

**NRHS**

Northstar News

Publishers of the Minnesota Rail Calendar

Enjoy the Fall Colors! October MEETING Saturday Oct 15th

L: LS&I's 7 Tilden passes the station sign at Queens MI Oct 1 2020 -Chris Guss

R: CP UP 5295 and Central Maine & Quebec 1006 Homer MN Oct 7 2020 -Bob Ball

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Meeting Notice: NOTE CHANGE

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

Informal Dinner at Keys Restaurant -Lexington and Larpen-teur Avenues at 4:15 pm.

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 October 15th 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

The Zoom meeting will open at about 5:30 pm Saturday evening for chit-chat and Zoom troubleshooting. If you would like to test your Zoom client during the week before the meeting, please contact Dan Meyer at dan@meyer-family.net and arrangements will be made.

Use this URL to join the meeting:

Meeting ID: 860 1272 1918 Passcode: 135791

Web Browser URL: <https://us02web.zoom.us/j/86012721918?pwd=S1U0aDMwTUhsWGVUSkZkl0gwQWozZz09>

or

<https://tinyurl.com/2ssp3775>

If all else fails you may dial in using your telephone for audio-only: 312-626-6799

Northstar Chapter Officers & Staff

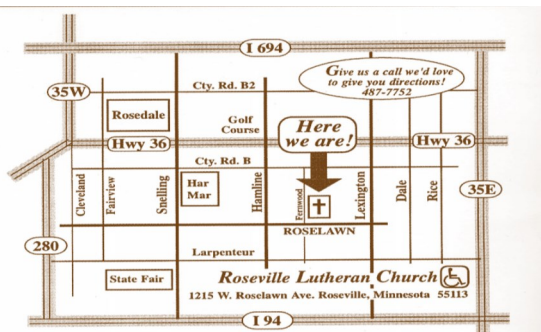
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Meeting Location: From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the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

From the Editor: The BOD has been discussing a potential Holiday Banquet as we have had in the past. Inflation is increasing the cost for an event making it difficult to find an affordable venue. Good news: The BOD has secured a room at Mancini's Restaurant in St Paul for Sunday December 3 2022 at 4pm. Details are coming and will be in the next newsletter. Note: Prices will be considerably higher than previous banquets. From President John Goodman Chairman.



The 2023 Calendar is now available. Get yours now at the next chapter meeting or on Wednesday's at our library. Buy yours soon as the last two year editions have been sold out!



Meeting Minutes September 10th 2022 At Roseville Lutheran Church

The meeting was called to order by President John Goodman at 6:25 pm. There were 16 people attending. Dan Meyer was asked if we have a quorum. A quorum was determined. President Goodman made a motion to approve the minutes of May 2022 meeting in the July Newsletter. The motion was approved. Russ Isbrandt gave the Treasurers report. Both the Chapter and the Calendar Accounts are in good position. The Calendar Account will be decreased considerably as the bill for cost of printing the calendar is received and the cost of sending calendar notification postcards comes due. Russ stated that there are 40 regular members, and 2 family members with only 2 non-renewals. There are 21 Subscribers with only 3 non-renewals. Dawn Holmberg gave the National Representative report. The NRHS will have a fall conference at Springdale Arkansas at the end of September. Dan Meyer, Dawn Holmberg and John Goodman are planning to attend. The NRHS will be implementing new by-laws and the new President Tony White will be replacing Al Weber. The NRHS Board Elections have been posted on the NRHS Web site by Dawn Holmberg. The NRHS grant program exceeded expectations. Dawn Holmberg gave the calendar report. The calendar was received about a month ago and calendars have been delivered to our wholesale retail outlets. Money from initial sales will be deposited to our calendar account by Calendar Chairman John Goodman soon. We have not received the invoice for calendar printing costs yet. The number of Calendar postcards reminders are being determined. Calendars are available for sale this evening. John Goodman stated that the cost of the Calendar has gone up due to inflation and the price is \$17.25 including tax. Dan Meyer gave the Web Report. Dan is working on maintaining the web site and our presence on Facebook. The Calendar information has been posted on our website. Dan has posted some photos from the NRHS convention on our website. The Cheer Committee report was given by John Goodman. It was good

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Richard Tubbesing gave the Program report. This Evening we have a slide presentation of Barney Olsen slides. The October meeting will be a Russ Isbrandt DVD of railroad film shot in the late 2000's. Greg Smith will give a slide presentation of slides he has recently acquired for November. Programs for 2023 are open. Solicitation of programs was made and to Contact Richard Tubbesing to schedule a program. President Goodman stated that our monthly meetings for October and November will be the 3rd Saturday of the month. President Goodman stated we have reserved a room for the holiday banquet (with help from Cy Svobodny in contacting the restaurant) the first Sunday in December (December 4th, 2022) at Mancini's Restaurant in St Paul with a limit of 30 persons. Details of the banquet will be forthcoming from Mancini's Restaurant. Richard Tubbesing will provide details in the next Newsletters this year when we have more details. President Goodman is going to try and have the MSM president provide a show on the history of the Minnesota Streetcar Museum. President Goodman reported on Summer Activities. The Light Rail ride in June had an extremely low turnout. The Ride was very good and there is a new restaurant at the St Paul Union Depot. We hope to have a better turnout next year. The Picnic in July at Maiden Rock Wisconsin on the third Saturday in July had a good turnout of 14 to 18 people. Only about five BNSF Trains were seen. In August we had a very good turnout riding the Wisconsin Great Northern Pizza train out of Trego Wisconsin. President Greg Vreeland provided us seating in the ex-CN Diner #1341 diner where the Pizza's were made. We also got a tour of the Mark Twain Zephyr under restoration. We will look at possibilities for next year. President Goodman asked if there was any old business. President Goodman said that it is normal for our chapter this month to announce a slate of nominees for our officer positions. Dan Meyer will run for President, Bill Dredge will run for vice President, Richard Tubbesing for Secretary, Russ Isbrandt for Treasurer and Dawn Holmberg for National Representative. Solicitation was made by President Goodman to contact him to put on the ballot. John Goodman asked for any New Business. President Goodman stated that meetings for next year (2023) will be held on the 2nd Saturday of the month. This will be stated in the next newsletters. We have excess magazines from the library and they are free to the attendees. Hopefully we will have empty boxes to take back to the library. We will also be selling material at the Twin City Model Railroad Museum Flea Market at the Fair Grounds September 17, 2022. The meeting was then called for adjournment by President Goodman at 6:40pm. Motion was carried. Richard Tubbesing then presented a slide show of Barney Olsen Slides of Great Northern, Northern Pacific and Burlington Railroads from our Library. Respectfully submitted by Secretary Richard Tubbesing

Obituary - John Salvesson Husband of Member Robert Moen -provided by John Goodman

I Regret to inform you that John Salvesson, Bob Moen's husband for 32 years, died last night peacefully according to Bob after a long battle with cancer. Bob was at John's side. John had been moved into Hospice on Friday, Sept 16 after all treatment options had been exhausted, and he was suffering major organ failure. John was 58 years old.

An obituary will be placed in the StarTribune shortly. Funeral services are planned for Tuesday, Sept. 27 at Mt. Olive Lutheran Church, on 31st and Chicago in Mpls; 1:00pm Visitation, 2:00pm Funeral, 3:30 Lunch and Reception. Burial will take place at the city cemetery in Grenora, ND (very near to the Moen family farm) and is planned for Saturday, October 1.

Thank you for your care and consideration during this time. -Brian Nelson

On behalf of our BOD, Our Chapter sends condolences to Robert Moen and his Family.

Canadian Pacific Donates Turntable to Railroading Heritage of Midwest America

On Monday, September 12, 2022, 9:15 AM, RRHMA <info@rrhma.com>



A former Milwaukee Road turntable is removed from Canadian Pacific's Bensenville, Ill., yard for donation to Railroading Heritage of Midwest America's Silvis, Ill., facility (RRHMA) ©Erik Hoofnagle

Milwaukee Road turntable will be installed at Silvis shop complex

SILVIS, Ill. — Canadian Pacific has donated the former Milwaukee Road twin-span turntable from Bensenville, Ill., to Railroading Heritage of Midwest America (RRHMA) for use at its Silvis shop complex. On Sept. 8, the turntable, constructed in 1937, was successfully split in two and loaded onto trucks for the move across Illinois to Silvis. Project managers Erik Hoofnagle and Dennis Daugherty coordinated the move for RRHMA.

While Silvis once had a turntable that served the Rock Island shop complex, it was removed and the turntable pit filled in decades ago. RRHMA plans to install the turntable in the footprint of the original, but the pit will have to be enlarged since the Rock Island turntable was 90 feet while the Milwaukee Road table is 110 feet.

RRHMA's Erik Hoofnagle says the organization plans to repair any steel that needs replacement, sandblast and paint the table before installation. CP also donated the turntable ring and clips, which will be installed after a new concrete pit is poured. A set of plans for the pit was preserved and copies made available to RRHMA. The turntable will allow the organization to easily turn locomotives and other equipment at Silvis.

Train Derailment Spills Asphalt into Creek Near Hampton Iowa

Union Pacific says the derailment happened about 3:30 a.m. Monday. About 44 cars derailed. KCCI Des Moines updated: 6:23 PM CDT Sep 5, 2022 HAMPTON, Iowa —



Photos from Video -Derek Gearhart

A train derailed just north of Hampton Monday morning, overturning dozens of cars, destroying a bridge and causing a spill into a creek.

