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Northstar Chapter
National Railway
Historical Society
Board of Directors

President Daniel Meyer
763-784-8835 (home)
dan@meyer.net

Vice President Doug Johnson
612-825-6458
djoh322721@aol.com

Past President Andrew Koetz
218-343-6453 (home)

National Director
H Martin Swan
hmswan@webtv.net

Treasurer Joe Fishbein
651-457-1610 (home)
jmf@visi.com

Secretary David Norman
612-729-2428 (home)

Trustee Mark Braun
320-587-2279

Program Chairman
Glen Holmberg
n0oyz@hotmail.com

Editor Position open.

Union Pacific looking for new workers

The railroad announced it has immediate job openings in eight Northern California communities, including Roseville, for qualified individuals interested in joining a training program to become a Union Pacific conductor.

In addition to one train service opening listed for Roseville, two are needed in Dunsmuir and one each in Bakersfield, Fresno, Los Angeles, Oakland, Ozol and West Colton. Conductors also are wanted in at least 14 other states.

The jobs openings are result of an anticipated high volume of retirements, as well as increased business demand, according to Bill Behrendt, UP assistant vice president of human resources. He said the positions provide both monetary and career growth opportunities and will lead to positions as train engineers and potentially management.

UP has 70 job positions open **system wide**, with nearly half of them for conductor. Roseville also has job openings for a mechanical shop laborer, a diesel mechanic, and one apprentice freight car repairer.

To apply for these positions, qualified applicants should visit the company's web site at **www.up.com** and click on the "Jobs at UP" section. From there, they should click on "Union Pacific Railroad: View Positions."

North Star Chapter Membership Information

HELP sign-up new members; please invite them to attend a meeting. Current dues are \$32 per year for an individual, or \$34 per year for a family , and this includes national dues.

Please send dues payments to Joe Fishbein, Treasurer Northstar Chapter, 1092 Humboldt Av, West St. Paul MN 55118.

About the newsletter front cover-----

Milwaukee boxcab E57B at the intersection of US Highway 12 and Montana State Route 191, Harlowton Montana. Picture taken by member Patricia Perry.

September Meeting Notice

The September meeting will be at the **St. Paul Fire Training Center**. The date is **Sept 20**, at 7 o'clock pm. The program will be **MEMBER'S NIGHT!!** Bring your slides. A video will also be appropriate. Additional slides will be given by John Goodman. He will show some of the Bob MacNie collection.

Minutes of the August 16th, 2003 Meeting of the Northstar Chapter NRHS.

The meeting was called to order by chapter president Dan Meyer at 7:07 p.m. in the St. Paul Fire Department Training Center with 16 members and guests present. A correction was made to the minutes of the July 19, 2003 meeting, as published in the August 2003 issue of Northstar News, noting the correct spelling of the name of deceased member Bob MacNie, who left the chapter his photo collection. It was moved, seconded, and carried to approve the minutes of that meeting, as corrected.

Treasurer Joe Fishbein gave his report, which covered the months of May, June, and July 2003. Cash in checking account, as of May 1, 2003, was \$11,587. Income was \$494 in dues and donations, \$500 interest from CD, and \$1 in checking interest, for total income of \$995. Expenses were \$309 in dues to NRHS national, \$244 in newsletter expenses, \$7,000 transfer of funds from CD to National Convention Committee, and \$7 for stamps for treasurer, for total expenses of \$7,560. Cash in checking account, as of July 31, 2003, was \$5,022, of which \$3,282 was in the general fund and \$1,740 was in the 8327 restoration fund. Total chapter membership is 87, of whom 79 have renewed for 2003. A motion was made, seconded, and carried to approve the treasurer's report.

National Director Marty Swan gave his report. Last month, Bill Herzog and John Goodman had reported on the meeting at the NRHS convention in Baltimore. Marty did have a few items to add. They are looking for someone to take over publication of the NRHS Bulletin. There has been more advertising for the NRHS. Marty also talked about the convention itself. In past years, about 70% of those who had pre-registered went to the convention, but this year it was much less. There was a survey of those who had pre-registered, but didn't go to the convention. The most common reason they didn't go was the cancellation of the Fair of the Iron Horse. Another reason for many was no major steam trip. This had a financial impact on the convention, although they were able to lessen the impact by opening the trips to the public. A major problem with an NRHS convention in the East is that most NRHS members live in the East, so they can do most of these things on their own.

