

NORTHSTAR NEWS

WWW.NORTHSTAR-NRHS.ORG



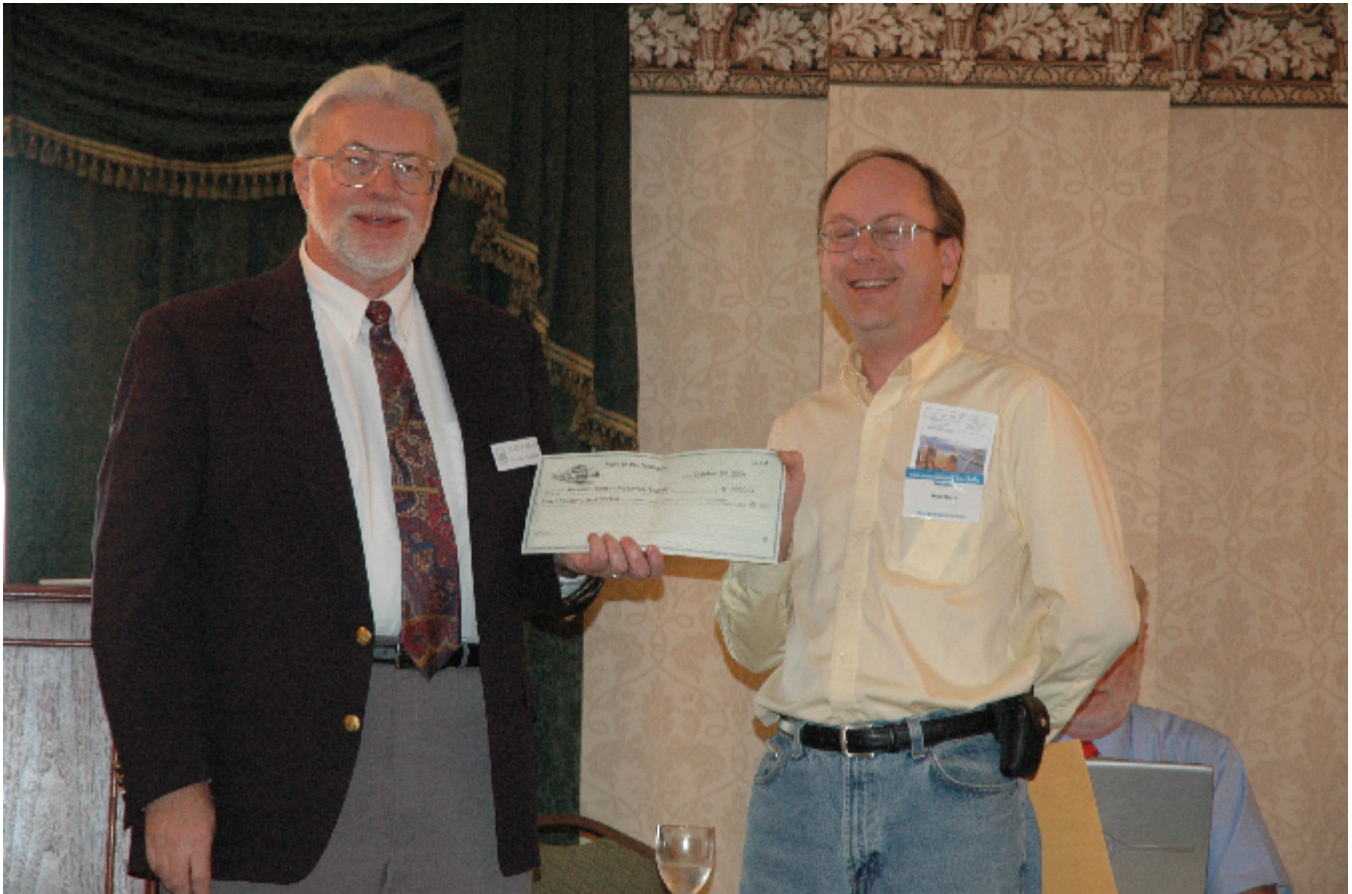
VOLUME 35

NUMBER 12

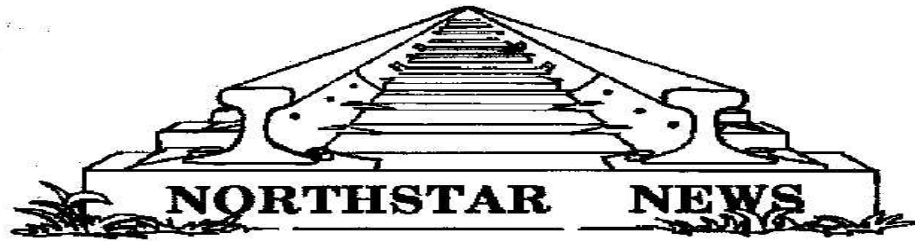
DECEMBER 2004



Celebrating The Rails to the North Star Convention, and Our 35th Anniversary Year



Dan Meyer giving a check for the amount of \$5,000 to NRHS National President Greg Molloy



1969 NORTHSTAR CHAPTER 2004

National Railway Historical Society

Board of Directors

President *H Martin Swan*
hmswan@webtv.net
Vice President *Mark Braun*
320-587-2279
Past President *Bill Herzog*
952-470-4021
National Director *Doug Johnson*
612-825-6458
djoh322721@aol.com
Treasurer *Joe Fishbein*
651-457-1610 (home)
jmf@visi.com
Secretary *David Norman*
612-729-2428 (home)
nevad11@hotmail.com
Trustee *Dennis Louden*
651-698-8559
Program Chairman *John Goodman*
Newsletter Editor *Russ Isbrandt*

North Star Chapter Membership Information

Yearly dues are \$32 (this includes \$20 National dues and \$12 Northstar Chapter dues, plus \$3 more if you would like a family membership) made out to: Northstar Chapter, NRHS. Mail it to treasurer, Northstar Chapter NRHS, 1092 Humboldt Ave, West Saint Paul, MN 55118, or stop by one of our Saturday meetings and see what we are about.



Fred Barnard, NP Switch Tender. Photo by Roger Clark.

January Meeting Notice

The January meeting will be held at the St. Paul Fire Training Center on **Saturday, January 15**, at 7 o'clock pm. The program will be a show by Greg Smith, from his vast collection.

THIRD STREET - - - ST. PAUL

By Roger Clark

It must have been in the summer of 1953. I had just passed the driver's test and received my license. Now, I was free to roam the railroad scene when Dad was of a mood to let me borrow his car.

St. Paul was the destination on a certain afternoon (I lived in South Minneapolis) for a friend and me. How we ever found the place! The Third Street switch tender's shanty is something long forgotten, but I think we had become lost while looking for an approach to SPUDCO (St. Paul Union Depot Company.) Anyhow, here we were under the Third Street Bridge, right alongside the main