Union Pacific says the derailment happened about 3:30 a.m. Monday and approximately 44 cars derailed.

"During that derailment, some of the tank cars were carrying asphalt, and we had a spill," said Robynn Tysver, a spokesperson for Union Pacific. "That spill has been contained. We have hazmat crews on site."

No crew members were injured, and the cause of the derailment is under investigation.

"We have more than 50 personnel on site," Tysver said. "We have more en route. The focus right now is going to be on cleanup and then the focus will return to remediation."

2nd Story: Union Pacific Train Derails Near Hampton, Iowa

Conner Nuckols KAALTV Rochester MN Updated: September 6, 2022 - 8:58 AM Published: September 5, 2022 - 11:51 AM



(ABC 6 News) – A Union Pacific train has derailed on a bridge over a creek in Hampton, Iowa according to a press release from the railroad company.



At 3:30 a.m. Monday morning, a Union Pacific train with approximately 44 cars derailed over Otter Creek, near 190th St. and 4th St. NE just north of Hampton in Franklin County, said the company.

The train was carrying mixed commodities and as a result of the derailment, some liquid asphalt spilled into the creek.

Hazmat teams were on scene throughout the day with emergency response activities ongoing.

According to Robynn Tysver, a spokesperson for Union Pacific who was on scene, the liquid asphalt has been contained.

Heavy equipment was brought in along with several dozen people who worked to clean up the spill.

Tysver said crews will continue to work hard until the spill is cleaned up, and remediation will also happen.

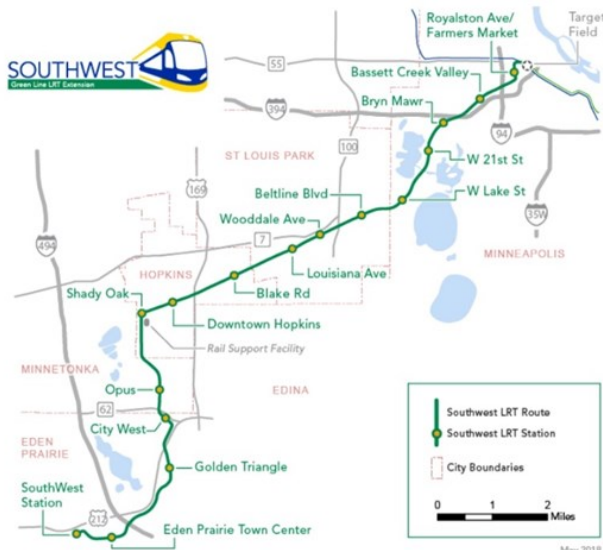
The crew was not hurt, and the cause of the derailment is under investigation.

SWLRT Latest News On Friday, September 2, 2022, 11:11 AM, Frederick Krenske

SWLRT: This morning, the Office of the Legislative Auditor released a special review of the budget and timeline of the Southwest Light Rail Transit project. It includes a letter to members of the Legislative Audit Commission. **QUOTE:** "Since 2011, the cost of the Southwest LRT project has more than doubled, and the line's opening date has been delayed by nine years. More than \$500 million of the project's estimated \$2.74 billion budget is currently unfunded, and the Metropolitan Council—the agency responsible for overseeing the design, engineering, construction, and future operation of the light rail line—has not yet identified a funding source. Three factors have been key drivers of project delays and cost increases: (1) uncertainty about the final location of freight rail along the project's alignment, (2) the construction of a light rail tunnel in Minneapolis's Kenilworth Corridor, and (3) the need for a concrete barrier wall between freight rail and light rail traffic along a portion of the alignment." **READ:** <https://fluence-media.co/3AIRyMZ>

MORE: Via statement from Senator **Scott Newman** (R-Hutchinson), **QUOTE:** "The OLA review gives me no confidence the Met Council or Hennepin County are properly managing the Southwest Light Rail project. While some cost overruns and delays can be expected with big projects, a doubling of the cost and nearly a decade of delays are unprecedented. I'm very concerned the required contingency account, used to pay for unanticipated costs, was nearly drained and backfilled with \$200 million taxpayers' dollars while their current guess is \$500 million in additional funding – nearly 20% of the project – will be needed. The Met Council, entirely appointed by the Governor, has horribly mismanaged this project. The Hennepin County Commissioners are subjecting their taxpayers to a massive tax increase. The Governor and those Commissioners are responsible for this unprecedented misuse of public funds and must be held accountable."

MORE: Via joint statement from Representative **Frank Hornstein** (DFL-Minneapolis) and Senator **Scott Dibble** (DFL-Minneapolis), **QUOTE:** "Today's report reinforces our deep concern over the management of this project by the Metropolitan Council. While today's report is new, the truth is many of these issues are the long-term results of an agency that lacks transparency in decision making or accountability. Moving forward, we will work with our colleagues to pass legislation making changes ensuring the Metropolitan Council receives the level of democratic accountability and transparency it should have, most importantly the transformation of it into an elected body. We commend the Office of the Legislative Auditor for a thorough report and look forward to receiving the rest of their findings early next year."



The 14.5-mile Southwest light rail extension is the most expensive public-works project in Minnesota history. (Metropolitan Council)

Twin Cities Light Rail Project Faces \$500 Million Shortfall

By | September 6, 2022 Metro News - SWLRT Part Two

Auditor's report finds key elements of Southwest extension were not included in original bid package.

ST. PAUL, Minn. — The problem-plagued Southwest extension of the Twin Cities' light rail Green Line is short \$500 million in funding, according to a review of the project from the state's nonpartisan Office of the Legislative Auditor, and it is unclear where that money will come from.

[The Minneapolis Star Tribune reports](#) the money represents almost 20% of the total cost of the 14.5-mile Southwest LRT project, which has doubled to at least \$2.7 billion over a decade and is now projected to open in 2027, nine years later than originally planned.

Part of the cost overruns reflect the fact that two elements of the project were not included in the original bid package: a station in Eden Prairie and a \$93 million crash wall required by BNSF Railway to separate its trains from the light rail line [see ["Digest: New MBTA subway cars ..."](#) *Trains News Wire*, March 24, 2021]. A spokesman for the Metropolitan Council, which oversees light rail operator Metro Transit, said the crash wall was not included because it was still under environmental review, but Rep. Frank Hornstein called the omission of that element "a huge red flag."

." Hornstein was one of the legislators who pushed for the audit of the project [see ["Minnesota Senate approves audit ..."](#) *News Wire*, March 15, 2022].

Hennepin County, which has provided \$1 billion for the project, told auditors it would be "challenging" to provide more funding. Metropolitan Council spokeswoman Terri Dresen said the body is "working with our project partners to finalize a long-term funding source." The state is legally blocked from providing more funds.

[The report from the legislative auditor's office](#) outlines the facts of the project; its recommendations are expected next year.

LIGHT RAIL: Janet Moore reports in the *Star Tribune* that the Southwest Light Rail Transit line in the Minneapolis metro area is still short over \$500 million of its estimated \$2.7 billion budget —

a 20% deficit — according to the Office of the Legislative Auditor. While the Metropolitan Council still wants to finish this project, it is currently unknown where the additional funds will come from.

The light rail line is already the most expensive public works project in Minnesota, and its opening date has been delayed for nine years straight. Since 2011, its budget has more than doubled to the current figure of \$2.7 billion.

Railroads and Labor Unions Reach Tentative Deal to Avert Strike

PUBLISHED THU, SEP 15 2022 5:15 AM EDT UPDATED 3 HOURS AGO PROVIDED BY RICK KRENSKE

KEY POINTS

- Railroads and workers' unions reached a tentative labor agreement early Thursday.
- The deal averts a national rail strike that threatened to shut a major segment of the U.S. transportation network.
- The new contracts provide 24% pay increases over five years from 2020 through 2024 and include immediate payouts averaging \$11,000 upon ratification, in addition to an extra paid day off for workers.

Railroads and workers' unions reached a tentative labor agreement early Thursday to avert a national rail strike that threatened to shut a major segment of the U.S. transportation network.

The last-minute deal avoids massive disruptions to the flow of key goods and commodities around the country. About 40% of the nation's long-distance trade is moved by rail. If the unions had gone on strike, more than 7,000 trains would have been idled, costing [up to an estimated \\$2 billion per day](#).

The deadline for an agreement was midnight Friday morning. The parties spent 20 consecutive hours negotiating before reaching a deal.

"The tentative agreement reached tonight is an important win for our economy and the American people," President [Joe Biden](#) said in a statement announcing the deal. "It is a win for tens of thousands of rail workers who worked tirelessly through the pandemic to ensure that America's families and communities got deliveries of what have kept us going during these difficult years."

The White House had been in talks with railroad workers' unions and companies for [several months](#), but negotiations were hung up over [unpaid sick time](#).

Tentative agreements have been reached with the Brotherhood of Locomotive Engineers and Trainmen Division of the International Brotherhood of Teamsters, the International Association of Sheet Metal, Air, Rail and Transportation Workers – Transportation Division, and the Brotherhood of Railroad Signalmen, which collectively represent approximately 60,000 employees, the Association of American Railroads [said in a press release](#).

The new agreement would improve rail workers' pay and working conditions and give them "peace of mind around their health care costs," Biden said. He thanked railroad unions and companies for negotiating "in good faith."

