



NRHS

Publishers of the Minnesota Rail Calendar

Northstar News

Stay Cool, but enjoy Summer – It will end too soon



*L: RPCE Tracy
MN UP YD April
10 2018
—Bob Ball Photo*



*R: Cannon Falls
job tween Ran-
dolph & Cannon
falls Sept 2012
—Bob Ball Photo*

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Meeting Notice:
Saturday September 9th 2023 6:15 pm At Roseville Lutheran Church, our September Meeting also will be a ZOOM meeting. Note: in 2023 meetings will held on the 2nd Saturday of the month. (Planned Program: To Be Determined)

Informal Dinner at Keys Restaurant -Lexington and Larpen-teur Avenues at 4:15 pm September 9, 2023.

Zoom instructions: You simply click on the link below to join using your internet browser. 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 5:45 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.

September Zoom Meeting Sign-on for the September 9th 2023 meeting is noted here! Log in information for the July 13, 2023 Northstar Chapter NRHS Zoom meeting.

The Zoom meeting will open around 5:30 pm Central Time and officially begin at 6:15 pm.

Sign in will be in the September 2023 newsletter, out about September 1st 2023.

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. (1215 Roselawn Ave W Roseville MN 55113)



From the Editor: The BOD has decided to change the Chapter By-Laws. The BOD proposes for 2024 that chapter officers be reduced from 5 to 4 positions. The positions will be President, Treasurer, Secretary and National Representative. Members will be able to vote on this change at the September 9th 2023 meeting. These changes were reviewed at our May 2023 meeting. Detailed write up can be viewed on our Chapter website. Also, for 2024, The BOD passed a resolution of Dues increase. Chapter regular membership will be \$30, Subscribers will be \$35 and if subscriber receives the paper copy (mailing) of the newsletter, an additional charge of \$5 will be assessed. Proposed by-laws can be read by using the link here: <http://northstar-nrhs.org/bylaws/Proposed-Changes-By-Laws-Oct-2024.pdf>

Meeting Minutes May 13 2023 at Roseville Lutheran Church

The meeting was called to order at about 6:15 pm by President Dan Meyer. The meeting had a quorum. Sixteen people were present. A motion to approve the April meeting minutes reported in the May 2023 Newsletter. The motion was carried. The Treasurer's report was given by Russ Isbrandt. The chapter checking account balances for the Chapter is a little less than last month and the calendar account is healthy. Membership showed thirty-five regular members, with four non-renewals, and fourteen subscribers with eight non-renewals. The library report was given by Russ Isbrandt. Most of the time spent is reviewing photos for consideration of the 2024 calendar. The correspondence papers from the Marv Mahre collection is being reviewed. Many duplicate Trains Magazines have been bundled by year dating back to Jan 1950. There is hope that we can sell these bundles at a nominal price in the near future. Trains magazines are common as dirt and virtually no market for these magazines. President Dan Meyer stated we have duplicate NRHS Bulletins and Passenger Train Journals free for the taking here. The Calendar report was given by John Goodman. There have been about 60 photos selected of which the selection will be reduced to thirty. Included are photos for streetcars, Steam, Diesel, and Minnesota Commercial photos.

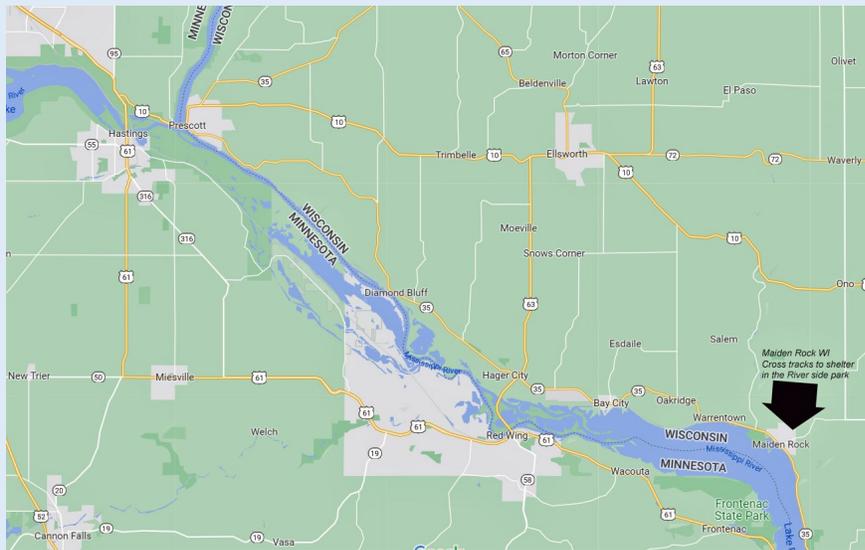
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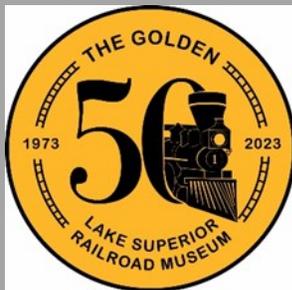
There is hope that we have the photos selected by June 1st and have the calendar available by July 1st or no later than August 1st of this year. John stated that the calendar price will be increased by one dollar due to postage rate increased. It was pointed out that Treasurer Russ Isbrandt reported that our rent of the Post Office Box is overdue for an amount of two hundred and twenty-six dollars. John Goodman has made a donation of One Thousand Dollars to cover the post office box cost with the extra going to the chapter. The Chapter account is held at US Bank with the Calendar Account at Wells Fargo Bank. John Goodman gave the Trip report. Since we have never done a trip on the Excelsior Streetcar line, Our June 2023 trip will be on the third Saturday of June 2023 at 11:30am on the Excelsior Streetcar line of the MSM instead of our annual Light Rail train ride. This year is the 50th Anniversary of the Lake Superior Railroad Museum and the Northshore Scenic Railroad. The August trip on the third Saturday in August will be The Two Harbors trip with an all-Dome train featuring the Puget Sound and Silver Club. We can have one of the Dome's at an individual cost is \$85 and you will get a dome seat. We will have a sign-up brochure for the Duluth trip by the Chapter picnic in July. We will car-pool up to Duluth and the Two Harbors Train leaves at 10:00 am, arrives at Two Harbors at Noon, and returns to Duluth at 2:00pm for a about 4:00 pm arrival in Duluth. Dan Meyer raised the question of the Duluth Trip being the 2nd Saturday in August but John Goodman said that the first two weekends in August are Thomas the Train events at the Lake Superior Railroad Museum. John also stated that the #332 steam engine will not run until fall of 2023 if at all due to maintenance issues. Our annual picnic will be the Third Saturday in July at Maiden Rock Wisconsin. Richard Tubbesing stated that the Chapter picnic and the August trip will be in the July 2023 Newsletter, due out about July 1st. The newsletter report was given by Richard Tubbesing. The Northstar News will be published in May, July and then resume monthly publication in September. The Duluth trip brochure will be in the July Newsletter. The Cheer committee was given by Dan Meyer. Dawn Holmberg stated she is recovering from surgery for a blockage that was fixed. John Cartwright, Bob Clarkson and Cy Svobodny are in attendance and hopefully recovering from their ailments. John Goodman stated that member Dave Norman whereabouts is now known. He was in attendance in a wheelchair at the Fair Grounds Flea Market and is currently residing in a assisted care facility at Redeemer on Nicollet and 31st Avenue in Minneapolis. John Goodman stated that he appeared in good shape and is getting good care at Redeemer. John Goodman stated concern of long-time member Ron Linebarger. Glen Holmberg stated he has got two phone numbers for Mr Linebarger. John Goodman was given the phone number. Richard Tubbesing stated that he wants to confirm the address of Mr Linebarger so the newsletter is getting to the correct place. The web report was given by Dan Meyer. The web site is current with updates, as meeting video, newsletters and meeting notices are updated. Dan also posts meeting notices on Facebook. Dawn Holmberg gave the National Representative report. Dawn stated that the NRHS conference will be held jointly with the R&LHS and the SP Historical Society in Sparks Nevada next weekend. Dawn has reports from NRHS Secretary Ellen Scott and the NRHS is ready to conduct future meetings. The NRHS Administrative Website is not available and currently being updated. Dawn stated she has been posting Heritage Grants to the NRHS website. Dan Meyer stated that we have changes coming to our chapter by-laws. In essence, the Board of Directors will have the Vice President removed, so there will be President, Treasurer, Secretary and National Representative. Also, lengthening the election cycle to three years. For Details, Dan mentioned these changes are posted on the chapter website at <http://www.northstar-nrhs.org/bylaws/Proposed-Changes-By-laws-eff-Jan-1-2024.pdf>. We will have the membership vote on this change at the September meeting. There was no Old Business. New Business. Dan Meyer stated we need a Nominating committee, of which Dan stated he is a member. Dan Meyer stated we need three people and solicited volunteers. Ed Johnson stated he would volunteer. Russ Isbrandt stated we need to have a giveaway day at the library where members and railfans can come and get railroad material free or at nominal cost. We have many books and material to give away and need to 'Cull the Heard' at the library. Dan Meyer stated we should determine a date and maybe have this scheduled quarterly. The first giveaway could be in September. We don't want to schedule on days when there are flea markets. Dan Meyer also stated we should notify other railfan groups for invitation. Richard Tubbesing gave the program report. Tonight, we have a picture and video program from Jeff Wojciechowski of the Wisconsin Chapter. Programs for the fall but are not set in stone. We have planned a video from Jack Barbier and a slide should from Greg Smith. Richard stated that by September 1st we will have specific dates for these programs. Dawn Holmberg stated we got a donation of some books and magazines from Charles Barthold. Chuck then gave some details of his donation. The chapter thanks Charles for his donation! President Dan Meyer then motioned for adjournment of the meeting at 6:35 pm. Motion was carried.

Announcements: Ed Johnson gave a report about the 2nd train to Chicago. The state of Minnesota has funded the 2nd train for two years. When the 2nd train will start has not been set, but hopefully it will begin this fall. Equipment Amtrak will use is to be determined. Ed also reported on the Northern Lights Express to Duluth. Both houses of the Minnesota legislature have funding bills for the project and bills from both houses hopefully will be resolved by the end of the legislative session. Richard Tubbesing asked if a problem is getting BNSF on board for the Northern Lights Express. Ed stated the BNSF wants to see the money before participating. Dawn Holmberg stated that MTM member Scott Hiedrich had passed away. Richard Tubbesing stated that the chapter welcomes back at the meeting, John Cartwright, Bob Clarkson, Dee Smith Lundeen, and Cy Svobodny. After a break, Jeff Wojciechowski presented a great program of photos and great drone footage of railroads in the Southwest. Members enjoyed the program. Respectfully submitted by Richard Tubbesing, Secretary.

**Don't forget: Our Chapter Picnic Saturday July 15 2023 11:00am – 3:00pm
Maiden Rock Wisconsin Riverside Park on the BNSF Mainline
Bring your own Lunch and Beverages.**



Directions: From St Paul: I94 East to South on Highway 61, Exit left to Prescott Wi turn off just before Hastings, Cross the St Croix River Bridge, take an Immediate Right (South) on Wisconsin Highway #35 and proceed to Maiden Rock Wisconsin Turn Right on Chester Street and carefully cross the railroad tracks and you have arrived in the village park. (about 32 miles from Prescott)



**Our Annual Train Trip is Friday August 18 2023 (Please note this is FRIDAY)
Meet at ticket Office at the Duluth Depot at 9:30am. The Train will depart from Duluth at 10:00am and return about 4:00pm. Pre-Ordering is required as there are a limited number of dome seats available and the trains sells out weeks ahead of time.
Transportation to Duluth is on your own! Sign up using our inserted Brochure!
Sign-up must be submitted before July 22nd 2023. We look forward to seeing you on the train.**

Northstar Chapter NRHS Streetcar Ride in Excelsior MN June 17th 2023.

We rode the Duluth Street Railway car #265, a trolley trip along a half-mile of track built on the former right-of-way of the Minneapolis and St. Louis Railway. The car made a stop at the car barn so passengers can view a photo gallery of hotels, trains, paddlewheel boats and landmarks from the 1800s and see work in progress on a streetcar restoration. We had 13 members enjoy the ride on a warm sunny day. Streetcar #265 stats: 9' 1" wide by 46' 8" long with Steel underframe with wooden car-body and canvas roof and General Electric #13 trolley base with 7" trolley wheel.

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L to R 1. Robert Thurn, John Chute, Roger Libre enjoying the ride. 2. MSM motorman Russ Isbrandt and wife Martha. 3. Loading area of the streetcar with MSM attendant.



L to R: 1, Ticket Booth to obtain your token for the Ride. 2. Streetcar #265 along the route. 3. Group Photo -R Tubbesing and Dawn Holmberg Photos



In the car barn, Mississippi Valley Public Service No.10 (Beautifully restored!) served the city of Winona, Minnesota from 1913 until 1938. It was part of an order for four cars (Numbers 9 to 12) built by the St. Louis Car Company in 1913 and 1914 (job No. 1012) and delivered in April, 1914. Car No. 10 was placed in service in late May, 1914.

Minnesota Legislature Approves Funding for Northern Lights Express Passenger Service
 By [Steve Glischinski](#) | May 22, 2023 Provided by Rick Krenske **Passenger service would link Twin Cities and Duluth/ Superior**



Amtrak's North Star from the Twin Cities arrives in Duluth, Minn. on Sept. 23, 1983. The new Northern Lights Express will use much the same route of the North Star bringing Amtrak service back to Duluth for the first time since April 7, 1985, when the North Star was discontinued when state funding was cut. Steve Glischinski

ST. PAUL, Minn. – The Minnesota Legislature has approved a transportation measure that includes nearly \$195 million in funding for the [Northern Light Express](#) passenger rail service from the Twin Cities to Duluth, Minn. If implemented, it would be the first passenger service to Duluth since Amtrak's *North Star* was dropped in 1985. The 152-mile line is expected to cost about \$779 million. Approval of state funding will now unlock a federal matching grant to pay for the balance of the project.

