



**NRHS**

# Northstar News

Publishers of the Minnesota Rail Calendar

## John Kennedy Slides



John Kennedy Slides  
 -Milw Hiawatha detour on the Soo Arcola Trestle 1969.  
 -1969 Mississippi River Flood in St Paul .



**Table of Contents**

Meeting Notice	Page 1
Officer Directory	Page 1,2
Editors Notes, meeting location	Page 2
March 2017 Meeting minutes	Page 2,3
Trump Budge for Amtrak	Page 3
John Kennedy Obituary	Page 3
Saving Amtrak AAPRCO president	Page 4
NKP #765 Excursions	Page 4
Amtrak and snowbank	Page 5
LSRM News	Page 5
Amtrak Disruption, Mud Slides	Page 6
SWLRT News	Page 6
All Aboard MN News	Page 7
CN Intermodal in Duluth	Page 7
Winter Park Express News	Page 8
MBTA Trolley News	Page 9,10
MCRM Arbitr Decision	Page 10
Bob Ball Picture Page	Page 11
John Barriger III CB&Q Photos	Page 12
Railfan Events	Page 13
DVD's for sale	Page 14

**Meeting Notice**

Next business meeting will be held on **Saturday April 15 2017 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 –  
 Ross Hammond will present slides from his collection of passenger trains, from around the world, across the US, in the Upper Midwest and in Minnesota.

There will be a pre-meeting get-together April 15 2017 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.

**Online registration and booking of trips for The NRHS Convention in Nashville TN in June 2017 is now ready. Book your reservations and trip preferences now before they are sold out. The NRHS has many registrations already.**

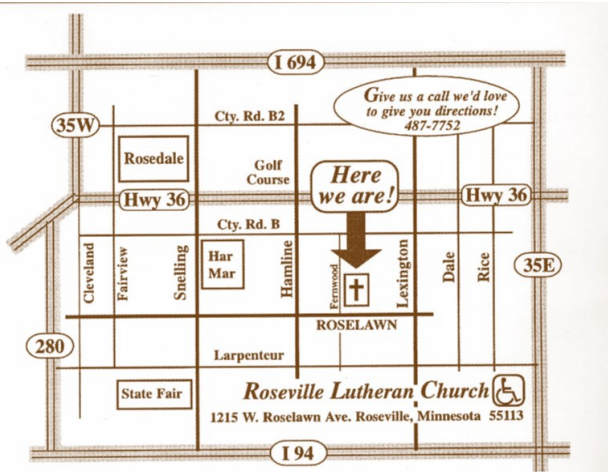
**Northstar Chapter Officers**

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

<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 Administrator</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:  
 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 'Amilia.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. Thank You to Dave Herbert for his slide presentation on his experiences working for the D&H, NYC and PC railroads in upstate New York! It was thoroughly enjoyed by meeting attendees.



**Meeting Minutes March 18 2017** The meeting was called to order by President Dan Meyer at 6:32 PM at Roseville Lutheran Church with 22 members present. President Meyer called for a moment of silence for the recent passing of long time member John Kennedy. President Meyer then called for approval of the February 2017 meeting minutes in the March newsletter. John Goodman and Bill Dredge Motioned for approval and the motion was carried. The Treasurer's report was given by Russ Isbrandt. We had a slight loss in last month's operational statement. We had a positive profit from Calendar sales. Our checking accounts remain healthy. Our membership is down 5 subscribers and 6 regular members from last year. John Goodman was called on for the NRHS report. The NRHS is in good financial shape and over 5000 members have renewed their membership. The Spring BOD meeting will be held in Wilmington Delaware in April. The 2017 NRHS convention registration website held in Nashville TN is up and running and 130 registrations have already been recorded. Dan Meyer then circulated the approval letter from the chapter of a grant request to the NRHS by the #261 group for stay-bolt caps for Milwaukee Road #261. John Goodman then reported on summer trips for the chapter. We will do our annual ride on the Light Rail System and Northstar Commuter train the 3<sup>rd</sup> Saturday in June. Richard Tubbesing stated that the schedule will be in the next newsletter. Our annual picnic in July was discussed. A survey of members present was to determine if the picnic be held at the St Croix Live Steamers or the MTM Osceola and St Croix RR. Cy Svobodny said public days for the St Croix Live Steamers is typically the last Sunday of the month. After the survey, members choose to have our picnic at the Osceola and St Croix Valley railroad in Osceola WI. Our annual bus trip to Duluth was discussed, with a ride behind steam engine #28. Pricing for the trip using the W-24 car for our group, the dome car, or the DM&IR coach was discussed. Again a survey was done and members opted for using the W-24 car for our trip. The approximate cost for the Duluth bus day trip using the W-24 was about \$125 based on 25 members attending. Our dinner stop on the return trip will again be Hinckley at a fast food place or Tobey's restaurant. *Continued on next page*