The new contracts provide rail employees with a 24% wage increase during the five-year period from 2020 through 2024, including immediate average payouts of \$11,000 upon ratification, according to the Association of American Railroads.

A spokesman for the labor unions told CNBC the groups also negotiated an extra paid day off for workers and that the deal paves the way to revisit attendance policies in the future.

The spokesman called it a historic win, but cautioned that all tentative agreements are subject to ratification by the unions' membership, a process that could take at least a week.

"I thank the unions and rail companies for negotiating in good faith and reaching a tentative agreement that will keep our critical rail system working and avoid disruption of our economy," Biden said in a [statement](#).

Negotiators from railroad carriers and unions had met in Labor Secretary Marty Walsh's office Wednesday as the sides tried to negotiate a deal ahead of Friday's strike deadline.

[Norfolk Southern](#) and other railroads had been ramping down operations to prioritize critical shipments. On Wednesday, Amtrak announced it [would cancel all long-distance trains starting Thursday](#) since many of its railways are maintained by freighters. Thursday morning, Amtrak said it was working to restore the canceled trains and reaching out to impacted customers to accommodate them.



Railroad employees picket outside the North American Rail Shippers conference in Kansas City on May 10, 2022. David Lassen

Freight Railroad Strike Averted Thanks to Tentative Contract Agreements (updated)

provided by Metro News - Railroad Strike Averted (Update) By Bill Stephens | September 15, 2022

White House announced deal this morning after overnight negotiations led to agreements with unions representing engineers, conductors, and signalmen

WASHINGTON — The first freight railroad strike in three decades has been averted under a tentative deal reached overnight between Class I railroads and three labor unions, the White House announced early Thursday morning.

The Class I railroads reached tentative agreements with unions representing engineers, conductors, and signalmen after 20 hours of negotiations at the Department of Labor. The nine other unions involved in negotiations had previously reached tentative agreements with the railroads; one, the The International Association of Machinists and Aerospace Workers (IAM) District 19, had voted down its tentative deal, but said it would hold off on a strike until other unions had a chance to reach agreements [[see "Machinists reject tentative contract" Trains News Wire, Sept. 14](#)].

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The deal includes an extended cooling-off period that puts off the prospect of a strike that could have begun as early as 12:01 a.m. on Friday. A strike would have crippled the U.S. freight railroad network and shut down Amtrak operations outside of the Northeast Corridor, as well as suspended commuter operations in several cities.

The Association of American Railroads says the contract will provide engineers, conductors, and signal workers with a 24% wage increase during the five-year period from 2020 through 2024, including an immediate payout on average of \$11,000 upon ratification. The contract follows the recommendations of the Presidential Emergency Board that was convened after railroads and labor were unable to reach a negotiated settlement.

The unions said they were able to get concessions from the railroads on attendance policies and two-person crews, both of which were major sticking points in the contract negotiations that began in January 2020.

All tentative agreements are subject to ratification by the unions' membership.

The White House praised the deal.

"The tentative agreement reached tonight is an important win for our economy and the American people," President Joe Biden said. "It is a win for tens of thousands of rail workers who worked tirelessly through the pandemic to ensure that America's families and communities got deliveries of what have kept us going during these difficult years. These rail workers will get better pay, improved working conditions, and peace of mind around their health care costs: all hard-earned. The agreement is also a victory for railway companies who will be able to retain and recruit more workers for an industry that will continue to be part of the backbone of the American economy for decades to come."

Biden made "a crucial call" last night to Labor Secretary Marty Walsh and the negotiators representing railroad unions and companies, NBC News reported.

The White House and the AAR thanked Walsh, Transportation Secretary Pete Buttigieg, and Secretary of Agriculture Tom Vilsack for their work to help broker a deal with the assistance of the National Mediation Board.

Contract negotiations with the Brotherhood of Locomotive Engineers and Trainmen and the SMART-TD union had bogged down over two key issues: working conditions and changes to crew size.

Rail labor sought changes to railroad attendance policies they view as draconian, while railroads want the ability to shift conductors to a ground-based position. The Presidential Emergency Board recommended that the unions and railroads negotiate local settlements on work rules and crew consists.

In a joint statement, the leaders of the BLET and SMART-TD unions said the tentative agreement would provide railroaders with the largest wage increases in more than 45 years while holding the line on insurance costs and copays and addressing scheduling issues. The deal also includes provisions for time off and takes the crew consist issue off the table.

"For the first time, our unions were able to obtain negotiated contract language exempting time off for certain medical events from carrier attendance policies. Our unions will now begin the process of submitting the tentative agreement to a vote by the memberships of both unions," SMART-TD President Jeremy Ferguson and BLET President Dennis Pierce said.

They thanked the rank and file for showing solidarity throughout the bargaining process, which "made the difference in our obtaining an agreement with provisions that exceeded the recommendations of the Presidential Emergency Board."

The agreement, the union leaders said, includes provisions that will create voluntary assigned days off for road train crews, plus an additional paid day off.

"Most importantly, for the first time ever, the agreement provides our members with the ability to take time away from work to attend routine and preventative medical, as well as exemptions from attendance policies for hospitalizations and surgical procedures," Ferguson and Pierce said.

SMART-TD said it was able to block the railroads' attempts to fast-track arbitration on crew consist agreements, which the union leaders said would protect two-person crews for the indefinite future.

Amtrak, which had announced cancellation of all long-distance trains as of today in anticipation of a work stoppage, said this morning it is "working to quickly restore canceled trains and reaching out to impacted customers to accommodate on first available departures."



Final Design Phase Begins for Work to Support Second Chicago-Twin Cities Passenger Train

By | September 20, 2022 Provided by Rick Krense

Plans will address infrastructure improvements needed for second passenger train on portion of Empire Builder route.

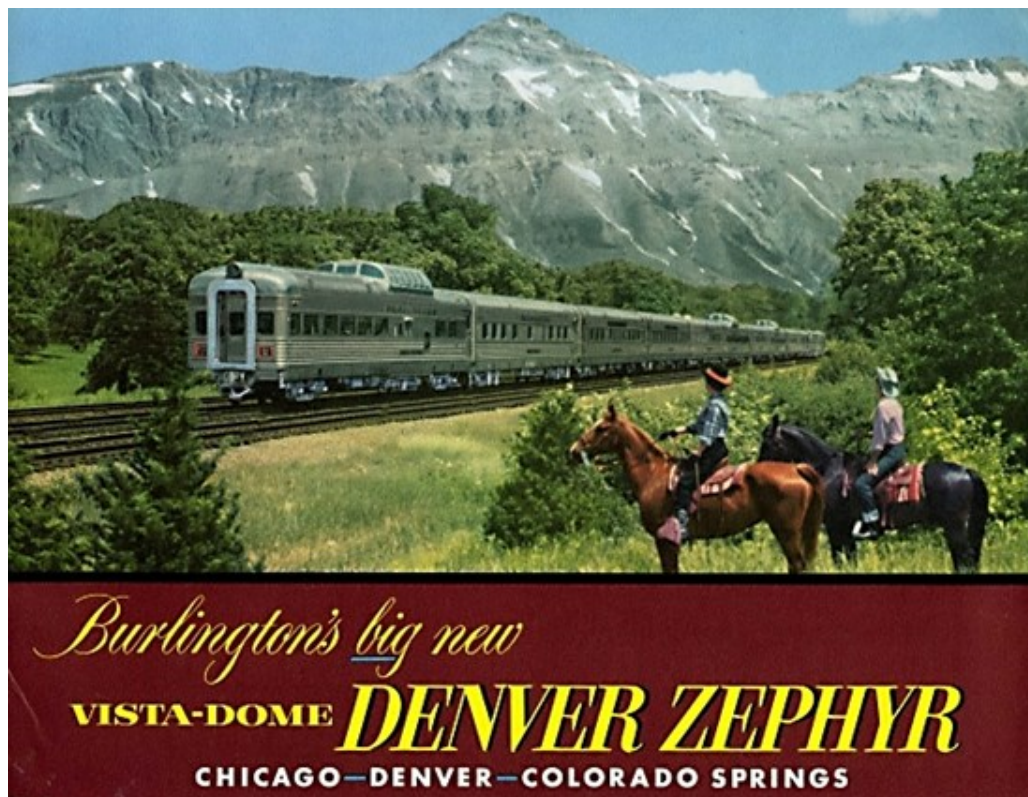
MADISON, Wis. — The final design phase of the project to add a second Amtrak passenger train between Chicago and Minneapolis-St. Paul has begun, with public comments now being accepted and public meetings to show plans for the service expected to be held this fall.

The design phase for what is known as the Twin Cities-Milwaukee-Chicago, or TCMC, project will develop detailed plans for infrastructure improvements allowing the 411-mile route to handle additional freight service as well as the second daily passenger round trip. The project has \$53 million in federal, state, and Amtrak funding in hand for improvements to track, signals, and grade crossings. Final design is expected to be complete in summer 2023, with construction beginning late that year and concluding in 2025. The second train is expected to begin operating in 2024 or earlier.