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Approval of funding comes more than a decade after the service was first proposed. Trains will use the existing Northstar commuter rail Target Field Station in downtown Minneapolis, and make stops at new stations in Coon Rapids, Cambridge, Hinckley and Superior, Wis. The service will mostly use BNSF's ex-Great Northern Hinckley Subdivision. Existing sidings would be lengthened and the portion from Cambridge to Hinckley would be upgraded to allow for 90 mph operation. Trains would make four round trips daily. Ridership is projected at 700,000 to 750,000 the first year. Service could begin in three years, although in view of how long past rail projects in the United States have taken, that is likely an optimistic estimate.

Minnesota's appropriation is for \$194,700,000 in fiscal year 2024. That will include money for preliminary engineering, design, environmental analysis and mitigation, acquisition of land and right-of-way, and construction. It also includes money for acquisition of equipment and rolling stock in the Midwest Amtrak fleet pool to provide for service on both the Northern Lights Express and expanded Amtrak service between St. Paul and Chicago. The second St. Paul-Chicago train got a further boost in the legislation since it includes \$1,833,000 in fiscal year 2024 and \$3,238,000 in fiscal year 2025 for capital and operating costs as a match for federal funding. Start up for the second Chicago train, running on the current route of [Amtrak's Empire Builder](#), is expected to begin later this year or early in 2024.

The legislation includes additional funding for the new NLX station in Coon Rapids to allow Amtrak's *Empire Builder* to stop there, essentially creating a Minneapolis suburban stop for the train and an NLX connection to the *Builder*.

Other parts of the transportation bill related to rail include funds to study the feasibility of extending Northstar commuter service to St. Cloud. The line now stops at Big Lake, Minn. but was designed as a service to St. Cloud. When the line was built it was scaled back to Big Lake due to lack of funding, and has struggled to lure passengers back following the pandemic. Another study would examine possible service improvements on the BNSF line between St. Paul and Moorhead, Minn. currently used by the *Empire Builder*.

Lawmakers allocated \$50 million to help design a light rail extension between downtown Minneapolis and suburban Brooklyn Park but \$40 million won't be released until federal funding is finalized. A Twin Cities metro-area sales tax was approved to help fund transit projects, as was a gas tax increase indexed to inflation.

Rail was actually a small part of the transportation bill, which totaled \$1.3 billion mainly for the state's roads, and bridges. Minne-

NLX Alliance Celebrates Train Funding

Thursday, May 25, 2023, 12:27 PM, [Frederick Krenske](#) Northern Lights Express Alliance Celebrates Minneapolis -Duluth Train Funding Signed by Gov. Walz

Passengers will be able to buy a \$35 train ticket to Duluth in 3 to 5 years after \$194 million in state money unlocks 80% of the cost to be paid in federal money.

Author: Lou Raguse Published: 4:20 PM CDT May 24, 2023 Updated: 6:23 PM CDT May 24, 2023

PINE CITY, Minn. — There was reason to toast at Wednesday's meeting in Pine City of the Northern Lights Express Alliance. The group for years has been planning and advocating for a passenger rail route from Minneapolis to Duluth with stops in Coon Rapids, Cambridge and Hinkley.

The route hasn't existed since 1985.

NLX Alliance Chair Andrew Johnson, Minneapolis' Ward 12 council member, has long touted the jobs that will be created in the construction of the new train stations, as well as improvements to existing rail line. He says it is as shovel-ready as a rail project like this can be.

"It felt like a long shot five years ago," Johnson said. "It will be about three to five years total until folks are able to ride on the train. It really only takes three years to build it, but there are some additional administrative stuff that gets taken care of."

The Minnesota Legislature approved \$194.7 million — which is 20 percent of total costs — but will unlock the other 80% in federal funding.

Criticism by opponents includes a belief that money could be better spent on other forms of transit that would be used more and a belief that ridership won't be able to sustain costs long-term.

Ken Buehler, the executive director of the Lake Superior Railroad Museum and a strong advocate for the route, firmly believes there's more than enough public interest.

"We've got Duluth, the tourist destination of Minnesota, and where does 74% of our guest visitors come from? The seven-county metro area," Buehler said.

New train cars will be purchased but they'll use the existing BNSF railroad. Four daily round trips are expected with tickets for a one-way trip costing about \$35.

Construction on this project, which includes building the new train stations and improving the existing rail, is expected to begin in about a year.

Ore Rail - Digest #520

On Tuesday, February 21, 2023 at 09:48:33 AM CST, Dave Schauer <missabe@charter.net> wrote: MPR News

Northshore Mining, Shut Down Since Last Spring, Poised to Restart

[Tim Nelson](#) February 20, 2023 3:12 PM

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Snow covers Silver Bay, Minn. shown on Jan. 11, 2016. Cleveland-Cliffs says it is recalling some of the more than 400 workers it laid off last spring, idling one of the Iron Range’s key mining and taconite production operations. Derek Montgomery for MPR News

Cleveland-Cliffs says it is recalling some of the more than 400 workers it laid off last spring, idling one of the Iron Range’s key mining and taconite production operations. “Cleveland-Cliffs is calling back some workers to Northshore Mining,” company spokesperson Patricia Persico told MPR News in response to an inquiry about the operation. “We will provide more details when we decide when and at what capacity this operation will be brought back online.”

Northshore, which makes high quality DR-grade pellets for electric steel furnaces, was shut down last spring, idling most of the nearly 600 people that worked at the mine in Babbitt and the pellet facility on the Lake Superior shore in Silver Bay. The company said in July it was extending the shutdown, possibly into the second quarter of 2023.

Cleveland-Cliffs said at the time that steel producers were using more recycled steel in their furnaces and didn’t need the pellets, although the company has also been haggling with Mesabi Trust over mining royalty payments in 2020, 2021 and 2022. The trust filed for arbitration back in October.

The layoffs have been a source of alarm on the Iron Range as well as in St. Paul, where lawmakers recently moved to extend unemployment benefits for the workers affected by the shutdown, many of whom had reached their 26-week unemployment benefit limit in November. A bill signed by Gov. Tim Walz late in January extended that for another 26 weeks and included retroactive benefits.

The news was welcomed by officials on the Iron Range and across Minnesota.

“This is a win for Silver Bay, northeastern Minnesota and the state as a whole,” Walz said in a statement released Monday afternoon.

“The North Shore mine and Babbitt and the plant in Silver Bay will be in fact reopening in April so the bridge that we provided them and an unemployment extension will reach to that date,” said State Sen. Grant Hauschild, (DFL-Hermantown) at the Capitol on Monday. “I’m excited that this came to fruition.”

U.S. Senator Amy Klobuchar also welcomed the news, in a statement she released Monday.

“After meeting with miners impacted by the Silver Bay plant and Babbitt mine idling, working with local northern Minnesota legislators to push for the extension of state unemployment benefits, and most recently, meeting in Washington with Cleveland-Cliffs CEO Lourenco Goncalves about reopening, I’m glad mining operations will be reopening in Babbitt and Silver Bay and the miners will be returning to work.”

Cleveland-Cliffs is the biggest supplier of flat-rolled steel on the continent — a key component in automotive production. It operates four mines in Minnesota, including Hibbing Taconite, United Taconite in Eveleth and the Minorca Mine in Virginia, as well as Northshore, formerly known as Reserve Mining.

Link: [Northshore Mining, shut down since last spring, poised to restart | MPR News](#)

Dave Schauer Duluth, MN

Ore Rail - Digest #499

2/11/1891 DM&N formed

From: [Bruce K](#) Date: Sun, 12 Feb 2023 12:05:39 PST On this date the Merrit Brothers started the Duluth Missabe and Northern Railroad. Bruce Kettunen Mt. Iron. MN



The Lewis & Hepzibah Merritt family. (Image: Grant Merritt)

On this day in Duluth in 1891, the state of Minnesota approved a charter creating the Duluth, Missabe, & Northern Railroad, organized by five members of Oneota’s Merritt family led by Alfred Merritt along with J. T. Hale, K. D. Chase, R. H. Palmer and S. R. Payne. The authorized capital was \$5,000,000, and the officers included K. D. Chase, president; S. R. Payne, secretary, and C. C. Merritt, treasurer. The railroad would be necessary to haul iron ore from their mine on the Missabe Iron Range at Mountain Iron to the ore dock they were constructing in West Duluth. The group borrowed heavily to open the mine, build the railroad, and and construct the dock, and they were forced to partner with J. D. Rockefeller to stay afloat; after the Panic of 1893 set them back even further, Rockefeller took control all of their interests, including the DM&N.

The railroad continued under Rockefeller, but all the property eventually became part of United States Steel. In 1938 the DM&R and Interstate Transfer Railway merged with the Duluth & Iron Range Railroad and the Spirit Lake Transfer Railway to form the Duluth, Missabe & Iron Range Railway.

https://zenithcity.com/thisday/february-11-1891-creation_of_thedmn/



NEWS

Empire Builder Adds Cars Following Derailment

By Bob Johnston | May 8, 2023 Expanded consist helps offset capacity crunch



The Empire Builder departs Chicago Union Station on Monday, May 8, the day after the train derailed leaving the station. Bob Johnston



Two Portland-bound sleepers bring up the rear of Monday's expanded Empire Builder consist. Bob Johnston

Equipment	No.	
P42 locomotive	159	
ALC42 locomotive	310	
Baggage	61062	Seattle section
Transition sleeper	39014	
Sleeping car	32097	
Sleeping car	32071	
Dining car	38004	
Coach	34048	
Coach	34044	
Sightseer Lounge	33031	Portland section
Coach	34134	
Coach-baggage	31008	
Sleeping car	32041	
Sleeping car	32115	

CHICAGO — With horns blaring while track crews working in the tunnel at the scene of Sunday afternoon's derailment stepped safely out of the way, the westbound *Empire Builder* emerged from the north side of Chicago Union Station this afternoon (Monday, May 8) with an extra coach and two additional sleeping cars compared to its normally shortened consist.

Adding a sleeper and coach to the Seattle section and another sleeping car bound for Portland avoids downgrading sleeper passengers and turning away delayed coach patrons.

Sunday's westbound *Builder* derailed as it departed Union Station. Before that happened, today's train out of Chicago was originally set to go only as far as St. Paul, Minn. It then would have returned on Tuesday, filling a gap created because Sunday's eastbound departure from the Pacific Northwest was cancelled because of late-arriving inbound equipment [see "[Weekend disruptions hit VIA, Amtrak long-distance trains.](#)" *Trains News Wire*, May 8, 2023]. Now the expanded consist will go all the way through.

Amtrak spokeswoman Beth Toll tells News Wire that when two cars left the rails Sunday as the train departed Union Station, there were no injuries among the 196 passengers aboard. After safely exiting the train, "customers were provided snacks and food, as well as hotel rooms for the evening and were accommodated for the next scheduled departure today," she says.

he derailment led to issues that also cancelled half of today's Chicago-Milwaukee *Hiawatha* round trips, as well as some Metra operational problems.

The addition of the cars today makes the *Empire Builder's* capacity resemble that of the train in the summers of 2019 and 2020 before management began sidelining Superliner equipment.



Amtrak Preparing Procurement Plans for New Maintenance Facilities

By | May 10, 2023 Advance notice allows construction firms opportunity to prepare for bids

WASHINGTON — Amtrak is preparing plans for new maintenance facilities in Seattle, Boston, New York City, and Washington, D.C., and is providing advance notice of its procurement plans to allow companies time to prepare bids for those projects.

A Superliner undergoes maintenance at Amtrak's Beech Grove (Ind.) heavy maintenance facility. The passenger operator is preparing procurement plans for four new maintenance facilities. Bob Johnston

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The facilities will handle maintenance, repairs, inspections, and cleaning for new Acela, Airo, and long-distance equipment. Each location will house multiple facilities, such as those for heavy maintenance; routine maintenance and inspections; and service and cleaning. Additional information is available in the “Advance Notice to the Construction Industry” on [Amtrak’s Procurement Portal](#).

“These modern maintenance facilities are an essential part of Amtrak’s plans to introduce new state-of-the-art passenger trainsets around the country,” said Norman Forde, Amtrak vice president, project delivery fleet and facilities, in [a press release](#). “Thanks to funding provided by the Infrastructure Investment & Jobs Act, Amtrak can upgrade our existing rail yards with modern facilities that feature additional working space and enable more efficient maintenance practices.”

Summer Travel by Amtrak: Tips and Challenges

By Bob Johnston | June 15, 2023 Limited-time “kids ride free” offer likely to only work on state-supported routes



Southwest Chief passengers prepare to board the westbound train at Albuquerque, N.M., on Oct. 5, 2018. Mid-route stations for long-distance trains provide the opportunity to switch from a sleeping car to a coach since availability may change on a train that appears to be sold out over the entire route. Bob Johnston

Amtrak has a problem and it’s too much travel demand for the equipment assigned on its long distance-routes. This translates to a difficult summer for U.S. travelers seeking to ride the rails.

In addition, since the company utilizes inventory “yield management” — in which fares rise as seats or sleeping car space fills up — prices charged where capacity is challenged remain high with little relief in sight, even into fall.

But knowing where the sellout, or “choke” point, usually occurs on a route can sometimes help alleviate the pricing and availability pain that travelers encounter when attempting to book a trip on [amtrak.com](#). And many regional corridors with frequent service are often more accommodating to tight travel budgets.

Trains operating on these state-supported routes and Amtrak’s Northeast Corridor are good candidates for Amtrak’s “kids ride free” promotion. That begins June 20 for Monday-through-Thursday travel between June 30 and Sept. 30, 2023.

Amtrak has three overnight routes from the East Coast to Chicago, but all have constricted capacity.

To and from New York City there are two choices: the daily *Lake Shore Limited* via upstate New York and Cleveland, and the *Cardinal*, which runs only three times per week.

The latter’s roundabout journey also serves Washington, D.C., rural West Virginia, Cincinnati, and Indianapolis. The *Capitol Limited* to and from Washington operates daily on a more direct path through Pittsburgh.