*Continued from previous page:* John Goodman then reported on upcoming programs. Ross Hammond will present passenger train slides from his collection at the April meeting, Roger Libra will present a video of his 2015 trip to Montana in May. Richard Tubbesing volunteered a video program from the late Bill Herzog files of past NRHS conventions and New York commuter railroads in September. Joe Fishbein was asked for a slide program in October or November meeting and he agreed. The library report was given by John Cartwright. We are cataloging slides and railroad timetables (donation from Cy Svobodny). Richard Tubbesing stated we have 47,000 to 48,000 slides most of which are duplicates and commercial reproductions. There is a possible rent increase, due to building tenets wanting to hold open houses in the building. An environmental hazard of chemicals in the ground from the General Mills days was reported but is contained and not a danger. The Calendar report was given by Dawn Holmberg. Pictures have been selected for the 2018 Calendar; captions need to be written, and slide approvals and railroad approvals obtained. It is hoped that the mock-up file of the calendar be submitted to the publisher by May 1, 2017. The Webmaster report was given by President Dan Meyer. Our historical DVD's can now be ordered on our website. We are fully compliant as a 501(3C) organization with the IRS. The Cheer Committee (from members) was that Marty Swan is still recovering from cancer and hopes to attend the next meeting and Bob Clarkson has a strep throat and was unable to attend. New Business: Attending the Train Day show the first weekend in May at St Paul Union Depot was discussed. Members voted for our chapter to be represented. We had many volunteers to staff our table, and that we will give out old calendars and duplicate Trains magazines at our table. Dawn Holmberg said she has labels to put on the old calendars and Trains magazines. Richard Tubbesing stated that we have to update our membership brochure, and print our DVD's for sale brochure. He estimated that it would cost about \$100 to print out both brochures (black & white), and Richard Tubbesing solicited approval for this cost by President Dan Meyer and Treasurer Russ Isbrandt. Approval was granted. Dan Meyer reported that his company sent a donation to the Northstar Chapter NRHS as part of his company's grant program. Dan Meyer then asked members if any of the member employer companies have similar programs and to solicit donations to our organization. No announcements were made. Motion to adjourn the meeting by John Goodman and Bill Dredge was carried at 7:15 PM. Dave Herbert then gave a superb show of his slides when working for the D&H, New York Central and Penn Central in the New York area. Respectively Submitted by Richard Tubbesing for absent Secretary Dave Norman.

## Trump Budget ends Funding of Amtrak Long-Distance trains, TIGER Grants.

Rail News: Federal Legislation & Regulation Provided by Rick Krenske



President Donald Trump's proposed [federal budget blueprint](#) would cut the [U.S. Department of Transportation's](#) budget by \$2.4 billion, or 13 percent, to \$16.2 billion, according to the document.

Regarding rail, the budget calls for terminating federal support for [Amtrak's](#) long-distance service; eliminating the [Transportation Investment Generating Economic Recovery \(TIGER\)](#) discretionary grant program; and limiting funding for the [Federal Transit Administration's Capital Investment Program](#) (New Starts) to projects with existing full funding grant agreements only.

"The budget request streamlines the department to focus on "vital federal safety oversight functions and investing in nationally and regionally significant transportation infrastructure projects," the document states. The budget reduces or eliminates programs that are either inefficient, duplicative of other federal efforts, or that involve activities that are better delivered by states, localities or the private sector," it says. For Amtrak, the budget would restructure and reduce federal subsidies to the national intercity passenger railroad to focus on services within regions. It eliminates federal support for long-distance Amtrak services, "which long have been inefficient and incur the vast majority of Amtrak's operating losses," according to the document.

"This would allow Amtrak to focus on better managing its state-supported and Northeast Corridor train services," it states. Amtrak's 15 long-distance trains offer the only Amtrak service in 23 of the 46 states the railroad serves. Eliminating funding for long-distance routes could impact many of the 500 communities served by Amtrak, the railroad's [President and Chief Executive Officer Wick Moorman](#) said in a prepared statement.

"These trains connect our major regions, provide vital transportation to residents in rural communities and generate connecting passengers and revenue for our Northeast Corridor and state-supported services," said Moorman. "Amtrak is very focused on running efficiently — we covered 94 percent of our total network operating costs through ticket sales and other revenues in FY16 — but these services all require federal investment."

Moorman said Amtrak officials look forward to ensuring that Trump, U.S. Transportation Secretary Elaine Chao and Congress "understand the value of Amtrak's long-distance trains and what these proposed cuts would mean to this important part of the nation's transportation system."

## Obituary

John Kennedy, long time Northstar Chapter NRHS member, ex-railroader (he worked for the CB&Q), active member of the Twin City Model Railroad Museum, passed away in his home on Thursday March 16, 2017. He was an avid collector of HO and O Gauge model railroad models, and railroad photographer. He contributed photographs for the Minnesota Rail Calendar and other publications. No Funeral arrangements have been announced. Recently, he was a frequent visitor to our chapter's Wednesday 'Library Sessions'. Our condolences goes out to John Kennedy's family. He will be missed.





## Saving Amtrak

a message from AAPRCO President Bob Donnelley

President Trump's "skinny budget" proclaims the end of federal support for Amtrak's long distance (LD) trains, saying they "incur the vast majority of Amtrak's operating losses."

House appropriators have set Thursday, April 6, as the deadline by which fellow legislators must submit letters with their appropriations requests; Senate appropriators' deadline is Tuesday, April 4, so your legislators need to get *your* input ASAP. The Capitol Hill switchboard is 202/224-3121. It will connect you to all Hill offices. If you can't get through after a few tries, and you have a relationship with a staffer, use e-mail.

If you live in the states dependent on LD, the challenge is obvious. But, if you live in the 21 states that might continue to have service under the Trump budget, note that because fixed costs would shift and connecting revenues would be lost with elimination of the LD trains, it would be a challenge to keep remaining services running, including commuter trains using Amtrak-owned tracks, as their allocated costs would rise.

The following is FYI and in case you are drawn into a more detailed conversation.

### A fractured Amtrak system could not survive.

Eliminating long-distance (LD) trains would:

- (a) reduce revenues on NEC and state-supported trains that have passengers connecting with the LD trains, and
- (b) shift many fixed costs onto Northeast Corridor (NEC) and state-supported trains elsewhere. For example, the cost of Amtrak's headquarters would not change significantly. At terminals and other facilities now shared by NEC, state-supported and LD trains, there would be a substantial reallocation of costs to NEC and state-supported trains.

