signed the Rail Passenger Service Act of 1970 to establish the start of the National Passenger Rail Corp.

The creation of a national passenger railroad stemmed from a desire of the nation's railroads — many of which were in or nearing bankruptcy — to unload unprofitable passenger service and focus only on hauling freight. To preserve intercity passenger-rail service, the Rail Passenger Service Act consolidated 20 passenger railroads into what would become known as Amtrak.

But for many years after its founding, some members of Congress and other political leaders continued to debate whether a national passenger railroad would — or should — survive: Would Amtrak be able to operate a safe, well-run and well-equipped service for passengers? Should taxpayer dollars be used to support a national rail service in the United States?

Consequently, such questions meant Amtrak and its supporters spent a lot of energy making the case for the railroad's ongoing existence and federal funding. Even as Congress continued pouring federal funding into the nation's highways and airports (such as \$46 billion for highways in 2019),

many on Capitol Hill stuck to the belief that tax money shouldn't be spent on a national passenger-rail system. Times have changed, however. As Amtrak marks the 50-year milestone, it does so with support on both sides of the political aisle and from a president known as "Amtrak Joe" for his longtime backing of the railroad. Now the railroad has an "all-time level of common support" in Congress, says Amtrak President Stephen Gardner.

"What is remarkable today is how little the conversation is over whether Amtrak or passenger rail should exist in the United States. We're now into conversations about how we should build the service, where we should have the service and what type of service it should be," he says.

Banking on future generations

While political support for Amtrak has grown more bipartisan over time, the public's support has been there all along, Gardner says, adding that whenever he travels and people find out where he works, they tell him "we want more trains" or "we love Amtrak."

Chief Executive Officer Bill Flynn, Gardner and other Amtrak leaders are betting that public popularity will flourish in the coming years, since studies show younger generations — particularly the millennials and Gen Z — indicate a preference for riding trains and accessing public transit systems over driving vehicles. Taking advantage of that timing, Amtrak execs have been spending this anniversary year by touting an agenda that lays the groundwork for future growth.

A key part of it is Amtrak Connects US, a 15-year "corridor vision" plan that aims to foster service growth across the United States. To be implemented in collaboration with states, local communities, President Biden's administration and other stakeholders, the plan builds on the railroad's national network, integrating new and improved corridors to expand the existing system, Amtrak execs say.

Currently, Amtrak — along with its 17 state partners — serves 46 states. The proposed expansion calls for improving 25 existing routes, adding 39 new routes and bringing service to over 160 new communities. That's on top of the 525 communities the railroad now serves.

"The nation has grown by 120 million people since 1971 — places like the South and West have more than doubled in population — and Amtrak's network has not caught up," Gardner explains.

The plan also calls for improved service in major cities that currently are underserved by rail — such as Houston, Atlanta and Cincinnati — as well as new service to cities that include Las Vegas, Nashville, Columbus, Phoenix and Wichita, with increased access for many towns in between.

Specifically, the proposed Connects US new or expanded routes include:

The Front Range Corridor, a 200-mile route that would stretch from Pueblo, Colorado, to Cheyenne, Wyoming;

The 3C+D Corridor, which would involve a route connecting Cleveland, Columbus and Cincinnati, Ohio, with Detroit, Michigan. Both Cincinnati and Cleveland would become new hubs for Amtrak service; and

An extension and improvement of the Heartland Flyer, which would enhance existing service between Fort Worth, Texas, and Oklahoma City; bring new service to Wichita, Kansas; and increase connectivity to the Amtrak network via Newton, Kansas, Oklahoma City and Wichita.

Gardner, Flynn and other Amtrak officials say Connects US gets to the heart of why Congress created Amtrak, which was to connect America by rail on behalf of the federal government. Amtrak is in a position to carry out the plan because it has the national capabilities and expertise in place now to do it; is the only entity that offers a comprehensive national network; and has access to all existing rail infrastructure needed for passenger-rail growth.

Continued on next page:

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Just how much of Amtrak's growth plan is doable will depend in part on how much funding it can wring out of Congress. Amtrak estimates it will cost \$75 billion over the 15 years to implement the plan.

In a May 26 letter to lawmakers, Flynn asked for legislation that helps the railroad achieve its goals, including a new rail corridor-development program aimed at developing new corridors and improving existing ones through Amtrak's National Network grant. Amtrak would use the money to cover the initial costs of getting corridor routes up and running before asking states to support them. Additionally, Flynn asked for "dedicated, predictable and sufficient funding" — a perpetual request from Amtrak to Congress — through mechanisms such as an intercity passenger-rail trust fund.

Good timing

On the surface, Amtrak's request comes at an opportune time. Not only is Amtrak Joe in the White House, but the current Congress is poised to consider a massive infrastructure plan. Typically, Amtrak receives about \$2 billion a year in federal dollars toward operations, which Biden has described as a "bargain" for the nation's pocketbook and environment.