Unfortunately, all three of these trains are usually sold out of coach or sleeping car space for at least one segment of each route as of early spring. This is because Amtrak never refurbished enough idle coaches and sleeping cars after it sidelined them in 2020 following the Covid-19 pandemic [see “[Amtrak continues to provide mobility in an uneven fashion: Special Report](#),” News Wire June 1, 2023].

Which segments? Since the *Lake Shore*’s “Achilles heel” in coaches is usually the New York-Albany-Rensselaer, N.Y., portion, and the *Cardinal*’s choke point is Washington-Charlottesville, Va., it’s possible to book an earlier train westbound and later train eastbound between those points to bypass the sellout. The *Lake Shore*’s Boston-section offers additional capacity between Albany and Chicago, but there is no remedy for getting aboard the *Capitol* unless Amtrak manages to find a second Superliner coach in addition to the one now operated.

Western strategies

The same workaround, riding a different state-supported regional train over a sold-out segment, applies to the Chicago-San Antonio *Texas Eagle*, whose three coaches are often completely occupied between Chicago and Bloomington-Normal, Ill. For travelers attempting this less-than-optimal solution, restaurants and an interesting Children’s Discovery Museum provide worthwhile layover activities steps from Normal’s modern downtown station.

The *Eagle* offers a triweekly connection to and from Los Angeles with a through coach and sleeping car on the *Sunset Limited*. It may be the only West Coast option out of Chicago if the *Empire Builder* (to Seattle and Portland, Ore); *California Zephyr* (to Emeryville, Calif., across from San Francisco); and *Southwest Chief* (to Los Angeles) have no through space.

A summer snapshot of inventory obtained by *Trains News Wire* shows westbound *California Zephyr* bedrooms to Emeryville sold out on 40 of 43 dates (June 12 through July 24) and through roomettes only available on 14 of those days. Space on the *Empire Builder* and *Southwest Chief* is also spotty.

But most departures of each of these cross-country trains might have availability on either side of popular mid-route destinations.

The *Zephyr* often sells out between Denver and Glenwood Springs, Colo. Albuquerque, N.M. and Flagstaff, Ariz., see many *Southwest Chief* passengers boarding and getting off, as do St. Paul, Minn., and Glacier Park, Montana, on the *Empire Builder*.



**CANADIAN
PACIFIC
RAILWAY**



NEWS

Overhaul of Canadian Pacific 4-6-4 No. 2816 Nearing Completion, CPKC Says

By June 2, 2023 The Hudson is being prepped for trip across North America this summer in celebration of Canadian Pacific -Kansas City Southern merger



Canadian Pacific 4-6-4 No. 2816 rolls along the Brooks Subdivision at MP 139 near Strangmuir, Alberta, in June 2010. Bill Hooper



Now: Ogden Shops, 2023

CPKC

CALGARY, Alberta — CPKC is stoking interest in the revival of Canadian Pacific 4-6-4 Hudson No. 2816, which will set out on a tour this summer to celebrate the CP-Kansas City Southern merger. In social media posts, the railroad this week teased the progress made on the locomotive’s overhaul in preparation for its first outing in more than a decade. “We’ve been lifting steam engines for 110 years. Today, working in the same location railroaders did in 1913, crews at our Ogden Shops lifted the 2816,” CPKC said. “This time, it’s back onto its wheels as refurbishment work nears completion. This summer, 2816 The Empress will make more history when it departs from Calgary on a special North American tour to celebrate the creation of CPKC and the connecting of three nations.”

CP acquired the 2816 in 1998 and, after an extensive overhaul that included converting the 1930 Montreal Locomotive Works product to burn oil, returned the locomotive to service in 2001. It has emerged from storage in Calgary a few times since CP pulled the plug on its steam program in 2012. CP’s hydrogen fuel cell locomotive No. 1001 [towed the 2816 into the railway’s Calgary shop](#) in November 2022 to begin the latest overhaul.

CPKC has not yet provided schedule information for the 2816’s trip, but CEO Keith Creel has said that the locomotive will pull the railway’s business train from Calgary to Mexico City.

CPKC More Than Doubles Refrigerated Container Fleet for Mexico Midwest Express Service

By Bill Stephens | May 30, 2023



Canadian Pacific ES44AC No. 8759 leads a single-car intermodal test train with a pair of refrigerated containers eastbound through Bartlett, Ill., on June 7, 2022, in preparation for new service following the CP merger with Kansas City Southern. Bruce Leighty

CALGARY, Alberta — The cross-border interline intermodal perishables service that Canadian Pacific and Kansas City Southern tested before their merger must have worked: CPKC announced today that it has more than doubled its refrigerated container fleet with the purchase of 1,000 new reefers.

The 53-foot containers will be used on the railway’s new Mexico Midwest Express service, which launched this month linking Chicago with Kansas City, Mo.; Laredo, Texas; and points in Mexico. Until MMX debuted, all cross-border perishables moves were handled by trucks, CPKC says.

“Since being launched on May 11, MMX has provided truck competitive service, delivering exactly what we promised and executing what many said could not be done,” Jonathan Wahba, CPKC senior vice president of sales and marketing for bulk and intermodal, said in a statement. “We’re providing customers with the fastest transit times in the rail industry and this expansion of our state-of-the-art reefer equipment gives more customers the solution they need to convert to rail.”

The new refrigerated containers are part of CPKC’s TempPro program. The MMX temperature controlled service will move fresh and frozen produce, baked goods, candy and other food products northbound, and handle beef, chicken, and pork southbound.

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The MMX Series debuted May 11 with trains now linking Chicago, Kansas City, Texas markets, Monterrey and San Luis Potosi. MMX trains offer third-day service to/from Laredo, fourth-day service to/from Monterrey, and 4.5-day service to/from San Luis Potosi. MMX provides transit time of 98 hours from Chicago to San Luis Potosi, which CPKC says is a day faster than the nearest competitor.

In March, CPKC CEO Keith Creel said the railways were encouraged by the success of the interline premium service test trains they had run with refrigerated and frozen goods between Mexico and Chicago.

Hundreds of trucks cross the border at Laredo, Texas, every day carrying refrigerated and frozen cargo. Trucks can spend two to three days at the border while their cargo is unloaded, inspected, and reloaded, Creel said at the time.

CPKC aims to create a smoother and faster border crossing for its premium trains. “We’re on the verge of creating inland terminals with support of the Mexican regulator ... to allow those products, in this case beef or poultry, to be inspected inland and not stop at the border,” Creel said. “It’s transformational.”

Noted Rail Designer Vergara Offers His Take on New CPKC Paint Scheme

By Bob Johnston | June 15, 2023 Locomotives’ variations would be based on flags of railroad's three nations



Noted rail industrial designer Cesar Vergara has offered his own concept for a new CPKC paint scheme, with variants keyed to the colors of the Mexican, Canadian, and U.S. flags. VergaraStudio

RIDGEFIELD, Conn. —Today, June 15, is the last day employees of the recently merged Canadian Pacific and Kansas City Southern can vote to select one of five new locomotive paint schemes proposed by CPKC management [see [“CPKC employees will select railway’s new locomotive livery.”](#) *Trains News Wire*, June 5, 2023]

News Photos: Former BAR F-unit Bound for Calgary

By | June 6, 2023 Long-stored Bangor & Aroostook F3A became CP property with CM&Q acquisition



F3A No. 502, a Bangor & Aroostook unit dating to 1947, is photographed in a CPKC consist at Galt, Ontario, on June 2, 2023. Stephen C. Host

The F3A on the move. Stephen C. Host

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A former Bangor & Aroostook F3A, which became Canadian Pacific property with the purchase of the Central Maine & Quebec, is on its way to CPKC headquarters in Calgary. A CPKC spokesman confirmed the locomotive, shown in Galt, Ontario, on June 2, is en route to Calgary, but said he had no information on future plans for the unit. BAR No. 502, built in 1947, had previously been owned by CM&Q predecessor Montreal, Maine & Atlantic. It is reportedly in original, unrebuilt condition. The unit had been moved to Montreal for storage in 2021 after having earlier cleared out of the former CMQ shop in Derby, Maine. *Trains News Wire* will provide more information when it becomes available.

Six Cars, Locomotive of CPKC Train Derail in North Dakota

By | May 31, 2023 Some hazardous materials on board, but no spill reported



BALFOUR, N.D. — Six cars of containers and one locomotive at the end of a CPKC freight train derailed near Balfour, N.D., on Tuesday evening, a railroad representative [told KMOT-TV](#).

No injuries were reported. Three of the cars were carrying some items classified as hazardous, including lithium batteries, airbags, and four small drums of methanol, but none of those materials were spilled.

The incident occurred about 5:15 p.m. and is under investigation. McHenry County Sheriff Trey Skager told the station crews responded to a fire at the site, but that was quickly controlled.

Balfour, population 20, is about 40 miles southeast of Minot, N.D.

Six cars and a locomotive of a CPKC train derailed Tuesday in Balfour, N.D. McHenry

CP Train Derails in Minnesota Near Canadian Border

By | June 1, 2023 Some hazardous materials involved, but no spills or leaks reported



Approximately 27 cars of a CPKC train derailed Wednesday near Lancaster, Minn. Lancaster Fire Department via Facebook



Some hazardous materials were reportedly involved, but none were said to have spilled or leaked. Lancaster Fire Department via Facebook

LANCASTER, Minn. — Approximately 27 cars of a Canadian Pacific Kansas City train, some carrying hazardous materials, derailed near the Canadian border Wednesday afternoon, closing a 7-mile stretch of U.S. Route 59 as a precautionary measure. [CNN reports](#) the cars involved included eight tank cars, with some carrying an unspecified flammable liquid. [The Grand Forks, N.D., Herald reports](#) the derailment occurred about 4 p.m. None of the hazardous material had leaked and no injuries were reported, according to Twitter posts from [the Lancaster Fire Department](#) and [Minnesota Gov. Tim Walz](#). “Experts are on the way to survey the site and make sure the community has everything they need,” Walz wrote. The Herald indicated clean-up could take two to three days. Lancaster is 9.5 miles south of the Canadian border, about 18 miles east of the North Dakota state line, and about 65 miles north-northeast of Grand Forks. A 7-mile section of U.S. Route 59 was closed to allow for clean-up of the derailment. Lancaster Fire Department via Facebook.

Continued on next page:

Metra Takes STB to Court over CPKC Decision *By David Lassen | May 17, 2023*

A Canadian Pacific train meets an outbound Metra Milwaukee North line train at Lake Forest, Ill., on May 1, 2021. Metra is asking a U.S. appeals court to force the Surface Transportation Board to review its approval of the CPKC merger. David Lassen

WASHINGTON — Chicago commuter operator Metra has become the third entity to sue over the Surface Transportation Board's approval of the Canadian Pacific-Kansas City Southern merger.

[In a single-page filing with the board](#), Metra notified the STB today (Wednesday, May 17) that it had initiated a suit on May 12 in the U.S. Court of Appeals for the District of Columbia, seeking review of the March 15 decision creating Canadian Pacific Kansas City. Metra's court filing calls the board's decision "arbitrary, capricious, an abuse of discretion, an otherwise not in accordance with law or supported by substantial evidence." It offers no specifics.

The language is identical to earlier suits filed by Union Pacific [see "[Union Pacific challenges STB's Canadian Pacific-Kansas City Southern merger decision](#)," *Trains News Wire*, May 5, 2023] and the Coalition to Stop CPKC, a group of Chicago suburbs [see "[Chicago suburbs sue over CPKC merger](#)," *News Wire*, May 12, 2023].

The suit asks that the appeals court send the matter back to the STB "to correct its legal deficiencies."

A Metra spokesman said this afternoon the commuter operator was not yet prepared to comment on the suit. STB spokesman Michael Booth said the board cannot comment on pending litigation.

Metra strongly opposed the merger, contending it will have a negative effect on commuter operations on two lines shared with CPKC, and sought significant conditions to mitigate those impacts. None were granted. Perhaps most significantly, the commuter agency asked for dispatching control over the two shared routes. They are currently dispatched by the freight railroad in an agreement dating to the demise of the former owner, the Milwaukee Road. In a post-merger press conference, STB Chairman Martin J. Oberman said the board did not order the change "because we do not think the data requires it or supports it, and it would cause us, in effect, to break a contract." [see "[Metra, Chicago suburbs see few concerns addressed ...](#)," *News Wire*, March 15, 2023].

He said the board's plan for seven years of merger oversight, and extensive requirements to report operating metrics, will allow the STB to track the interaction between Metra and CPKC, "and if it turns out there are meaningful problems for Metra, that [dispatching] possibility, as well as the other conditions that were asked for, remain on the table." Those other conditions included an extensive list of infrastructure improvements. Metra's opposition reflects, among other issues, disagreement with traffic modeling used by CP and KCS in their merger application. Metra's own modeling indicated post-merger traffic growth would "break the rail system" on a single-track portion of the direct CPKC route between Minneapolis-St. Paul and Kansas City, leading trains to be rerouted through Chicago, to the detriment of the Metra Milwaukee-North and Milwaukee-West lines. [see "[Metra opposes CP-KCS merger ...](#)," *News Wire*, March 17, 2022]. (Metra eventually corrected some figures in that March filing, although CP and KCS would still say the Metra modeling was "irredeemably flawed.") CPKC disagreed with Metra's contention, and the STB ultimately sided with the freight railroads.

**NEWS****BNSF Derailment in Arizona Leads to Southwest Chief Cancellations**

WILLIAMS, Ariz. — Twenty-three cars of a BNSF Railway train carrying new vehicles derailed east of Williams, Ariz., Thursday night, leading to cancellation of Amtrak Southwest Chief service through the area today, [KAFF Radio reports](#).

The derailment involving a 167-car train occurred about 11:20 p.m., according to Coconino County Emergency Management. A BNSF representative [told KPNX-TV](#) that no injuries or hazardous materials were involved and the cause is under investigation. According to [the Amtrak Alerts Twitter feed](#), the westbound Southwest Chief that departed Chicago on Wednesday, June 7, terminated this afternoon at Albuquerque, N.M., while Wednesday's eastbound departure from Los Angeles terminated in Needles, Calif.