Planned station stops for the planned Twin Cities-Chicago passenger train. Minnesota DOT



The Denver Zephyr Brochure (a blast from the past!) courtesy of Russ Isbrandt



new
artistry in the paintings,
sculpture, and luxurious
appointments which make this
train truly the masterpiece
of travel enjoyment

new
pleasure for passengers
in every car, every room...
every mile of the way

new
luxury in the Colorado Room
—a smart rendezvous
for smart travelers

new
hospitality in the old
Western way... in
the exciting Chuck Wagon
—the mid-train Vista-Dome
buffet-lounge car

new
comet in the lofty
private-room Slumbercoaches
...another Burlington first

new
convenience for travelers
to and from Colorado Springs
—Zephyr service all the way

new
VISTA-DOMES!
Plenty to see... wonderful views for all passengers
...presented by Burlington, first to offer Vista-Dome Travel

A color illustration showing the interior of the Vista-Dome car. Passengers are seated in large, comfortable-looking seats, looking out through the large, arched windows. A woman in a red dress is standing near the back of the car. The view outside the windows shows a landscape with mountains and a body of water.

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Delightful features add distinction to the *big new*
VISTA-DOME DENVER ZEPHYR



Modern color schemes—restful and refreshing

The vivid blues of Colorado's lakes and skies, the cool greens of her forests, the rich warm shades of her rocks and soil—you'll find them all in the colorful Vista-Dome Denver Zephyr.

Gay floral pictures in private rooms

There's a distinctive floral painting in each bedroom and compartment. Here you'll see the columbine, the fringed gentian, the lupine, the deer vine, the wild rose, and many others native to Colorado.



Authentic Western Murals

Pause in the Chuck Wagon and admire the paintings of cowboy life ...and in the parlor-observation-lounge, where the murals depict mountains, lakes, and forests of Colorful Colorado. They're interesting and educational.

Fascinating Wood Carvings

There's a lot of good humor (and a little Western sentiment, too) in the unique wood carvings in the Chuck Wagon. Created by Lorn Wallace, famous Denver sculptor, they add a distinctive decorative touch you're sure to enjoy.



Perfection... Plus IN WESTERN HOSPITALITY—
THE CHUCK WAGON DZ

Everyone will love the friendly informality of the Chuck Wagon. Rich warm colors blended with a wealth of Western character give this car an atmosphere you'll truly enjoy and long remember.

If you like the legends of life on the open range (and who doesn't?) you'll be truly fascinated with the Chuck Wagon.



Sips 'n' snacks—from a coke or a sandwich to a Chuck Wagon meal—are served here. And upstairs, there's a Vista-Dome—a delightful experience for everyone.



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Introducing the thrifty new

Slumbercoach

...another Burlington First!

• Completely new...surprisingly different...pleasantly economical—that's the *Denver Zephyr's* *Slumbercoach*, the biggest travel bargain news in years!

Just imagine: You enjoy a coach room with the convenience of a comfortable arm-rest window seat by day, made into a real bed by night...your own wash basin and toilet—all at regular coach fare plus modest occupancy charge.

For coach passengers who want privacy at a real saving, the *Slumbercoach* is the space to buy.

Burlington—first with streamlined, diesel-powered trains, first with Vista-Domes, first with many other important innovations in train travel—is now first with the *Slumbercoach*. Try the *Slumbercoach*...soon!

(For de luxe private-room accommodations, see preceding page)



The Double Slumbercoach room

Comfortable facing arm-rest window-seats...adequate leg-room. Private toilet and wash-basin

Two berths—complete privacy for a good night's sleep



ROUTE of Burlington's *big new* VISTA-DOME **DENVER ZEPHYR**



Westbound

Lv Chicago..... (Burlington) .. 5:00 pm
Ar Omaha..... (Burlington) .. 12:30 am
Ar Lincoln..... (Burlington) .. 1:45 am
Ar Denver..... (Burlington) .. 8:30 am
Ar Colorado Springs (Rio Grande) .. 10:45 am

Eastbound

Lv Colorado Springs (Rio Grande) ... 1:10 pm
Lv Denver..... (Burlington) ... 4:00 pm
Lv Lincoln..... (Burlington) ... 12:11 am
Lv Omaha..... (Burlington) ... 1:15 am
Ar Chicago..... (Burlington) ... 9:00 am



J. J. ALMS
General Passenger Traffic Manager
547 West Jackson Boulevard
Chicago 6, Illinois



Charges: Man Climbed Aboard Train and Stabbed Engineer Near St. Cloud

WCCO Staff – Wednesday Sept 21 2022

SAUK RAPIDS, Minn. — A Sauk Rapids man faces more than a decade in prison after he allegedly hopped aboard a freight train and attacked the engineer with a knife Tuesday morning.

Police say it happened at about 8:18 a.m. in Sauk Rapids on Benton Drive at 1st Avenue North. Police say 40-year-old Samuel David Holman climbed into the cab of a Santa Fe Burlington Northern train that had just left St. Cloud, pulling a rock train behind it. The train's engineer told police Holman "wrapped his arms around his neck" and told him to "speed up and get out of town."

The engineer said Holman then pulled a "fairly dull and rusty" folding knife out of his bag and tried to stab him. The two men began to struggle, with Holman allegedly stabbing the engineer in the forehead.

The engineer eventually bit Holman's hand and pushed him away before leaping off the moving train. He was taken to St. Cloud Hospital for treatment.

Officers caught Holman about two miles away in Sartell, where the train came to a stop. Dried blood was visible on his pants, and a knife was recovered nearby.

Police say Holman's hand was bleeding, and he "made comments about smashing the inside of the train." Investigators also discovered multiple wires in the train's cab had been cut.

Holman was charged Wednesday in Benton County with a count each of second-degree assault and first-degree criminal damage to property. His bail hearing is scheduled for Thursday morning.

Mid-Continent Museum to Restore Early EMC Gas-Electric Car to Operating Condition

[By](#) | September 19, 2022 Provided by Rick Krenske



Montana Western No. 31, built in 1925 for Great Northern, last operated in 1987.

NORTH FREEDOM, Wis. — Mid-Continent Railway Museum will restore Montana Western gas-electric railcar No. 31 — built in 1925 by Electro-Motive Corp. — to operating condition, the museum has announced.

The car, one of the oldest surviving pieces of equipment built by Electro-Motive, which celebrated its 100th anniversary in August, was built for Great Northern Railway and sold to Montana Western in 1940. It was donated to Mid-Continent in 1965.

The car was named a National Historic Mechanical Engineering Landmark of the American Society of Mechanical Engineers in 2003. It last operated in 1987 and is in sound condition, but the museum says needs its Winton 6-cylinder gasoline engine rebuilt, radiators flushed, and roof repaired, along with some other work. The museum is well stocked with Winton parts, having acquired a stock of parts from Sperry Rail Service when Sperry retired its last Winton-powered equipment. Museum members and donors raised over \$10,000 in a matching-fund challenge, in August to launch the plans to restore the railcar to operating condition,

the museum said in [a Facebook post](#). Those funds should cover most or all of the engine repair, but further donations are needed for other aspects of the work. Those interested in donating or otherwise participating in the project should visit [this page on the museum website](#). The car will be featured as part of the museum's Vintage Rail Car Tours, to be offered Oct. 1-2.

Hennepin Overland Railway Historical Society -From Rick Krenske

A recent search on Facebook Marketplace for "model trains" reminded us of the same, sad story we've seen so many countless times. Home layouts for sale. This time? \$6,500 in Elk River. \$2,500 in St. Michael. Always with the same comments: -Museum Quality! -Fully custom! -Dad spent thousands of dollars and years of his life assembling -You must disassemble and haul away. We get it. Life changes. Living situations, health, wealth, whatever the reason. This work of art must be dealt with. The locomotives & cars can be sold, maybe the buildings and detail pieces can be re-used, but all too often the underlying layout must be broken down and thrown away. They're constructed in basements, attics, or spare rooms, and assembled in place. Stairs, doors, hallways, and car rides are all barriers to relocating in one piece. We know this all too well, we've moved ours twice. Model railroaders are artists, historians, engineers, and educators. They spend years on their layouts, with an attention to detail honed over a lifetime. And it ends up in the bottom of a dumpster. We think this is a travesty. Since March of 2020 the Hennepin Overland has experienced the tragic passing of 4 longtime members and highly experienced model railroaders. All chose to participate in the Society rather than build layouts at home. When they died, there was no Facebook listing. No disassembly. No dumpster. In fact, the fruits of the lifetime of their labor is still intact, being used, enjoyed, and maintained by the next generation of hobbyists. To all you aspiring layout builders out there, we implore you - please don't let your expertise, your craftsmanship, your knowledge, your artistry, end up in the bottom of a dumpster. Join a club, where your legacy can live on. The Hennepin Overland is always accepting new members. We own our own building and our layout is not going anywhere. Come help us grow. Stop in any Saturday or Sunday between 1-4 pm for more info or email info@hennepinoverland.org P.S. They say "Join a club." I may add that you can also join the Twin City Model Railroad Museum that have layouts in all the gauges.



URGENT: Burglaries at Jackson Street Roundhouse

Appears to be inside job -Your help needed to identify suspects -Police Notified

MTM Security Video 9-4-2022.m4v



A recent series of burglaries in the back lot of the Jackson Street Roundhouse seems to be an inside job. Those responsible for stolen locomotive batteries, new railroad ties, and other materials entered the back gate using a key, clearly knew what they were looking for because in the picture above they drove directly to the stored batteries and immediately loaded them up. They knew exactly what they were looking for and where it was located. This latest burglary took place at approximately 5:28PM on September 4th, Labor Day weekend.

