



**NRHS**

# Northstar News

Publishers of the Minnesota Rail Calendar

*Happy New Year!*



L to R 1. CP Holiday train –Dawn Holmberg 2. Holiday Train at SPUD, 3,4. North Pole Express and #261 at SPUD –Brandon Smith

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**Meeting Notice**

Next business meeting will be held on **Saturday January 21st 2016 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on page 2. Program after the meeting – Glen Holmberg Slides from his collection.

There will be a pre-meeting get-together January 21 2016 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 4:45 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Bring in your slides or digital media for pictures to be considered for the 2018 Calendar.

The 2017 Minnesota Railroad Calendar is still Available. See Dawn Holmberg to get your Copy. Issues are Selling fast!



**Northstar Chapter Officers**

<b>President</b>	<b>Dan Meyer</b>	<a href="mailto:dan@meyer-family.net">dan@meyer-family.net</a>	763-784-8835
<b>Vice President</b>	<b>William Dredge</b>	<a href="mailto:williamdredge@yahoo.com">williamdredge@yahoo.com</a>	952-937-1313
<b>Past President</b>	<b>Richard Tubbesing</b>	<a href="mailto:Tubbesing261@yahoo.com">Tubbesing261@yahoo.com</a>	763-757-1304
<b>National Director</b>	<b>Jim McLean</b>	<a href="mailto:genrrserv@aol.com">genrrserv@aol.com</a>	612-747-8541
<b>Treasurer</b>	<b>Russ Isbrandt</b>	<a href="mailto:rmisbrandt@comcast.net">rmisbrandt@comcast.net</a>	651-426-1156
<b>Secretary</b>	<b>Dave Norman</b>	<a href="mailto:nevad239@gmail.com">nevad239@gmail.com</a>	612-729-2428
<b>Trustee</b>	<b>Gary Rumler</b>	<a href="mailto:nlcdrumler@gmail.com">nlcdrumler@gmail.com</a>	651-385-8752

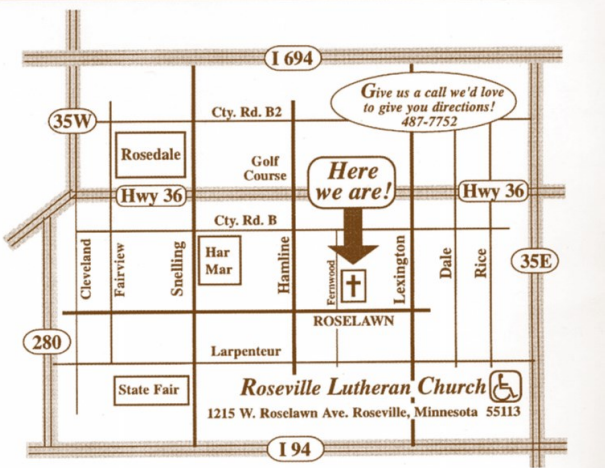
Staff

<b>Program Chairman</b>	<b>John Goodman</b>	<a href="mailto:Jhgoodman2001@yahoo.com">Jhgoodman2001@yahoo.com</a>	<b>612-839-0905</b>
<b>Newsletter Editor</b>	<b>Committee: Richard Tubbesing, Dawn Holmberg</b>	<a href="mailto:Tubbesing261@yahoo.com">Tubbesing261@yahoo.com</a> <a href="mailto:dawn@dholmberg.com">dawn@dholmberg.com</a>	<b>763-757-1304</b> <b>763-784-8835</b>
<b>Newsletter Distribution</b>	<b>Richard Tubbesing</b>	<a href="mailto:Tubbesing261@yahoo.com">Tubbesing261@yahoo.com</a>	<b>763-757-1304</b>
<b>Calendar Committee</b>	<b>John Goodman Dawn Holmberg Russ Isbrandt</b>	<a href="mailto:Jhgoodman2001@yahoo.com">Jhgoodman2001@yahoo.com</a> <a href="mailto:dawn@dholmberg.com">dawn@dholmberg.com</a>	<b>612-839-0905</b> <b>763-784-8835</b>
<b>Trip Director</b>	<b>John Goodman</b>	<a href="mailto:Jhgoodman2001@yahoo.com">Jhgoodman2001@yahoo.com</a>	<b>612-839-0905</b>
<b>Chapter Librarian/ Historian</b>	<b>John Cartwright</b>	<a href="mailto:stationman86@yahoo.com">stationman86@yahoo.com</a>	<b>651-481-8479</b>
<b>Web Master</b>	<b>Dan Meyer</b>	<a href="mailto:dan@meyer-family.net">dan@meyer-family.net</a>	<b>763-784-8835</b>
<b>Chapter Mailbox</b>	<b>Northstar Chapter NRHS</b>	<b>PO Box 120832</b>	<b>St Paul MN 55112</b>
<b>Library Data Base Ad- ministrator</b>	<b>Russ Isbrandt</b>	<a href="mailto:rmisbrandt@comcast.net">rmisbrandt@comcast.net</a>	<b>651-426-1156</b>