Today's departures from Los Angeles and Chicago were cancelled, with an Amtrak representative telling KPNX that extra cars would be added to Friday's departures in anticipation of increased demand. No information was immediately available on an estimated reopening for the BNSF main line. No injuries were reported in Wednesday's derailment. Coconino County Emergency Management via Facebook

Twenty-three cars of a BNSF train derailed Wednesday night, June 7, near Williams, Ariz. Coconino County Emergency Services via Facebook *Continued on next page:*

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BNSF Railway Sets Date for Taking Control of Montana Rail Link

By [Bill Stephens](#) | June 16, 2023 BNSF aims to resume operations of the former Northern Pacific main line on New Year's Day



Montana Rail Link's westbound Gas Local rolls along the Flathead River between Perma and Dixon, Mont. Tom Danneman

FORT WORTH, Texas — BNSF Railway aims to take over Montana Rail Link operations on Jan. 1, 2024. Federal regulators in March approved the early termination of Montana Rail Link's lease of the former Northern Pacific main line between Jones Junction, Mont., and Sandpoint, Idaho. Although the Surface Transportation Board's green light meant that BNSF technically could have resumed operational control as early as April, in the months since then BNSF has been busy preparing to bring the regional railroad into the fold as the MRL Subdivision of its Montana Division. "We want to make sure we have as smooth and clean a transition as possible," Zak Andersen, BNSF's chief of staff and vice president of communications, told *Trains News Wire* this week. BNSF is working to integrate MRL's human resources, operations, technology, and finance functions with its own, Andersen says. That work is proceeding on schedule, he says.

The first order of business has been to offer employment to every MRL employee who wants a job with BNSF, then coordinating their benefits packages. "We want to make sure we are taking care of those folks and transitioning them in the best way possible," Andersen says. BNSF executives, including CEO Katie Farmer, have held town hall meetings with MRL employees. Teams from both railroads are working on things like updating timetables, shifting to BNSF's crew calling system, preparing BNSF dispatching workstations at MRL's dispatching office in Missoula, and transitioning MRL customers and vendors over to BNSF's systems.

Santa Fe No. 3415 Officially Debuts for 2023

By [Lucas Iverson](#) | June 13, 2023 Preparations underway for railroad's upcoming 30th anniversary celebration



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

ABILENE, Kan. — Santa Fe steam locomotive No. 3415 officially debuted for its 2023 operating season on June 10, heading the regular excursion and dinner trains on the Abilene & Smoky Valley Railroad. This comes after the railroad's 104-year-old 4-6-2 was temporarily sidelined right before the Memorial Day weekend due to unforeseen repairs needing to be made [see "[Unexpected repairs briefly sideline Abilene & Smoky Valley 4-6-2.](#)" *Trains News Wire*, May 31, 2023]. While the locomotive eventually pulled the 2 p.m. excursion and 6 p.m. dinner trains on June 3 as part of a test run, last Saturday marked the beginning of the 2023 steam schedule on the A&SV. "No. 3415 ran well on Saturday with no issues," The railroad's President and General Manager Ross Boelling said, "pulling 208 riders on three trains, and the 6 p.m. dinner train was sold out at 104 passengers." Unfortunately, the Pacific was sidelined again on Sunday due to feedwater issues, according to Boelling. However, the locomotive is expected to operate for the upcoming Father's Day weekend, which will coincide with the Abilene & Smoky Valley Railroad 30th anniversary celebration, he said. For more information and tickets, visit the [Abilene & Smoky Valley Railroad website](#).

Injuries Reported in BNSF Derailment Along Mississippi River (updated)

By [April 27, 2023](#) **Two cars enter river in incident near De Soto, Wis.** DE SOTO, Wis. — Four people are now reported to have required medical treatment after a BNSF Railway train derailed along the Mississippi River on Thursday afternoon, with two cars entering the river. [Spectrum News reports](#) an ambulance service transported four patients to the hospital with non-life-threatening injuries in relation to the injury. A BNSF spokeswoman had originally reported all crew members were accounted for, with one requiring a medical evacuation. [The Wisconsin State Journal reports](#) the derailment occurred about 12:15 p.m. between DeSoto and Ferryville, Wis. The location is about 30 miles south of La Crosse on BNSF's Aurora Subdivision. BNSF spokeswoman Lena Kent told the newspaper two of the train's three locomotives and an unknown number of cars derailed. Online images indicate the train involved was an intermodal train. Contents were said to include paint and batteries, but, and officials said hazardous materials — believed to be batteries — were on board but were contained and did not pose a threat to the public. The Crawford County Sheriff's Office said in [a Facebook post](#) that no evacuation was required, but State Route 35 was closed in De Soto as a result of the derailment. The railroad [has informed customers](#) that it estimates it will have one track reopened on the route — its main line between Chicago and the Twin Cities — by 6 a.m. on Saturday, April 29, with the second open by 8 p.m. — *Updated at 9:40 a.m. CDT with new injury figure, BNSF estimate on reopening of rail line.*

ALL ABOARD MINNESOTA



May 8, 2023, 3:20 PM, allaboardminnesota@gmail.com <brianwnelson27@hotmail.com@vrmailer3.com> wrote:

The Good News!

Both the House and Senate Transportation bills fund the 2nd Twin Cities to Chicago train, and they both provide money for the Northern Lights Express (NLX) Twin Cities to Duluth passenger rail service.

But, Here's The Issue

The House and Senate bills are far apart on the amount of money provided to fund passenger rail service in Minnesota, especially for NLX. The Transportation Conference Committee is meeting now to reconcile the differences between the two bills for final passage.

Please contact House and Senate Transportation Committee Chairs and tell them you want the House version of the Transportation Bill that fully funds passenger rail!

House Transportation Committee Chair:

Rep. Frank Hornstein

Email: Rep.Frank.Hornstein@House.MN.Gov

Phone: 651-296-9281

Senate Transportation Committee Chair:

Senator Scott Dibble

Email: Sen.Scott.Dibble@Senate.MN

Phone: 651-296-4141

Other support in the House Transportation Bill, not provided in the Senate version:

1. Money to provide more MnDOT staffing for passenger rail projects and planning, which is greatly needed
2. The ability for MnDOT to buy into the Midwest Passenger rail car pool, which will provide new equipment for the 2nd Train, NLX and other new corridors
3. Money to fund a comprehensive St. Paul, MN to Fargo/Moorhead corridor study, which could extend long distance passenger rail from St. Paul to Fargo on a daytime schedule, greatly enhancing this corridor even though the House and the Senate Transportation bills differ in funding amounts, we are very grateful to Rep. Hornstein, and Senator Dibble for their support of passenger rail.

Please make your voice heard today! This could be the most significant opportunity to advance passenger rail service in Minnesota since 1985!

THANK YOU for your support!

Tuesday, May 23, 2023, 2:07 PM, allaboardminnesota@gmail.com <brianwnelson27@hotmail.com@vrmailer3.com> wrote:

In this issue: **Historic and game changing investment for passenger rail in Minnesota! All Aboard Minnesota to celebrate 10 years as a 501 (C) (3) St. Paul Union Depot Train Days June 3-4**

The Minnesota legislature has just passed a truly historic and groundbreaking transportation bill which tremendously improves the passenger rail scene in Minnesota! **After decades of only Empire Builder service, Minnesota will see two new trains roll in the coming years, the most since 1985!**

1. The Minnesota House and Senate Transportation Conference Committee included in the final Transportation bill \$195M to fully fund the Northern Lights Express (NLX) service between Minneapolis, and Duluth.

This money allows the state to apply for a federal match which will provide all the construction needs to enable four round trips a day running at 90mph on Burlington Northern Santa Fe railway tracks.

The money also allows MnDOT to buy into the new Midwest Passenger Car Pool, which features the new Siemen coaches now beginning operation on other routes in the Midwest. These new cars could run on NLX, as well as the new 2nd Train between the Twin Cities and Chicago. Once all the funding is secured, the construction will take approximately three years to complete.

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The service will be competitive with drive times, and new stations will be constructed in Coon Rapids (which will also serve as an Empire Builder stop to serve the northwest metro area), Cambridge, Hinckley, Superior, WI and Duluth. An estimated 700,000 are expected to use the service annually. The last time trains ran between the Twin Cities and Duluth was 1985.

2. The 2nd Twin Cities to Chicago train is now fully funded!

The Transportation bill provides operational support funding with \$1.8M in 2024, and \$3.2M in 2025 for the service which leverages a federal grant. The infrastructure funding was put in place through a \$10M state grant last session, which also matches a federal grant. The operational funding was the last piece of the puzzle to get in place, so it seems that all signals are green!

Wisconsin has already committed the funding necessary. The 2nd train could begin rolling as early as this fall, but all construction and infrastructure upgrades will not be completed until mid 2025. As we understand it, Amtrak has named this new train the "Great River Route Service." We will definitely keep you posted as we hear more.

3. The Transportation bill includes \$4M for MnDOT to study the St. Paul to Fargo/Moorhead passenger rail corridor.

This study will provide a comprehensive view of the needs of the corridor, such as recommendations for the Northstar Commuter rail service between Minneapolis and Big Lake, and also identify needs for perhaps new long distance passenger rail between St. Paul and Fargo. All Aboard Minnesota has long advocated for St. Paul to Fargo daytime passenger rail service, and there is strong support from online communities along the route. The long-distance service we propose is on the Empire Builder route between St. Paul, St. Cloud, and Fargo. We will keep you posted as this study develops.

4. Your voice makes a difference!

We are truly grateful for all of our members and friends that have contacted legislators not only this year but in years past advocating for more rail passenger service. We have been told that over the years, the conversation has changed as awareness has grown in the legislature about the positive impact passenger rail can provide for Minnesotans!

Yes, there are those that do not support passenger rail in the legislature, but this year, legislators broke through and provided historic funding to make NLX and the 2nd train possible. Both of these new services will build out the MnDOT state rail plan and provide new passenger rail service for hundreds of thousands of people, a real game changer! **Your voice helped to make all of this happen, and we are truly thankful. Citizen advocacy works!**

5. Save the date and Let's Celebrate!

2023 officially marks 10 years for All Aboard Minnesota as a 501 (C) (3) organization! This event is planned for Saturday October 14 during the lunch hour, and we will provide a light lunch and an exciting program! It will be free for all of our members and friends. As details emerge, we will certainly keep you posted. We could not have achieved this milestone without your generosity, activism and support. We are very grateful to all of our members, friends, colleagues, and partner organizations. **We hope to see you there, stay tuned!**

6. St. Paul Union Depot celebrates Train Days on June 3-4, with an emphasis on steam!

All Aboard Minnesota will be there both days; stop by and talk with us. There is a full description of this year's event on our site:

2023 Train Days www.allaboardminnesota.org

Thursday, June 8, 2023, 11:41 AM, allaboardminnesota@gmail.com <brianwnelson27@hotmail.com&@vmailer3.com

Hello Members and Friends-

The historic Transportation Bill passed by the Minnesota Legislature is making news not only in Minnesota, but in Fargo North Dakota as well. Recently, Brian Nelson of All Aboard Minnesota was interviewed by StreetsMN to discuss the impact of the Transportation Bill on passenger rail, and the Fargo Forum discussed with Brian what the St. Paul to Fargo passenger rail corridor study might look like. As a side note, All Aboard Minnesota conducted an "Outreach" session in Fargo/Moorhead in October 2019 for business, civic, educational leaders and the general public to discuss what daytime passenger rail service would look like in the St. Paul to Fargo corridor on the current Empire Builder route. Interest there was very high, and it was our most highly attended Outreach session. Interest remains high there and in the communities along the corridor, such as Wadena, Staples, Detroit Lakes, Little Falls, St. Cloud, and Anoka.

Click on the links below to listen to the StreetsMN Podcast and the Fargo Forum article:

[StreetsMN Podcast](#)

[Fargo Forum Article](#)

www.allaboardminnesota.org

2nd Train MnDOT Report (click on link below to view the report)

Wednesday, June 7, 2023, 2:08 PM, dan meyer

<http://www.dot.state.mn.us/passengerrail/pdfs/2nd-train-feasibility-report%20.pdf>



UP News

Union Pacific's New Paint Scheme *By Chris Guss* | May 9, 2023 Lots of variety in the transition to new corporate livery.



Union Pacific No. 5395 is the initial design release from North Little Rock with the large nose logo, different flag decal, and lightning stripe on the red band; while No. 8608 is a more recent release with the smaller nose logo, wavy flag decal, and straight red stripe. UP 5395 image Bruce Jacobs. UP 8608 image Craig Walker

Union Pacific No. 7245 is an earlier design released from Wabtec in Ft. Worth with non-standard lettering on the long hood, no flag decal and wings on the nose while No. 6941 is a recent Fort Worth release with UP Gothic style lettering on the long hood, flag decal and small UP shield on the nose. Both images Travis Berryman

Union Pacific is in the final stage of modifying the paint scheme of its locomotive fleet. Announced in July 2022, company employees at Jenks Locomotive Shop in North Little Rock, Arkansas, created the new design which relocated the flag logo from the long hood to a smaller version placed on the side of the nose, eliminated the lightning stripe design on the red stripe behind the cab and removed the wings from the nose while retaining the UP shield in its place. One reason for the change was excessive heat generated by the locomotive engine caused the flag decals to fade and peel. For that matter, so did the occasional engine fires on General Electric locomotives due to fuel line leaks. The result was unsightly flag decals on hundreds of UP engines. Normally when a railroad makes changes, existing supplies of decals are used up before making the transition to the new image. Union Pacific has instead been tweaking its design since last summer, creating small batches of locomotives with components of both the new and old design.

Normally when a railroad makes changes, existing supplies of decals are used up before making the transition to the new image. Union Pacific has instead been tweaking its design since last summer, creating small batches of locomotives with components of both the new and old design. Repainting in the company paint booth at Jenks in North Little Rock and at Wabtec's Fort Worth, Texas, plant applied to rebuilt locomotives have further increased the variety of designs with both shops releasing different versions simultaneously.