tracks between St. Paul and Minneapolis on the Great Northern. The Northern Pacific and the other railroads also used these tracks. The drive in had been kind of spooky. Dusk was approaching, and the poorly lit streets were not well defined, nor well maintained. Paths and ditches interlaced the area. A short distance away was a shanty. We parked the car near the shanty, approached it, and knocked on the door.

"C'mon in," responded the occupant, in a pleasant tone of voice. We introduced ourselves as rail fans who had lost their way. The friendly, elderly man, Mr. Fred Bernard, said- "Don't worry, I'll help you to figure it out."

Fred was an amputee. As we learned later, the railroads often provided severely injured operating employees with jobs in switch shanty-s and grade crossing towers. Fred told us he was a former switchman for the Northern Pacific Ry. We never discussed how he lost his arm. Fred's job was to hand throw several of the nearby track switches in certain alignments for the passage of various trains and motive power moving light, back and forth between the Mississippi Street Roundhouse and SPUDCO. He was in contact with other employees by telephone. They would tell him what the move was to be and he would give the verbal come-ahead. Fred usually worked the second trick.

Fred gave us directions out of the area and he invited us to come back again. That initial encounter led to a casual friendship lasting for some years. We introduced other rail fans to his location, and sometimes several of us "rails" would be there at the same time. It was an outstanding place to watch trains

up close, and at ground level. A good number of trains using SPUDCO passed by us. There was still some steam into the middle '50s. Transfer trains of different railroads, extras, specials. During any given hour, a number of various trains could be observed. We were usually there in the evening, and such was a busy time. Memories are vivid of such trains as the Empire Builder, the North Coast Limited, the 400, the Zephyr, and the lesser known like the Omaha Road's Nightingale. We saw them all.

