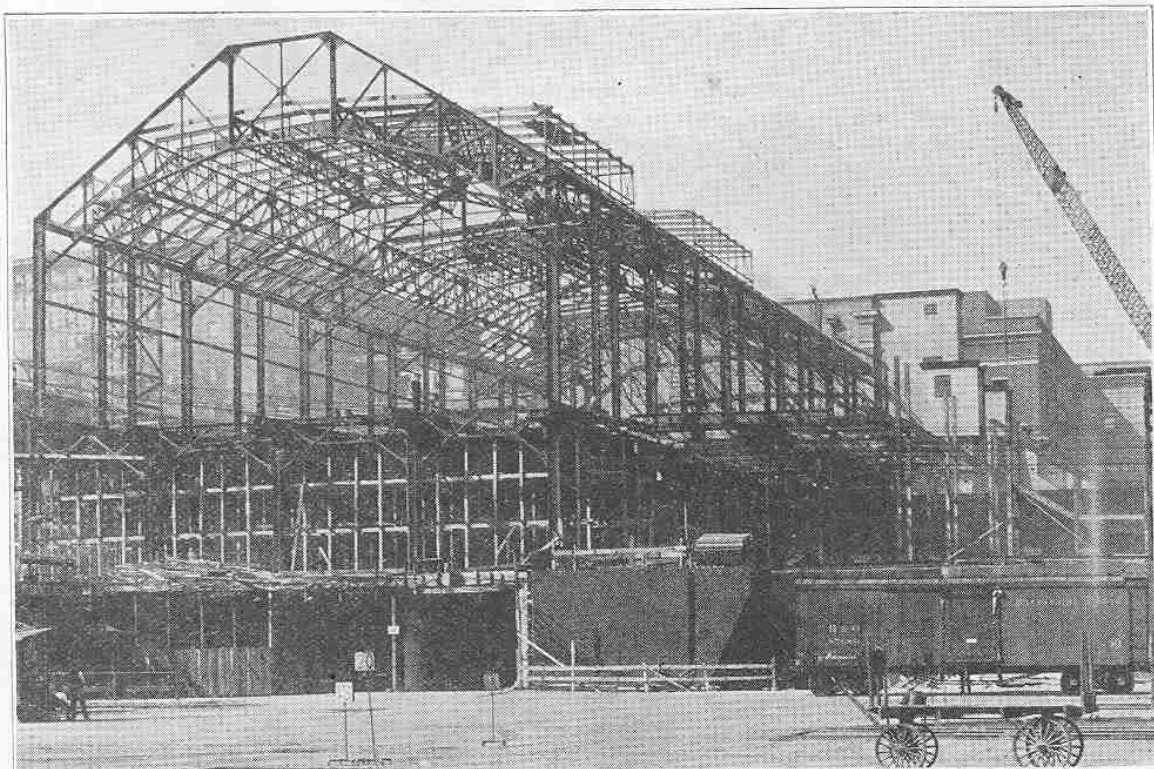


VOLUME 35

NUMBER 2

FEBRUARY 2004

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Over 2,000 tons of structural steel fabricated by us for this terminal
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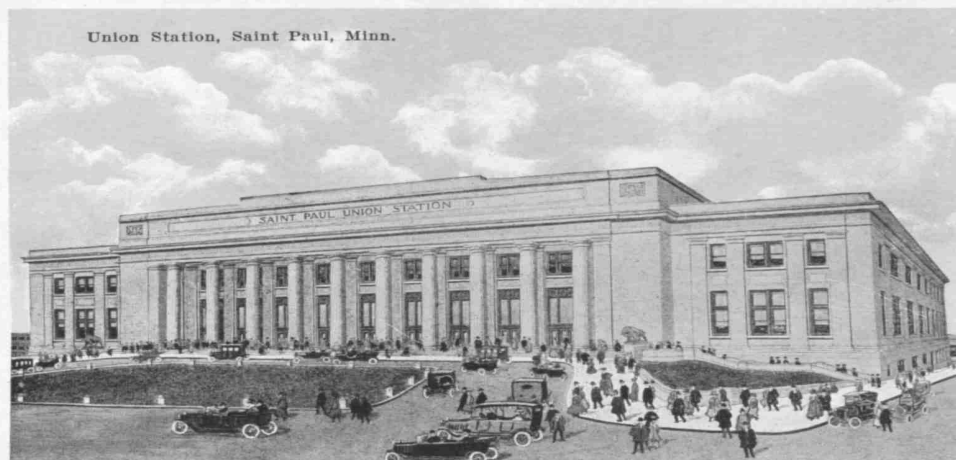
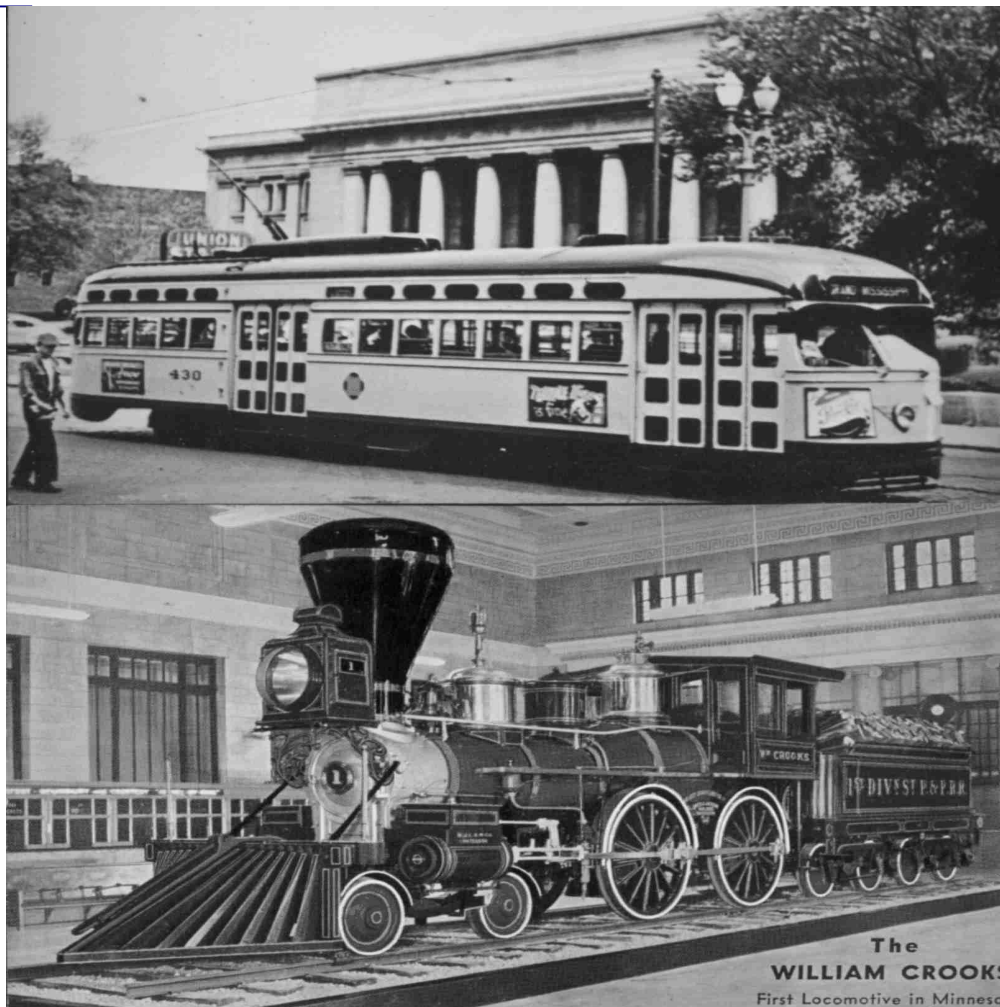
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distance from MSP.)

Program Chairman & Editor
Glen Holmberg
glen_holmberg@yahoo.com

IN MEMORIAM

Debbie Maiden, mother of our former editor Lauren, passed away on January 30th, 2004. Her father and former Northstar member Joe Maiden had passed away on January 7th of this year. Our prayers go to Lauren and to her fiancé Alan Aery.



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.