The first design released by Jenks was on UP ES44AC No. 5395, which replaced the winged shield on the nose with a shield that was slightly larger than the one found within the old logo, a large flag decal on the side of the nose that had less waviness in its design, and 'Union Pacific' spelled out on the long hood. The locomotive retained its lightning stripe along the red stripe on the carbody used on the previous paint scheme. At the same time, rebuilt locomotives from Wabtec changed slightly, dropping the flag on the long hood for 'Union Pacific' spelled out on the hood. While No. 5395 released from Jenks used UP's standard Gothic lettering style on the long hood, rebuilds from Wabtec used a different font and thinner lettering than the UP standard.

Over time, Jenks repaints dropped the lightning stripe and changed the flag decal on the side of the nose to a scaled-down version of the original design previously used on the long hood. Wabtec would continue to release rebuilt units with only the flag-for-lettering swap on the long hood until late 2022 when the flag on the cab was added and the winged nose logo was dropped. The font on the long hood switched to UP's Gothic style in early 2023, though the lightning stripe remains on rebuilt locomotives released to this day.

So next time you're trackside on Union Pacific and see a freshly repainted locomotive, be sure to pay close attention to which design variation it wears!

Learn more about locomotives in the Trains magazine special issue, Locomotive.

Museum News



Minnesota Museum Repainting Equipment

By Steve Glischinski | May 9, 2023 Great Northern 'streamliner' being recreated



Great Northern business car A11 is masked for repainting at the Minnesota Transportation Museum's Jackson Street Roundhouse Museum. Steve Glischinski.

ST. PAUL, Minn. — The Minnesota Transportation Museum is moving ahead with plans to repaint several pieces of passenger equipment at its Jackson Street Roundhouse Museum in St. Paul. If plans come to fruition, MTM will achieve a long-time goal of assembling a Great Northern streamliner in Omaha orange and Pullman green.

MTM operates the former Great Northern Jackson Street Roundhouse in St. Paul and the Osceola & St. Croix Valley heritage railroad based in Osceola, Wis.

Over the years, MTM acquired several former Great Northern streamlined passenger cars, but the group struggled to keep up their maintenance, with the result being a mismatched consist. Some cars were faded, some looked tired, while others had fresh paint.

This winter, a painting program began with the goal of creating a matched train. The group hired a painter, Tim Grube, who along with volunteer Kurt Mahre has been working on the cars at the Roundhouse over the winter. Two other cars are being professionally painted by outside contractors.

Repainting of Great Northern SDP40 Completed

By Steve Glischinski | June 1, 2023 Provided by Rick Krenske
Diesel will see service for Minnesota Transportation Museum this summer



The Minnesota Transportation Museum's SDP40 has been repainted into its original Great Northern scheme. RELCO



A museum member contributed the \$60,000 to have the locomotive repainted. RELCO

ST. PAUL, Minn. — Locomotive contractor RELCO of Albia, Iowa, has completed repainting Minnesota Transportation Museum's Great Northern Railway SDP40 No. 325 into GN's simplified orange and green color scheme. The only remaining work is application of Great Northern logos on the cab sides.

In February the museum announced a member had agreed to fund the over \$60,000 cost to have the engine repainted from Burlington Northern Cascade green into GN colors, and it was sent to RELCO over the winter.

Great Northern 325 was built by EMD in 1966, one of six 3,000-hp SDP40s GN purchased for passenger service. Only 20 SDP40s were built between 1966 and 1970 for GN and National Railways of Mexico. Transferred to freight service upon Amtrak's inception in 1971, No. 325 operated under various numbers for GN successor Burlington Northern and BNSF Railway until it was retired in 2008. BNSF donated the locomotive to the museum in 2009, and it has been a mainstay of MTM's heritage railway, the Osceola & St. Croix Valley, based in Osceola, Wis., since its donation.

MTM also has a large collection of GN passenger cars painted in the orange and green colors, several of which are also being repainted in orange and green.

Great Northern adopted its Omaha Orange and Pullman Green colors in the 1940s with its first order of FT diesels.

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The most famous application of the scheme came in 1947 when new streamlined *Empire Builders* went into service between Chicago and Seattle/Portland. Subsequent orders for streamlined passenger equipment by GN all wore the colors, as did its diesels. In the early 1960s GN simplified the scheme on its diesels by eliminating some striping; it is this scheme No. 325 was delivered in and now wears again.

Once back from Iowa, the unit will pull trains on the Osceola & St. Croix Valley this summer. *Trains Magazine* is planning a photo charter with No. 325 and Great Northern passenger cars this fall, check back with News Wire for an announcement about this trip.



Mid-Continent Museum Prepares for 60th Anniversary Celebration

By | May 14, 2023 May 27 event will feature rare operation of 1903 passenger cars

NORTH FREEDOM, Wis. — The Mid-Continent Railway Museum will mark its 60th anniversary with a day-long celebration on Saturday, May 27.

Along with the museum's regular 55-minute train ride aboard Delaware, Lackawanna & Western steel passenger coaches, the museum will also run a second train consist of its two wooden Copper Range Railroad passenger cars built in 1903. These pristine, restored cars — symbols of the museum's exceptional skill in restoring wooden cars — are normally display-only; the last time one of the cars was available for rides was nearly a decade ago.

The Copper Range train will make its first trip — a 15-to-25-minute trip for invited guests, press, and key museum personnel — at 10:30 a.m., departing from the North Freedom depot. Public trips will then be offered at 11:30 a.m., 12:35 p.m., 1:30 p.m., 2:35 p.m., and 3:30 p.m..

The Lackawanna train will also operate, at 11 a.m., 1 p.m., and 3 p.m.

The Copper Range train will be powered by Mid-Continent No. 4, a GE 45-ton diesel, while the Lackawanna train will operate behind No. 1256, a Baldwin-Lima-Hamilton RS-4-TC-A1.

Events preceding the first departure of the Copper Range train will be social time beginning at 9:30 a.m.; speeches from Museum President Andy Spinelli and two long-time members, sharing recollection of the museum's early years, at 10 a.m., and a ribbon-cutting at 10:20 a.m.

Other features of the day include:

— Guided tours of the museum's First Class car fleet, used for its dining trains. Coffee, lemonade, and cookies will be available in those cars.

— Cab tours of Domtar No. 1001, an EMD NW2, Mid-Continent's most recently acquired locomotive.

— An open house held by the museum's Restoration Department for individuals interested in becoming a Car Shop volunteer.

— A visiting exhibit on the early days of the Copper Range Railroad, provided by Michigan Tech University Archives.

- Commemorative 60th-anniversary tickets and a 60th-anniversary-logo refrigerator magnet.

- Tickets are \$24 for adults, \$22 for seniors (62 and over), and \$13 for children ages 3-15. Children ages 2 and under are free. Ticket purchases determine which Lackawanna train a visitor will ride, but also include access to the Copper Range train; when visitors pick up their Lackawanna train tickets, they will be asked to select which Copper Range train they want to ride.

More information is available at [the 60th Anniversary page](#) of [the Mid-Continent website](#).



Mid-Continent Railway Museum's Baldwin-Lima-Hamilton diesel and train of Delaware, Lackawanna & Western passenger coaches, shown during operation on July 4, 2022, will be operating during the museum's 60th Anniversary celebration on Saturday, May 27. Mid-Continent Railway Museum via Facebook



Combine No. 25 is one of two Copper Range Railroad cars built in 1903 that will operate during the Mid-Continent Railway Museum's 60th-Anniversary celebration. Mid-Continent Railway Museum



Volume 7 * Issue 6 * June, 2023

FROM THE PRESIDENT

SAFETY FIRST...How many times have we seen that or a variant like “Prevent Accidents” in publications, in slogans posted on walls of railroad facilities, and at our Conference meetings and seminars? It is more than a slogan, or a thing to be mentioned at the beginning of a meeting, it has to be a way of life for all of us who own, operate, or work on equipment, as well as any visit to a railroad facility of any kind.

The railroad industry, in general, is under tremendous scrutiny in the media as the result of the East Palestine, OH derailment and the resulting damage. My original intent for this article was to discuss how our actions can affect the public and industry views of private car owners. That was before the following letters from Mike DeAngelo and Steve Robusto of Amtrak were received by both the RPCA and AAPRCO Presidents.

To say I was surprised is an understatement as I try to understand where we went wrong. After all, RPCA, Amtrak, and AAPRCO have all constantly emphasized the need for care and safety around facilities and cars. Gary Carter led the development of an excellent RPCA car owner safety program, which we shared with AAPRCO and Amtrak. Amtrak’s own policy and Private Car Safety Manual that Mr. DeAngelo references are very clear about the responsibilities of car operators and guests in Amtrak facilities.

We, as an industry, MUST DO BETTER and eliminate these sorts of incidents. I have been in contact with the new AAPRCO President, Mr. John Pearson, and we have agreed that our two organizations must come together and develop a program that educates, but also has consequences for members who do not properly supervise their crews and guests on Amtrak property. To do any less risks our access to Amtrak or any railroad, and our insurance programs. If this sounds like I am alarmed, good...because I am and every responsible car owner should be too.

Brad Black

While Amtrak appreciates the relationship with private car owners who use our facilities for long-term parking, we must always put safety first. It has come to our attention that car owners are visiting their cars without prior communications with Albany Amtrak staff, as required by the Private Car Safety Manual. All car owners are required to make prior arrangements advising local management when and for how long they plan to be with their car; these arrangements must be made more than 24 hours before arrival. As the Albany facility is a working yard all private car owners, reps, and guests must not occupy public areas of the facility without proper prior arrangements. All personal vehicles may only travel and park in public access areas. Any car owner, rep, or guest found on Amtrak property without prior arrangements may be banned from Amtrak property and asked to have their car removed. At no point should car owners or guests stay overnight for one day, or for longer periods; living onboard cars is likewise prohibited. Attached is the Amtrak Private Car Safety Manual. Please read the manual and make sure you are in compliance with all applicable safety practices.

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/privatecars/Amtrak-Private-Car-Safety-Manual-050719.pdf>

If you have any questions, please reach out to me directly.

Michael DeAngelo

Manager- Charter & Special Movements

As the respective President(s) of the two major private car organizations, it is imperative that we continue to have a positive working relationship and enable us to continue to develop and grow the private car business line. Issues like this are distractions and have the potential to become a major issue when Amtrak reviews the risk exposure and impact on our core business of operating safe and on-time passenger transportation. This is one of at least two recent issues with private car owners and their guests losing focus while around Amtrak facilities and on/near railroad operations. Please join me with addressing the private car community and your membership to ensure that we can eliminate these concerns. They will not be tolerated and will be handled under the Compliance section of our “Conditions for Movement of Privately Owned Railroad Cars on Amtrak.”

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/privatecars/Amtrak-Conditions-for-Movement-of-Private-Railroad-Cars-010121.pdf>

Stephen M. Robusto

Director- Contract Administration

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SUMMER BOARD MEETING 3 MONTHS AWAY

The meeting will be held at the Holiday Inn Express & Suites Atlanta Airport NE-Hapeville in the International Board Room. There are sleeping rooms in our meeting block for both Friday (18th) and Saturday (19th) nights. The room block is NOW open and rooms will be available to book NOW until July 19, 2023. The cutoff date for booking rooms is July 19, 2023, after the cutoff date, the group block will be closed and any remaining rooms will be released into general inventory and sold at the standard rate.

You can contact the hotel direct at 404-844-2501 or IHG Reservations at 1-877-666-3243 and provide the designated dates and the following:

GROUP NAME: RPCA Board Meeting

GROUP CODE: RPC

OR

You can use the Booking Link: [https://www.hiexpress.com/redirect?](https://www.hiexpress.com/redirect?path=hd&brandCode=EX&localeCode=en@ionCode=1&hotelCode=ATLHP&_PMID=99801505&GPC=RPC&cn=no&viewfullsite=true)

[path=hd&brandCode=EX&localeCode=en@ionCode=1&hotelCode=ATLHP&_PMID=99801505&GPC=RPC&cn=no&viewfullsite=true](https://www.hiexpress.com/redirect?path=hd&brandCode=EX&localeCode=en@ionCode=1&hotelCode=ATLHP&_PMID=99801505&GPC=RPC&cn=no&viewfullsite=true).

**In order to locate your Group Booking information, it is required to select your group Arrival and Departure date on the site (August 18--August 20)*

Airport Shuttle:

Airport Shuttle starts at 4 am and ends at 2 am.

Complimentary Shuttles are Available upon Request

Please proceed to Ground Transportation slots 9-12. Once you are there, call the hotel at 404-844-2501 and inform the hotel that you are there for pick up.

As determined at the January Board meeting, it will be an individual decision if Board members wish to go to Cordele after the Board meeting concludes or on Sunday.

Finally, I will be out of the country for most of July. When I return, I will send an email requesting confirmation of in-person or virtual attendance at the Board meeting and a request for a selection for lunch.

As always, if you have any questions, please let me know.

Charles Barthold

RPCA Conference Coordinator

612-529-3428

SAFETY

ANOTHER ELECTRICAL SITUATION

In last month's IE I shared some of my fears and focused on the electrical side of things as they relate to our cars. Somehow, it seems like some thoughts are hard to shed. Today I was working at the Pueblo Railway Foundation shop on "D" Street. Across that street is the old electric generating station for Pueblo. I believe it was a one-megawatt plant which is now used primarily as a substation. As I set up some equipment for doing my work, I noticed two individuals working inside the gated fencing surrounding one of the huge transformers. It appeared they had all of their PPE garb on and knew what they were doing. I really did not give it much thought until I turned around and saw them attaching some more equipment to the lines of the transformers.

My next thought was that they must know what they were doing. But then, what if?..... Should something go terribly wrong, I was probably the closest person to them. Then the checklist kicked in. First, call 911, second, was there a way into the secure facility? Yes, the gate into the yard was open. Is there a 2x4 or some other nonconductive pole close by if needed? Lastly, how good is my CPR? I don't know why I look at these types of scenarios and start second-guessing safety issues, but I do. It is probably my old Boy Scout training telling me to "Be Prepared".