Eliminating the LD trains would create four or five isolated systems. This would impose new costs, including the need to shift equipment great distances on 'extra' trains rather than on Amtrak LD trains. (Those "islands": Pacific Northwest; Midwest; Northeast; and one or two in California. The Oklahoma-Texas *Heartland Flyer* could not survive in isolation, with no *Texas Eagle*.) Even if all state-supported services except the *Flyer* survived, 25 states that currently have Amtrak service would lose it.

Congress is unlikely to fund a system that serves just 21 states and DC. When the House on March 4, 2015, voted 316-101 to reauthorize Amtrak, there was a strong correlation between "no" votes and Congressional Districts without service. <http://clerk.house.gov/evs/2015/roll112.xml>

State payments for regional trains have sharply increased under PRIIA Section 209. Many states are unlikely to accept the further sharp increase in their costs associated with ending the LD trains.

The Trump 'skinny budget' craftily refers to LD trains' *operating* losses, but ignores Amtrak's huge NEC infrastructure or "below-the-train" costs. This may lead people to conclude incorrectly that eliminating the LD trains would result in a dramatic reduction in Amtrak's need for federal support.



## Steam Locomotive no. 765 Returns to Chicago

Passengers from annulled Galesburg Zephyr can claim 10% discount and presale tickets

On June 17th and 18th, *The Joliet Rocket* will depart Joliet, Illinois for downtown Chicago, transporting passengers to a private event at LaSalle Street Station. These four-and-a-half-hour round trips excursions will feature:

- no. 765 under steam
- open vestibules (where available)
- a photo runby
- locomotive cab tours
- live entertainment vintage cocktails provided [The Violet Hour](#)
- appetizers served by [North Island Catering](#)
- photo opportunities
- historical reenactors best dressed award

These offerings are one-of-a-kind in the railroad industry and we are excited to share them with you. You can learn more about these trips. Go to: <https://www.showclix.com/event/joliet-rocket> to order tickets. (\$109 to \$249)

## Amtrak Stuck in Snowdrift in North Dakota On Thu, Mar 9, 2017

From <[EmpireBuilder@yahoo.com](mailto:EmpireBuilder@yahoo.com)>



**RUGBY, N.D.** – An Amtrak train carrying 111 passengers got stuck in a 25-foot-high by 200-foot-long snowbank Wednesday and was finally freed 13 hours later, reports CBS Fargo, North Dakota affiliate KXJB-TV. **RUGBY, N.D. (Valley News Live)** A 25 foot high by 200 foot long snow drift caused an Amtrak train to get stuck in Rugby, North

The Empire Builder train was delayed in Minot last night and left early Wednesday morning.

It got stuck about five miles west of Rugby.

A passenger on the train tells Valley News Live that nearly 50 BNSF workers had to use bulldozers and shovel by hand to dig the train out. And for the last two hours, the train's power had to be shut off for the workers safety.

In a statement, Amtrak says:

"We appreciate the offers of assistance from emergency responders in North Dakota, but our customers (111 eastbound and 96 westbound) stayed aboard the train and were kept comfortable by our Amtrak staff."

The station says Amtrak's Empire Builder was initially delayed in Minot, North Dakota Tuesday night but left early Wednesday morning. Then it got stuck about five

## Steam Locomotive #28 and Silver Club Dome Restoration –LSRM NEWS



This summer, your Lake Superior Railroad Museum will be finishing some very significant rehabilitation and restoration projects - back to working order: Steam Locomotive #28 will be pulling passengers again, AND the Silver Club Dome Car will be completed and in service. Meanwhile, fresh paint is going onto the W24 and Rainier Club, and the NP #2435 Engine will be cosmetically restored. Hopefully projects like these, among many others across the country will continue into the foreseeable future.

## Soo 320 Arrives at the LSRM

From John Goodman Date: Sun Mar 12, 2017 8:20 am ((PDT))



Soo Line's first diesel (SW1 320, EMC 1939) is now part of the Lake Superior Railroad Museum's collection. It arrived yesterday and was moved to the museum from Rices Point by 193. ILS had owned the historic diesel and repainted it into its original as-delivered black paint a few years ago. A nice addition to the collection as the LSRM continues to solidify itself as one of the best museums for preserved Soo Line equipment. Dave Schauer Duluth, MN.



### March Mudslide Madness From John Goodman

Posted by: [VerMontanan@aol.com](mailto:VerMontanan@aol.com) vermontanan Date: Sat Mar 25, 2017 7:39 am ((PDT))

Train 8-24 was delayed 4 hours Friday for a mudslide between Mukilteo and Everett causing another 48-hour passenger train moratorium:

Amtrak Service Disruption between Seattle and Everett, Wash. Train service suspended due to landslide.

March 24, 2017 7:15 p.m. PT

Amtrak services are temporarily disrupted between Seattle and Everett, Wash., due to a landslide. BNSF Railway, which owns the tracks, has placed a 48-hour moratorium, suspending all rail traffic in the area until Sunday, March 26. Normal rail operations continue north of Seattle and south of Portland to Eugene, Ore. Amtrak is working to secure alternate transportation for the Empire Builder and Cascade services. Amtrak regrets any inconvenience. This information is correct as of the above time and date. Information is subject to change as conditions warrant.

Passengers with travel plans can confirm their train's status, change their plans or review refund information using a range of tools – including [Amtrak.com](http://Amtrak.com), smartphone apps or by calling 800-USA-RAIL. Service Alerts, Passenger Notices and other announcements are posted at [Amtrak.com/alerts](http://Amtrak.com/alerts).

The track is open. Passenger train equipment can pass through the area without passengers who will be bussed.