In recent days it has also been discovered that someone without current authorization has been tampering with the server controlling MTM security cameras.

If you recognize the red truck in the image above, please contact Scott Hipert, Executive Director, at scott@trainride.org, or leave a message in MTM office. Anonymous information is welcomed, and confidentiality will be assured.

The Saint Paul Police Department has assigned a detective to this case, we continue to review security video for clear facial identifications from other cameras, and our neighbors are checking their video cameras for additional information. All information will be turned over to the Saint Paul Police Department.

It is incomprehensible why any current or former member of MTM would engage in criminal activity against this organization. The damages and losses are against everyone who cherishes and supports this organization.

We do have additional photos and information. The back gate has been secured to reduce access, and we will be implementing additional security measures. If you can provide additional information to resolve this matter, please do share it. Thank you.

[TwinCityRails] Twin City Rails - Digest #94 "Gritty Palace"



From: [tpersoon2001](#) Date: Sun, 17 Jul 2022 21:18:35 PDT
The privately owned passenger car Gritty Palace was spotted via railcam en route to Chicago on Sunday AM July 17. It is rumored to be headed to the Twin Cities. Does anyone know if it was on #7 on Sunday?

Re: Gritty Palace

From: [John Hill](#) Date: Sun, 17 Jul 2022 23:03:26 PDT
Gritty Palace is reported to be heading back to MSP on Monday's Amtrak #7. It was once a long time resident of the Twin Cities but was shipped out several years ago.. Its latest new home will be the Minnesota Transportation Museum, presumably the Jackson Street Roundhouse.

Re: Gritty Palace

From: [Stephen Whiting](#) Date: Mon, 18 Jul 2022 04:21:57 PDT
the announcement of it's return from April, 2022 https://www.youtube.com/watch?v=KYF0Vkj_Nwc

[TwinCityRails] Twin City Rails - Digest #95

Re: Gritty Palace

From: [nickmodders](#) Date: Mon, 18 Jul 2022 07:15:45 PDT
Gritty Palace will be on AMTRAK 7 of Monday, July 18, 2022. Gritty Palace is presently arriving in Chicago on AMTRAK 51, The Cardinal.

News from the Iron Range

[OreRail] Ore Rail - Digest #463

U.S. Steel to Invest \$150 Million Dollars for a DR Grade Pellet System in Minnesota

From: [Todd Monroe](#) Date: Tue, 28 Jun 2022 09:12:10 PDT

From WDIO news. Being its at Granite City, could it be at Keetac?

U.S. Steel is moving into the DR grade pellet market. The company announced Tuesday they have plans to invest \$150 million dollars into a DR pellet system in Minnesota this fall. The company owns Minntac and Keetac. The announcement does not say which plant would be making the DR grade pellets. DR grade pellets have a higher iron content, and are used in Direct Reduced Iron processing. That material goes into the electric arc furnaces, which are different than the traditional blast furnaces. The announcement also said they are working with SunCoke Energy to repurpose two blast furnaces at Granite City. SunEnergy would then build a pig iron production facility there. Cleveland-Cliffs began making DR grade pellets at their Northshore plant in Silver Bay in 2019. But they have moved production of that pellet to Minorca.

This is a developing story.

RE: From: [Bruce K](#) Date: Tue, 28 Jun 2022 18:11:44 PDT

DRI grade pellets are for feeding a DRI plant. USS does not currently have a DRI plant, nor have they announced construction or acquisition of one. The DRI pellets would be for sale on the open market or for a USS DRI plant to be announced.

Seeing the Granite City blast furnaces to Suncoke for production of granulated pig iron is a separate deal. Pig iron is frozen iron from a blast furnace. USS has purchased an electric arc steel mill in the general Granite City (across the river from St. Louis) area. They have announced construction of another one near this plant.

USS has also announced construction of a pig caster to make pig iron "hockey pucks" at Gary. Both of these plants currently use conventional pellets in blast furnaces and do not require DRI grade pellets for the new products.

The Suncoke granulated pig iron would be sold back to USS. The pig iron changes would probably extend the life of Keetac and Minntac, though with the higher use of scrap in the electric furnaces there might be an overall decrease in pellet tonnage.

There is more to this story to come.

There are advantages and disadvantages to the DRI pellet modifications at both Keetac and Minntac. There's no obvious advantage to either. Too bad Butler is gone. It would have been ideal for this. All my humble opinion with no insider information.

Bruce Kettunen Mt. Iron MN

[OreRail] Ore Rail - Digest #464

Re: U.S. Steel to Invest \$150 Million Dollars for a DR Grade Pellet System in Minnesota

From: [Dave Schauer](#) Date: Wed, 29 Jun 2022 14:11:25 PDT

This is press info from Granite City from Tom Johnson. While the investment is good for the Range, the loss of the blast furnaces in their traditional role will cause job reductions.

<https://www.riverbender.com/articles/details/us-steel-announces-plan-to-repurpose-mill-could-spark-significant-loss-of-jobs-59746.cfm>

[OreRail] Ore Rail - Digest #465

Re: U.S. Steel to Invest \$150 Million Dollars for a DR Grade Pellet System in Minnesota

From: [Dave Schauer](#) Date: Thu, 30 Jun 2022 06:36:26 PDT

Wdio.com should get you to the main site. Click on the "This week in Mining" section.

[OreRail] Ore Rail - Digest #466

NSM to Remain Idled

From: [Dave Schauer](#) Date: Fri, 22 Jul 2022 12:32:42 PDT

NSM to remain idled until at least April 2023.

Continued from previous page:



Cliffs: Northshore to Stay Idle Until at Least April of Next Year

Renee Passal WDIO Duluth MN

Updated: July 27, 2022 - 2:32 AM Published: July 22, 2022 - 8:05 AM

That's the update from Lourenco Goncalves, CEO of Cleveland-Cliffs, during Friday's earnings call. He said it will remain idle until at least April of 2023. Goncalves said this is due to less need for pellets, as they are using more prime scrap. "The pellets at Northshore are not needed at this time."

The mine is in Babbitt, the plant is in Silver Bay. Between the two, there are around 600 employees. About 170 remain on the payroll during the idle.

Idled in the spring, Northshore Mining is going to stay down for longer.

Mayor Wade LeBlanc, from Silver Bay, said he felt really deflated when he heard the news. "Kind of hopeless. It's not good news, for a small town, and it's biggest employer. Especially with inflation."

His counterpart in Babbitt, Mayor Andrea Zupancich, said the same thing. "With property taxes going up, fuel oil, groceries, it's just a lot. The employees were worried about the idle going longer."

Unemployment has a limit of 26 weeks in Minnesota. But Rep. Rob Ecklund said he's already working on language of a bill that would call for an extension. "We need to take care of these workers," he told us.

Rep. Dave Liselgard said, "With the current UI benefits set to expire for many workers in November, an extension is another reason why it's imperative for lawmakers to return to the capital for a special session. Today's development is heartbreaking."

<https://www.wdio.com/mining-news/cleveland-cliffs-northshore-mining-idle/6531746/?cat=10335>

Dave Schauer Duluth, MN

[OreRail] Ore Rail - Digest #467 Keetac to Make DRI-grade pellets

From: [Dave Schauer](#) Date: Fri, 29 Jul 2022 04:20:13 PDT

Good news for Keetac and BNSF.

Renee Passal WDIO Duluth

Updated: August 1, 2022 - 11:04 AM Published: July 29, 2022 - 5:49 AM



U.S. Steel is moving forward with DR grade pellet production, and has selected Keetac as the plant to do so.



Employees lined up at Keetac, which will begin making DR grade pellets for U.S. Steel.

This was announced by the company on Thursday, in an infographic sent out with their earnings update.

On the earnings call on Friday, CEO and President of U.S. Steel Dave Burritt shared that Keetac's high quality iron ore body and long mine life make them the best choice. They will have the ability to produce blast and DR grade pellets there in the future.

DR grade pellets have a higher iron content than the traditional pellets made on the Range.

Keetac is the smaller of the two plants owned by U.S. Steel, so getting a \$150 million investment is significant.

They've also gone through longer idles than some of the plants. So this gives steelworkers a better sense of security.

<https://www.wdio.com/front-page/u-s-steel-keetac-will-make-dr-grade-pellets/>

Dave Schauer Duluth, MN

Continued on next page:



Despite Historically Poor Rail Service, J.B. Hunt Remains Bullish on Intermodal Growth

By Bill Stephens | August 19, 2022 Biggest domestic truckload intermodal customer doesn't expect railroads' historically bad service return to normal levels until 2023



A westbound BNSF Railway stack train carrying J.B. Hunt containers departs Winslow, Ariz., in August 2021 as an east-bound rolls toward the terminal. (Bill Stephens)



A line of double-stacked J.B. Hunt containers rolls down Cajon Pass in California on a westbound BNSF Railway train in September 2021. (Bill Stephens)

NEW YORK — Domestic intermodal service is running at historically low levels, with trains routinely arriving a day or two behind schedule, J.B. Hunt executives say.

"We never saw numbers like this before the pandemic," Darren Field, J.B. Hunt's intermodal president, told an investor conference this week. "It's really a labor and crew issue for our rail providers."

BNSF Railway is J.B. Hunt's railroad partner in the west, while Norfolk Southern is its primary carrier in the east.