My work for the day was finished and I needed to pick up some supplies to finish the project in the next day or so. The individuals were still working on their equipment without any adverse incidents. My mental planning was all for naught, except for being a good practice exercise. Now if I can just get this rust and PB Blaster washed off my hands when I get home.

UMLER

Last month was not a good month for some people. Multiple incidents with passenger cars moving in freight train service.

Almost all could be traced to crews not following the handling instructions of "Shove to Rest" and "Shove Adjacent to Rest". Kicking or humping loaded cars against a passenger car seldom comes out well. Many crews had excuses that PSR doesn't allow sufficient time to shove to rest and shove adjacent to rest. It's in the handling instructions in Umler people! All but one case was minor if not insignificant, fortunately for them. But in that one case, the owner had a GPS tracking device installed. The car hadn't moved in a short while, then the device went silent. It could be simply the battery ran out or it could be a big UH-OH! and anything else in between. Now follow the chain of lack of communication: It took a week for the carrier to contact us to inform us of a derailment incident on their line, starting with the local RIP attempting to file a DDCT incident, but that went nowhere because DDCT doesn't cover passenger cars, finally, someone looked up the contact information for the reporting mark in Find Us Rail and sent RPCNB an email.

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This is why we STRONGLY RECOMMEND that for any freight train service car move you have the car labeled with the new AAR M-1006 contact information tag. Note: this is an AAR-approved item, not the one that we made up many years ago that few subscribers paid attention to. Looks like someone in the RSAC or AAR did pay attention. Or maybe just great minds work alike. Here is the link for the sample form: <http://www.aar.com/standards/PassengerTAG.html>

This "tag" should be affixed to BOTH car sides near the reporting mark and number. This allows anyone to contact the owner if there is an issue. MAKE NOTE: be careful which tag you put on which side, because there is a data block to designate which end the hand brake is unless it is a car with dual hand brakes!!!

All car owners should become familiar with AAR RP-2001 which includes reference to the M-1006 form.

Additionally, the use of GPS tracking devices is an attempt to avoid the cost of real-time transportation specialist tracking cost. In this case, it didn't work. A real-time transportation specialist would have found out in no more than a few hours of the incident that it had occurred. Yes, costs money.

Incidents like this are like old dead fish, the smell doesn't get better with age.

Was this serious? No, not really. A broken coupler, blown-out draft gear, broken draft lugs, and coupler carrier were destroyed. That was all identified quickly from photos, and possibly more to be found upon inspection. No not serious. We've seen cars scrapped for less damage.

Is there an alternative? Possibly combining the GPS tracker with a 3-axis accelerometer with a text signal if the accelerometer senses the car exceeds the programmed limits setting? Not cheap at all. But it tells the recipient when it happens, when it happens, not hours or days or weeks later!! Hmmmmmmm.....is there enough interest in car owners moving cars in freight train service to RENT one to make it worthwhile for RPCNB to build a couple???? What are your thoughts?

The real key to an alternative is to not have it happen at all! Crews need to follow the rules. Shove to rest, period! Shove adjacent to rest, period. That requires a little more time and fuel, but the incident will cost the carrier a whole lot more money for the repairs. Therefore it is on management's shoulders to make it clear PSR or not, shove to rest, and shove adjacent to rest, period.

Now back to more mundane things.

Don't forget it is renewal time! For both RPCNB subscribers AND RPCA membership!!! Both have to be complete and in our hands by close of business on June 30, because later that night we will delete all rolling stock that the owner has not renewed! That way we can avoid the invoice later in July for all rolling stock we have in Umler as of 1 second after midnight July 1. That helps us keep the costs down.

The approved Umler change request to identify moving passenger cars and lightweight locos behind rear DPUs has not yet been implemented. Scheduled for the second quarter, still a month to go in the second quarter!

We've already received many "mailer daemons" from bounced invoices sent to car owners. Not having a correct email URL on record will cause you to possibly miss the subscription renewal deadline and for your equipment to be deleted from Umler. It is the subscriber's obligation to keep RPCNB advised of any changes to any contact information. Send us an email with the correct URL and/or call. Don't forget to also send your insurance certificate

DIDYOU KNOW #4 ?



The Union Pacific "Pacific" series 10-6 sleepers By Jon Clark

Us passenger car fans are well aware of the famous "Pacific" series 10-6 sleepers built by the Budd Company for the Union Pacific. There were 50 of these fine cars ordered in February of 1948 and delivered between December 1949 and June 1950. While under UP ownership, these cars were always painted, with half being delivered in two-tone grey "Overland" colors, and the other half delivered in Armour Yellow and Harbor Mist Grey. But the big question about these cars in my mind has always been: since they were going to be painted, why were they built with fluting below the windows, instead of Budd's 3-panel flat-sided look they had used on previous post-war orders delivered within months of the Pacific-series cars? The painted fluting of these cars always stood out in an odd way when they were seen in UP trains, as all other lightweight passenger cars built for the UP were smooth-sided, whether built of steel or aluminum

The PRR had many post-war cars built by Budd with the 3-panel non-fluted smooth-side look. There were the 6 pairs of twin-unit diners; the 50 "Inn" series 21 roomette cars; 6 single-unit diners, 2 bar lounge coaches, and 2 10-6 sleepers delivered by Budd in the January to September 1949 time frame. These were all painted PRR "Tuscan Red" and because they had the 3 flat panels (flating?) instead of fluting, they matched reasonably well with PRR's other mostly smooth-sided passenger cars. So why weren't the Pacific-series cars built with smooth sides, since they were arguably on the shop floor at the Post-war Budd plant on Red Lion Road at the same time as the large PRR order was being completed?

The answer has to be that the Pacific's were the first of the so-called "girder cars" at Budd. This was a radical departure in how Budd passenger cars were built. Budd had finally designed a girder frame to replace their long-standing truss frame designs, variations of which they had used since Budd first started building railroad passenger cars at their Hunting Park Avenue plant in Philadelphia

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At any rate, the finished appearance of the girder frame cars was very similar to the truss frame cars, and indistinguishable to the average passenger. But one big difference was in how the fluting was made and attached to the finished car body. It appears that the engineers at Budd had not yet figured out how to adapt the 3 flat panels used on recent truss-frame cars to the new girder frame. It wasn't until the NP dome coaches and dome sleepers were ordered in March of 1953, that there was apparently enough motivation from the customer to prompt Budd to correct this cosmetic deficiency. At the time of the Pacific-series order, this deficiency was no doubt discussed between Budd and the UP, but evidently, it was not enough of an issue to discourage the UP from placing its first big order with the Budd Company.

UP finally got their flat-sided Budd passenger cars when they ordered 20 coaches in March of 1960 for delivery approximately a year later in 1961. Those cars gave us an idea of what flat-sided Pacific-series cars would have looked like.

RAILROAD NEWS

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



Union Pacific Big Boy No. 4014 will travel to Omaha, Neb., for 11 days of display during the NCAA College World Series baseball championship tournament. The locomotive and its train of heritage passenger cars will depart Cheyenne, Wyo., on the "Home Run Express Tour," bringing it to Omaha for public display June 15-21 and 24-25. It will return to Cheyenne, arriving on July 3. The Omaha display will be at Union Pacific's Home Plate, next to Charles Schwab Field, home of the College World Series. A full schedule is available on the [UP Steam website](#). This will be the first outing for the Big Boy since last year's trip to Denver for an excursion benefitting the Union Pacific museum.

The Everett Railroad intends to restore a rare anthracite-region steel heavyweight office car for first-class service on its excursion trains. Car No. 100, built by American Car & Foundry Co. in September 1925, is the only known surviving passenger car from the Lehigh & New England Railroad. It served the L&NE until the road's 1961 abandonment, after which the car was used by a contractor who tore up the track. The car was sold in 1964 to become part of a restaurant at Strafford, Pa., on the historic Pennsylvania Railroad main line. Both the interior and exterior were heavily modified. In 1993, the owner no longer needed the car and sold it. The most recent owner made it available to the Everett Railroad. It will be moved to the Railroad's headquarters and shop at Duncansville, near Altoona, for evaluation and repairs.

The National Railway Historical Society has announced a new program to recognize North American common carrier railroads for historically significant preservation projects completed or put into operation within the last 5 years. NRHS is partnering with Railway Age and Railway Track & Structures magazine. The nomination period is open until July 31, 2023. NRHS members and Railway Age and RT&S subscribers may nominate their favorite railroad preservation project using the [form on the NRHS website](#).

The Great Smoky Mountain Railroad plans to restore Southern Railway No. 722, a 2-8-0 built by Baldwin in 1904. Plans are to convert the locomotive from coal to oil firing, with completion planned for 2026. The locomotive operated on the Southern until the early 1950s, then was sold to the East Tennessee & Western North Carolina Railroad in 1952 and served as a switcher in Johnson City, Tenn. It was reacquired by Southern in 1967 and was a key part of the railroad's steam program until 1980. It then went to the Tennessee Valley Railroad Museum, where it operated until 1985. It was acquired by the Great Smoky Mountain Railroad in 2000.

The Aberdeen Carolina & Western Railway has debuted its rebuilt and repainted E9A No. 103 on the "NODA Express Maiden Voyage" (NODA is Charlotte's art and entertainment district). The restored locomotive led a special move from the ACW shops in Candor to Midland, N.C. The short line has assembled a collection of several classic EMD cab units. The E9A was paired with the ACW's former Norfolk Southern F9A No. 276 and F9B No. 271 on a seven-car passenger train. No. 103 was purchased in 2021 during the Iowa Pacific equipment bankruptcy sale.

Amtrak/Freight/Federal

CSX Transportation's Baltimore & Ohio heritage locomotive is the first of several the railroad has in the works to honor CSX's heritage railroads. Employees at the Waycross Locomotive Shop are creating paint designs for many of the predecessor roads.

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The inaugural heritage series locomotive — renumbered CSX 1827 in recognition of the year the B&O was chartered — combines colors from the modern CSX and the most recognized of the many B&O paint schemes. It carries the modern CSX logo on the front and the B&O’s iconic capitol dome logo on the rear. The design was initiated by a 25-year CSX employee and generational railroader at the CSX locomotive shop in Huntington, W.Va.,” the announcement says. A CSX spokesman says the railroad hasn’t decided on a firm number of heritage locomotives yet, but said there will be “quite a few.”

The Food and Beverage Working Group, created by Congress to evaluate Amtrak’s onboard food and beverage operation, delivered its full 96-page report to Congress in May.

It says that “delivering consistently good service is not achievable without first fixing the systems that are in play behind the scenes.” The working group’s 15 members are comprised of Amtrak front-line employees and management, international travel and hospitality experts, and partners from state-supported services. The members came up with more than 30 recommendations to improve onboard service. Amtrak was given 180 days to respond.

The Senate Committee on Commerce, Science, and Transportation has approved a significantly revised version of the Railway Safety Act advancing the bill to the full Senate. The bill was introduced in the wake of the Feb. 3 East Palestine, Ohio, derailment. The Association of American Railroads called for legislators to “continue refining” the bill, with AAR CEO Ian Jefferies saying committee negotiations had led to “substantive improvements” addressing rail safety and support of first responders.

Amtrak and the Illinois Department of Transportation (IDOT) have received federal approval for maximum speeds up to 110 mph for most of the Chicago-St. Louis corridor, primarily between the Amtrak stations in Joliet and Alton. This will help establish shorter schedules for the four Amtrak Lincoln Service round-trips and the Texas Eagle. Until now, 90 mph has been the maximum authorized speed on the tracks owned by Union Pacific Railroad.

VIA Rail Canada no longer needs to add “buffer” cars to the rear of the Canadian and other trains that use vintage stainless steel Budd Company equipment, according to Transport Canada officials. The former Canadian Pacific cars have been in service since the mid-20th Century, but an engineering report last fall found that there were major structural weaknesses in the cars’ frames., The railroad added unoccupied stainless steel cars or unoccupied LRC cars. After a series of tests and inspections, VIA found that the cars “are still compliant with structural design standards for crashworthiness.”

AAPRCO NEWS BRIEFS June 2023 Volume 11 Issue 6



Here's your first peek at the schedule and routing for this tried and true Fall favorite!

Sunday, Oct. 1st

- 9:00 a.m. D. Albany-Rensselaer, NY, under Amtrak power
- 11:00 a.m. A. Springfield, MA
- 12:00 p.m. D. Springfield, MA
- 4:30 p.m. A. White River Junction, VT

Monday, Oct. 2nd

- 9:00 a.m. D. White River Junction, VT, under Vermont Rail System power traveling along the Connecticut River
- 5:00 p.m. A. Newport, VT. Passengers may detrain to explore Newport

October 1 - 7, 2023

Tuesday, Oct. 3rd

Off train activities in New Port include a ride on the Jay Peak Tramway with lunch on your own at the summit.

Wednesday, Oct. 4th

- 8:00 a.m. D. Newport, VT
- 4:00 p.m. A. White River Junction, VT. Drop Vermont Rail System power and pick up Amtrak power.
- 5:00 p.m. D. White River Junction, VT, as Amtrak special
- 6:00 p.m. A. Bellows Falls, VT. Park on Vermont Rail. Drop Amtrak power.

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Thursday, Oct. 5th

- 8:00 a.m. D. Bellows Falls, VT, under Vermont Rail System power
- 11:00 a.m. A. Rutland, VT
- 12:00 p.m. D. Rutland, VT
- 3:00 p.m. A. Burlington, VT. Park in Vermont Rail yard

Friday, Oct. 6th

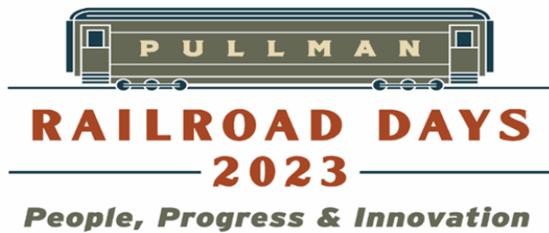
- Passengers enjoy off train activities in Burlington
- 4:00 p.m. Vermont Rail System dinner train departs for evening dinner tour

Saturday, Oct. 7th

- 10:20 a.m. D. Burlington, VT, as Vermont Rail System Special
- 10:45 a.m. A. Shelburne, VT. Passengers tour Shelburne Museum
- 12:45 p.m. D. Shelburne, VT. Photo run-by if time permits
- 3:30 p.m. A. Rutland, VT. Drop Vermont Rail System power, pick up Amtrak power.
- 3:45 p.m. D. Rutland, VT, as Amtrak special train
- 6:30 p.m. A. Rensselaer, NY

TOTAL AMTRAK MILEAGE = 366
TOTAL VRS MILEAGE = 394
TOTAL MILEAGE = 760

Schedule is subject to change. Stay tuned to future news briefs for the latest information.