Same thing south of Seattle:

Amtrak Service Disruption between Kelso and Vancouver, WA Train service suspended due to landslides.

March 24, 2017 11:00 a.m. PT.

Amtrak services is temporarily disrupted between Vancouver, WA and Kelso, WA due to landslides in the area. BNSF Railway, which own the tracks, has extended a 48-hour moratorium, suspending all rail traffic in the area until Sunday, Mar. 26. Amtrak is providing alternate transportation for the Amtrak Cascades and Coast Starlight service.

Normal rail operations continue north of Seattle and south of Portland to Eugene, OR.

Amtrak regrets any inconvenience. This information is correct as of the above time and date. Information is subject to change as conditions warrant.

Passengers with travel plans can confirm their train's status, change their plans or review refund information using a range of tools – including [Amtrak.com](http://Amtrak.com), smartphone apps or by calling 800-USA-RAIL. Service Alerts, Passenger Notices and other announcements are posted at [Amtrak.com/alerts](http://Amtrak.com/alerts).

### Metro News – SWLRT On Wed, Mar 22, 2017 from Rick Krenske

Minnesota Republicans want President Trump's transportation secretary to deny Minnesota almost \$900 million in requested funding for the Minneapolis-to-Eden Prairie Southwest Light Rail Transit line. It would upend a project that has been working through stages of approval for almost a decade. Opponents of what would be the biggest-ever public works project in Minnesota have done everything they could to stop it. They fought Southwest LRT before city government, blocked clearance at the state Capitol and went to court.

But this might be the biggest threat yet. A [letter to Transportation Secretary Elaine Chao](#) represents a show of force by Republican state lawmakers trying to convince a Republican administration to pull critical financial support for Southwest.

House Transportation Policy Committee Chairwoman Linda Runbeck, R-Circle Pines, said while the prior Democratic presidential administration had a welcoming take toward rail transit projects and fostered Southwest, the jury is still out on this one. "We're recognizing there's a new sheriff in town," she said. Runbeck is among the 84 legislators who have signed the letter to Chao that calls Southwest a "grossly wasteful project." Signers include House Speaker Kurt Daudt, top GOP lawmakers on transportation and Republicans from around greater Minnesota.

Even though cities up and down the proposed 14-mile line have signed off, Runbeck and her colleagues say there are too many legal and financial uncertainties as well as ridership questions to go forward.

Runbeck said she's not worried about Minnesota losing out while another region snaps up the federal money.

"I look at the fact that 40 percent of what the federal government spends is borrowed," she said. "We have to start to recognize that we can't just look to the federal government to fund any want and wish that we have."

The Metropolitan Council, which oversees the Southwest project, has yet to send a response to the federal agency.



MnDOT passenger rail funding in jeopardy. The Minnesota legislature is now in session, and our leaders are grappling with dozens and dozens of funding bills and requests. Included in the stew are House File 523 and its companion in the Senate, SF714. These bills seek \$21 million in funding to advance intercity passenger rail projects as set forth by MnDOT's State Rail Plan, including the second train to Chicago and NLX to Duluth. We have been told that ANY Republican support will aid the passage of these bills immensely. Once again... we ask for some "grass-roots support" from our membership to contact legislators (especially Republicans—the Dems are in favor). Without such support—needed

AAMN sent out a member alert to you in Feb about this situation outlining how you can help. If you haven't yet take action, please do so, we need your support!

Welcome new Board members! All Aboard Minnesota has two new Board members. Mathew Melzer and Jay Severance have joined the leadership group. Both are solidly behind our mission to improve intercity train service in Minnesota and the surrounding region. Mr. Melzer has a long record of advocacy and was a staffer for NARP,, while Mr. Severance is a long time rail advocate and has become an invaluable resource in providing outreach and computer assistance. Welcome aboard!

Two up, one down. Board member and one of the original founders Jerry Ratliff has stepped down as a member of the Board, but will continue on in an "ex-officio" capacity with focus on outreach. We thank him for his many contributions, and look forward to his continuing involvement.

Jay Severance offer comments at a March hearing for HF 465/SF 254, the bills opposing any public money for any train between the Rochester Metro and the Twin Cities Metro. During the hearing Jay discovered a glitch in the bill in that it could possibly kill any high speed rail investment along the existing Amtrak river route on the CP, as it specifies that NO investment be made on existing rights of way (between the Twin Cities Metro and Rochester Metro). Since the current Amtrak line runs on the CP through Wabasha, this could have had a profound impact on future investment. Jay was able to introduce an amendment to remove that provision from the bill. Possibly any problem would be handled by the amendment, but Jay asked that the Rochester Metro definition for purposes of the bill be changed to exclude the CP river route right of way. Jay also sent letters on AAMN's behalf to solidify our opposition to the sponsors of the bill.

Hertz car rentals now available at SPUD. The Hertz company has opened a rental desk next to the Amtrak ticket counter at St. Paul Union Depot. Great news for passengers who might need to obtain a convenient rental upon their arrival! Also, we are told that a new Crave restaurant is scheduled to open at SPUD by late March. This too will be a welcome amenity for SPUD travelers. Duluth Transit Center opens. In another positive development, Duluth has opened a new transit center at 213 W. Michigan Street, just block or two north of Duluth's Union Depot. Bus service connections can now be made to UMD as well as Jefferson Lines and other connecting services.

## First Containers Arrive Mon Mar 27, 2017 . Posted by: ["David Schauer" dmir227](#)

The first containers as part of the new "Duluth Cargo Connect" effort arrived today at the port. CN is the major rail partner, although CP switches the port and receives them from CN at Stinson Yard in Superior (if this takes off as expected, look for CN to work out a deal for better access or trucking containers to/from CN property). Here a fairly new CP 2299 shoves the well cars (single stack) toward the restricted area of the port. Duluth's status as an international hub just got a big boost.