Trip director John Goodman couldn't attend the meeting. The only major event coming up is the trips to Winona behind restored Milwaukee Road steamer 261 in early October.

The 2004 National Convention Committee will be meeting tomorrow at the Amtrak station at 3:30 p.m. Some of the important items to be discussed will be ticketing (we have about 85 pre-registrations,) MTM Day, and miscellaneous details.

The next item on the agenda was the Nominating Committee for this year's chapter elections. The deadline for forming the committee is September 1st, with a report due at the October business meeting. Dennis Loudon said he had already talked to several possible candidates. Dan Meyer, as chapter president, is an ex-officio member of the committee, but said he would have non-voting status, so one other officer could be on the committee. Others appointed were Dave Norman and Cy Svobodny. We will need a new vice-president, also nominations for other offices. Anyone interested in serving in any office should see any member of the Nominating Committee.

In other business, Dan Meyer said that he had statistics on visits to our website. The national NRHS website has information about our convention and links to our convention website. There was suggestion that we consider offering to host a NRHS Board of Directors meeting in Duluth in 2006 or 2007. The question was asked, how many saw the UP Centennial engine coming up here? If someone has a good photo of it, that would be great for the cover of the newsletter.

Elinor Holmberg, mother of chapter members Glen and Dawn Holmberg and a former chapter member herself, died recently. There was a moment of silence in her memory.

LTV has been selling locos from their closed mining railroad. Twelve locos, plus a Jordan spreader and dismantled crane, should be coming down from there soon. Some engines are still up there and there are no plans to scrap the line at this time.

Possibilities for upcoming programs were discussed. Dick Prosser wants to come from California to put on a slide show for us, but because of his health problems, that may be iffy. It was suggested that John Goodman could show some slides from the Bob MacNie collection. Program Director Glen Holmberg said he had one possible program tentatively lined up. There is a program lined up for the December Holiday Party.

The program was presented by Marty Swan. It was his home videos of last year's Grand Canyon convention, the Richmond BOD meeting, and this year's convention at Baltimore.

Adjournment was so moved, seconded, and carried at 7:35 p.m.

Respectfully submitted, Dave Norman, Secretary, Northstar Chapter NRHS

City-owned locomotive moves the freight in Minneapolis

Published August 18, 2003, by Steve Brandt, Star Tribune Staff Writer

John Kittrell rides the rails all day, but he never goes much farther than a city block. Kittrell is one of a half-dozen workers at the Upper Harbor Terminal on the north Minneapolis riverfront who run a city-owned switching locomotive. Not many people know that the city owns a locomotive, but there's an inch-square inventory tag in the locomotive cab to prove it. It's one of the more unusual pieces of equipment the city owns, along with the diminutive towboat that switches barges on the adjoining waterfront on the Mississippi.

Kittrell and others pilot the lumbering 36-year-old engine, painted black and accented with rust. It shuttles cars from a series of seven tracks at the terminal, with an effective capacity of 180 cars, to equipment that loads or unloads them.

The terminal is a publicly owned port where bulk commodities are moved back and forth among rail cars, barges and trucks. The city owns the land and its equipment but contracts with a private firm, River Services Inc., to operate it. The 28 workers are River Services employees.

They face an uncertain future because long-term city plans for the area call for parks, housing and light industry as part of upper riverfront redevelopment. The city has stopped reinvesting terminal profits into new equipment, but officials say they think the 48-acre port can operate until 2010 without major investment.

Today Kittrell is in the engineer's seat, moving 75 rail cars of Saskatchewan potash in relays to discharge into a dumping pit.

Other days the port handles eastern coal headed for a paper plant in Sartell, Minn., or corn from Olivia, Minn. The potash slides through hoppers, along conveyors and down a chute to barges. It's headed for fertilizer dealers farther south on the Mississippi.