Scrapbook



The New York Central 3 is positioned on Chicago Union Station Track 1 in advance of the Historic Pullman Foundation reception on Thursday, May 18th. Photo by Rory Newton



Left: PV Royal Street hosted the VIP portion of the Historic Pullman Foundation reception. Photo by Julie King
Right: Caterers on the Colonial Crafts prepare for guests to arrive. Photo by Julie King



U.S. Senator Richard Durbin (D-IL) addresses guests aboard the Royal Street. Photo by Rory Newton

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Left: Reid Dawe (left) with the Royal Street, Rory Newton (center), and NYC 3 owner John Pearson (on platform) assist Metra personnel as the train is readied for the move to Kensington Yard on Friday, May 19th. Photo by Julie King
 Right: Greg Godfrey, Director of Dispatching at Metra, (left) pauses in the lobby of Metra's operations center with Matt Reinert, Car Manager for Colonial Crafts. Godfrey offered AAPRCO's Pullman volunteers a personal tour of the operations center while the cars moved, unoccupied, to Kensington Yard. Photo

AAPRCO member cars Royal Street, Colonial Crafts, and New York Central 3 are stored in Metra's Kensington Yard overnight on May 19th and 20th. Photo by Julie King



Metra personnel at Kensington Yard go above and beyond expectations by giving the dusty cars a hand washing in advance of public tours at Pullman Railroad Days. Photos by Rory Newton and Julie King

Metra personnel at Kensington Yard go above and beyond expectations by giving the dusty cars a hand washing in advance of public tours at Pullman Railroad Days. Photos by Rory Newton and Julie King

Colonial Crafts' volunteer Andre participated in public tours in full Pullman Porter uniform. Photos by Rory Newton



AAPRCO volunteers Doug Davidson (left) and Tom Lanahan (right) serve as docents for public rail car tours at Metra's 111th Street and Cottage Grove station adjacent to Pullman National Park. Photos by Julie King and Rory Newton

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Stephen Gardner Testimony

Amtrak CEO Stephen Gardner is to appear before the House Railroads Subcommittee Tuesday, June 6. Click [here](#) for a news report. Expect hostility towards long-distance trains at this hearing, which is not yet on the committee’s [web site](#).

Debt Ceiling Bill

It may be tempting fate to talk about the debt ceiling deal before it clears the Senate, but it appears that Amtrak escaped largely unscathed. House T&I Ranking Member Rich Larsen (D-WA-2-Everett/Bellingham), in a May 31 release, said the House-passed debt ceiling bill “leaves the Bipartisan Infrastructure Law’s funding fully intact...” Similarly, *Politico* this morning reported that “Democrats protected their biggest policy goals, including recent legislation on... infrastructure.”

The IJA/Bipartisan Infrastructure Law advance appropriations for passenger rail of about \$70 billion over five years is protected. It remains to be seen how operating grants will fare. Trust Across the Aisle

Continuing my reporting of good, bipartisan relationships, OMB Director Shalonda Young, one of Biden’s key negotiators, was highly praised by Speaker Kevin McCarthy when Biden elevated her to be a key negotiator, saying “Everybody in this place knows her, respects her greatly.”

Washington Report

by Ross Capon

..” Back at her Senate confirmation hearing, Lindsey Graham (R-SC)’s entire statement was this: “I think you are a highly qualified person for the job. Everybody that deals with you on our side has nothing but good things to say. You might talk me out of voting for you, but I doubt it. Thank you.”

House Financial Services Committee Chair Patrick T. McHenry (R-NC) cited Young by name in praising Biden’s representatives last week. “They’re a highly credible team, they’re a tough negotiating team; these are tough discussions that we’re having. But they’re honest. We’re honest with each other.” Young, a former longtime House Appropriations staffer, describes her approach to members this way: “I know a lot of members of Congress. What you don’t do is call and tell them what to do. You educate. You say, ‘Let me know what you need to know, what’s in this bill, how it’s written, how it’s going to be implemented. And we’re here to answer you.’... You get into trouble when you try to tell members what their opinion is. Every member should have whatever opinion. Our job is to say, ‘This is what’s in the bill.’”

Southwest Chief Gets Bigger, Later

For months, the standard consist was four cars -- two sleepers, diner, Sightseer Lounge, two coaches. A third coach became standard with the May 25 departure from Los Angeles (that particular trip had four coaches), and the May 29 Los Angeles and May 30 Chicago departures had baggage cars. Unfortunately, the eastbound *Chief* has been over three hours late in Fort Madison May 30, May 31, and today. (I watch the Fort Madison webcam. Click [here](#) if you would like to. The times provided in response to Amtrak.com “status” queries are accurate when I have checked them.)

As of Chicago departure May 21, the *Capitol Limited* still consisted of baggage car, two sleepers, food car, one coach.

Passenger Rail News



The Aberdeen Carolina & Western, founded by AAPRCO board member Robert Menzies, unveiled their new E9, ACWR 103, on May 25th by running a special from Candor, North Carolina, to Stanfield, North Carolina. The train consist included ACWR 103, ACWR 276, ACWR 271, Heavyweight Open Platform San Marino, Heavyweight Pinehurst, Dome The Menzies Vista, Heavyweight Open Platform Mission Santa Ynez, Party Patio Car, Party Canopy Car, Heavyweight Baggage Car, Superdome Summit View, and ACWR 6918.

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Amtrak Names Grasty EVP, Chief HR Officer; CEO Gardner Receives LaHood Award



Amtrak has promoted Robert Grasty to executive vice president and chief human resources officer, effective June 26. Previously senior VP of human resources, Grasty will succeed Qiana Spain, who will remain with the railroad until June 30, Amtrak officials said in a press release. Grasty has more than 25 years of experience in designing and executing human resources strategies in domestic and international organizations in the transportation, health care, energy and financial services sectors. Prior to joining Amtrak, he spent several years serving in chief HR officer, operations and executive leadership roles for Fortune 100 and 500 companies.

Previously Amtrak's senior VP of human resources, Grasty will succeed Qiana Spain as EVP and chief human resources officer. Photo – media.amtrak.com

Meanwhile, Amtrak announced yesterday that CEO Stephen Gardner has been awarded the Hon. Ray LaHood Award by WTS International.

The award is named after former U.S. Transportation Secretary Ray LaHood, who supported WTS International's mission to advance transportation and the professional women who lead it. A former congressman, LaHood served as President Barack Obama's transportation secretary from 2009 to 2013.

WTS International presents the LaHood award annually to recognize a "man of the year" who was instrumental in attracting, retaining and advancing women in transportation.

"We are proud to recognize, celebrate and continue to support organizations and leaders who prioritize not only advancing women and minorities into decision-making roles in our industry, but also are committed to developing the next generation of a diverse workforce," said WTS International President and CEO Sara Stickler.

Under Gardner's leadership, Amtrak has worked to cultivate an inclusive culture that reflects the customers and communities it serves, Amtrak officials said.

"This recognition serves as a testament to our collective efforts at Amtrak to put diversity, inclusion and belonging at the forefront," said Gardner. "I am honored to work with all the amazing women at Amtrak who are leading a new era of rail."

Amtrak Adds Two Northeast Regional Trains



Northeast Regional trains provide service from Springfield, Massachusetts, and Hartford, Connecticut, to Penn Station in New York City. Photo – Amtrak

Amtrak and the Connecticut and Massachusetts state transportation departments announced in late May the addition of two Northeast Regional trains to the Springfield-Hartford Line with direct service to Penn Station in New York City.

Amtrak's Northeast Regional trains provide single-seat rides from Connecticut and Massachusetts to New York City's Penn Station, [Connecticut Department of Transportation](#) officials said in a press release.

From Hartford to New York City, the ride takes less than three hours, with stops in New Haven, Bridgeport and Stamford. From Springfield, the ride takes about three-and-a-half hours.

Riders can expect the same amenities on the trains as they do on most Amtrak trains, including free Wi-Fi, small pet allowances and spacious seating, [Massachusetts Department of Transportation](#) officials said in a press release.

Amtrak, NC by Train to Expand Piedmont Service in July

Amtrak and [NC by Train](#) plan to add a daily roundtrip on the [Piedmont](#) passenger-rail service between Charlotte and Raleigh, North Carolina, beginning July 10.

The number of daily departures between the two cities will increase from eight to 10. The Piedmont service includes stops in Cary, Durham, Burlington, Greensboro, High Point, Salisbury and Kannapolis.

The additional round trip is necessary to meet an increasing demand for passenger-rail service in the state, Amtrak and NC by Train officials said in a press release.

In 2022, North Carolina's intercity passenger-rail service reached the highest ridership level in its 32-year history. And after strong first-quarter ridership, NC By Train in April registered

An additional roundtrip between Charlotte and Raleigh will start July 10. Photo – NC by Train

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its second-highest passenger count in a given month at 53,300.

"The trend of increased ridership over the last year has shown the need for new service options," said Jason Orthner, the rail division director for the North Carolina Department of Transportation (NCDOT).

Amtrak and NCDOT operate the Piedmont and Carolinian passenger-rail services in the state. The services are paid for by state funding and passenger fares.

End of AARPCO News.

Brightline Tickets Now on Sale for Miami-Orlando Service

By Bob Johnston | May 17, 2023 First tickets available for Sept. 1; service could begin earlier, depending on testing results



A northbound Brightline test train flies through a flagman-protected crossing north of Vero Beach, Fla., on Feb. 8, 2023. Miami-Orlando schedules were released and ticket sales have begun as of May 17, 2023. Bob Johnston



The interior entrance to Brightline's Orlando International Airport station, as seen in February 2023. Bob Johnston

ORLANDO — Brightline's Miami-Orlando schedule is out, and tickets are now on sale — even though an official start date has not yet been announced.

Starting today, travelers can book tickets on Brightline trains between Orlando International Airport and South Florida destinations. Tickets are on sale for trips Sept. 1 through Jan. 7, 2024; however, the official launch of 16 daily Orlando-Miami round trips will likely come before that date.

A media advisory issued Tuesday says the “ official opening date and inaugural rides will be announced after Brightline has completed required testing. Guests should sign up for Brightline emails on www.gobrightline.com to be the first to know when summer inaugural rides will go on sale.”

This strategy allows Brightline to begin selling daily inventory after the company is reasonably certain it has satisfied Federal Railroad Administration performance verification requirements for new trackage north of West Palm Beach capable of 110mph and 125 mph.

As with existing Miami-West Palm Beach service, seats in both Smart and Premium classes are reserved at the time of purchase [at Brightline's website](http://www.gobrightline.com). Miami-Orlando fares for Smart Class, billed as a “business class option” with four-across seating, start at \$79 for adults and \$39 for kids. Groups of four or more traveling together are eligible for a 25% discount.

Full-route fares for Premium Class, offering wider seats in a two-and-one configuration, start at \$149. Initially, there will be one Premium and three Smart coaches on every train, so prices could rise sharply with demand for any given departure.

On the other hand, there are periodic actively marketed deals. For instance, the upcoming “305 Weekend” promotion is offering limited quantities of \$10 adult and \$5 kids fares May 19-21. *Trains News Wire* repeatedly received an “OOPS, our servers are busy...please try again soon” message when attempting to ascertain the fare range on Tuesday. This is not the first time Brightline's site has been overloaded in recent weeks.

Not all Miami-Orlando trains will serve every station, but the Brightline website [includes printable grid timetables](http://www.gobrightline.com). All trains will stop at Aventura — a change from current operations between Miami and West Palm Beach — but six to eight will skip Boca Raton, depending on the direction and whether it is a weekday or weekend.

Travel times between Miami and Orlando vary from 3 hours, 25 minutes to 3 hours, 30 minutes.

A ticket change fee policy was unavailable as sales began. News Wire will look at this and other details in an upcoming analysis.

Great Smoky Mountain Railroad to Restore Southern No. 722 to Operation

By | May 21, 2023

BRYSON CITY, N.C. — The Great Smoky Mountain Railroad has announced plans to restore operation Southern Railway No. 722, a 2-8-0 built by Baldwin in 1904.

Plans to convert the locomotive from coal to oil firing in a process estimated to be completed in 2026, the railroad said in a press release.

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Baldwin 2-8-0, once a star of Southern steam program, will be converted to oil firing



Southern No. 722 passes Chicopee Mills near Gainesville, Ga. on a Boy Scout special, May 1975. Deb Goldfeder; Bill Schaffer collection

The locomotive operated on the Southern until the early 1950s, then was sold to the East Tennessee & Western North Carolina Railroad in 1952 and served as a switcher in Johnson City, Tenn. It was reacquired by Southern in 1967 and was a key part of the railroad’s steam program until 1980. It then went to the Tennessee Valley Railroad Museum, where it operated until 1985. It was acquired by the Great Smoky Mountain Railroad in 2000.

The Great Smoky Mountain Railroad is owned and operated by American Heritage Railways, which also owns and operates the Durango & Silverton Narrow Gauge Railroad. Great Smoky Mountain launched a steam program in 2015 with a rebuild of its No. 1702, a 2-8-0 built by Baldwin in 1942 for the U.S. Army Transportation Corps. That locomotive was converted from coal to oil firing, as is planned for No. 722.

Signal Error Blamed for Fatal Collision in India

By | June 4, 2023 Death toll at 275 in three-train collision



A screen shot of [drone footage from The Guardian](#) shows clean-up efforts at the scene of Friday’s three-train collision in India that killed at least 275.