Canadian National Railway and Duluth Cargo Connect officially announced their intermodal terminal on Monday as the first CN train cars carrying shipping containers rolled onto the Clure Public Marine Terminal.

"From a 50,000-foot level it is a game-changer; this is traffic we normally wouldn't see," Vanta E. Coda II, executive director of the Duluth Seaway Port Authority, said by phone Monday. "We're going to have an offering that for many becomes the path of least resistance. At the end of the day that's what supply chain management is all about."

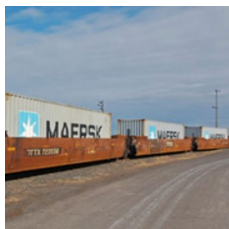
The port authority and Lake Superior Warehousing have teamed up as Duluth Cargo Connect to operate the new terminal, which will transfer containers between rail cars and trucks at the Clure Public Marine Terminal.

Such a service can save local, regional and even international customers time and money while also providing work for the port. It also connects the port to three coasts — Atlantic, Pacific and the Gulf of Mexico — via CN's rail network.

"This may be bold, but from a logistics perspective this is the biggest thing to happen since the opening of the seaway itself," Jonathan Lamb, president of Lake Superior Warehousing, told the News Tribune.

Container shipping is a hallmark of major coastal ports, and the containers can be seen moving on rails across the country. Until now, Duluth had to watch that traffic head to other cities as it rolled through town.

CN has several intermodal terminals throughout the Upper Midwest and said the new terminal "opens up a new logistics supply chain and growth opportunities."



## Winter Park Express Ski Train's Success May Mean Changes Next Year

Mar 22, 2017, 2:50pm MDT By Cathy Proctor Denver Business Journal from John Goodman



The 2015 ski train demo run arrives in Winter Park.



The 2015 ski train demo run arrives in Winter Park.



Scenes from the Winter Park ski train's demo run in 2015.

The inaugural season of the [Winter Park Express weekend train service](#) will end Sunday, but executives from the ski resort and [Amtrak](#) on Wednesday were already discussing what next year's season might look like. Changes to the train's service, including ticket prices, the train's capacity and how often it makes its run between Denver Union Station and [Winter Park Resort](#), are all on the table, Amtrak spokesman [Marc Magliari](#) said. New amenities — such as food and beverage service on the train — also are being explored, he said. Tickets for the 2018 season are expected to go on sale in August.

The first season has been deemed a success, with the train carrying more than 18,000 people to and from the slopes, Magliari said. Amtrak sells about 510 tickets for each train and uses railroad cars that normally would sit idle during the winter months to run the Winter Park Express. Winter Park Resort also is pleased with the results, resort spokesman [Steve Hurlbert](#) said.

"It went really well. It made good business sense for both partners," Magliari said.

Magliari said [Union Pacific Corp.](#), which owns the railroad tracks between Denver and the ski resort in Grand County, also has said it's not had problems with the ski train interfering with the railroads freight operations.

A derailment along the tracks by a Union Pacific train did lead to the cancellation of the March 11 ski train. Amtrak offered refunds to that day's ticket holders.

But Magliari said that day was the only incident during the season that caused problems for the ski train.

Union Pacific agreed to a three-year deal with Amtrak to allow the train to run on Union Pacific's tracks.

President Donald Trump has proposed eliminating federal support for Amtrak's long-distance train service in his budget, which is expected to be changed as it makes its way through Congress.

But the elimination of the federal funding for long-distance trains wouldn't affect the Winter Park Express, because it's a seasonal, short-run train service, Magliari said.

It could affect two other long-distance trains that pass through Colorado — the California Zephyr which stops at Denver Union Station, and the Southwest Chief, which passes through southeastern Colorado.

The Winter Park Express ski train has run every weekend and Monday holidays starting January 7, following a seven-year lapse in service since previous incarnations of the ski train ended in 2009.

About 25 percent of the tickets for Winter Park Express's three-month season were sold in the first month after tickets went on sale in August 2016. One-way ticket prices ranged from \$39 to \$59.

Every Saturday morning train, except one, was sold out, Magliari said. At the resort, the train brought more people to its slopes, with many people are taking the train to the resort on Saturday mornings and staying overnight, Hurlbert said.

"On Saturdays and Sundays we definitely saw an uptick in visitors, and lodging also — a lot of people came up on Saturday and stayed the night and went back on Sunday," Hurlbert said.

[Amtrak](#) sells about 510 tickets on each train, Magliari said.

And not only skiers used the train. Hurlbert said between 20 and 25 percent of the morning trains carried non-skiers who walked around the resort, took shuttles into the town of Winter Park, and otherwise enjoyed themselves.

"They'd have lunch, go into town, and hang out," he said, adding that Snowcat tours of the resort typically sold out on Saturdays. "That was surprising to us to see that many people hopping on the train who didn't ski."

Amtrak and resort officials will be studying feedback on the first season, but anecdotally, about 70 percent of the first season's riders are believed to have come from the Front Range area.

Typically, about 65 percent of the resort's visitors come from the Front Range area.

The train link between Denver International Airport, to Denver Union Station and up to Winter Park is highly unusual. The train's platform is about 50 paces away from the bottom of the first lift, meaning passengers flying in to DIA can reach the slopes without having to rent a car.

Many eyes were on the inaugural season. Stories about the Winter Park Express were done by national publications such as [CNN](#), [USA Today](#) and the [Washington Post](#). International publications also told the story for their readers, including [The Guardian](#) in the United Kingdom.

The seasonal train service to Colorado's high country also could be a model for other tourist areas, and as a commuter option in general.