The shanty was a humble building about the size of one half of a 40 foot boxcar. Inside was a cozy coal stove, which warmed us on winter days when we stayed outside too long, almost in a trance while watching all of the rail road action. Several chairs provided indoor comfort for Fred's guests. He usually had a pot of coffee on the stove. He seemed really to enjoy our visits. His was, to say the least, a lonely outpost in the midst of a bustling city.

We marveled at how smoothly Fred could throw the switches. The action was manual, with stout steel handles connected to the bell cranks and the throw rods. We were only too happy to help him. It required all the strength we young boys could muster. With two good arms. Fred would do it effortlessly with only one arm, almost with ease. He was not a large man, so we guessed he had the best of timing, rather than a lot of brute strength.

Years passed, lives changed, and we didn't go the Third Street anymore. We never learned what happened to Fred, except he probably had retired and had passed on. I haven't been to Third Street for 40 years, or more. No trains I can now ride on run passed that locale. We discovered the shanty inadvertently, and I guess today I would be hard-pressed to locate where it stood. Those trains, which entertained us, then are now history, but the good memories will be with us shanty visitors for all time. Good memories of a kindly old railroader, who made the best of a serious injury, returned to work, and performed an important task for many years in a cheerful and competent manner. There are still a few of us left who will not forget the venerable switchtender who treated us with such cordiality....back in those days.

Remembering David Goodheart



11/12/04

I always enjoyed sharing a railfan event with Dave. He had a great sense of humor and was guaranteed to liven up any discussion. The community has lost another wonderful member. I think the attached photo of Dave with the 3751 at the Grand Canyon captures the way most of us remember him. The big guy with the big video camera. He will be missed.
"Africansteam"

I had the privilege of railfanning with him one day On the Grand Canyon right after 4960 had been restored. I was an "un-official" tag along when he was shooting in the canyon far away from the

highway and all I had was a rental vehicle on a short notice trip. He either thought I was crazy or just plain had a heart of gold, but he invited me along. I was there behind him and his camera, being reminded to be quite while 4960 made the grade. It will be one of those great memories of the Grand Canyon Railway for me, and the best part was making a freind. My heart goes out to his family and friends who knew him far better than I.

To his family, thank you for sharing him with us.

Art Chase, Alaska

11/13/04

I was the engineer on the 1003 photo trips last weekend that Dave had set up with his group.. Everything went really well.. It is so hard to believe I just saw him and talked to him less then a week ago, and suddenly he gets taken away from us.. This a big tragedy to our steam industry.. We dedicate last weekends 1003 trips in memorial to Dave....

--Ken--

11/13/04

Last Sunday, I stood next to Dave when he requested a final run-by of the Soo 1003 as a fitting end to the video he hoped to produce. He wanted a sweeping view of the Soo caboose as it went by him from left to his right. None of us obstructed his view, nor did we say anything, as the train disappeared around a bend.

As the scene ended, Dave turned around, dusted off his hands and said "That's a wrap." Afterwards, most of us thanked him for his efforts and left for the day. Little did any of us know that this would be the last time we would see him again.

I am saddened at the loss of David Goodheart, a dedicated railfan.

Ron Beran

11/14/04

Oh my.

There's been a notation in my mental "to do" list for the past few years, and it reads something like this: "Mend fences with David Goodheart."

David and I first met in 1983, chasing the last runs of the Rio Grande Zephyr in Colorado and Utah. He and Harold Edmonson had been there a month already when I showed up to spend the last week of April chasing the last runs of the RGZ. We seemed to bump into each other in restaurants and motels during that memorable week, but rarely saw each other on photo lines. David was new to the railfan world.

"We're doing a book..." David said. "Send me some pictures, because I know you and I haven't been going to the same places."

He used a few of my photos in "Zephyrs Thru The Rockies" and sent me an autographed copy of the book. I asked to

buy a few more copies for friends and he sent them, gratis. Classy guy.

Months later, I'm in Sarajevo, Yugoslavia, on assignment for ABC Sports and there's a message at the front desk of the Hotel Bosnia. "Mr Goodheart from Chicago wants to meet you for dinner..." We spoke on the phone but my schedule wouldn't allow a quick visit.