"I've been riding Amtrak for almost as long as there's been an Amtrak," Biden said April 30 in Philadelphia at an event marking the 50th anniversary. "And I've come to see that Amtrak doesn't just carry us from one place to another; it opens up enormous possibilities. And especially now, it makes it possible to build an economy of the future and one that we need."

As president, Biden has said investing in Amtrak — and rail in general — is an important part of renewing the nation's infrastructure, recovering from the COVID-19 recession and confronting the global climate crisis. His \$2 trillion "American Jobs Plan" infrastructure proposal called for \$80 billion specifically for rail, with much of it targeted at Amtrak.

As of press time, Biden and lawmakers were negotiating a compromise infrastructure package. How well Amtrak will make out financially — if or when a bill passes — remains to be seen. Implementing the railroad's vision for the future "really does depend on Congress" enacting funding and legislation to create a long-term, stable and focused program for rail expansion and improvement, Gardner says.

If the recent past is any indication, Amtrak should benefit even if Congress approves only a "traditional" infrastructure package that funds transportation, roads and bridges. Over the past year, the federal government has included Amtrak in two major bills aimed at the nation's recovery from the pandemic: the \$2.2 trillion Coronavirus Aid, Relief and Economic Security (CARES) Act signed by President Trump in March 2020; and the \$1.9 trillion American Rescue Plan (ARP) signed by Biden in March of this year. Amtrak received about \$1 billion under the CARES Act and another \$1.69 billion under the ARP to help recover from COVID's impact on business operations, workforce and state funding partners.

The pandemic struck less than a year after Amtrak delivered what its executives described as its "best operating performance," logging 32 million passenger trips and \$3.3 billion in total operating revenue in FY2019. And with strong ridership and revenue levels in first-quarter 2020, the railroad was on track to achieve another high-performing year.

Then, the pandemic hit and business plunged, as cities and states declared stay-at-home restrictions. Amtrak's ridership plummeted.

"We lost 97 percent of our business in March [2020] — we went from 90,000 riders a day down to 3,500," says Gardner.

To address crushing revenue losses, the railroad furloughed 1,200 employees and slashed service levels. Once the rescue act passed, Amtrak began recalling those workers and restoring long-distance service. Now thanks to the "hard work" of Amtrak employees and with the support of Congress, the railroad has stabilized, Gardner added.

"We're adding back service and have been seeing continuous ridership and revenue increases, particularly since February," he says.

As of mid-May, ridership returned to about 30% of pre-COVID levels. As vaccination rates continue to climb and the summer travel season plays out, Amtrak execs are hopeful that ridership will steadily increase. At a media event held at Chicago Union Station last month, Amtrak vice presidents noted that summertime leisure trips were booking up fast. (In FY2019, the National Network of 15 routes registered 4.5 million passengers.)

The federal support that Amtrak received during the pandemic is a sign that the railroad has turned a corner in terms of bipartisan support, Gardner believes. If Congress passes an infrastructure plan that includes funding for its proposed expansion, Amtrak will start working out the details with states, local communities along the corridors, the U.S. Department of Transportation and freight railroads whose track would host the passenger trains.

Where Amtrak would launch new routes first would depend on corridors where existing partnerships are in place or where planning for new service is underway. Examples of those situations include additional service in the Midwest and Virginia, and the proposed new Front Range service.

"In every corridor, there are near- and long-term opportunities," says Gardner.

Strained relationships

One location where Amtrak, federal and some state and local leaders are anxious to get trains running is along the Gulf Coast, which lost Amtrak service in 2005 after Hurricane Katrina destroyed the region's rail infrastructure. This past February, Amtrak announced it had notified Norfolk Southern Railway and CSX of its intention to begin service between Mobile, Alabama, and New Orleans starting in 2022.

But the Gulf Coast situation highlights another challenge: Whether Amtrak service returns to the Gulf Coast — or to other new corridors, towns and cities for that matter — depends on the host railroads. While Amtrak points out that those railroads are required by federal law to provide Amtrak trains priority on shared track, the two Class I's involved in the Gulf Coast proposal haven't been in a hurry to accommodate passenger trains in the region.

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Amtrak contends it has a legal right to access Gulf Coast track, and has asked the Surface Transportation Board (STB) to force CSX and NS to allow passenger service to be restored. The board hadn't issued a ruling as of press time.

The Gulf Coast situation underscores Amtrak's at-times strained relationship with freight railroads. For more than a decade, the two sides battled in court over Amtrak's on-time performance (OTP), with the passenger railroad blaming the freight railroads for late-arriving trains on some of its routes. That case made it all the way to the U.S. Supreme Court, and late last year the FRA issued a rule laying out OTP metrics for Amtrak trains.

Gardner acknowledges that Amtrak has a "varied" relationship with its hosts.

"Some are very collaborative and anxious to work with us to look at opportunities to expand service; others, less so," he says. "We hope the situation we've had in the Gulf Coast won't be the standard in our plan to expand. Our hope is that the Gulf Coast [issue] can be resolved quickly through the STB, and that that resolution will indicate the benefit of working together to consider the question of how to advance passenger-rail service."