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

From the Publisher:

**Happy New Year to everyone! Again, 2017 Dues are Due!** Chapter membership dues are \$18 for members of the NRHS. Subscriptions are \$21, and do not include membership in the Northstar Chapter/ Northstar Railway Historical Society. To renew a chapter membership, mail a check made out to the Northstar Chapter, NRHS to Russ Isbrandt, 4036 Birch Knoll Dr., St. Paul, MN., 55110. If you are a current member of the NRHS and the NRHS has your email address, you should have gotten an Email from 'Amelia.com' to renew your NRHS dues via secure payment by credit card. If the NRHS does not have your email address, you should have by now received a letter in the mail to renew your dues. If you have received notification by either method, please renew your NRHS dues promptly. The NRHS is now in the black due to great leadership which has turned around this organization from debt ridden status. **If you do not renew by March 1 2017, you will be dropped from the Newsletter distribution list.** Thank You. -The Editor Our Holiday Banquet was a great success. We had over 35 members and Guests Attend, and the NYC '20th Century Limited' was excellent. Thanks to Bill Dredge for his DVD and John Goodman for managing our Holiday Banquet. As a bonus, John Kennedy showed some of his RR slides from the 1970's. They were excellent.



Views of the CP Holiday Train in 2016 in the Twin Cities . Photos by Dawn Holmberg

**CP Holiday Train** Posted by: [Joseph.Lechner@mvmu.edu](mailto:Joseph.Lechner@mvmu.edu) Sun, Jan 1, 2017 From Rick Krenske

Canadian Pacific's Holiday Trains have completed their eighteenth season. The brightly-lit trains travel the length and breadth of CP's far-flung system, spreading holiday cheer and supporting local food banks. During their eighteen years of operation, the trains have collected four million pounds of food and over \$12 million.

This year's Canadian train visited six provinces, starting in Quebec on November 25 and ending at Coquitlam BC on December 17. Meanwhile, the U.S. train made stops in six states served by CPR (New York, Illinois, Iowa, Wisconsin, Minnesota and North Dakota). It also passed through Michigan, Ohio and Indiana on tracks owned by U.S. railroads .



## FEDERAL TRANSIT ADMINISTRATION PROPELS SOUTHWEST LRT PROJECT FORWARD WITH APPROVAL TO ENTER ENGINEERING

POSTED In: [Transportation](#) Date: 12/21/2016 From Rick Krenske

Authorization illustrates federal confidence in project, ahead of approval of federal funding

The Federal Transit Administration (FTA) today underscored its continued confidence in the Southwest LRT Project, by approving the project's entry into engineering. This milestone means the federal government has authorized project staff to finalize designs in preparation for the start of construction in 2017.

"We continue full steam ahead on the Southwest LRT project," said Metropolitan Council Chair Adam Duininck. "The continued confidence and support from the FTA underscores this project's strength as an efficient and effective way to connect people with jobs and expand opportunities in our region. We are on track to apply in February for the Full Funding Grant Agreement and fully expect to receive that federal commitment in July. I'm proud this project continues to maintain support not just at the federal level, but from our local community and business leaders as well."

The FTA cleared the project's environmental review earlier this year, paving the way for SWLRT to begin in January preparing bid documents for heavy construction.

The Full Funding Grant Agreement would commit the FTA to pay half the capital costs of the project, or \$928.8 million. When the 14.5-mile line opens in 2021 as the METRO Green Line Extension, it will provide access to about 200,000 jobs.

Next steps include invitation for bids

The project office plans to issue invitation for bids for the heavy construction contract in early 2017, for the systems contract (electrical power, signaling and communications systems) in the spring, and for the operations and maintenance facility contract mid-year. The Met Council could begin awarding contracts in June, with private utility relocations happening in the spring ahead of heavy construction. For details about the contracts, see page 5 of the [September project newsletter, Extending Tracks](#).

More than 200 contractors, Disadvantaged Business Enterprises attend contractor open house

Staff presented design details Dec. 5 at a construction contractor open house at the Minnetonka Community Center to 230 contractors interested in bidding on the project. The open house included an information session and networking opportunity for Disadvantaged Business Enterprises (DBE) and prime construction bidders. Contractors interested in bidding on the project staffed 12 tables at the open house.

"Contractors are hungry for the chance to work on the Southwest LRT line. The Southwest LRT Project will create an estimated 7,500 construction jobs, totaling \$350 million in take-home pay for Minnesota workers, who will come from all over the state," project director Jim Alexander said.

### Friends of the 261 Welcome 11,000 Passengers on Annual 'North Pole Express'

From the TRAINS Newswire: By [Steve Glischinski](#) | December 15, 2016 From: Rick Krenske Mon, Dec 19, 2016



ST. PAUL, Minn. — Minnesota North Pole Express organizers say they've sold out all of their winter trains for a third year in a row. The Friends of the 261 organizes the holiday train, which is pulled by Milwaukee Road 4-8-4 No. 261. Organizers say they welcomed 11,000 passengers this season at the Union Depot in St. Paul for the two weekends that trains operated, Dec. 1-4 and 8-11.