"What are you doing here?" I said over the phone.

"Always wanted to see a Winter Olympics" was his response.

Over the ensuing years, we made a few railfan trips together. I learned that David was independently wealthy, didn't need to work, and did railfan trips for the hell of it. He tried to get me to quit my job and go to work with him making railroad videos. We didn't progress past "what if" discussions but it was clear he wanted to do these videos because they needed to be done, not because they were something to profit from. I admired that.

Somewhere along the way we had a falling out over something that, in retrospect, seems rather silly. He went his way (quite successfully) and I went mine. He traveled the world with his camera, in search of steam. I stayed closer to home chasing news stories and an occasional train.

David brought a great enthusiasm to railfan travel and photography, along with a quiet almost "Godfatherly" endowment of many railroad-related things. He owned a railroad car for a while; he quietly planted seed money to get a lot of railroad photography events from talk stage to reality, and he was very generous to the railfan community with his Chicago Cubs season tickets.

Unfortunately, I never mended those fences with David, and for that I have deep regret.

I last saw David at a grade crossing west of Barstow, Calif., a few years ago as the 3751 and train were returning from the Grand Canyon NRHS convention. I was there quite by accident. It was one hell of a nice runby...he recorded it on his Betacam and I did the same. We didn't speak, but maybe because we were both intent on recording a great moment.

But I will remember Dave's big smile as the steam engine roared past. He looked over at me and gave me a thumbs up, and I would like to believe there was a "mending fences with Dave" notation on his mental "to do" list as well as mine.

David R. Busse

Date: 11/16/04 19:14

Dave Goodheart

Author: [gandydancer4](#)

I didn't know where else to post this, but it is with deep regret that I announce the passing of Dave Goodheart of Goodheart Video Productions. I was told the news of Dave's passing in Milwaukee during "Trainfest" this last weekend. Although details are sketchy as I write this, I was told that he died last Tuesday, November the 9th from an apparent heart attack. Unfortunately, he was not found until Friday the 12th at home. Since he lived alone in Chicago and was in and out alot, he was a little hard to track down since family and friends thought he was out railfanning. My most sincere condolences to his family and close friends. I met Dave several times but did not get a chance to really know him. What I do know is that he was incredibly friendly and always ready to make a new friend. I'm asking the Train Orders community to fill in details if they can.

Most respectfully yet mournfully posted, Mark Tweeddale

Minutes of the November 20, 2004 Northstar Chapter meeting

The Meeting was called to order by **President Bill Herzog** at 7:04 p.m. in the St. Paul Fire Department Training Center with 25 members and guests present. A motion to approve the minutes of the October 16, 2004 membership meeting, as published in the November 2004 issue of Northstar News, was made, seconded, and carried. A motion to approve the minutes of the September 18, 2004 meeting, as published in the same issue, was also made, seconded, and carried.

Treasurer Joe Fishbein gave his report, which covered September and October 2004. Cash in checking account on September 1 was \$6,367. Income during the period was \$1 in checking account interest and \$100 in dues and donations, for total income of \$101. Expenses during the period were \$64 in dues payments to NRHS national and \$3,000 to Friends of 261 for work done on GT 8327, for total expenses of \$3,064. Cash in checking account, as of October 31, was \$3,404, of which \$3,164 was in the General Fund and \$2420 was in the GT 8327 Restoration Fund.

Current chapter membership is 90, of whom 5 have renewed for 2005. Joe now has the membership renewal forms for paying 2005 dues -- members should see him at the break after the business meeting to get their form.

There was an introduction of guests and prospective members. **Mike Mackner**, a retired BNSF employee who now lives in Minnesota, wants to join the North Star Chapter. He helped found the North Texas Chapter of the NRHS when he lived there. Another guest was **Bob Clarkson**, who works for the BNSF, and was once a member of the Northstar Chapter.

Bill Herzog got a NRHS Extra which had a synopsis of the BOD meeting which took place during the national convention we hosted last summer. The photo contest deadline is past for submitting photos of the trips and tours from the national convention, but he suspects they might accept entries anyway. He talked about the grants that the NRHS gave out. The Lake Superior Railroad Museum got \$2,000 to put together a virtual video tour of the passenger car Northland. The Minnesota Transportation Museum got \$2,000 toward the cost of making walkover seats for the restoration of Winona streetcar #10. The latest issue of the MTM's Minnegazette had information and photos about the MTM's activities that were part of the NRHS con-vention.