Happy riders buy more tickets

Jim Mathews, president and CEO of the Rail Passengers Association, believes the freight railroads would prefer to renegotiate "the grand bargain" that Congress established when it took passenger train service off their hands 50 years ago.

"I get that [the host railroads] have a business to run, but they should recognize they continue to derive benefits from Amtrak's existence," he says. "But for the sake of the country and its economy — as well as in recognition of the law as it is on the books today — everyone should come to these conversations [about Amtrak service] with an open mind and a good faith attitude toward arriving at a decent solution."

Mathews, whose organization was instrumental in convincing many lawmakers to back Amtrak's creation, believes Amtrak can't take for granted its public and political support, especially as its leadership appeals to Congress for more money. In recent years, Mathews has been critical of Amtrak attempts to cut costs by trimming certain long-distance routes, slashing food and beverage service or eliminating train station agents and police officers. Such cost-cutting measures haven't gone over well with certain members of Congress, says Mathews, adding that Amtrak leaders testifying on Capitol Hill have been grilled by Republicans and Democrats for considering policy changes that impact passengers without first seeking public input.

"I think addressing the customer service piece — which is in Amtrak's control — is something that would go a long way and take the [political] heat off of issues that Amtrak can't entirely control, like on-time performance," he says.

Amtrak officials say they're trying to do just that. For example, the railroad is investing \$2.45 billion to modernize Northeast Corridor service, which will feature 28 next-generation high-speed Acela trainsets now being built at an Alstom plant in New York. Amtrak's most environmentally sustainable trains to date, the new Acela fleet is designed to reach speeds up to 160 mph — 10 mph faster than existing Acela trains. The first new trainsets are expected to enter service in 2022.

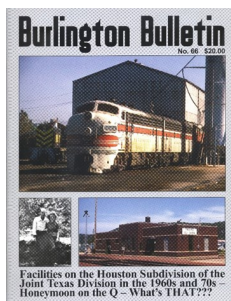
In another effort to modernize, Amtrak has ordered a fleet of new ALC-42 Siemens Charger diesel-electric locomotives for the National Network, including all long-distance and many state-sponsored routes. Amtrak announced an initial order of 75 new locomotives in December 2018, with deliveries expected through 2024.

One of the Charger locomotives was on display June 15 at Chicago Union Station, when Amtrak officials rolled out a three-year, \$28 million program aimed at enhancing the rider experience. The program includes a refresh of 450 rail cars on long-distance trains serving overnight routes.

Keeping passengers happy can only help Amtrak as it seeks more federal and state support, Mathews believes. The public is ready for it, he adds.

"Our association has always had faith that the American people wanted to take trains where airlines wouldn't serve. Amtrak has borne that out. This was a spit-and-baling-wire service when it started, and still it took off," he says. "Over the past 10 years, even with its shortcomings, Amtrak has continued to set ridership records. It just shows you that the demand for it is there."

Email comments or questions to julie.sneider@tradeexpress.com.



CB&Q Excursion Chicago to the Iron Range

July 1961 -Burlington Historical Society

July 1, 1961, the Illini Railroad club ran an excursion from Chicago to Duluth and the Iron Range. The first leg was a steam powered train #5632 from Chicago to LaCrosse WI with many 'Movie Runs'. 13 CB&Q cars were used including 6 sleepers, a dome coach and a diner. The train was then attached to the Afternoon Zephyr for the leg to St Paul. The Evening of July 1, 1961, the excursion cars were added to NP train #65 for an overnight trip to Duluth. Then on July 2 1961, the train ran on the DM&IR from Duluth to Biwabik, Allen Junction, and to Two Harbors and return to Duluth. The Excursion left Duluth the Evening of July 2 on NP Train #65 to St Paul. On the morning of July 3, 1961, the excursion cars were added the CB&Q #22 Morning Zephyr to LaCrosse. At LaCrosse engine #5632 took over the train to Chicago with many 'Movie Runs' enroute! What a Fantastic trip this was as 215 passengers took part. Schedule and Consist excerpts below:

Continued on next page:

A photograph showing a large plume of dark smoke rising from a body of water, likely a lake or reservoir, with a road and hills in the background. The smoke is thick and dark, contrasting with the clear sky. The water is calm, reflecting the sky. In the foreground, a paved road with white lane markings runs diagonally across the frame. To the right, there are green trees and foliage. In the background, there are rolling hills and a small town or village nestled in a valley. The overall scene suggests an industrial or environmental incident near a water body.