The North Pole Express featured a 60-minute train ride on the Union Depot grounds. After departing the depot platform, the five-car trains traveled to Santa's Workshop at the east end of the depot property built by Friends volunteers. Santa then boarded the train and collected letters written to him by passengers. He visits with each child on the trip back to the depot. Volunteers offered children cookies and hot chocolate in the depot head house on their return. *Continued on next page:*

*Milwaukee Road 4-8-4 No. 261 leads a North Pole Express train from St. Paul Union Depot this December. Steve Glischinski*

*Continued from previous page:* Other on-site activities included a children's Thomas the Tank engine play area and model railroads from the Twin City Model Railroad Museum and the Granite City O-Gaugers Model Railroad Club from St. Cloud, Minn.

Major sponsors of the North Pole Express were BNSF Railway, Bell Bank Mortgage, ReMax Advantage Plus, and Trademark Title Services. Trips were coordinated to run when the popular European Christmas Market was held at the Union Depot. Canadian Pacific's Holiday Train also visited the depot during the North Pole Express runs on Dec. 9.

Passengers enjoyed a slightly longer ride this year because depot owner, Ramsey County Regional Railroad Authority, extended the tail track on the east end of the depot property by 251 feet.



*A crane lowers a locomotive boiler onto its wheels Tuesday in Janesville. Photo by Pat Christman*

## M&StL Loco Lands In Janesville MN

**This was Don Lind's locomotive. From: "Rick Krenske" Sat, Dec 3, 2016.**

JANESVILLE — A 50 foot-tall-crane hoisted a 106-year-old steam engine locomotive into the air and set it upright on a set of tracks Tuesday.

Borneke Construction Company purchased the multi-ton train and had it brought to Janesville from a museum in Annandale two years ago, said Joe Borneke.

The train was built in 1910 and retired from use in 1938.

A crew spent several hours in the chilly rain setting up the locomotive for display and ensuring the boiler is secure on the base of the engine. Cars slowed as they drove past.

Borneke said passersby stopped to take photos and one couple even had a wedding photo shoot at the site.

## Duluth & Northeastern 2-8-0 Operations Pushed Back to March.

From the TRAINS Newswire: By [Steve Glischinski](#) | November 28, 2016 From Rick Krenske



TRAINS: Jim Wrinn

DULUTH, Minn. — Duluth & Northeastern 2-8-0 No. 28, undergoing restoration at the Lake Superior Railroad Museum in Duluth, will make its first test runs in March 2017, the museum announced recently. While museum officials had hoped to have the engine completed this fall, as with many steam restorations, work took longer than expected. The locomotive has been under restoration since 2011.

With boiler tubes installed, the clock began running on the 15-year or 1,472-day federal inspection requirements on Nov. 4. With that in mind, the museum decided rather than rush the engine out to service, that it would take time during the winter months to complete the project. Plans are to make test runs and donor appreciation trips in late March.

Duluth & Northeastern 2-8-0 No. 28's tender rests in a yard awaiting re-mating to the locomotive. It is now expected to steam again in 2017.

“We had hoped to get the engine running this year, but seeing that the clock for the federal inspection was going to start in November anyway, we decided to get the whole thing together and painted and roll her out in March,” museum Executive Director Ken Buehler tells Trains News Wire. In December, the museum's board of directors will meet to set dates for the test runs and donor trips, and operations during the railroad's regular season, Buehler says. The locomotive will operate on the museum's North Shore Scenic Railroad between Duluth and Two Harbors, Minn., a former Duluth, Missabe & Iron Range Railway line the engine once operated on. American Locomotive Co.'s Pittsburgh Works built the engine in 1906 for the Duluth, Missabe & Northern as No. 332. It was purchased by short line and one-time logging railroad Duluth & Northeastern from DM&N successor Duluth, Missabe & Iron Range in 1955 and renumbered No. 28. The locomotive remained in service until 1964, much longer than most other steam engines in revenue service. D&NE donated it to the museum in 1974. The museum is still seeking funds to complete the project.



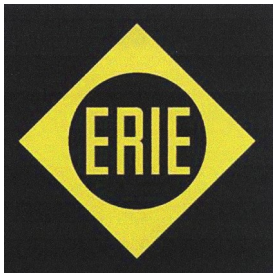
**Canadian Pacific Donates Ballast Cars to Minnesota Transportation Museum.**Trains Newswire By [Steve Glischinski](#) | November 28, 2016

Withrow, Minn. ST. PAUL, Minn.

Canadian Pacific has donated eight ballast cars to the Minnesota Transportation Museum for use on the museum's Osceola & St. Croix Valley Railway. The museum railroad operates excursion trains over 24 miles of Canadian National's former Soo Line-Wisconsin Central Dresser Subdivision between Withrow, Minn., and Dresser, Wis., which is also used by CP to reach the Dresser Trap Rock quarry in Dresser. CN does not operate any trains on the line.