BALASORE, India — A signal error caused a collision that has killed at least 275 people and injured more than 1,000, according to India’s railway minister.

[The Guardian reports](#) that Ashwini Vaishnaw said the full investigation into the Friday crash was continuing but “the root cause has been identified.” Preliminary findings indicate the train, the Coromandel Express was initially given a green signal to enter the main line, but then was sent into another track, known as the loop line, where it struck a stationary train of iron ore. The Express was traveling at 80 mph at the time; some of its cars then it another express heading in the opposite direction, causing some of that train’s cars to derail, as well.

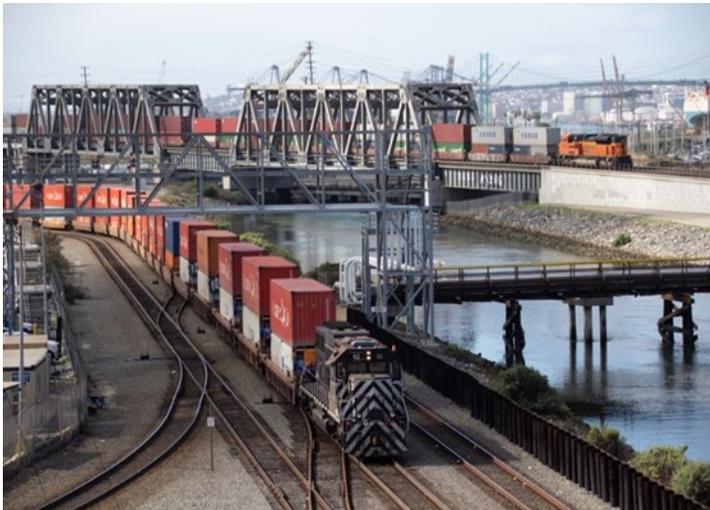
Vaishnaw would not say if human error was a part of the signal malfunction: “Who has done it and what is the reason will come out of an investigation,” he said. The railway ministry is seeking a criminal investigation by the government’s Central Bureau of Investigation.

The death toll had been placed at 288, but has been revised downward after it was determined some bodies had been counted twice.

[The BBC reports](#) about 2,000 people were believed to be aboard the two passenger trains. The Coromandel Express travels between Kolkata (formerly Calcutta) and Chennai (formerly Madras), a route of about 1,000 miles; the Howrah Superfast Express was en route from Yesvantpur to Howrah, a trip of about 1,200 miles.

Union, West Coast Ports Announce New Labor Deal

By | June 15, 2023 Agreement remains subject to ratification; details not announced



Pacific Harbor Line and BNSF trains work at the Port of Los Angeles. The union representing dockworkers has reached a new agreement with the organization representing operators of 29 West Coast ports. David Lassen

SAN FRANCISCO — The Pacific Maritime Association and International Longshore and Warehouse Union have reached a tentative labor agreement covering 29 West Coast ports, ending more than a year of negotiations in a dispute that had seen work stoppages at major ports of entry.

The settlement has major implications for the rail industry given the significance of intermodal traffic to and from western ports.

The two sides announced the tentative agreement in [a joint statement Wednesday evening](#), saying it was reached with assistance from acting U.S. Labor Secretary Julie Su. Details were not released. The six-year deal is subject to ratification by both sides.

“We are pleased to have reached an agreement that recognizes the heroic efforts and personal sacrifices of the ILWU workforce in keeping our ports operating,” said PMA President James McKenna and ILWU President Willie Adams. “We are also pleased to turn our full attention back to the operation of the West Coast Ports.” Su, [in a statement](#), said the tentative agreement covering 22,000 workers demonstrates that “collective bargaining — though sometimes difficult — works. Thanks to the hard work and perseverance of the leadership of the ILWU and the PMA, the tentative agreement delivers important stability for workers, for employers, and for our country’s supply chain.”

[The U.S. Chamber of Commerce said last week](#) that a work stoppage at the ports could be devastating to the U.S. economy, given that the West Coast ports account for over 50% of all U.S. imports.

Worker no-shows in protests over the lack of progress in negotiations had shut down the ports of Los Angeles and Long Beach on April 6-7, while similar shutdowns occurred at those ports, Oakland, Tacoma, and Seattle on June 2.

Workers had been without a contract since July 1, 2022.

CSX Debuts Chessie System Heritage Locomotive

By Bill Stephens | June 10, 2023 CSX Transportation ES44AH No. 1973 salutes Chessie System



CSX Transportation heritage locomotive No. 1973 honors the Chessie System. CSX

CSX Transportation CEO Joe Hinrichs showed off the railroad’s second heritage locomotive today on LinkedIn: ES44AH No. 1973, a salute to the Chessie System.

“The Chessie Cat is back! Here is the CSX Chessie System locomotive #1973,” Hinrichs wrote. “Enjoy! Great job again by our Waycross team.”

The locomotive was painted at CSX’s Waycross, Ga., shop and recognizes Chessie System’s founding year.

[The first heritage locomotive, unveiled last month, was Baltimore & Ohio unit No. 1827.](#) CSX’s heritage locomotives feature the current CSX livery on the nose and cab, which then fades into the historic livery on the long hood.

Metro News - Steamboat Minnehaha

Tuesday, June 6, 2023, 10:11 AM, Frederick Krenske



Photo by Dawn Holmberg

The Museum of Lake Minnetonka is actively working to bring Steamboat *Minnehaha* back to active operation once again:

Current Status:

At the end of the 2019 season, *Minnehaha* lost access to the only boat ramp on Lake Minnetonka capable of launching & hauling-out this community treasure. The Museum of Lake Minnetonka (MLM) - the all-volunteer, nonprofit organization which owns and operates the steamboat - was forced to suspend *Minnehaha's* history cruises until a new launch site could enable the boat to return to service.

A site has now been identified and currently engineering/design plans are under development. Permits will need to be approved and funds raised before construction can begin. Meanwhile, the energy costs to keep the boat heated during the winter have risen significantly in the past year, as have insurance premiums. MLM is currently working to explore all fundraising and grant opportunities, but your support is needed now.

How YOU Can Help:

Help us Get *Minnehaha* out of her storage barn and Back On The Water Again!

A new launch ramp will secure *Minnehaha's* future for the long-term - but it will require the support of the entire Lake Minnetonka community to make it a reality. *Minnehaha's* story is unlike that of any other vessel on the lake or in Minnesota. We are committed to making this happen...but we need your support too. Please considering donating to the Museum of Lake Minnetonka!

History:

Built in 1906 as an extension of the Twin Cities' streetcar system, *Minnehaha* provided fast and reliable transportation for the tourists and residents of Lake Minnetonka for twenty years. At 70 feet long and nearly 15 feet wide, she operated on scheduled routes alongside five identical sister vessels called the Express Boats. Since they closely resembled the Twin City Rapid Transit Company's trollies, residents often referred to these boats as "the streetcar boats."

The popularity of automobiles and improved roads in the area ended the streetcar boats' viability in the 1920s. With no further use in sight, *Minnehaha* and some of her sister boats were scuttled in 1926 and lay forgotten at the bottom of Lake Minnetonka for more than five decades. In 1980, a salvage team located the wreck of *Minnehaha* and raised her back to the surface. Following a \$500,000, volunteer-driven restoration, *Minnehaha* returned to passenger service in 1996 and operated continuously on Lake Minnetonka until 2019. *Minnehaha* was officially listed on the National Register of Historic Places in 2021!

For more information about *Minnehaha* and how to help return her to the waters of Lake Minnetonka, visit www.steamboatminnehaha.org!

Metro News - Rail Crossing Improvements

Monday, June 5, 2023, 1:19 PM, Frederick Krenske <rick@usjet.net> wrote:

RAIL: Via U.S. DOT, **VERBATIM:** "The U.S. Department of Transportation's Federal Railroad Administration (FRA) today announced it has awarded more than \$8.5 million to the state of Minnesota in Railroad Crossing Elimination (RCE) Grant Program funding for 3 projects.

Nationally, the RCE Program will provide over \$570 million in funding for 63 projects in 32 states. This inaugural round of funding will address more than 400 at-grade crossings nationwide, improve safety, and make it easier to get around railroad tracks by adding grade separations, closing at-grade crossings, and improving existing at-grade crossings where train tracks and roads intersect . . . Projects supported by RCE

Program funding in Minnesota include:

-TH 27/Mississippi River Bridge Grade Separation (\$3,200,000) . . .

-CSAH 55 Highway-Rail Grade Crossing Elimination Project (\$4,824,563) . . .

-Office of Freight and Commercial Vehicle Operations: Planning Study for Future of Severely Humped Highway/BNSF --**Rail Grade Crossings**

for Closure, Consolidation or Improvements. (\$480,000)"

Biggest 4-6-2 Pacific: Omaha Road's E-3 Class

By [Kevin P. Keefe](#) | January 1, 2023 provided by Rick Krenski

This Chicago & North Western affiliate created the "super" 4-6-2 Pacific to fit on restrictive turntables



Omaha Road No. 602 handles train 514, The Victory, at St. Paul, Minn., on July 1953. W. H. N. Rossiter photo



Omaha Road No. 600 arrives at Minneapolis' Great Northern depot from Omaha in June 1952. James G. La Vake photo

Any history of the American steam locomotive must save some superlatives for the 4-6-2 Pacific. The wheel arrangement allowed a wide variety of design and performance, such that approximately 6,000 were manufactured in the first half of the 20th century, all in the name of hauling people. As Trains Editor David P. Morgan noted in a 1988 essay, "History will record the Pacific as the majority passenger locomotive of this century because its inception and development coincided with the peak season of rail passenger traffic."

Several big carriers fielded big rosters of Pacifics, chief among them the Pennsylvania Railroad, which fielded 696, including 425 in its legendary K4s class. Most railroads bought basic USRA-design Pacifics that, even listed as "heavy," were rather modest-size engines. Other carriers — notably Santa Fe, Jersey Central, and Chesapeake & Ohio — bought truly large Pacifics. But leave it to an obscure Midwestern railroad — Chicago, St. Paul, Minneapolis & Omaha, the "Omaha Road" — to operate the biggest 4-6-2 Pacific of all, its E-3 class. As a subsidiary of Chicago & North Western, the CStPM&O was obliged to use the E-3s to haul the Minneapolis-Chicago North Western Limited on tight schedules between the Twin Cities and Elroy, Wis., as well as other C&NW trains. The E-3 class was obscure, to be sure: only three engines, all built by Alco in 1930, numbered 600-602. But they weighed in at a whopping 347,000 pounds, heavier than Santa Fe's huge 3400-class machines rebuilt in 1934 from earlier engines and each weighing in at 338,000 pounds. Although the Omaha Road initially considered moving beyond its earlier E-2 4-6-2s to the 4-6-4 wheel arrangement, it settled on this "super" 4-6-2 to accommodate the railroad's 90-foot turntables; the E-3 measured 87 feet in length, with some overhang on the turntables.

Among other attributes, the E-3s boasted 75-inch drivers, multiple throttles, Baker valve gear, and Franklin boosters, all of which added up to an impressive 64,600 pounds of tractive effort. Their tenders hauled 14,000 gallons of water and 16 tons of coal. Modernization after World War II would include the addition of roller bearings but the boosters were removed on account of maintenance costs.

In his history of the CStPM&O, historian Stanley H. Mailer extolled the E-3 as the ultimate in Omaha Road motive power. "What Omaha got was a massive modern Pacific that filled its needs. One of the most remarkable engines in the Midwest, the E-3s routinely operated as far east as Milwaukee's lakefront station."

Thus, a rather small railroad — just over 1,600 route miles — could claim it operated the biggest 4-6-2 Pacific.



Santa Fe 4-8-4 No. 2926 to Steam Up Next Month

By | April 18, 2023

ALBUQUERQUE, N.M. — [Santa Fe 4-8-4 No. 2926](#) will make a short trip next month from its restoration site to Tractor Brewing Company in Albuquerque.

The short run down approximately four blocks of industrial track will operate May 6 as a fundraiser for the New Mexico Steam Locomotive & Railroad Historical Society, which restored the locomotive to operating condition. It will be the first time the engine has moved any distance under its own power. Baldwin built the locomotive for AT&SF in 1944 and it was retired in 1953. It was displayed in Coronado Park near downtown Albuquerque until June 23, 2000, when it was moved to a BNSF Railway siding. It moved to its current location near 8th Street and Haines Avenue, Albuquerque, in 2002. For the first time since 1953, it was steamed up in 2019. July 2021 was the first time since restoration that the locomotive was tested under its own power.

The Society said more news about next month's move will be announced soon at: www.facebook.com/NMSX2926



Main Street of the Northwest - PBS Documentary on YouTube

Date: Sat, 03 Jun 2023 [Saturday, June 3, 2023, 9:01 AM, Frederick Krenske](#)

It's always interesting to see what pops up on the internet.

This morning I discovered that the Lakeland (Minnesota) PBS station posted their production on the story of the Northern Pacific Railway. This is a 90 minute documentary with some of it detailing with American history rather than strictly railroad history and ends with a good narration by a former NP engineer.

<https://youtu.be/pTEh19GaSA>

Railfan Events (Thanks to Rick Krenske, Bill Dredge)

Northstar Chapter NRHS Monthly Meeting	Saturday September 9 2023 6:15—8:45 pm	Roseville Lutheran Church 1215 Roselawn Ave W Roseville MN 55113	FREE -Guests are Welcome
Twin City Model Railroad Museum Hobby Show and Sale	Saturday, September 16, 2023 from 9 am to 2 pm	MN State Fairgrounds – Education Building 1327 Cosgrove Street Falcon Heights, MN 55108	\$7
Newport Railroad Club Flea Market	Saturday October 14 2023 9:00am—2:00pm	Woodbury High School 2665 Woodlane Drive Woodbury, MN	\$7
Great Train Show (Tentative)	Saturday –Sunday November 4th & 5th 2023 10:00am—4:00pm	Canterbury Park 1100 Canterbury Rd, Shakopee, MN	\$10 for both days

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