It's a job performed in a cab that bakes in the summer and is too poorly insulated to stay warm in the winter. Open a window or door for ventilation and dust clouds from passing trucks bluster in.

Then there's the noise. When Kittrell nudges the 1,200-horsepower, diesel-electric machine into motion, countless pieces of metal erupt in a cacophony of vibrato.

Still, the job beats muscling 100-pound sacks at the original city terminal below the Washington Avenue bridge. That's where Kittrell, 65, started working as a teen. He's now the most senior worker at the terminal, which moved upriver decades ago, sitting opposite the Riverside power plant. He says he prefers driving the locomotive to most other jobs at the terminal. "It's more nostalgic, I guess," he said.

Working their way up, younger workers get a bit wide-eyed at the possibility of working up to running "the loco." Typically, an incoming worker gets the grunt labor, tasks like banging on the side of a hopper car with a sledgehammer to loosen the contents before dumping. Next they work as the switchman. That involves controlling strings of rail cars in concert with the engineer. After mastering that, they can look forward to being trained into the lofty seat of the locomotive.

"The engine is by far my funnest job here because it's a big piece of equipment," said 24-year-old switchman, Erik Armour.

But running it requires patience; intervals between movements often last several minutes as each hopper is emptied. Armour, posted by the dumping station, relays directives to Kittrell over a two-way radio in bursts like this: "John, take it back 5 feet." Kittrell deftly combines throttle and two braking systems to nudge hundreds of tons of equipment and freight, peering out a rear window to gauge his progress by the passing ground. He's already slowing when Armour confirms the movement with a terse "That'll do."

Braking is a learned art. The momentum of even a crawling train can shove a braked engine ahead as rail cars lurch sequentially to a halt. Another engineer, Todd Schiltz, whom Kittrell helped train, recalls learning to mind the slosh of the liquid-filled oil cars to assist braking. 'A knack'

Sometimes the movements are in inches. Terminal workers hate the bottom hatches of Canadian rail hoppers, which have a tendency to jam, halting the unloading. On one recent day, workers resorted to using a cutting torch to burn a hole into the rim of a balky hatch, chaining it to an immobile part of the unloading shed.

Their trust in Kittrell to hold the string of cars immobile was implicit as they sprawled across the rails between hopper car wheels. Once the chain was hooked on and they were clear, Kittrell was directed to inch ahead, tightening the chain until after several tries it broke the hatch free.

"Some people have a knack," Schiltz said, explaining the complexity of manipulating brake and throttle to move massive machines ever so slightly. "A good operator can make it look easy. A hack can make it harder for the crew and harder on the equipment."

<http://www.startribune.com/stories/462/4047085.html>

Summit Avenue-Ayd Mill Road bridge Damaged in CP Derailment

BY KARL J. KARLSON

Taken from the St. Paul Pioneer Press, Sept.16, 2003

The Summit Avenue Bridge over Ayd Mill road will be open before the afternoon rush, St. Paul officials said this morning, after a thorough inspection of the structure, which was struck by freight containers on a CP Rail train at 4:30 p.m. Monday.

John Maczko of the city Public Works Department said the bridge had structural damage, but this would not keep the bridge closed.

He said there will be a 10-ton load restriction on the westbound part of the bridge, where the collision was, but no restrictions on the eastbound side.

He noted there are few if any vehicles of that weight which use Summit Avenue.

He did not have an estimate of the cost of repairs nor when they might be done.

A news item from the MNRAIL E-mail list:

To sign up for this list, follow the instructions at-- [HTTP://WWW.VISI.COM/~MFRAHM/MNRAIL/](http://WWW.VISI.COM/~MFRAHM/MNRAIL/)

Westminster Tower has been razed recently, and pretty much all that remains is the concrete slab. (Who got the station signs?) This was the last railroad-owned tower structure standing in the Twin Cities (Newport Tower is preserved by a model railroad club and the old St. Anthony Tower is located on the state fairgrounds in Heritage Square there). This leaves Albert Lea (UP/ICE nee RI/MILW) as what is believed to be the last remaining railroad-owned tower structure in Minnesota.

Northstar News
2642 Clearview Avenue
Saint Paul, MN 55112

ADDRESS CORRECTION REQUESTED

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