The museum maintains the sidings on the line such as in Marine, Minn., where locomotives run around excursion trains, and the yard in Osceola, Wis., where museum equipment is stored between trips. Before CP donated the cars, museum railroaders had only a small ballast cart to dump rock. Track maintenance crews had to constantly stop to refill the cart when working on track. Now the museum has the capacity to dump large quantities of ballast.

The cars have historic ties to Minnesota. Dakota, Minnesota & Eastern, which CP acquired in 2008, formerly owned them. Several of the cars are ex-Milwaukee Road and others are ex-Chicago & North Western. Over the last few years, the cars were regular visitors to the Dresser Subdivision on CP ballast trains. All the cars are in operating condition.

**Weather Alert, 1896 Version: Erie Railroad** Provided by John Goodman Dec 22 2016**ERIE RAILROAD COMPANY.****CHICAGO & ERIE RAILROAD Co.**

OFFICE OF THE SECOND VICE-PRESIDENT.

*New York, December 21, 1896.***GENERAL NOTICE.****TO ALL OFFICERS AND EMPLOYES:**

For the next few months we are liable to have severe storms and inclement weather which will increase both the difficulty and danger of operating our railroad.

It is, therefore, necessary that the utmost care and watchfulness should be exercised by ALL employes in any way connected with the train, yard and signal service and the maintenance of way, in order to secure safety and regularity in the movement of our trains. The attention of the Mechanical Department is also particularly called to the vital necessity of looking after not only the large matters, but those of even the smallest moment, in connection with the condition of the motive power and equipment, which may in any way affect the movement of our trains adversely upon the road.

The attention of officers and employes in all Departments is especially called to the fact that upon them depend the safety of the freight we transport and the lives of the passengers we carry, and that any departure from the rules governing the service is liable to produce disastrous results. Do not take any chances or take it for granted that misfortune cannot result from any deviation from the strict line of duty.

Conductors are specially enjoined to see that their flagmen are competent and careful men, that they are alert, fully supplied with lamps, torpedoes and flags, and that, regardless of conditions, the rules in regard to flagging are absolutely complied with.

It is the desire of the Management that every one should feel the full responsibility of the position he occupies, and that the reputation of the railroad is virtually in his hands and depends upon the faithful performance of his duties. If every one of us, officers and employes alike, is thoroughly imbued with this idea there is no question but we will make a record this winter which will be equal if not superior to that of other lines and of which we will be justly proud. The whole matter can be summed up in a few words: **LET EVERY MAN DO HIS FULL DUTY.**

SECOND VICE-PRESIDENT.

## Moving Mail by Rail Made for Fond Memories

Mpls Star & Tribune By Curt Brown SEPT 3, 2016

Provided by David Thompson



*A Clerk sorted mail on a Railway Post Office in Kansas City in 1932. The RPO's, a moving post office, began delivering mail in Minnesota in 1871 but were phased*

*The article talks about my 85 year old neighbor in Rosemount, MN, Noel Beaudette, a retired USPS employee who used to be an RPO clerk out of the Twin Cities who worked on the Milwaukee Road's Fast Mail trains # 56 & 57 between Chicago and Minneapolis on the Chicago & Minneapolis RPO, the Chicago & Great Western's Minneapolis & Omaha RPO and on the NP's Skalley's Duluth & Minneapolis RPO. Noel's dad was a RPO foreman/ clerk in charge on the Milwaukee Road's Chicago & Minneapolis RPO for 50 years (1911-1961). —Dave Thompson Noel Beaudette flashes back fondly to his first shift on what he insists was his best job ever — sorting the mail on trains zipping across Minnesota as a U.S. postal clerk in the 1960s.*

“We’d gone up to Duluth and stopped in North Branch on the way back for what we called robbing the box,” said Beaudette, 85, who lives in Rosemount. “We had a key, the train would stop and we’d jump off, open the box and grab a sack of mail. All of a sudden, I realized the train wasn’t going to wait and I had to run and grab a rail to get back on.” For 100 years in Minnesota, from 1871 to 1971, the Postal Service put a handful of clerks on train cars up to 60 feet long that were configured like rolling post offices, with cubbyholes and slots for receiving, sorting and dispatching mail. “We’d work like the dickens on overnight rides to Omaha, sorting mail for Iowa, Nebraska and California,” said Beaudette, the third of four generations of postal workers in his family. “We’d leave from Minneapolis about 10 o’clock at night and could usually get our work done with a hundred miles to go before Omaha — so we’d grab big sacks and make a bed out of ’em.” Railway Post Offices (RPOs) were interspersed with passenger cars on lines such as the Great Northern Railway’s Empire Builder, the Northern Pacific’s North Coast Limited and the Burlington Zephyr. They’d crisscross the state and nation on a maze of tracks to pick up and deliver letters from sons at war, business contracts, you name it.

Dangerous work Between 1875 and 1916, 316 mail clerks were killed and 11,000 injured in train accidents nationally, including 70 deaths in the first six years of the 1900s. “When you are in a mail car and suddenly see all the letters flying around like pigeons, and there are [railroad] ties and broken rails going past the windows, you can be sure there is going to be a wreck on your line. And . . . that you will be in it!” — Clerk quoted in the 1951 book “Mail by Rail.” Railway postal clerks wore badges and carried holstered .38-caliber snub-nosed revolvers to protect the mail, which included large sums of money for company payrolls and banks, plus bonds and negotiable securities.