"I expect we'll get more inquiries from people inside and outside Amtrak from across the country," Magliari said.



**MBTA to Invest \$7.9 Million into Historic Trolley Line.** Hires consultant to plan route's future.

From the TRAINS Newswire: Mar 6, 2017 By [Justin Franz](#)

From Rick Krenske



*MBTA PCC streetcars on the agency's Mattapan Trolley Line*

BOSTON — The Massachusetts Bay Transportation Authority plans to invest \$7.9 million on the historic Mattapan-Ashmont High Speed Line, home to one of the last fleets of Presidents' Conference Committee streetcars still in regular service in the United States.

The investment will help to extend the PCC's life for at least a decade while the transit agency figures out on what to do with the 2.6-mile route that has become an historical oddity in Boston.

MBTA began an internal study in 2016 to address rising maintenance costs on the Mattapan line. This week, MBTA announced it will hire an outside firm to study its options for the route, including keeping the PCCs or replacing them with light rail vehicles or buses. The study is expected to cost \$1.1 million and take a year to complete.

The multi-million dollar investment into the Mattapan route will mostly go toward an effort to rebuild the PCCs' trucks.

MBTA rosters 10 PCCs built in the late 1940s. Today seven remain in service. Due to the cars' age, it can be hard to find replacement parts for the vehicles. The MBTA's PCCs are unique in that they are the only ones in the United States to have never been retired from service. Philadelphia, San Francisco, and Kenosha, Wis., also still use PCCs in regular service.

MBTA has kept the PCCs in service on the Mattapan line because of a weight restriction on one of the line's bridges.

In 2016, when MBTA announced that they were studying the future of the route and said they may replace the PCCs, the public and local officials rallied around the historic cars. MBTA officials say they realize how important the cars are to the community but noted that providing good service remains the top priority. The study being completed by engineering consultant CH2M Hill Ltd. is expected to look at a variety of options for the route, including even building replica PCCs to replace the current ones.

State Representative Dan Cullinane calls the decision to reinvest into the Mattapan line a "big win."

"The Mattapan Trolley Line is important not just for its daily function — connecting more than 4,600 residents to the Red Line and Bus System — but for what it represents — a tangible connection to our community's history," Cullinane says. "The Mattapan Trolley Line is a bright spot."

MBTA plans on holding three public meetings this spring about the future of the Mattapan line, including April 3 at the Mattapan Public Library, April 13 at Milton High School and April 24 at the Lower Mills Public Library.

The Ashmont-Mattapan High Speed Line serves as an extension of the Red Line subway and runs along part of a former New York, New Haven and Hartford Railroad line that was converted in the 1930s. The 10 PCCs that work the line were all rebuilt in the early 2000s and currently wear an orange and cream scheme much like the original Metropolitan Transit Authority livery they were delivered in. They also carry an updated version of the old MTA logo.

**Met Council Considers Raising Bus, Train Fares.** By David Knutson St Paul Pioneer Press from Rick Krenske

The Metropolitan Council is considering raising bus and light rail fares to cover to an expected budget shortfall through 2019. The shortfall is being driven in part by a projected \$34 million drop in motor vehicle sales tax revenue through 2019 as well as an expected \$24 million increase in costs for Metro Mobility — a service for those with disabilities that render them unable to use fixed-route buses. The total projected deficit through 2019 is \$74 million, according to a Met Council presentation.

Fare increase scenarios being considered are:

- Raising all fares 25 cents with similar increases to pass prices. This would generate an estimated \$6.2 million annually but ridership would drop an estimated 4.7 percent.
- Raising local fares 25 cents and hiking express fares 50 cents. This would generate an estimated \$6.9 million annually but ridership would drop an estimated 5.7 percent.
- Raising local fares 25 cents and increasing express fares 50 cents and creating a single express fare category for all time periods. This would generate an estimated \$7.1 million annually but ridership would drop an estimated 6 percent.

All of the above options would include Limited Mobility and reduced-fare base hikes of 25 cents — up to \$1, and Northstar fares raised at the same amount as express fares.

The Met Council held a public meeting Monday to gather public feedback. On April 12, the Met Council is expected to approve a public engagement process that will include public hearings, open houses, pop-up meetings at transit hubs, and partnerships with community organizations to reach affected communities. The process is expected to take several months.

The last increase in fares was in 2008. *Continued on next page:*

*Continued from previous page:* “While we sympathize with the significant budget gaps the Metropolitan Council is facing, it is not right to ask low-income residents and communities of color to pay more or do with less when this region’s transit system isn’t meeting their needs as it is,” said Jessica Treat, executive director of Transit for Livable Communities and St. Paul Smart Trips, in a statement. “For years, the Minnesota Legislature has refused to increase long-term funding for transit. Again in 2017 we are calling on them to step up.”

Metro Transit provided more than 82.6 million rides in 2016, a 4 percent drop from the year before. To help avoid fare increases, the Met Council has advocated for a stable funding source, such as a proposed K-cent regional sales tax to back public transit, which is favored by DFL Gov. Mark Dayton but opposed by many Republican state lawmakers.

## Arbiter Awards Steam Locomotive Owner \$200,000.

From the TRAINS Newswire: Feb 16, 2017 By [Bill Diven](#) Provided by Chuck Lavallee



*Saginaw Timber No. 2, lettered for later owner Polson Logging, makes a test run following work at the Mid-Continent*

Mid-Continent Railway Museum must also foot the bill for relocating Saginaw Timber No. 2 2-8-2 anywhere in the continental US.

NORTH FREEDOM, Wis. — A longstanding dispute over restoration of a steam locomotive ends in victory for the engine's owner and major financial implications for one of the nation's well-known railroad museums.