About the front cover (Courtesy of Joe Fishbein)-----This picture is in a small booklet entitled "Supplement to the 1922 Handbook of the St. Paul Foundry Company," showing the train shed portion of the "New St. Paul Union Depot" being constructed. The booklet is mostly design tables for steel beams and plates supplied by St. Paul Foundry, but also contains a few pictures of projects where their steel products were used. The contractor was the George Grant Construction Company. (Postcard images on this page are courtesy of David Norman.)

February Meeting Notice: The February meeting will be held at the St. Paul Fire Training Center on **Saturday, February 21**, at 7 o'clock pm. The program will be given by Bill Herzog: A video of a trip on the Minneapolis & St. Louis from Cedar Lake to Peoria, Illinois in 1951.

BACK IN THOSE DAYS, (Number One of a series.)...

Some Personal Memories of the CGW

by Roger Clark

The railfan/model railroad hobby entered my life in about 1950. My favorite railroad, until it merged with others to form the Burlington Northern, was the Great Northern Railway. I paid attention to other lines as well, of course.

The article in the November Northstar News "Facts and Trivia of the Chicago Great Western Railway" brought back some pleasant memories of my own.

Although I never was lucky enough to see any steam on the CGW, I did take notice of the first generation of diesels, the F units and switchers. Their "motors" (CGW for gas-electric type railcars) did not reach the Cities during my time, so I never saw one in action.

The lineside CGW stations were unique and interesting. One of my favorites was the Red Wing stub end depot, a two-story brick structure. In earlier years, an Alco switcher and caboose could be seen parked at the depot. On that same line, Welch was a place I often visited, although I did not see any trains there. The little Welch depot was quaint. One day I showed up, and to my shock, the building was nothing more than a pile of ashes. I never heard if the fire was accidental, arson, or intentionally set by the railroad for purposes of demolition. Out of the ashes I salvaged two cast iron wheels that must have been part of the baggage room door hanger. I saved those for years until I learned of a St. Olaf College professor whose hobby was making artwork out of scrap metal. The professor was happy to receive the wheels. I never learned if he made any art creations from them.

I still visit Welch, only now it's where I park my car, offload my bike and head up and down the Cannon Valley Bike Trail which overlays the former CGW right-of-way. Here and there I will stop for a break and try to imagine what it was like to see trains in operation, especially the Blue Bird, the CGW "motor" passenger operation which also accommodated patients bound for the Mayo clinic.

For many years I was a member of the Minnesota Railfans Association (MRA). In the 50s and 60s MRA ran some memorable fan trips. The CGW trip to Oelwein, IA, in June 1956 stands-out, I'd rate it in my top five. The train operated with one F unit and a fairly short train, pretty much at passenger train speeds over the mainline. In the consist, was a former CGW standard sleeper. Some of us were able to commandeer a drawing room, so we traveled "on

the plush." Others wanted to ride there, too, so it was a sharing situation. Certainly many of us had never seen a drawing room before, much less travel that way. We met a northbound freight, probably at Dennison, Minn., with a lash-up of the diesels the CGW was noted for, plus a very long train.

At Oelwein, the railroad pulled out all of the stops, and we literally had the run of the place. Oelwein was "ground zero" for CGW, and tracks ran out of there in all compass directions (five of them). The several stories high yard tower dominated the scene. From the top you could see quite a long way, with a good view of all facilities. There were two "motors" reposing near the round-house. One still looked operational, although the pigeons had claimed it for a home, and in reality it was abandoned and probably shortly due for scrapping. The other, painted in the old striped color scheme, was "on the blocks", i.e., it was being used as some kind of tool storage building, all mechanicals and wheel-sets having been removed. On a side track were several Pullmans awaiting the cutting torch. I think one was named "Old Elm Club." The others were also "Clubs" but I forget the rest of their names.

These were multi-purpose Pullman cars, perhaps kind of the "Swiss Army Knife" of the Pullman industry. As I recall, they were solarium (observation), diner, lounge, and sleeping cars, all in one. They must have operated on CGW's premium trains. It appeared they had been in storage for quite a long time. Highly worthy of preservation at a time when neat old things were seldom saved, I later learned that these cars were scrapped in Chicago.