On the July 3rd return trip to Chicago, the 5632 is backing up for a photo run-by at Victory Wisc. - *Photographer unknown, NARS Flickr collection*



SCHEDULE:				EQUIPMENT:			
Lv. Chicago	8:15 AM CST	July 1	CB&Q Extra	CB&Q Northern Type 5600 series steam locomotive		Chicago-N. LaCrosse	
Ar. North LaCrosse	7:45 PM CST	July 1	" "	CB&Q Baggage Car		Chicago-N. LaCrosse	
Consolidate with No. 23 "Twin City Zephyr"				DM&IR Baggage Car		Duluth-Biwabik	
Ar. North LaCrosse	8:33 PM CST	July 1	CB&Q #23	DM&IR Coach		Duluth-Biwabik	
Ar. St. Paul	10:35 PM CST	July 1	" "	CB&Q chair car	Car 1	Chicago-Biwabik	
Lv. St. Paul	10:30 PM CST	July 1	NP #66	CB&Q Dome Coach	Car 2	Chicago-Biwabik	
NOTE: NP #66 will be held for connection with our train				Standard Sleeper	Car F	Chicago-Biwabik	
Ar. Duluth	3:45 AM CST	July 2		Lounge (Lancaster Club)		St. Paul-Biwabik	
Coaches and sleepers set for occupancy until 8:00 am				Dining Car		Chicago-Biwabik	
Lv. Duluth	9:30 AM CST	July 2	DM&IR Extra	Standard Sleeper	Car C	Chicago-Biwabik	
Enroute Biwabik—Going via Proctor and Iron Jct; Returning via Allen Jct. and Two Harbors				Standard Sleeper	CAR B	Chicago-Biwabik	
Ar. Duluth	7:30 PM CST	July 2	DM&IR Extra	Standard Sleeper	Car A	Chicago-Biwabik	
Lv. Duluth	10:45 PM CST	July 2	NP #65	Sleeper Joaquin Miller	Car 140	Chicago-Biwabik	
Ar. St. Paul	5:00 AM CST	July 3	" "	Sleeper Chief Illini	Car 150	Chicago-Biwabik	
Coaches and sleepers set for occupancy							
Lv. St. Paul	8:25 AM CST	July 3	CB&Q 22				
Ar. N. LaCrosse	10:16 AM CST	July 3	" "				
Lv. N. LaCrosse	10:45 AM CST	July 3	CB&Q Extra				
Ar. Chicago	6:30 PM CST	July 3	" "				

84BQ Correspondence for the July 1-3 Missa Trip - All from the BRHS Archives

WIRE

CHGO JUNE 30 1961

CUN RAM - AMERICA ILL

ARRANGE TO STOP THE ILLINOIS RAILROAD CLUB "WEEK-END ON THE KANSAS RAILROAD"
TRAIN TRIPS AT CHICAGO ILL ON SAT JULY 1 AND MON JULY 3 TO TRAINS AND TRAINS

PGSDS. JT CUN RAM. A-51,

I C EIGHTHOUR... 3:15 PM EST

cc: W F BURKE
H C WALLACE - TR 5479, 4/28, (above per conv. J. Hansen),
B C FROST

N. LaCrosse
July 1, 1961

Amtrak Wire

W F Burke Chicago
H C Wallace Chicago
I M Scott Chicago

Ill RR Club Steam Special handed 211 passengers Chicago to N. La Crosse arriving 192 through to
Duluth. Car Lancaster Club has ice air conditioning system, therefore, alert our people to bus car on return
trip July 3 at La Crosse and Savanna. Everything fine. Dinner doing good business and cafeteria service
excellent and well received.
JT. WFD HOW PAS.

C. E. Able
Escort

North LaCrosse
July 1, 1961

Amtrak Wire Wire

G W Rodine NP St. Paul
C G Shroff NP St. Paul
A Schneider DMBUR Duluth
C E Bristol CBMQ St. Paul

On Ill RR Club Special arriving St. Paul tonight have Lounge Car Lancaster Club which has ice air
conditioning and hot mechanical air conditioning. WFD therefore be necessary to sit car St. Paul
tonight and both directions at Duluth tomorrow and preferably sometime arrive on DMBUR tomorrow.
Please arrange.

C. E. Able
Escort

Telephone Offices St. Paul and Duluth: Please immediately telephone this to those persons addressed.

Transcribed from the handwritten original in the address by BRHS' newest member, Jennifer Kates.

[illegible]

Chicago, July 4, 1961
File: 1-1045

Chicago, July 4, 1961
File: 1-1045

W.E.B.

Mr. M. C. Wallace:

As you know, I escorted the Illinois Railroad Club "Excursion Trip" leaving Chicago July 1, returning yesterday. Attached to this file is log of performances over the Club, and a record of tickets issued on train, tickets of other affiliates' issued honored on train, and a statement of charges made by the Illinois RR Club. Also attached are the coach and Pullman diagrams.

The trip was successful in every respect. The route runs worked out very well, and I am sure everyone there saw how that on all future trips the Transportation Office should list the stops that are covered. It is surprising how much smoother an operation is possible when everyone (conductors, operators, crew, operating officials, etc) are lined-up in advance so as to just wait will be done. Instead was very good the entire trip except for a little rain late in the day on July 1, and yesterday on the return. But the weather was perfect. Many persons complimented us on our conduct and perfect execution of the entire runs.