“Before the internet and social media, the Railway Post Offices were truly America’s first information highway and the primary way Americans communicated,” said David Thompson of Rosemount, an expert on the mail-by-rail era who wrote an article on RPOs last year for Minnesota History magazine. His father, Arne, served as a foreman on six routes after World War II. In their heyday in the 1920s, RPOs guaranteed one-day delivery of first-class mail within 500 miles of a letter being posted. “That’s a tough feat to beat today,” Thompson said.

By the late 1960s, automation, trucks and planes had eclipsed the trains’ mail-dispersing dominance and the U.S. Postal Service began to terminate its contracts with the railroads. As the new interstate highway system became more popular, passenger train service dried up and collapsed. Without the postal subsidies that Thompson said provided up to half the passenger trains’ revenue, they could afford to move only freight — not people. That brings us back to Beaudette — a living link to the mail trains of yesteryear. His Canadian-born grandfather, Theophile, was a mail carrier who lived in northeast Minneapolis in the late 1800s, according to census records. His late father, Albert, was born in Minneapolis in 1892 and retired after 50 years with the post office — most of that time serving as a “clerk in charge” on mail cars. Even the oldest of Noel’s four daughters, Stephanie, handled the mail for 20 years before retiring. “When I mention the Railway Post Offices today, nobody knows what I’m talking about,” Noel Beaudette said. He began his postal career in the mid-1950s, jumping at the chance to work the mail trains. He said his pay went from \$3 to \$3.50 an hour and he was paid eight hours for every 6.5 hours worked because he was required to study routing practices at home. “I feel like I was a member of an exclusive arrangement at a time I was lucky to breathe,” he said. “Best job I ever had.” How come?

You got to get away from the main office,” Beaudette said. “No one was looking over your shoulder.” *—continued on next page:*



-continued from previous page: Beaudette could pile up hours, not to mention vacation and sick pay, often working one week on and one week off. His time off would add up to a few months a year.

“I could take my daughters to the zoo in the middle of the week when no one was around,” he said. He recalled the so-called Chicken-Minn run between Chicago and Minneapolis, when three cars would head southeast on different trains in the morning, then link up to bring mail back that night. To drop off mail in small towns, sacks would be pitched and caught on the station platform; to pick up mail, a swiveling catcher arm attached to the train snatched dangling mail bags from a crane along the tracks. “You needed precise timing,” Beaudette said. “If you missed the catch, you’d get demerits.” On show trains like the Zephyr, one mail car would ride along with five coaches, a dining car and bar car. We’d take the mail off in St. Paul and ride to Minneapolis in the bar car, enjoying a beer after a long day,” he said.

By the late '60s, planes were elbowing trains out of the postal business. Beaudette remembered a “feisty foreman” on his mail train when it stopped in La Crosse, Wis. There were 50 or 60 sacks of mail, so-called airlift in green sacks next to the yellow rail-mail sacks. Beaudette recalled that when his boss was asked to take the green air sacks because planes weren’t flying that day, the foreman declined, saying: “Well, you keep them till they are running.” When the mail trains were finally squeezed out in the early 1970s, Beaudette opted to stay on and work a door-to-door, mail-carrying route in Bloomington until he retired in 1986 after 30 years.

“If I had the opportunity, I would have paid \$50,000 to buy that railway post job,” he said. “I never would have left it if I wasn’t forced to.” Curt Brown’s tales about Minnesota’s history appear each Sunday. Readers can send him ideas and suggestions at [mnhistory@startribune.com](mailto:mnhistory@startribune.com). A collection of his columns is available as the e-book “Frozen in History” at [startribune.com/ebooks/](http://startribune.com/ebooks/).

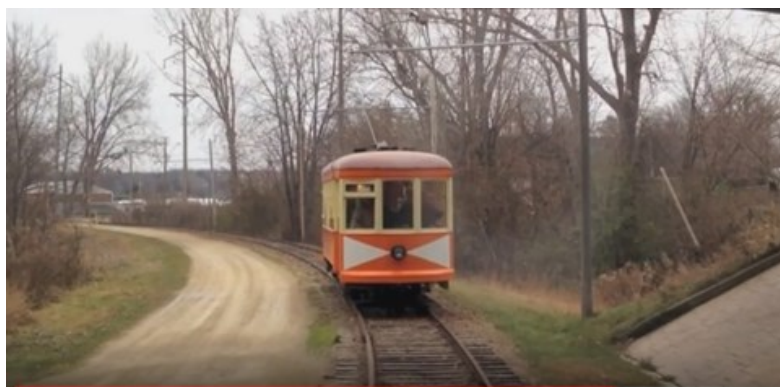
## Winona Streetcar No. 10 Operational Test, Nov. 29, 2016

Published on Dec 2, 2016

The Testing of running gear, lights, brakes and other aspects of safe operation, was under power for first time in nearly 80 years after 12 years of restoration at the Minnesota Streetcar Museum's Excelsior Streetcar Barn and Track.