Even though I was a Great Northern fan, I seem to have quite a few recollections about the CGW. If you have enjoyed it so far, in the future I could write a bit about such things as the Boom Island facilities in Minneapolis, the cavorting of a fellow railfan and myself making the huge journey between Minneapolis (on CGW's Omaha train) and St. Paul (usually returning on the Empire Builder). All of this was accomplished for 55 cents (\$1.10 if we brought our girlfriends along!). I could also write about the time another fan and I rode the cab of the Omaha train roundtrip Minneapolis-Hayfield, staying over for a few hours in the railroad hotel there.

Yep, it was fun times back in those days.

Minutes of the January 17, 2004 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order in the St. Paul Fire Department Training Center by national director Marty Swan, who was running the meeting because several of the other officers were not able to be present. Seventeen members and guests were present. The planned agenda was temporarily suspended so we could give thanks to Dan Meyer for his service as chapter president. We also gave thanks to Dennis Loudon for organizing the chapter's holiday party.

It was moved, seconded, and carried to approve the minutes of the December 20, 2003 meeting, as printed in the January 2004 issue of Northstar News. Treasurer Joe Fishbein was not present to give his report in person, so it was read by Marty Swan. As of December 1, 2003, we had cash in checking account of \$4,580. Dec. income included checking account interest of less than \$1, dues and donations of \$347, and a NRHS Grant of \$1,500 for the #8327 restoration project, for total December income of \$1,847. December expenses included \$93 for the Northstar News, \$37 postage to mail membership renewal notices, \$270 for National Director's expenses, and \$11 for miscellaneous printing (letterheads). Total December expenses were \$411. Cash in checking account, as of December 31, 2003 was \$6,016, of which \$2,776 was in the general fund and \$3,240 was in the 8327 restoration project fund. As of January 16, 2004, the total chapter membership was 84, with 55 renewals and new members for 2004. There were no questions about the treasurer's report.

The agenda was suspended again so Cy Svobodny could talk about the recent death of Joe Maiden. There was a moment of silence in his honor.

National director Marty Swan said that he didn't have much to report. The next national NRHS Board of Directors meeting will be April 4th in Altoona. Trip director John Goodman was at the Railroad Passenger Car Alliance meeting in St. Louis.

National Convention chairman Dan Meyer said that we will be having a meeting at the Hilton next Saturday, January 24th, with the national convention committee. A phone line has been ordered, but someone else will have to handle the inquiries. Dan asked for a show of hands as to how many who are here tonight are registered. He passed out convention registration blanks. The trips planned as part of the convention have changed somewhat. A trip

to the Twin Ports would involve buses to Duluth, a train trip to Two Harbors and back, and driving past the Proctor roundhouse. Russ Isbrandt said that he had not heard back from his contact about a planned tour of the Hiawatha Light Rail project. So far we have about 380 or 390 advance registrations -- pre-registration closes January 31st. The convention website has been revamped. It is now getting about 50 hits a day. The convention committee will have a meeting 7 p.m. Wednesday at the Amtrak station and next Saturday at 1 p.m. at the Hilton Hotel in downtown Minneapolis. Bill Dredge mentioned that the Hennepin & Overland Model Railroad Club is willing to be open special hours for the event. Marty Swan noted that the vote for the chapter to host the convention was unanimous, but so far, we are getting only limited participation from our chapter members. We will need lots of help to put on all the events of the convention.

There was no Old Business.

The Holiday Banquet was discussed. An e-mail was received from chapter president Bill Herzog. The event was successful, but we need to start planning for the 2004 party. Chapter members indicated they were interested in going back to Mancinni's. This year, we should be able to get our preferred date of the 1st Sunday in December, if we make our reservation far enough in advance. Dennis Loudon was appointed to take charge of planning the 2004 Holiday Party.

The question was asked if there was any other business. Glen Holmberg said that he wants to change the colors in the chapter logo, but it was decided that this did not need to be discussed at the meeting.

Next month's program will be put on by Roger Clark (will be the March program--editor), who has also offered to do a column for Northstar News. John Cartwright may do a future program. Jim George will do tonight's program, which he describes as "Mostly Minnesota."

Dennis Loudon wants to put together a CD of local rail sites, which he would like to have ready by the convention. We could scan slides, photos, and negatives. The website of the CRANDIC now lists their calendar at half-price. A motion to adjourn the meeting was made, seconded, and carried at 7:33 p.m.