The dining car set-up worked out very well. As you know this is the first time we have used a cafeteria service on a railine trip. Meals were admirably adequate and the food was mouth-watering. There was some line of over three or four people in the dining, and to my knowledge, there were always made in the dining, although a few people voluntarily took their trays to the coach or lounge, to eat. The dining car slightly surpassed the \$1,500 minimum.

The following passengers were handled:

Onting July 1

Chicago-Bureau	4
Chicago-Bureau	2
Chicago-LaCrosse	3
Laurens-LaCrosse	2
P.O.S.-LaCrosse	2
Chicago-St. Paul	306
Sevens-St. Paul	1
P.O.S.-St. Paul	2
LaCrosse-St. Paul	2
Minneapolis-St. Paul	2

216

30

Reference Index



GN King St Station Seattle GN International Mar 24 1970
Barney Olson Collection



GN Mountain Series OBS Mississippi Coach Yard Nov 1968
Barney Olson Collection



U-Boat display unit Fairgrounds 1969



Nov 1960's Baldwin SW Highway 280 Mpls



Mar 1963 GN Badger, Freight Snelling Ave



Nov 13 1961 GN Freight W of Benson
Pako slide

Continued on next page:



Northern Pacific Photos from the Barney Olsen Collection

-Northstar Railway Historical Society Archives



NP Power Staples MN April 5 1965
Barney Olsen Collection



NP Power Brainerd MN Feb 1969
Barney Olsen Collection



NP NCL Billings MT Mar 30 1969
Barney Olsen Collection



NP U-Boat, SD45 Freight Train July 1967
Barney Olsen Collection



NP GP Freight Snelling Ave June 1962
Barney Olsen Collection (Kodachrome)



NP Mainstreeter WB Mpls GN Station April 7 1962
Barney Olsen Collection

NEWS from the Iron Range

Twin Ports Rail - Digest #337

1a. Nov 2008 CN/DMIR Flashback

From: [Shawn Christie](#) Date: Sun, 10 Apr 2022 18:06:47 PDT

Flashback to November 2008. Three shots of the Proctor Road Switch and a loaded taconite at Culver. I believe this was my first outing with my new Canon HDV camcorder. Enjoy. <https://youtu.be/9VUIXCv9VRk>

Twin Ports Rail - Digest #338

1a. CP Train Numbers

From: [Dave Schauer](#) Date: Mon, 11 Apr 2022 07:22:59 PDT

For those of you keeping score at home, CP's numbers for their bi-weekly trains between Superior and St. Paul are now 250 SB and 251 NB. Also, local switch/transfer job is now JS21. Dave Schauer Duluth MN

Ore Rail - Digest #452

1a. Prairie River Minerals

From: [Dave Schauer](#) Date: Mon, 11 Apr 2022 07:26:09 PDT

The ore operation using a portion of the former Magnetation Jesse Loadout near Coleraine appears to be inactive as a leased GP15 -1 and LSRM's former BN (painted DM&IR) caboose are headed back to the Twin Ports. Northern Plains was the contract switching operation I believe. <https://news.d.umn.edu/articles/prairie-river-minerals> Dave Schauer Duluth, MN

Ore Rail - Digest #453

1a. Re: Prairie River Minerals

From: [Dave Schauer](#) Date: Tue, 12 Apr 2022 06:32:33 PDT

One furnace is scheduled to go down this week and the other on May 1

Twin Ports Rail - Digest #339

1a. Re: CP Train Numbers

From: [Mark Meyer](#) Date: Tue, 12 Apr 2022 21:04:10 PDT

On Mon, Apr 11, 2022 at 07:22 AM, Dave Schauer wrote: For those of you keeping score at home, CP's numbers for their bi-weekly trains between Superior and St. Paul are now 250 SB and 251 NB. Also, local switch/transfer job is now JS21. These trains run once every two weeks? Or did you mean semi-weekly? (Twice per week) --Mark Meyer

Twin Ports Rail - Digest #340

Re: CP Train Numbers

From: [Dave Schauer](#) Date: Wed, 13 Apr 2022 13:04:31 PDT

It used to be up Monday/Thur and back on their rest Tue/Fri but I haven't paid close attention for a while. Maybe someone else knows.

Twin Ports Rail - Digest #341

BNSF 28th Street

From: [Dave Schauer](#) Date: Mon, 18 Apr 2022 14:36:02 PDT

Contractors are in the process of demolishing the BNSF yard office at 28th Street. The railroad has been in their new office for the past month or so.

Dave Schauer Duluth, MN

Metro News - Storing A Locomotive Tuesday, April 5, 2022, 9:56 AM provided by Rick Krenske

Steps taken to prepare a locomotive for storage:

- One of the most important steps is draining fluids and condensate from various systems. Example: most locomotives use plain tap water in the radiator system since water is a better heat transfer fluid than a [glycol](#)-based antifreeze solution. Should this water freeze while the unit is in storage serious damage may result.
- Placing a cover over the engine's exhaust prevents rainwater or other objects from accumulating in the exhaust system.
- The locomotive's batteries will be disconnected. Batteries may be removed and used elsewhere in a railroad's fleet if long-term storage is planned.
- The cab will be prepared and secured, with the doors and windows locked to prevent vandalism.
- Fuel tanks are drained, retaining several hundred gallons with a stabilizer added to the remaining fuel.
- The covers for various components are checked. Radiators and other openings may be covered to keep wildlife, moisture or other objects out of the locomotive.