In a Feb. 10 binding decision, arbitrator William Parker awarded Roland "Skip" Lichter \$200,000 for his out-of-pocket expenses in restoring Saginaw Timber No. 2 at the Mid-Continent Railway Museum in North Freedom, Wis. Parker also awarded interest on those expenses, legal fees, and relocation of the 1912 Baldwin 2-8-2 at the museum's expense to any destination of Lichter's choosing in the continental U.S. There was no immediate estimate of the total cost to Mid-Continent although the figure could approach or exceed \$300,000.

The roots of the dispute date to the early 1990s when Lichter leased the operating locomotive to the museum. Lichter sued, alleging the museum was neither maintaining the engine nor reimbursing him for maintenance expenses.

That led to a new 15-year lease under a 2003 court-approved agreement known as a stipulation between Lichter and the museum. Lichter, who has owned No. 2 for more than 40 years, sought no rental fees during the first 15-year lease but asked for \$100 per run be set aside for maintenance under the second lease.

"The stipulation and lease were very favorable to Mid-Continent," Parker writes in his decision. "Clearly Lichter was not trying to obtain a financial advantage." While Parker says he is aware the judgment may be a financial burden for the museum, he also notes Mid-Continent "made no significant attempt to raise funds" while the restoration progressed.

Lichter's attorney Martin Hansen tells *Trains News Wire*, "He only wanted to see it running again near his home." Lichter lives only a few miles from the museum's property.

The museum's attorney tells *Trains News Wire* she can't comment on Parker's decision until she meets with the board of directors, and board President Jeffery Bloohm replied to *Trains News Wire* saying, "Sorry, no comment at this time."

The new lease was to begin when the restoration was completed, and the Federal Railroad Administration certified the locomotive for operations last year. In December, however, the museum board voted not to run No. 2 claiming the engine came without any warranties as to workmanship but with potentially large expenses for any repairs, according to a statement posted on the museum website.

The statement also says the museum board is committed to running only its own steam engines.

Parker rejects the board's action as a one-sided attempt to break the lease in violation of the 2003 court agreement. In his decision, he says all payments cited in his decision are due to Lichter immediately.

"Mid-Continent had an obligation arising out of the stipulation to work with Lichter to overhaul the engine," he writes. "Essentially [Mid-Continent] failed to fulfill this commitment and eventually repudiated the stipulation.

"[The museum's] attempt to void the lease, let alone some of the spurious reasons put forward to justify it, could almost certainly have been avoided." Hansen refers to the museum board's action as "an ill-conceived plan poorly executed." Lichter is actively looking for a new home for the No. 2, he adds.

The locomotive spent most of its working life with a succession of timber haulers in the rain forests of Washington's Olympic Peninsula.

Volume 48 #4 Northstar Railway Historical Society April 2017  
 Picture Pages -Photos from Bob's Ball's Flickr Albums



L to R : Mar 2015 OTVR Barnesville, MN.



May 2015 SW at Gavilon Plant in St. Paul.



Mar 2015 CP Stack at Blackbird Siding MN.



L to R: Feb 2015 Citi Rail led Northtown-Galesburg train,,Park Jct.



Mar 2015 WB tank train St Croix Tower.



Mar 2015 BNSF Intermodal Hagar City, WI.



L to R: 2015 Apr CYDZ ALCO Conrad Yelvington Distributors Wildwood, FL.



2015 Apr Florida Central RR SD Ocala, FL.



2015 May Gavilon Plant SW NW2 PVGX St Paul. (Red Rock)



L to R: 2015 May TE&G 44 tonner Mt Dora, IA.



2015 May Feromex power Empty TAC Division St



2015 May CP WB Grain Lake City, MN.



John Barriger III Album Collection (from Web) of CB&Q Photos mostly From the Mid 1930's



L to R: CB&Q Zephyr Milledgeville, IL.



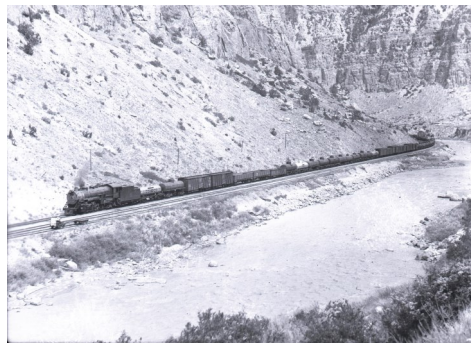
CB&Q 4-6-2 Passenger train Ravenna, NE



CB&Q 2-8-2 Seneca, NE.



L to R: CB&Q Zephyr at Depot Oregon, IL.



CB&Q Steam Freight Wind River Canyon, WY.



CB&Q Passenger Train Bonneville, WY.



L to R: CB&Q Switch Tenders Shanty Lincoln, NE.



CB&Q Passenger train Thermopolis, WY.



CB&Q Tunnel 7 Wind River Canyon, WY.



L to R: CB&Q Train at depot, Hannibal, MO.



CB&Q Passenger train Ottumwa, IA.



CB&Q Station Lincoln, NE.

# The Minnesota Streetcar Museum Needs Operators.

Learn to operate an historic Twin City streetcar. Sign-up now for our new Operator training Program. The Minnesota Streetcar Museum is an all-volunteer group dedicated to preserving our transit heritage by restoring and operation historic Minnesota streetcars. We are always looking for new streetcar operators and station agents. You must be at least 18 years old, have a valid driver's license, successfully complete our operator training program. Operator Training consists of two hours initial orientation and explanation of the program, three to five hours of one-on-one hands-on training and practice on streetcar operations with no passengers on board, classroom orientation and instruction on rules and procedures, six to ten hours of streetcar operations with passengers on board the streetcar under the supervision of a trained instructor. Pass a written test and performance evaluation. After training is completed, we do ask that you reserve at least one three to five hour shift per month to gain the necessary experience. Call now: Pat Cosgrove 952-953-6559 or email [volunteer@trolleyride.org](mailto:volunteer@trolleyride.org)



**Streetcar Operator Training**  
 You can operate a Twin City streetcar!  
 Learn to operate an historic Twin City streetcar.  
 Sign-up NOW for our new Operator training Program.