After 12 years of restoration work, Winona streetcar number 10 is ready to run under its own power for the first time in nearly 80 years.



From video by Mike Kimitch



Saginaw Timber No. 2, lettered for later owner Polson Logging, makes a test run following work at the Mid-Continent Railway Museum in May.  
Ken Hojnacki

## Still No Steam at Mid-Continent.

From the TRAINS Newswire:

from Rick Krenske

Railway museum declines to run member's locomotive.

By [Steve Glischinski](#) | December 29, 2016

NORTH FREEDOM, Wis. — Mid-Continent Railway Museum is refusing to operate a privately-owned 1912 Baldwin 2-8-2 that has been restored at the museum and is ready to run, according to an electronic announcement sent to members and obtained by Trains News Wire.

According to the announcement, the museum board of directors voted Dec. 10 not to operate Saginaw Timber Co. No. 2, which is owned by long-time museum member Skip Lichter. The museum, a nationally-known champion of steam locomotives and wood passenger cars in the 1960s and 1970s, has not regularly run steam on its trains since 2000 after No. 2 went out of service.

-Lichter restored the locomotive on his own, and the museum agreed to reimburse Lichter for the work as it was performed and to lease it for operation for 15 years after the work was done. When the rebuild was completed, the engine performed test runs on museum track in May 2016. Even though the museum did not own the engine, over the course of the restoration, the museum posted regular updates on the museum's website. Several museum volunteers assisted on the project. It appeared the museum would finally end its steam drought in 2017.

-In the electronic document, a posting under the name of museum President Jeff Bloohm said the board's primary concern is "the potential large financial liability in running Saginaw No. 2 as the museum is immediately responsible for all repairs made to the engine during the term of the lease. The lease does not require the Lessor to give any warranties on the workmanship of repairs made to the engine."

-Museum President Jeffrey B. Bloohm would not confirm that he was the source of the document and declined to comment on the locomotive when reached by *Trains News Wire*, citing pending arbitration over the restoration reimbursement. Lichter also declined to comment. The arbitrator's final ruling is expected in January.

-The post also says that the museum's directors wish to run museum-owned engines, not privately-owned engines, and at the present time do not believe that two engines can be run at the same time.

-The text makes no mention of a second locomotive, although the museum has been restoring Chicago & North Western 4-6-0 No. 1385. In September, the museum said a purchase order had been issued to Continental Fabricators in St. Louis for the construction of a new welded boiler for 1385 with delivery anticipated for March 2017. No. 1385 last operated in 1998; no date has been announced for its return to service.

-One former museum board member spoke with News Wire on condition of anonymity and said he hopes for a different outcome. "The board must know the power of steam to draw crowds back to North Freedom. And they desperately need steam," he said. "I hope they find a way to work this out because No. 2 is a perfect engine for that railroad."

The museum has not been completely steamless over the last 16 years. In August 2011, Mid-Continent hosted another privately-owned locomotive, Flagg Coal Co. 0-4-0T No. 75, for a week of trips.



## Amtrak CEO wants direct negotiations for on-time performance issues

Politico by Brianna Gurciullo 12/19/16 Provided by John Goodman

SHARING IS CARING: Charles "Wick" Moorman is taking over Amtrak as freight railroads and the passenger rail company have clashed over on-time performance. Amtrak has even made complaints against the company Moorman worked at for over four decades, Norfolk Southern. Meanwhile, the Surface Transportation Board's fairly new rule that defines "timeliness" for passenger service is making its way through court. Our Lauren Gardner spoke with Moorman and asked the Amtrak president and CEO: "What can both freight and Amtrak do to improve how they share the rails?" Instead of federal mediation, direct negotiation: Moorman said on-time performance is "clearly a thorny issue for both sides" — passenger and freight rail. But when it comes to resolving that issue, he would rather have the government stay out of it. "My preference, and we will do this to the best of our ability, is to try to reach meaningful agreements which will work for both sides, but to do it in such a way that we're not involving regulators or courts," Moorman said, adding that Amtrak plans to "talk individually with all the carriers." -continued



*Continued from previous page:* Staying realistic: Still, Moorman acknowledged that some delays are inevitable. “It’s always going to be hard, particularly on the long-distance networks just because ... freight trains can be out there and they can have a mechanical issue, or they can hit an automobile, or they can do one of a thousand things and they have to stop. And if our train is behind them, it has to stop as well — and that causes some source of delay,” he said. “But I think that we can reach a point where we are confident that they’re using their best efforts to give us good on-time operating performance.”

<http://www.politico.com/tipsheets/morning-transportation/2016/12/amtrak-ceo-wants-direct-negotiations-rather-than-federal-mediation-for-on-time-performance-issues-217940>> "Government stay out of it." Dialogue beats bluster. Tell that to Boardman. Tell that to NARP.