Railroads must also select a suitable storage location where the locomotives will be parked. Tracks may be available for storage at or near the shop that is preparing the units, making it convenient when the time comes to reactivate them. If the railroad doesn't have storage close to the shop, mechanical forces will move locomotives dead-in-train to another location. When this happens, the tendency is to dispatch large groups of units at once in a special move.

SWLRT Tunnel To Resume Construction Wednesday, April 13, 2022, 11:39 AM Provided by Rick Krenske

Eric Rasmussen KSTP Updated: 4 hours ago Published: April 12, 2022 - 5:16 PM



(KSTP-TV)

Work on a key tunnel for the Southwest light rail project (SWLRT) could soon begin again months after construction stalled due to damage to a nearby condominium building.

Engineers investigating the cause of damage to the Cedar Isles Condos in Minneapolis say it is safe to resume work in the area, 5 INVESTIGATES has confirmed.

Crews halted construction in February after condo owners reported cracks in the building and a water main break flooded the parking garage.

[RELATED: Minneapolis condo parking garage flooded, association blames SWLRT construction](#)

The Metropolitan Council hired the private firm Socotec, which presented its preliminary findings to members of the condo board Tuesday morning.

The meeting was not open to the public, but 5 INVESTIGATES confirmed engineers minimized the role construction played in causing the damage.

Engineers said seasonal temperature changes and “thermal conditions” at the condo towers are 70% to 75% to blame despite past concerns from condo owners that there had been no problems at the property until after construction in the area began.

Members of the Cedar Isles Condo Association (CICA) declined to comment on the presentation from engineers.

The Met Council also declined to comment “out of respect for the CICA board and its residents,” according to a statement sent to 5 INVESTIGATES on Tuesday afternoon.

State lawmakers are expected to tour the damage at the buildings on Wednesday.

The delays in the construction of the tunnel are contributing to the ballooning costs of the controversial light rail project.

The Minnesota House and Senate approved a bill calling for an audit of the Southwest light-rail project last month after the expected price tag increased to nearly \$3 billion.

Metro News - Blizzard Cancels Empire Builder provided by Chuck Lavallee

Spring blizzard causes ‘Empire Builder’ cancellations.

By Steve Glischinski | April 14, 2022

Forecasters predict storm could be largest spring storm in 25 years.

CHICAGO – Due to forecasted blizzard conditions in North Dakota and Montana this week, Amtrak has terminated its *Empire Builder* service between St. Paul and Spokane, Wash. The eastbound *Empire Builder* from Seattle ran with its full set of equipment on April 11 and 12 from Seattle to Spokane, where it terminated. On the same days, train 8 ran from St. Paul to Chicago with a reduced consist.

On April 12 and 13 the westbound *Empire Builder* operated from Chicago to St. Paul as a stub train with no sleeper, and between Spokane and Seattle with regular equipment. No service was operated between Spokane and St. Paul.

The *Empire Builder* does not operate westbound out of Chicago or eastbound out of Seattle on Thursdays or Fridays, so the next service west of St. Paul will not operate until April 16, and east of Spokane on April 17.

The blizzard in Montana and North Dakota has included 60 mph winds and whiteout conditions with up to 47 inches of snow in some mountain areas. A “No Travel” advisory remains in effect for the area as meteorologists predicted the spring snowstorm could become one of the biggest in a quarter century. The storm is expected to continue piling snow on residents through Thursday.



Snow clings to the westbound Empire Builder's three P42 locomotives at Minot, N.D., on March 1, 2007.

(Bob Johnston)

Grain Shippers Complain About Delays on BNSF, NS, and UP

Trains Newswire [By Bill Stephens](#) | March 28, 2022

at dusk on Sept. 24, 2020, a BNSF grain train departs ADM's Benson Quinn loop terminal at Hensler, N.D., north of Mandan on the Zap Branch. (Bruce Kelly)

WASHINGTON – The trade group representing grain producers says severe delays on BNSF Railway, Norfolk Southern, and Union Pacific have forced its members to shut down flour mills as well as feed mills that produce food for livestock.

The National Grain and Feed Association outlined the rail service problems [in a letter posted to the Surface Transportation Board website on Friday](#) – and blamed them on crew shortages related to Precision Scheduled Railroading.

“At rail origins, NGFA members are unable to purchase grain from farmers because they are full while awaiting loaded trains to be moved out by the railroad,” the group’s CEO, Michael Seyfert, wrote to federal regulators. “Conversely, at rail destinations, NGFA members have run out of grain and have been forced to shut down flour mills and feed mills and cut off sales to customers while awaiting grain deliveries.”

In some cases, livestock producers lack alternatives to rail-hauled grain shipments.