Service has yet to improve from levels seen in the second quarter as conductor hiring is going more slowly than the railroads expected. "And at this point it feels like we're months away from getting it better, and that's probably a 2023 story," Field says.

"If we can get velocity picked up, it unlocks a lot of pent-up demand for intermodal service," Field says. "Our shippers continue to tell us they want more from intermodal, but they need better service."

Precision Scheduled Railroad operational changes have not brought about service improvements, Field says, and have instead pushed railroads away from their customers.

J.B. Hunt is encouraged by discussions with the new CEOs at BNSF and NS, both of whom are focused on growth. "Both of those leaders ... care about what our customers have to say," Field says of BNSF's Katie Farmer and NS's Alan Shaw, who previously served in marketing roles at their railroads.

Looking longer term, J.B. Hunt believes there are several major ways it can boost intermodal volume: Through economic growth, conversion of highway traffic to intermodal, increased transloading of international imported cargo at its facilities on the east and west coasts, and gaining market share.

But the biggest thing that will drive growth, Chief Financial Officer John Kuhlow says, is J.B. Hunt's renewed partnership with BNSF.

[The companies announced in March](#) that they will significantly boost intermodal capacity in the next few years by adding containers, chassis, and well cars while expanding terminals and their capabilities.

J.B. Hunt will increase the size of its container fleet by 40% within the next three to five years, bringing it to as many as 150,000 53-foot boxes.

Ongoing service problems have made BNSF and Hunt cautious about announcing new initiatives, [with the exception of a new intermodal terminal in Tacoma, Wash.](#)

"We have to educate customers on what we are doing to expand capacity. It can't be only about J.B. Hunt buying containers," Field says. "We need the railroad to talk more about what they're doing. The announcement in Tacoma was a great step and a signal to our customer base that we're serious and that they are doing things differently. I mean, when was the last time a railroad actually announced the opening of a new terminal for lift capacity? That's a great story and we're going to launch service there next week." The Hunt executives spoke this week at the Deutsche Bank 2022 Transportation Conference.



Union Pacific Operations Recovery Continues as Crew Ranks Rise

By Bill Stephens | August 16, 2022 Crew shortages and congestion continue to put a lid on volume growth, executives say



A Union Pacific intermodal train heads out of the Port of Los Angeles. (Trains: David Lassen)



Union Pacific's Eric Gehringer. (David Lassen)

OMAHA, Neb. — Union Pacific's operations are recovering as more conductors graduate from training classes and are deployed in revenue service, executives said at an investor conference today.

UP's traffic is up 2% in the quarter to date, but would be higher if not for ongoing service problems related to crew shortages, particularly on the railroad's northern tier from Nebraska to the Pacific Northwest. "However, that impact lessens each day," Chief Financial Officer Jennifer Hamann says.

Various performance metrics — including terminal dwell, average train velocity, and car miles per day — are trending in the right direction as the railroad works off excess car inventory, Eric Gehringer, executive vice president of operations, told the Deutsche Bank 2022 Transportation Conference.

As UP slowed down in April, shippers added more cars to their fleets to offset the impact of longer transit times. But that only exacerbated the congestion and further slowed the railroad. With excess inventory down, UP has been able to put some of its stored freight cars back in service. Some 597 new conductors have completed training and are in revenue service, with another 525 currently in training classes. UP also is getting a boost from the fact that Father's Day, the Fourth of July, and peak vacation season — all times when more train crews take time off — are now past.

"Crew availability is starting to improve more than just a little

UP's recrew rate — which measures trains that require more than one crew to move over a single crew district — has improved from 11% in April to 6.5% today, he says.

With operations improving, the railroad has parked some of the 100 locomotives it pulled from storage earlier this year. Those units will be held in reserve to handle anticipated traffic growth late this year as well as in 2023, when Schneider will shift its intermodal business from BNSF Railway to UP.

To prepare for Schneider and growth from other intermodal customers, UP is in the midst of capacity expansion projects at its terminals in Lathrop and West Colton, Calif.

Gehringer emphasized that the only reason the hump at Davidson Yard in Fort Worth was reactivated was to handle some of the classification work done at West Colton while the intermodal terminal construction is under way. Once the intermodal terminal capacity project is complete, Davidson's hump will be idled again, he says.

UP opened the intermodal terminal at West Colton last year in order to better serve the transload market in California's Inland Empire, where goods are transferred from marine containers to domestic containers for the trip to inland intermodal terminals. The expansion project will boost the terminal's capacity from 45,000 lifts annually to 120,000.

Iowa Interstate Returns SD38-2s to Service

By Steve Smedley and Erik Rasmussen | August 1, 2022 Two units reactivated while other locomotives are out of service following accidents



Iowa Interstate's reactivated SD38-2s lead a 92-car train across the Tazewell & Peoria Railroad Illinois River bridge on July 31, 2022. With three ES44AC locomotives out of service, the former Reserve Mining Railroad units are back in operation. (Steve Smedley)

Continued on next page:

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The Iowa Interstate Railroad has reactivated SD38-2s Nos. 152 and 153 after three of its General Electric ES44-AC locomotives suffered damage in grade crossing accidents.

The locomotives handed train PESI (Peoria-Silvis, Ill.) on Sunday, July 31, with ES44AC No. 508, pulling 90 grain empties and two steel loads.

The non-turbocharged, normally aspirated engines are fan favorites. The locomotives are kept in storage to be used during traffic surges or motive-power issues. This is the second time they have been used in six months.

Iowa Interstate's original fleet of five SD38-2s were built for the Reserve Mining Company in late 1978. Two, Nos. 154 and 155, were sold to the Chicago South Shore & South Bend Railroad in 2017 and are now South Shore's Nos. 804 and 805.

The units served in the LLPX lease fleet for several years prior to the IAIS purchasing them in 2004. Electro-Motive Division built 90 of the 2,000-hp SD38-2s, powered by the 16-cylinder 16-645E engine.

ES44AC No. 514 has been repaired by the Iowa Interstate in its South Amana, Iowa, shops, while sister 505 is being repaired by National Railway Equipment in Silvis, Ill.. The remaining damaged GE, No. 519, remains in South Amana pending repairs.

Newest Brightline Equipment Reaches Destination –provided by John Goodman

By | July 22, 2022 Two trainsets arrive in Orlando as part of preparation for extension of service



Two new Brightline trainsets make their way across CSX's Henderson Subdivision on Saturday, July 16.
(Jeff Wagoner)



In a screenshot from a video, two new Brightline trainsets arrive at the company's Orlando, Fla., maintenance facility. (CDB Produc-

ORLANDO, Fla. — Brightline has welcomed the arrival of two new trainsets at its Orlando Vehicle Maintenance Facility. The “Bright Green 2” and “Bright Pink 2” trainsets arrived Thursday, the third and fourth trains from the passenger operator's second round of equipment purchases to arrive on site in Florida. The first train arrived in West Palm Beach in October 2021; the second, Bright Blue 2, was the first to be housed at the Vehicle Maintenance Facility when it arrived in February 2022. A fifth and final trainset will arrive later this year.

The four-car, two-locomotive trainsets departed the Siemens Rolling Stock facility in Sacramento, Calif., on July 8. Their arrival in Orlando concludes a 3,000-mile, 10-state trip.

Brightline says the project extending its route from West Palm Beach, Fla., to Orlando will reach “substantial completion” in early 2023. A *Trains* Magazine report updating progress on the Orlando extension, “Brightline's Big Build,” appears in the September 2022 issue.

Metro News - An Unusual Switch Engine On Wednesday, August 3, 2022, 10:24 AM, Frederick Krenske



Here's an unusual switch engine. As a kid I remember seeing one go by Bunge Elevator in southeast Minneapolis. So -- Do you know what it is? - Rick Krenski

Foundation Releases New Proposal for Vancouver Island Rail Service

Trains Newswire [By](#) May 19, 2022

Business plan seeks \$431 million to start passenger and freight operation



The Mahalat, VIA Rail Canada's service on Vancouver Island, arrives at Parksville, British Columbia, in 2006. Passenger service on the island ended in 2011; a new proposal says it would cost \$431 million to revive the island's rail line for freight and commuter rail service. (Bob Johnston)

VICTORIA, British Columbia — The Island Corridor Foundation, the non-profit organization which owns the former Esquimalt & Nanaimo rail line on Vancouver Island, has proposed a C\$431 plan to for a commuter and freight rail service between Victoria and Courtenay, B.C.

[The Victoria Times Colonist reports](#) the foundation is seeking government support for a business plan calling for \$381 million in construction costs and \$50 million for rolling stock, and estimates the operation would at least break even on annual costs, with operating costs of \$12.8 million and revenue estimates ranging from \$12.7 million to \$23.4 million.

The new plan is in place of one outlined in a 2020 government report which estimated it would take more than \$700 million to restore the rail line and another \$600 million to launch passenger service [see ["Study places cost of restoring Vancouver Island rail line ..."](#) *Trains News Wire*, April 29, 2020].

Larry Stevenson, chief executive of the foundation, told the newspaper that commuter service on the island "is very much needed. I think we all know that."

The plan also allows for tourist-train operations on the island. Revival of the rail line will require resolution of land issues with First Nations groups stemming from the original land grants. The plan also faces a time limit: A court ruling has given the federal government until March 2023 to decide if it wants the line restored and will contribute funding.