## First Siemens Brightline trainset departs Sacramento

Wednesday, December 14, 2016 Provided by John Goodman, Robert Moen

**Siemens** announced Dec. 14 that its first **Brightline** trainset, comprised of two locomotives and four coaches adorned in Brightline Blue, is complete and has left the company’s manufacturing hub in Sacramento, Calif.

The first trainset is approximately 489 feet long and is being transported across the country via rail, journeying 3,052 miles from Sacramento to Florida. Construction on the first car shell began in July 2015. Four additional trainsets for Brightline’s first phase are being built at Siemens. Brightline expects delivery of these additional trainsets in four additional bright hues: pink, red, orange and green, by the end of March.

Brightline’s trains are built as integrated trainsets, comprised of two diesel-electric Siemens Charger locomotives and four stainless steel coaches. Siemens says "these clean diesel-electric locomotives will meet the highest emissions standards set by the federal government. The integration improves ride quality and makes for a much quieter ride. There is a locomotive on each end, for high reliability and redundancy." A **Cummins QSK95** high-speed (1,800-rpm) EPA Tier 4-compliant diesel engine powers each Charger locomotives

The trainsets, 100% Buy America compliant, are being built by 1,000 employees at Siemens' 60-acre rail manufacturing hub.

“Having our first Brightline trainset completed and on its way to Florida is a major accomplishment and brings us one step closer to the introduction of our innovative new train service,” said Michael Reininger, president of Brightline. “Once in Florida, our operations team will begin the required testing as we ready to launch Brightline between Miami, Fort Lauderdale and West Palm Beach next summer.”

“Building the first full trainset for Brightline is an extremely exciting milestone both for future riders in Florida and also for the many professionals who worked hard at our Sacramento manufacturing hub,” said Michael Cahill, President of Siemens Rolling Stock. “Building these trainsets utilized the latest in modern manufacturing techniques, a vast supply chain and leveraged the best in Siemens engineering and manufacturing know-how. We are all extremely proud to see the first one come to life and make it one step closer to ushering in a new era of modern transportation in Florida.”

**Florida East Coast Industries** subsidiary **All Aboard Florida** developed and will operate the Brightline service, using shared right-of-way with the **Florida East Coast Railway**.

### Looking for a Last-minute Gift Idea? Provided by John Goodman

- **Membership with the Illinois Railway Museum is a gift to be enjoyed all year long.** Associate Membership with the Illinois Railway Museum is something that the whole family can enjoy throughout the year. The membership includes the following: A pass allowing free admission during the entirety of the 2017 operating season Discounts on educational merchandise at the museum bookstore and gift shop -A subscription to **Rail & Wire**, the museum's quarterly newsletter and history magazine.



The cost is only \$40 for an individual or \$65 for a family





### More Fabulous Bob Ball Pictures from his Flickr Albums



Amtrak #8 at Hoffman Dec 21 2016



Amtrak at Midway Dec 16 2016



Amtrak #8 on Short Line Hill Dec 21 2016



Amtrak #8 led by Veteran's Unit at Hoffman Dec 12 2016



A late #8 led by BN SD40-2 at Midway Station February 1986



Late Amtrak #8 Continued led by Soo 'Bandit' at Hoffman February 1986





Pictures downloaded from the Web

**December 12 in Railroad History:** V200 Posted by: [jlechner@mvnu.edu](mailto:jlechner@mvnu.edu) jlechner2001

From Rick Krenske Date: Mon Dec 12, 2016

Dedicated to Cy Svobodny

In 1931, the Munich-based J. A. Maffei Locomotive Works merged with Krauss Locomotive Works to form Krauss-Maffei. On this date in 1953, Krauss-Maffei delivered the first of five prototype Class V200 locomotives to Deutsche Bundesbahn (German Federal Railways). The V200 was a diesel-hydraulic. It had two V12 diesel prime movers, each rated at 987 horsepower. Each engine drove two axles via a hydraulic torque converter. Designed for high-speed passenger service, the V200 was capable of 87 mph.

DB ordered 81 production models, which came with more powerful engines rated at 1085 hp each. V200s hauled express passenger trains over all of DB's main routes until those tracks were electrified; then they were used in commuter service and on freight trains until the last unit was retired in 1984. Ex-DB engines later saw service in Spain, France, Italy, Switzerland, Saudi Arabia, Algeria and Albania.

The original prototype V200 is owned by the Franconian Museum Railway in Nuremberg, which is raising funds to restore him / her \* to operating condition. Classic Train Tours AG of Düsseldorf, Hammer Eisenbahn Museum, and Brohltal-Eisenbahn GmbH each own one V200 that is operational.

See (and hear) a well-preserved V 200 pulling a charter train in 2010:

[https://www.youtube.com/watch?v=4D\\_qpTSAueY](https://www.youtube.com/watch?v=4D_qpTSAueY) [https://www.youtube.com/watch?v=4D\\_qpTSAueY](https://www.youtube.com/watch?v=4D_qpTSAueY)

Diesel-hydraulics did not catch on very well in the western hemisphere. Krauss-Maffei built three 3,450-hp units for the Southern Pacific in 1961. SP found them unsatisfactory for operation in the Sierra Nevada, so reassigned them to level territory in California. SP bought fifteen more units in 1964, which were built as hood units rather than cab units. All were retired by 1968.