National Director Marty Swan gave a report on the fall Board of Directors meeting at Utica NY. After greeting those attending the meeting, **National President Greg Molloy** said that the Society may be running up against the limits of an all-volunteer organization and that we may have to begin using more commercial services. A dues increase is being studied. The Bulletin's schedule was severely affected by the sudden closure of the print shop where it was printed. This year's Rail Camp was very successful, with 24 participants. Next year's camp will be July 17-23. The books still need to be audited on the Baltimore convention (held in 2003) before it is finalized.

Dan Meyer, convention chairman of the Northstar Chapter, presented a \$5,000 check to **Mr. Molloy** as the first payment of National's share of income from the 2004 convention in Minneapolis. **Carl Jennings** of the National Convention Committee praised the Northstar Chapter, saying that we are a relatively small chapter, but we were able to produce a convention that was an artistic and financial success. He encouraged other chapters to do the same. Activities for the 2005 convention in Portland have not yet been published.

The **2006 convention** will be sponsored by the National Convention Committee. It will be the one and only convention that the committee will put on. It will be at New Philadelphia, OH, and will feature the Ohio Central excursion railroad.

Marty said that the NRHS is throwing out their old by-laws and totally replacing them. He talked about a provision of the proposed set of national by-laws currently being discussed. He is very strongly opposed to the proposed provision, which would give chapters different numbers of votes at Board of Directors meetings, depending on their size. He feels the NRHS is already dominated by Eastern interests, both on the Board of Directors and on the editorial staff of the NRHS Bulletin. For example, he notes that relatively few articles are accepted on mid-western and western railroads. Since there are many large chapters in the East, if this provision is adopted, it would mean the organization would be even more dominated by eastern interests. If the mid-western and western chapters were to withdraw from the NRHS, it would hurt the national organization. The proposed by-laws will be sent out 60 days before the spring Board of Directors meeting. A question was asked as to whether comments on the proposed changes would be circulated to the other chapters before the meeting.

Old Business - Raifan and Railroad magazine had a write-up on 8327 (and others of the series) in the Lineside Legacy column in the December 2004 issue. Bill Herzog said that he would send a report to the NRHS national office on the work done on 8327. There are plans for more work on the engine next year. Bill said that he is very pleased with the progress and that the engine looks much better. The possibility of putting holiday lights on the engine was brought up, but received little support. Bill Herzog said that he hopes more money can be transferred into the 8327 Restoration Fund. It was noted that funds will be coming from our share of the proceeds from the national convention. Bill Herzog said that he attended the B&O's Fair of the Iron Horse in 1927 and remembers seeing several models of Bollman Truss bridges (the same type as shown in the picture on the cover of the November issue of Northstar News.) It was noted that the B&O Museum has reopened after being closed for an extended period following the collapse of the roof over the roundhouse during a heavy snowstorm. The attractive new national NRHS membership cards were cited as an example of what can be done by volunteer effort.

Trip Director John Goodman gave his report. He had looked into the proposed trip to the railroad museum at Green Bay, including talking to the Wisconsin and Great Northern excursion railroad. John also had a meeting with Steve Sandberg. Restored Milwaukee Road steamer 261 will be going to Duluth on the weekend before Memorial Day, so any trip we run should be later in the summer. The question was asked if we want to get a block of tickets for the Duluth trip. Other possible excursion destinations mentioned were North Freedom, WI, Boone & Scenic Valley in Iowa, or the trolley at Mason City, IA.. President Herzog asked for a show of hands of those who might be interested in the Green Bay trip. John Goodman said that he do more research on a trip to Green Bay - costs, etc.

Dennis Louden said the Holiday Party is all set.

John Goodman lined up **Bob Moen**, who had given a slide show on rail-roads in the Twin Cities at the national convention, to present the program for the party.