“In an effort to continue service for customers during the rail service disruptions, NGFA members have done as much as possible to keep animals fed, but the ability to stretch resources is exhausted and growing more tenuous with each additional day of service delays,” Seyfert wrote.

An NGFA member ran out of feed while awaiting a train that sat at origin for seven days due to lack of train crews. Another spent \$3 million on alternative transportation to try to keep animals fed over the past month.

“NGFA understands that a variety of circumstances have contributed to the rail service disruptions, but we believe the impact is much more drastic and prolonged due to rail carrier decisions to overly adopt certain principles of precision scheduled railroading and due to significant reductions in crew numbers,” Seyfert wrote.

Grain trains spent an average of 18.4 hours dwelling at origin on BNSF, according to the latest data reported to the STB for the week ending March 18. An average of 11.2 grain trains were held per day for lack of power, crews, or other reasons. Some 965 loaded and 811 empty grain hoppers had not moved in 48 hours or more. The delays appeared to be most severe in North Dakota, where 6,092 grain car orders were 11 or more days past due.

“During the past few months, frequent extreme weather, particularly across our North Region, coupled with major service interruptions in Southern California and on our Southern Transcon route through the Southwest and into the central plains have significantly impacted our ability to effectively align available resources with freight volumes,” BNSF said in a statement. “These issues along with ongoing global supply chain disruptions due to impacts from the COVID-19 pandemic have strained resource availability in multiple locations and resulted in reduced productivity and excess railcar inventory.”

BNSF is hiring 1,000 train crew members this year and currently has 300 conductors in training, the railroad said [in its latest service advisory](#). BNSF also has seen a significant improvement in crew availability since adopting a new attendance policy in February. BNSF remains the lone Class I railroad to not adopt Precision Scheduled Railroading.

Grain trains averaged 53.74 hours of delay at origin on NS, with an average of four trains held per day. Some 423 loaded grain hoppers, and four empties, did not move for 48 hours or more on NS.

“We know our service is not where our customers expect it to be,” NS said in a statement. “A tight labor market continues to contribute to our challenges with crews, and demand remains high. However, we are making strides in improving.”

The railroad has a record number of conductors in training, is offering hiring bonuses, and has doubled bonuses in areas where it is particularly short of crews. UP’s average grain train dwell at origin was 28 hours, with 24 trains per day held for lack of crews, power, or other reasons. Some 238 loads and 200 empties had not moved in 48 hours or more. And in Nebraska, where the problems seemed to be most severe, 1,590 grain car orders were delayed by 11 days or more. “We are committed to supporting our customers and moving forward together amid the ongoing supply chain and labor challenges, which we are actively working to address,” UP said in a statement.

ALL ABOARD MINNESOTA



Volume 2022-2, April 1, 2022

ACTION ALERT - Legislative Progress Report

Help is needed to get Passenger Rail Bills included in the House and Senate Omnibus Bills:
House File HF 3160 & Senate File SF 3682 provide funding for the MnDOT Passenger Rail Plan development
HF 2682 & SF 2826 provide final design and matching grant funds for the NLX to Duluth.

PLEASE CONTACT your Minnesota House and Senate Transportation Committee Chairmen, and ask them to include Bills HF 3160 & HF 2682 for the House, and SF 3632 & SF 2826 for the Senate in their respective Transportation Omnibus bills. Decisions will be made shortly, so please contact the following by email and telephone as soon as possible:

Minnesota House Transportation Committee Chair: Frank Hornstein:

Email: rep.frank.hornstein@house.mn

Phone: 651-296-9281

Minnesota Senate Transportation Committee Chair: Scott Newman:

Email: sen.scott.newman@senate.mn

Phone: 651-296-4131

These Emails and the AAMN Facebook page reach over 2000 members, friends and followers.

Please add your voice of support. Numbers Count!

These bills would fund the NLX as detailed below, get studies completed for extending the 2nd Train to Fargo/Moorhead on a day-time schedule, and initiate studies for service from the Twin Cities to Northfield, Albert Lea, Des Moines and Kansas city. This southern route would connect Minnesota to Amtrak trains serving Los Angeles, and Denver-Salt Lake City-San Francisco, without going through Chicago. These routes show high potential!
AAMN has now testified in the House Transportation Committee and the House Ways and Means Committee for HF 3160, which would greatly expand the state rail passenger plan

Northern Lights Express - Shovel Ready

The NLX has been named as the only shovel ready project on Amtrak target list of 31 pair cities as outlined in the following report from Ken Buehler, board member of the NLX Alliance:

"With the passage of the Federal Infrastructure Law there is now money available to build the Northern Lights Express passenger train between Duluth/Superior and Minneapolis. Amtrak gave the Federal Railroad Administration a list of thirty pair cities that it wants to expand service to. NLX is on that list and is the only one of those pair cities that has a Finding of No Significant Impact, meaning it is shovel ready. We are working on the 20% local match for those federal funds. Eighty-five million dollars leverages \$340 million from the Feds. Two bills are working their way through the Minnesota Legislature to accomplish this. One is in the bonding bill and the other is an appropriation. The State has a \$9.3 billion dollar surplus and fully funded \$1 billion rainy day fund. If ever there was a year to fund this project the time is now.