The Minnesota Streetcar Museum is an all-volunteer group dedicated to preserving our transit heritage by restoring and operating historic Minnesota streetcars. We are always looking for new streetcar operators and station agents.

To become a streetcar operator at the Como-Harriet Streetcar Line you must:

- Be at least 18 years old
- Have a valid driver's license
- Successfully complete our Operator training program

Operator training consists of the following:

- Two hours of initial orientation and explanation of the program
- Three to five hours of one-on-one hands-on training and practice on streetcar operation with no passengers on board
- Classroom orientation and instruction on rules and procedures
- Six to ten hours of streetcar operations with passengers on board the streetcar under the supervision of a trained instructor

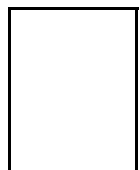
After the initial orientation training and practice sessions are complete, we will ask that you reserve at least one three to five hour shift per month to gain the necessary experience and confidence operating the streetcar.

**CALL NOW!**  
 Training starts in early April 2017.  
 For more information or to sign up for operator training, call Pat Cosgrove at 952-953-6559 or send an e-mail to [volunteer@trolleyride.org](mailto:volunteer@trolleyride.org)  
 Thank you!

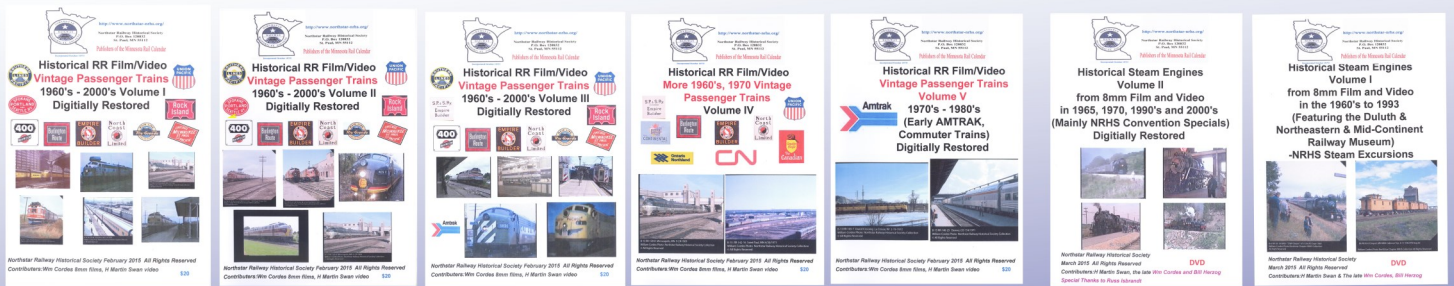
**Railfan Events (Thanks to Rick Krenske, Cy Svobodny, Russ Isbrandt)**

Granite City Train Show	Saturday April 1, 2017 10:00 am to 3:00 pm	River's Edge Convention Center 10 4th Avenue South Saint Cloud, Minnesota 56301	\$6
Newport Train Club Train Show	Saturday April 29, 2017 9:00 a.m. to 2:00 pm	Woodbury High School 2665 Woodlane Drive, Woodbury, MN 55125	\$6
Greater Upper Midwest Train Show & Sale	Saturday April 8, 2017 9:00 am to 2:00 pm	Century College West Campus 3300 Century Ave. N. White Bear Lake, MN	\$6
Twin City Model Railroad Museum Model Railroad and Toy Train Spring Hobby Sale	Saturday May 13, 2017 9:00 am to 4:00 pm	Education Building Minnesota State Fairgrounds St Paul MN	\$7

Northstar News  
 1515 Creek Meadow Dr NW  
 Coon Rapids MN 55433 3768  
 Address Correction Requested



# Historical 8mm Railroad Films & VHS Video now on DVD \$20 / 3 for \$50



## 5 Volumes of Vintage Passenger Trains 1960's thru early Amtrak

## Historical Steam Engines Volumes I-II 1960's to 2000's



## Vintage Milwaukee Road Volumes I-II, Vintage C&NW, CRI&P, GN-NP, & CB&Q

## 13 DVD's From the Wm Cordes and H Martin Swan Collections

GN NP & SPS trains from the 1960's to 1970 , and CB&Q trains from the 1960's thru Early BN in 1970 and 1971 are now available. \$20 Each, 3 for \$50.

You can order by mail to RR DVD sales, 1515 Creek Meadow Dr NW Coon Rapids MN 55433. Please specify which DVD's wanted. Also add a \$5 shipping charge to each order and make checks payable to 'Northstar Railway Historical Society'.

These are never before seen 1960's and 1970's historic 8mm films from the Wm. Cordes and H. Martin Swan collections converted and edited to DVD. All proceeds go to maintaining the Northstar Railway Historical Society Railroad Library!

New ordering brochure available!

Email: [Tubbesing261@yahoo.com](mailto:Tubbesing261@yahoo.com) for a copy

Web ordering by credit card NOW AVAILABLE!

go to: <http://www.northstar-nrhs.org/dvd/>

Video Promo clips can be seen on YouTube at:

[https://youtu.be/S\\_hZHqPAAs0](https://youtu.be/S_hZHqPAAs0)