D&RGW also bought three Krauss-Maffei locos, but found them unsuitable for mountain railroading, so sold them to Southern Pacific.

Krauss-Maffei built sixteen meter-gauge units for a Brazilian railway between 1966 and 1969. Joseph Lechner

## Environmental Study for Baltimore and Potomac Tunnel Project Nears Completion

December 24 2016 –from John Goodman

The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation, Amtrak and the Baltimore City Department of Transportation, has released the B&P Tunnel Final Environmental Impact Statement (FEIS).

Built just after the Civil War in 1873, the B&P Tunnel is a primary chokepoint along Amtrak's Northeast Corridor and is in need of replacement to improve capacity and travel times. The FEIS identifies the Preferred Alternative for a new tunnel alignment that would replace the existing B&P Tunnel. The FEIS is available for review through the end of December prior to publication of the Record of Decision (ROD). Construction funding for this project has not been identified. To view the FEIS and learn more about the project visit <http://bptunnel.com>





### Chesapeake & Ohio in Winter



Pictures from the C&O Historical Society Newsletter From Joe Harper



F7 Diesel at Fairmont WV Jan 18 1968 T W Dixon Photo



ALCO RSD-12 Coal Mann WV December 1960 Gene Huddleston Photo



1. C&O GP9 Hot Springs Mixed Feb 22 1968 Dorr Tucker



2. C&O GP9 Hot Springs Mixed #310 Covington VA Feb 22 1968 Dorr Tucker Photo



3. C&O Train #4 Sportsman Clifton Forge VA Jan 1 1968 T W Dixon Photo



1. C&O Train #3 'Virginian' Alderson WV Jan 5 1968 T W Dixon



2. C&O GP39 Glen Ray WV Dec 26 1969 T W Dixon Photo



3. C&O GP38 Frght Craigsville VA Jan 1 1971 T W Dixon



L: C&O Plymouth MI Dec 1961 Gene Huddleston Photo

R: C&O F7 Peru IN April 1960 Gene Huddleston Photo





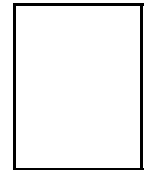
From Rich Krense: As we close out another year we look to replacing our current calendars. Think about possibly using an old calendar which is always a conversation piece. This year you can use a calendar from 2006, 1995, 1989 or 1978. ...

And with a new 2017 Minnesota Rail Calendar!

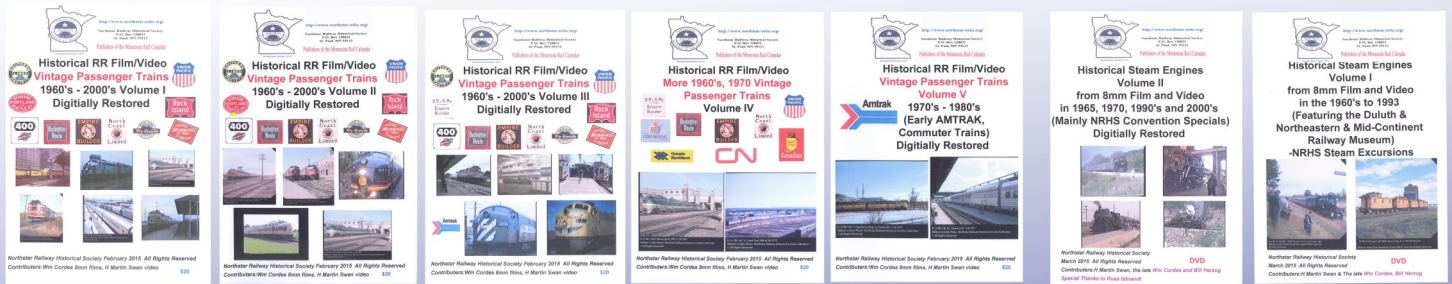
**Railfan Events (Thanks to Rick Krense, Cy Svobodny, Russ Isbrandt)**

Twin Cities Model Railroad Club Night Trains	Every Saturday Nite November 12th 2016 to February 25 2017 6 PM—9 PM	668 Transfer Road Suite 8 St Paul MN 55114	\$15 Children under 4 free
Greater Upper Midwest Train Show & Sale	February 4 2016, & April 8 2017 9 AM—2 PM	Century College West Campus 3300 Century Ave N White Bear Lake MN	\$5
Granite City Train Show	Saturday April 1 2017 10AM—3PM	National Guard Armory, 1710 Veteran's Drive, St Cloud, Minnesota	\$6
Newport Model RR Club Flea Market	Jan 14th 2017 & April 29 2017 9AM-2PM	Woodbury High School 2665 Woodlane Dr Woodbury MN	\$5
Great Minnesota Train Expo	April 23rd—24th 2017	3870 Pilot Knob RD Eagan MN 55123	\$6

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