After a short break, Jim George presented his program.

Respectfully submitted,
Dave Norman, Secretary,
Northstar Chapter NRHS

Prototype and scale modelers meet in Rosemount, Minnesota

On **Saturday, Feb 21st**, Greg Smith will be hosting a prototype and scale model railroad seminar at the Rosemount (Minn.) Community center. The meet will include a model display room and both prototype and model clinics running throughout the day. Here is what I have lined up for clinics:

- Chris Zurek and Tom Johnson on installing and using DCC
- Scott Thompson on modeling GN freight cars
- Bob Rivard and Frank Jordan on modeling and weathering freight cars
- Clark Propst on modeling M&StL freight cars
- Joe Binish on modeling M&StL diesels
- Louis Claeson with photos from the 50's and 60's of Cedar Lake yard and shops
- Mike Moore on CGW freight car assignments
- Ed Nygaard on constructing his line of acrylic passenger cars

The meet will be on Saturday only with an admission charge of \$10 to hopefully cover the cost of the facility. I also have a nice secure model display room rented, with plenty of space, so please feel free to bring lots of models and show them off, finished or not. Dioramas and structures are also certainly encouraged.

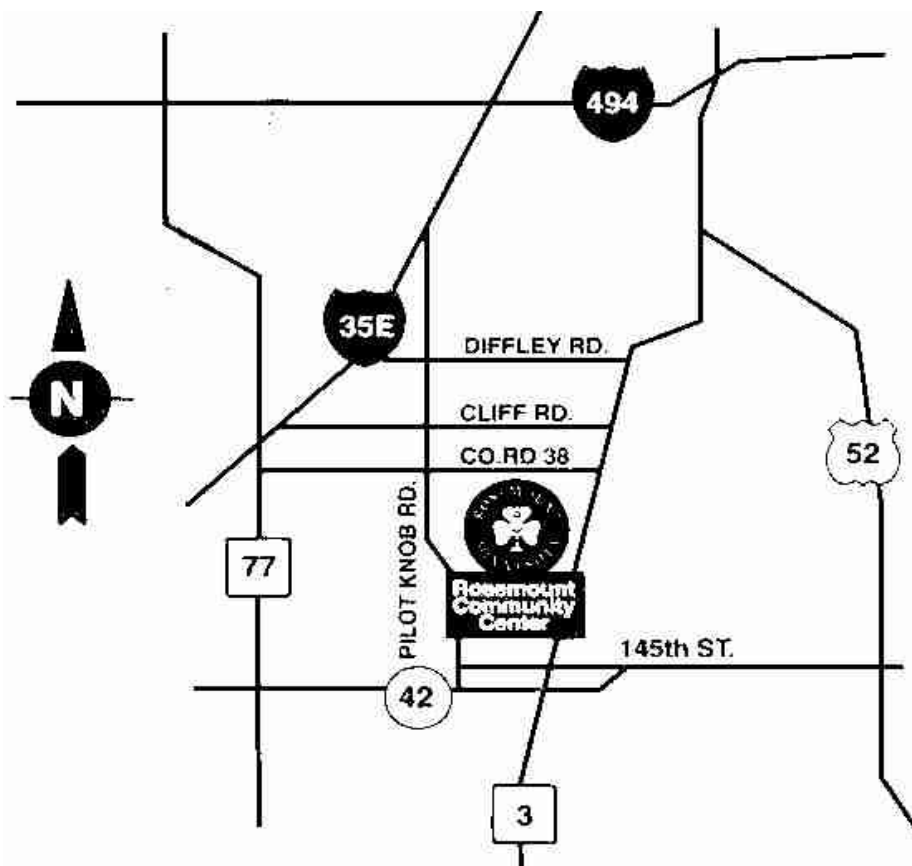
The community center is located **one mile north of County Rd 42 on State Highway 3** in Rosemount. The plan is to run some morning clinics, break for lunch, (on your own at any of the nearby eating establishments) and continue into the afternoon and evening.

Model setup will begin at 9 AM and the first clinic will be at 10. I have uploaded a flyer into the files section.

Please contact me if you have any questions at gandksmith@juno.com or call me.
Thanks and hope to see you there.

Greg Smith

952-891-1013



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