A question was asked about missing membership meeting minutes. The only one still missing is the minutes of the July 17th meeting. **Secretary Dave Norman** said he would keep looking for his notes on that meeting.*

National convention chairman Dan Meyer reported he presented a large check for \$5,000 to NRHS President Greg Molloy at the recent Board of Directors meeting in Utica. Dan hopes to get everything tied up by the end of the year. He will give the final check (for an estimated \$4,800) to national NRHS at next spring's BOD meeting. After all accounts are settled, there also will be a substantial amount going to the Northstar Chapter. Both Dan Meyer and Bill Herzog gave thanks to all those who helped with the convention. **Prairie Works** taped many of the convention activities and will be offering four DVDs (or tapes) of the convention. They are almost ready to go. They will be available to Chapter members at a special price. The

Minnesota Transportation Museum did a great job at Jackson St. Roundhouse. Bill Herzog said that he has volunteer information sheets for those interested in volunteering at the Jackson St. Roundhouse.

Election of 2005 officers. The Nominating Committee's slate of candidates was published in the November issue of Northstar News. **Marty Swan was nominated as President.** After three calls for additional nominations from the floor with no response, the nominations for President were closed. **Mark Braun was nominated as Vice-President.** Nominations for Vice-President were closed. **Dave Norman as nominated as Secretary.** Nominations for Secretary were closed. **Joe Fishbein was nominated as Treasurer.** Nominations for Treasurer were closed. **Dennis Louden was nominated as Trustee.** Nominations for Trustee were closed. **Doug Johnson was nominated as National Director.** Nominations for National Director were closed. John Goodman made a motion that the secretary be instructed to cast a unanimous ballot for all offices. The motion was seconded by Ron Linebarger and carried.

New Business - There was none.

A motion was made and seconded to adjourn the meeting. Bill Herzog suggested to put a fence around the 8327, to be paid for from our share of the proceeds from the convention. John Goodman suggested that we give Bill Herzog a round of applause, which occurred.

The **motion to adjourn** carried at 8:15 p.m.

The **program was put on by Bob Koetz**, who showed slides of rail scenes in Minnesota and other mid-western points. Most were taken in the 1972-75 era.

Respectfully submitted,

Dave Norman, Secretary, Northstar Chapter.

* Secretary Dave Norman advises he has now found his notes from this meeting. These minutes will be ready to appear in the January issue of Northstar News

Prototype Modelers Seminar
Saturday, February 26th, 2005

Rosemount Community Center
13885 South Robert Trail, Rosemount, Minn.
(One mile North of County 42 on State Highway 3)

Here is a tentative list of the clinics I have lined up for the PMM meet in Rosemount next February. One or more could change depending on the presenters schedules, but it looks very promising so far.

Charles Derus -- **Modelers Choice assembly techniques**

Dennis C. Henry -- **A Brief History of St. Paul Union Depot**

Mike Moore -- **Modeling CGW Freight Cars clinic**

Jeff Otto -- **About Track, Misunderstood Prototypes, & Underrated Models**

Bill Kuebler -- **The Northern Pacific North Coast Limited**

I backed off a bit this year on the clinics from 8 to 5. I'm thinking to have 2 in the morning and 3 in the afternoon. This will allow for more time in the model display room for viewing and bull sessions. Also new this year, the local HO Free-Mo group will have their layout on display in additional space I rented.

The meet is less than 90 days off, so please start thinking about those models you would like to bring. I have already saved some space for a few guys and would certainly appreciate an email or call if you plan to bring some models. Remember, all scales are welcome, finished or not. Modules too!

I've also uploaded a copy of the 2005 flyer into the files section at yahoo and left some at the area Hobby stores. I would like to thank whoever printed some on their own and left them over at Como Shops. What a pleasant surprise. Anybody know who the anonymous "donor" is?

I could use a little help in a couple areas. I could really use a reliable Kodak Carousel projector at the meet. Mine is getting old and the auto focus croaked last year. I would also like to photo document the meet a lot more than I was able last year. If anyone is interested in helping do some digital photography there, please contact me off list.

I would prefer something over 4MP so we could send it in to the publications. I spoke with Bill Shaumburg from Railroad Model Craftsman in Milwaukee a couple weeks ago. He is quite anxious to help in any way they can and asked for photos of the models and the meet.

One other thing, I'm looking into a place where maybe after the show is over, any interested modelers could go have a bite to eat together. There are a few places in the area I will check with. If you are interested, let me know so I have an idea of how many to expect.

Thanks again.