VIA Rail Canada service on the island, provided by RDCs, last operated in 2011 before halted because of concerns over the deteriorating right-of-way.

From: William Buhrmaster Provided by Chuck Lavallee

Bill Buhrmaster MCRM Restoration Dept. 708-340-4098

Wed Jul 27, 2022 7:15 am

The MCRM Restoration Department recently completed a four day volunteer work session that was held on July 22nd-25th. We had an outstanding turnout with (16) volunteers helping us out during the four days. Several of the volunteers were on hand for three of the days and couple others volunteered for two of the days. All together the crew contributed (26) man days of help during the four day session. **Thanks goesout to all of the volunteers that helped out!!!!** (Nancy, Kathy, Jay, Jeff Ha., Jack, Jerry F. , Richard P.,Owen, Scott, David P., David M., Pete, Jerry M., Karl, Jim B. and I.).

Following is a brief summary of the projects and the progress:

EJ&S #2:-Nancy applied the first coat paint in the baggage room walls and side door. She completed two of the three walls and Jay completed the remaining side wall (west). -Jim B. applied the first coat of paint to the side door guard and Jeff H. but on the final coat on Monday. Jeff H. also applied the first coat of paint to the four boards that are for the second door guard.-Pete continued repairing and installing interior trim on the east side of the car as well installing the last of the deafening ceiling boards under the car. -David M. continued to remove paint from the interior of the corner john. It is a small room but it takes alot of time and effort to remove all of the paint.

Soo Line #203:-Richard P. put a few finishing touches on the north end beam project and it is now complete with the exception of final paint.-Richard P. installed the new stove pipe inside the caboose. Up on the roof he installed the stack and stack braces. This completes the stack work on the car. Scott wire wheeled the stove heat guard and Richard painted it.-Richard P. and Kathy primed the interior roof boards in the north end of the car. On the last day of the session David P. was working on applying the first coat of the finish color on the interior roof boards.-Owen sanded and drilled the needed holes in the window stops and window guards that Jack had made forthe car. Kathy applied the first coat of finish paint (on Sunday) and Karl S. put on the final coat (on Monday).-Karl S. worked on applying the first coat of the interior color in the cupola of the car.

Continued on next page:

Continued from previous page:

C&IM #90:-Jerry and I worked in the north end of the car installing two stained glass panels in the upper clerestory area above the stateroom walls. Scott made up (10) steel plates that that were used to secure the stained glass panels to the partition walls. We also installed several pieces of plywood on the west wall of the south stateroom. This completes the underlayment in the south stateroom. The plywood serves as an under layment with mahogany (plywood) to be applied over the entire wall at a later date. And finally, new mahogany door jams were made for the swinging door that is at the north entrance to the dining room.

Duluth:-Kelly B. worked on the annunciator system in the sleeping room. He pulled out the old wiring and installed new wires to all the annunciator buttons on each of the window posts. -Bob R. delivered the recently machined brass end bushings for the upper berth curtain rods.-Scott reconnected one of the air brake lines that was disconnected previously while working under the car. *Kelly*
Thursday, July 28, 2022 5:25 AM July Update

MCRM Volunteers and Supporters:

This past weekend the **Mid-Continent Railway Museum's Restoration Department** held a four day volunteer session (July 22-25) in the Car Shop. (15) volunteers participated in the session with work being performed on the East Jordan & Southern #2, DSS&A DULUTH sleeping car, Soo Line #203 caboose, LS&I #64 and the Chicago & Illinois Midland #90 business car. It is really exciting to see the volunteer support that we are getting and seeing the progress that was made during this session. The attached document summarizes the progress made during the session along with photos of the projects.

In August we have two planned sessions coming up for volunteers to participate in. The first one is scheduled for **August 5-7th** and the second one is **August 20-22nd**. Please mark your calendar and plan on joining us in the Car Shop as we continue to move forward on the projects. Your help is critical and greatly appreciated. As always please contact me if you plan on helping out during one or both of these sessions so we can plan accordingly.

Iowa Town Turns Down CP Offer to Address Increased Rail Traffic

By | August 18, 2022 **Funds would have covered closing two of Camanche's seven grade crossings**



A Canadian Pacific work train occupies a siding in Princeton, Iowa, on May 6, 2022. The community of Camanche, about a dozen miles to the northeast, has turned down a CP offer regarding merger impacts. (David Lassen)

CAMANCHE, Iowa — The city of Camanche has rejected an offer for \$200,000 from Canadian Pacific to mitigate the impact of the pending CP-Kansas City Southern deal, with Mayor Austin Pruett telling KWQC-TV the offer is “very offensive.” The funds would have addressed closing two of the seven grade crossings in the community of 4,570, located along the Mississippi River just southwest of Clinton, Iowa.

Farther south, three other communities on CP's line along the Mississippi have reached agreements worth a total of \$16 million [see [“Bettendorf, Iowa, approves agreement ...,”](#) *Trains News Wire*, July 7, 2022; [“Former mayor urges Davenport ...,”](#) *News Wire*, Aug. 5, 2022; [“Davenport, Iowa, council approves deal ...,”](#) *News Wire*, Aug. 11, 2022]. CP has estimated freight traffic on the route will increase from eight to 22 trains a day after the merger. Camanche officials wonder why they aren't receiving comparable offers.

“Maybe we're too small for them to worry about,” City Administrator Andrew Kida told the station. “For the larger communities, they certainly are doling out a lot of money for those issues.” Kida estimated it would cost \$2.5 million to create a quiet zone in the community, plus additional costs to add crossing gates where they do not currently exist and cameras to allow emergency services to know which crossings are blocked by trains.

CP spokesman Andy Cummings told the station “discussions are ongoing” with cities including Camanche.



Amtrak Daily News Brief - September 6, 2022 -
Selected stories –provided by John Goodman

Amtrak Unveils Enhancements for Share Fare Program

TRAVELPULSE.COM [CAR RENTAL & RAIL](#) [AMTRAK](#) [DONALD WOOD](#) SEPTEMBER 06, 2022

announced that it has enhanced the popular Share Fare program to allow groups of up to eight people can save big with a total discount of as much as 60 percent off.

To be eligible, all passengers must travel together on the same itinerary and have tickets issued jointly, with larger groups receiving bigger discounts. The Share Fare program can be found on the rail company's [official website](#).

Reservations for Share Fares must be made at least two days before travel and are applicable on most published prices. The discounts are available across the country on Coach and Acela Business Class tickets using promo code V291 for travel on certain trains.

Number of Passengers	Passenger 1	Groups of 2	Groups of 3	Groups of 4	Groups of 5	Groups of 6	Groups of 7	Groups of 8
Discount	Pay Regular Fare	Pay Regular Fare	17% off all Fares	30% off all Fares	39% off all Fares	47% off all Fares	54% off all Fares	60% off all Fares

The offer is not valid on the Amtrak Hiawatha, Capitol Corridor, Keystone Service, Canadian section of the Maple Leaf, Canadian section of the Adirondack, Canadian section of Cascades, Pacific Surfliner and Pennsylvanian.

The Share Fare program is not combinable with any other discount offer, and is also subject to any restrictions, blackouts and refund rules that apply to the type of fare purchased and a 25 percent cancellation fee.

Here are the routes that the Share Fare program can be used:

The Northeast Corridor

—Washington-Baltimore-Philadelphia-New York-Boston (Acela, Northeast Regional)

—Virginia – Richmond-Norfolk-Roanoke (Northeast Regional)

California

—San Francisco Bay Area / Sacramento – Bakersfield/Southern California (San Joaquins)

Illinois

—Chicago – Quincy/St. Louis/Carbondale (Illinois Service)

Maine

—Brunswick-Portland-Boston (Downeaster)

Michigan

—Chicago – Grand Rapids/East Lansing – Port Huron/Detroit – Pontiac (Michigan Service)

Missouri

—St. Louis – Jefferson City – Kansas City, MO (Missouri River Runner)

New York

—New York – Albany (Adirondack)

—New York – Albany – Syracuse – Rochester – Buffalo – Niagara Falls, NY (Empire Service)

—New York – Albany – Syracuse – Niagara Falls, NY (Maple Leaf)

North Carolina

—New York – Richmond – Raleigh – Charlotte (Carolinian / Piedmont)

Oklahoma/Texas

—Oklahoma City – Fort Worth (Heartland Flyer)

Oregon/Washington

—Seattle – Tacoma – Portland – Salem – Eugene (Cascades)

Vermont

—Burlington-Rutland-Albany-New York (Ethan Allen Express)

Continued on next page:

Continued from previous page:

Hudson Tunnel Project will be Delayed by Three Years and Cost \$2B More, commission Says



Marsha A. Stoltz NorthJersey.com



The 2.3 billion replacement for the portal bridge broke ground Aug 1. And is expected to take 5 ½ years to complete. -New Jersey Transit Proposed route of the new Hudson Tunnel which would be constructed as a part of the first phase of the Gateway Program. -Federal Transit Administration

Sept 2 2022 Updated Sept 5 2022 SECAUCUS — The Gateway transit commuter tunnel linking New Jersey to New York under the Hudson River will be further delayed and cost more to construct.

The new tunnel is not expected to be completed until 2035, three years later than expected and a year after some experts say the old one is supposed to be shut down, and will cost \$2 billion more than estimated a year ago, the Gateway Development Commission announced.