There is also money in the Federal program to cover any deficit for the first five years of operation on a declining scale. This will allow the service to ramp up and grow a customer base that will see a farebox recovery of around 70%"

Representative Mary Murphy has authored the two bills referenced above, which were heard in the House Transportation Finance and Policy Committee last week

See the new promotional video for NLX below and

[Click Here for more information](#)

Continued from previous page:

2nd Train update - On Schedule!

Completion of Funding and Stakeholder Agreements Celebrated !

As reported in the Fall Newsletter, all of the funding from all sources has been secured. Operating agreements between Amtrak and Canadian Pacific railroad now have been finalized, which may move the schedule toward an earlier implementation. A formal grant and operating agreement signing event was held at the La Crosse passenger depot on March 9th, in recognition of these milestones.



[Click Here for Local TV news coverage of the event](#)

Spring Meeting - Please Register

When: Saturday, April 30th, 2022

Time: 10 am to 11:30 am Central Time (U.S.)

Register in advance for this meeting by clicking on this link:

<https://us02web.zoom.us/meeting/register/tZUvc-mrpjlsGtz3kz5cnTawPOYkAzj9stqw>

After registering, you will receive a confirmation email from Zoom containing information on how to join the meeting.

Please register and join in to learn all the latest information! [Click Here to learn more about the Spring Meeting](#)

Reaching Minnesota - Outreach update

Outreach

Chairman, Jerry Ratliff and AAMN President, Brian Nelson plan to meet with all cities that passed resolutions last year to update them on the status of legislation that could impact their communities and ask for their support. They also plan to visit cities along the route to bolster support for the Twin Cities to Northfield, Faribault, Albert Lea, to Des Moines and Kansas city route sponsored in HF 3160.

Restoring the North Coast Hiawatha - Moving Forward!

The Big Sky Passenger Rail Commission continues to make progress for restoration of the North Coast Hiawatha long distance passenger service between Chicago and Seattle, Portland. As part of the Infrastructure Bill, the FRA will conduct several studies for the restoration of long distance routes, and the North Coast Hiawatha will be included for study, a very positive development.

Big Sky and AAMN recently met with Minnesota US Senator Tina Smith's office about the restoration of the NCH, what it would mean for Minnesota and asked for the Senator's support.

A rail summit for the Northwest Regional Passenger Working Group sponsored by Big Sky Passenger Rail Commission, of which AAMN is a part, will hold its first rail summit in Billings, MT August 22-23.



March 3, 2022, 11:16 AM, sent by Frederick Krenske (repeated)

[Kalmbach Media](#) and the [Great American Train Shows](#) will partner to produce Trainfest 2022, the renowned national model train show. The event is scheduled to take place in November at a venue in the greater Milwaukee area.

Details on the show will be announced later in March. “We are excited to have the show return after a two-year hiatus,” says Brian J. Schmidt, Vice President of Operations with Kalmbach Media “We plan to make this year’s Trainfest one of the best ever.” Trainfest is America’s largest operating model railroad show and has almost 200,000 sq. ft. of exhibit space and features up to 70 operating model railroads. It is a great event for families and hobby enthusiasts alike. There will be fun activities for kids, and up to 300 exhibitors, manufacturers, and retailers offering model railroad goods and products of all varieties. The [Wisconsin Southeastern Division of the National Model Railroad Association](#) has produced past annual events and this year agreed to license Trainfest to Kalmbach Media and the Great American Train Shows. Kalmbach Media is a creator of model train and train content through well-respected brands Model Railroader, Trains, Classic Toy Trains, and Classic Trains. Great American Train Shows produces over 40 model train shows annually of various varieties including Greenberg’s Great Train & Toy Show, Great Train Show, Great Midwest Train Show, and World’s Greatest Hobby on Tour. Combined Kalmbach and Great American Train Shows have a wide-reaching audience and vast experience in producing and executing train events. Wisconsin Southeastern Division of the National Model Railroad Association will continue to exhibit at the show. For more information on the event visit www.train-fest.com.

Railfan Events (Thanks to Rick Krenske, Bill Dredge)

Granite City Train Show	Saturday May 14 2022 9am—3pm	Rivers Edge Convention Center 10 4th Ave S St Cloud MN 56301	\$6
Twin City Model Railroad Museum Train Show/Flea Market	Saturday May 7 2022 9am—2pm	Mn State Fairgrounds –Education Bldg 1265 Snelling Ave N Falcon Heights MN 55108	\$6
NRHS Convention	May 15th—May 20th 2022 Los Angeles Calif (Buena Park CA) Many Activities	go to: https://NRHS.com/convention	Fares vary by Activity
Northstar Railway Historical Society Annual Light Rail Train Ride	Saturday June 18 2022 10:15 AM	Bloomington Transit Station: At 28Th Ave Bloomington MN	\$5 ?