Greg Smith / Apple Valley, Minn.

Belt Railway Of Chicago History



Since 1882, The Belt Railway Company of Chicago has been an integral part of railroad operations in the Chicago Gateway. The Belt Railway began as the idea of real estate promoter John B. Brown, who recognized in the late 1870s the need for a terminal railroad in Chicago.

Brown and his associates chartered the Chicago & Western Indiana Railroad, the original parent company of the Belt Railway. During a four-year period, they constructed a series of connecting railroads that formed a "belt line," which linked every major railroad in the city and also served the industries in the South Chicago and Calumet districts.

Five railroads-the Louisville, New Albany & Chicago Railway, Chicago & Atlantic Railway, Chicago & Eastern Illinois Railroad, Wabash, St. Louis & Pacific Railway, and Chicago & Grand Trunk Railway-executed leases to use the tracks and terminal as tenants.

The Belt Railway grew along with the city of Chicago, adding to its facilities, elevating part of its tracks, and making other improvements in order to do a better job handling its business. As the years went along, it became apparent that the growth of the city would force the railroads to construct their large terminal classification yards outside the city limits and away from congestion.

In 1910, the Belt Railway began a study of enlarging its facilities and as a result seven additional railroads-the Minneapolis, St. Paul & Sault Ste. Marie Railway, Atchison, Topeka & Santa Fe Railway, Chicago Burlington & Quincy Railroad, Illinois Central Railroad, Chicago, Rock Island & Pacific Railroad, Pennsylvania Railroad, and Chesapeake & Ohio Railway-joined the original five as stockholders. These twelve railroads leased the Belt Division from the Chicago & Western Indiana starting in 1912. The Pere Marquette Railway also joined as owner in 1924.

Due to mergers over the years and the bankruptcy of the Chicago, Rock Island & Pacific Railroad, the Belt Railway is now owned by six major Railroads. Ownership affiliations consist of Burlington Northern Santa Fe Corporation, Canadian National, Canadian Pacific Railway, CSX Transportation, Norfolk Southern Corporation and Union Pacific Railroad.

The history of the Clearing Yard is interesting and is found in a fascinating story of a practical railroad dreamer who lived in the days of empire builders. His name was Stickney and he was president of the Chicago & Great Western Railway, whose line reached Chicago in 1886.

He conceived an enormous Clearing Yard for the ever increasing flow of freight which he foresaw for Chicago when its distribution facilities had been exploited. His first thought was location and his first requirement was a site outside the city where the burden of taxation could not eat away the economical advantages of his Clearing Yard.

In 1889 he proceeded with the construction of his conception of a clearing house for railroad cars. This was a four track circle, a mile in diameter, into which he proposed to have the railroads feed their freight trains at different intervals, dropping off cars destined for other railroads into radial tracks and shunting those for industries upon tangent spurs. ...

Stickney called it his Clearing Yard and thus gave the name Clearing to the industrial district

which was to be its ultimate successor. This circle ran from 55th Street on the north to 79th Street on the south and from Harlem Avenue on the west to Cicero Avenue on the east.

The plan was found to be impractical and never reached a tryout stage. So Stickney passed out of the picture and his circle went back to nature.

Then for years 4,000 acres lay idle, but not forgotten. H.H. Porter, another of the empire builders, a railroad president and banker, picked up where Stickney left off. In 1898 he laid out a car sorting yard employing the hump gravity principle for the first time on a large scale. ...

The yard commenced operation on April 1st, 1902, and Mr. Porter invited the railroads to come and use it. Despite his position as chairman of the Chicago & Eastern Illinois Railroad, he was unable to convince his fellow railroaders of its practicability or to agree to its cooperative use.

The Yard remained in general operation for one month only, but continued to handle some switching business on a small scale until August 1912. In order to fit into Belt Railway plans of terminal operation, it was necessary to tear out, salvage, rebuild and enlarge. It took the years 1913, 1914 and part of 1915 to do it. ...

-Ray Hurd, The Belt Railway Company of Chicago, Speaking before the Clearing-Cicero Traffic Conference, April 17, 1952

Note to the reader: the Dave Goodheart and the Belt Railway articles are taken from the internet.

Northstar News

985 West County Road B-2
Roseville, Minnesota 55113

ADDRESS SERVICE REQUESTED