The bi-state agency created to facilitate what is now a \$16.1 billion project replacing the Portal Bridge and building a new railway tunnel under the Hudson announced Wednesday that it will be seeking new sources of funding and ways to speed the project along. Construction began Aug. 1 on the \$2.3 billion bridge portion of the project. Construction on the tunnel is now estimated to start in 2024. Once the new tunnel is finished in 2035, the old tunnel will undergo repairs expected to last until 2038.

There was no discussion about what will happen if the old tunnel must be closed before the new bridge and tunnel are completed. Citing "pandemic-related" cost hikes and "time lost from the political delay during the last federal administration," CEO Kris Kolluri said the commission will seek additional grants made available under the Bipartisan Infrastructure Law of 2021, "ensuring we have a cost and schedule for the project that our partners and the public can rely on."

"We'll continue to mitigate these costs and speed up aspects of the project," Kolluri said. "But most critical is that we now have a path forward, working hand in hand with the federal government."

The condition of the 112-year-old bridge and tunnel has been the topic of ongoing discussion and debate.

The Portal Bridge is only 24 feet above the Hackensack River at high tide and must be opened to allow commercial boat access, delaying train traffic. A 1996 derailment was caused by the swing bridge failing to close properly, resulting in a reduced maximum speed on the bridge to 60 mph.

The tunnels were damaged when flooded with seawater during Superstorm Sandy in 2012, leading Amtrak CEO Joseph Boardman to advise the Regional Plan Association in 2014 that one or both tunnels would have to be shut down by 2034.

Suspended for Over Two Years, Amtrak Service Between Seattle and Vancouver BC Resumes

The first trip back will be on Sept. 26. It will leave Seattle at 7:45 a.m. and arrive in Vancouver, BC at 11:45 a.m.

Author: Seattle KING 5 Staff Published: 4:55 PM PDT September 2, 2022 Updated: 5:15 PM

VANCOUVER, BC — Amtrak travel between Seattle and Vancouver, BC will resume after being suspended for more than two years. The first Amtrak Cascades train will depart on Monday, Sept. 26 from Seattle at 7:45 a.m. It will stop at five cities before reaching Vancouver, BC at 11:45 a.m.

Traveling southbound, Amtrak Cascades will depart Vancouver at 5:45 p.m. and arrive in Seattle at 10:10 p.m. This single round trip will be offered daily, with a second daily trip added in the future as Amtrak staffing and equipment allow.

Borderlands: Texas-Mexico Trade Expected to Top \$1.5 Trillion by 2050

Freight Waves -[Noi Mahoney](#) Sunday, September 4, 2022



📷 The Texas Department of Transportation projects that by 2050 high technology will be the top cross-border supply chain between Texas and Mexico by value at \$651 billion. (Photo: FreightWaves staff)

International trade between the Lone Star State and Mexico could reach \$1.5 trillion in value by 2050, with tractor-trailers representing the primary mode of freight transport, according to the Texas Department of Transportation (TxDOT).

“Today, we are at 3.9 million tons of freight annually between Texas and Mexico, and we’re looking at pretty much doubling that by 2050 to 7.2 billion tons. That’s an 80% rate of growth,” said Caroline Mays, TxDOT’s director of freight, trade and connectivity.

“Trucks dominate the movement of freight around the state of Texas, but we also have rail, water and air that plays a big part of that movement.”

Mays gave a presentation on the future of Texas-Mexico trade at the U.S.-Mexico Border Environmental Forum hosted by the North American Development Bank on Aug. 18 in San Antonio.

Last year, TxDOT released its [Texas-Mexico Border Transportation Master Plan](#), which forecasts as many as 12 million tractor-trailers and 2.5 million rail containers are forecast to flow between the countries by 2050. In 2021, about 6 million trucks and over 420,000 loaded rail containers crossed the border.

Texas and Mexico are connected by 28 international bridges and border crossings, as well as six rail-only bridges.

“We are looking at staggering numbers of truck and rail goods moving into our borders, and certainly it’s going to require investments,” Mays said.

TxDOT projects that by 2050, high technology will be the top cross-border supply chain between Texas and Mexico by value at \$651 billion. High-technology exports include products in aerospace, computers, pharmaceuticals, scientific instruments and electrical machinery. In 2019, the high-technology supply chain between the countries was valued at \$135 billion, according to TxDOT.

Other projected top Texas-Mexico supply chains in 2050 include assembled motor vehicles (\$187 billion, up from \$88 billion in 2019), industrial machinery (\$170 billion, up from \$56 billion), fresh produce and grains (\$93 billion, up from \$14 billion) and manufactured goods (\$61 billion, up from \$15 billion).

Mays said the greatest challenge for the trade community is making sure both countries have enough bridges, railways and roads to facilitate the increased commerce.

“This is why we need to invest in our infrastructure, the cross-border infrastructure in both countries,” she said.

TxDOT estimates that U.S.-Mexico border crossing delays in 2019 resulted in \$68 million in economic productivity losses, reducing GDP in both countries by \$2.3 billion.

If no significant improvements are made to the infrastructure connecting Texas and Mexico by 2050, productivity losses from border delays could reach \$4.4 billion, reducing gross domestic product by \$116 billion in both countries, TxDOT said.

According to the FreightWaves SONAR platform, north-bound truck wait times at Laredo’s World Trade Bridge ([WAIT.LRD](#)) and other U.S.-Mexico border ports of entry are averaging about 2.7 hours over the last week.

In Service Cab Signals on Mainline Railroad Routes — August 2022

[By Chris Guss](#) | August 8, 2022

Few places remain where cab signals ensure home road locomotives always lead trains



Once cab signal territory, this westbound Union Pacific train at DeKalb, Illinois, is on former C&NW tracks and powered by NS and CN power. Joel Kirchner photograph

These have included lines operated by Norfolk Southern, CSX Transportation, and Union Pacific, among others. On these territories, only cab signal-equipped units owned by the respective railroads could lead trains. Of course, there were rules that allowed non-cab signaled locomotives to lead, but they were rarely used. [With positive train control](#) in place, these “sacred” locations of all home road power leading trains are in jeopardy.

On June 1, 2022, [Union Pacific](#) retired its cab signal system on a large segment of its remaining lines so equipped east of Cheyenne, Wyoming. This means that from now on, any locomotive from any railroad with PTC installed can be cut in to lead trains on these mainlines. Prior to June 1, PTC was already in use on these lines, though a Union Pacific cab signal-equipped unit was still required to lead the train. The crew would setup and test the cab signal system then cut it out prior to departure. It would only be cut-in and used in case of PTC failure enroute.

Until recently, Union Pacific had three types of in-service cab signals systems on various lines across its system, with only the Automatic Cab Signal/Coded Cab Signal system remaining after June 1 west of Cheyenne. Along with Union Pacific’s ACS/CCS mainlines east of Cheyenne being retired, former Chicago & North Western lines with Automatic Train Control were eliminated on June 1, with C&NW lines featuring the Automatic Train Stop system in the Chicago area phased out in 2019.

This leaves only Union Pacific’s Evanston, Laramie, Rawlins, and Portland subdivisions, along with a handful of other freight lines across the country still equipped with in service cab signals. They are among the last stretches of mainline that one can visit and be guaranteed to see a home-road locomotive leading all trains passing by.

Cab signals have been in use in the United States since the 1920s and at their core were used to enforce restrictive conditions ahead of a train if the engineer failed to do so on their own. Cab signals became mandatory on any tracks in the U.S. that operated trains faster than 79 miles per hour in the early 1950s. With the implementation of PTC, these antiquated systems have become redundant and as such, railroads have been petitioning the government to eliminate them.

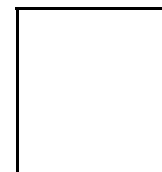
#261 Gourmet Express October 1 and Oct 2022

A few Coach tickets are still available.
Go to <https://261.com/> to order.

Railfan Events (Thanks to Rick Krenske, Bill Dredge)

Trainfest® <small>America's Largest Operating Model Railroad Show.</small>	Saturday-Sunday November 12-13, 2022 9am—5pm	Wisconsin State Fair Park in Milwaukee, WI Order tickets at https://www.train-fest.com/tickets	\$20 for two-day Ticket \$19.95 for single day ticket
Newport Train Club Train Show	Saturday, Oct 8, 2022 9:00 am—2:00 pm	Woodbury High School 2665 Woodlane Drive, Woodbury, MN 55125	\$6
Randolph Railroad Days	Saturday-Sunday October 22-23 2022 9:00 am—3:00 pm	Randolph Minnesota High School 29110 Davisson Ave Randolph MN 55065	\$6
Greater Upper Midwest Train Show & Sale Cancelled (per web site)	Saturday, Nov 19, 2022 9:00 am—2:00 pm	Century College West Campus 3300 Century Ave. N. White Bear Lake, MN 55110	\$6
Granite City Train Show	Saturday, Nov 5, 2022 10:00 AM—4:00 pm	St. Cloud River's Edge Convention Center 10 4th Ave S St Cloud MN 56301	\$6
Great Train Show	Saturday—Sunday,. Nov 5, 6 2022 10:00 AM—4:00 pm	Canterbury Park 1100 Canterbury Road Shakopee MN 55379	\$10 for both days

Northstar News
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Address Correction Requested



OK, here we have a Chicago Great Western passenger Train. I'm sure you know the location?. Rick Krenske