



Dues Renewal Address Error: The correct P.O. Box is 120832, NOT 1280832. The bills will be corrected and new ones sent out.



No, this was not taken in 1940. This is a '40 Chevrolet approaching the Wisconsin and Southern track at Butler Road, Rubicon, WI, October 21, 2007 with a photo freight sponsored by Historic Transportation Preservation, Inc. Picture locations were planned by Bill Raia and John Craft. **Photo by Keith Schmidt, used with permission.**

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Meeting Notice

The November meeting of the Northstar Chapter NRHS will be held at **7 pm, November 17th at the Como Park St. Paul Twin Cities Lines streetcar waiting station at Lexington and Horton Ave.** Exit I-94 at Lexington Parkway and travel north to the second light AFTER going under the BNSF mainline. Turn right on Horton and park in a small lot in front of the building. If the lot is filled, park across the street or on Churchill St. to the east.

Program is members' night. Bring 20 of your favorite slides to show plus extras. If there is time we'll show a second round. Provision will be made to show digital pictures.

Northstar Chapter Officers

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NOTE: Consult the website for any announcements regarding chapter activities including cancellation of any meeting for any reason, including weather.

Membership Information

Dues are \$45 (\$33 for the National dues and \$12 for the local dues). Family memberships are \$5 per person additional. The student rate is \$22(\$16 for the National, \$6 for the Northstar Chapter). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made out to Northstar Chapter NRHS to Northstar Chapter NRHS Membership Services, P.O Box 120832, St. Paul, MN 55112.



The Trip Home From the NRHS Convention By H. Martin Swan

So, it was now Sunday morning, the convention was over, and I need to get myself to Memphis to catch the *City of New Orleans* north.

After a hearty breakfast at the Comfort Inn's free buffet, I parted ways with Gary and plugged Jim Norton's (another member of the All_Aboard Forum) address into my rental car's GPS. It did a beautiful job of gliding me directly to Jim's beautiful home. Enroute I saw my first freight train since I left Memphis the previous Wednesday, a BNSF coal drag on the NS--all this way only to see BNSF.

After leaving Jim's home, I plugged the Amtrak station into the system and sat back and let it guide me west.

After I got to Memphis and checked my bags at the station, I plugged in Graceland and let the car take me to that location. Very little could be seen, as the mansion was closed, but I got a picture of a sign welcoming me to Graceland. Now to fill up and return the car.

I don't think gas prices have been mentioned prior to this. In St. Paul when I left gas was \$2.999; when I got back the price was \$2.959. In Tennessee, Mississippi, and Alabama, gas prices ranged from \$2.529 to \$2.599. At the gas station, just 4.5 miles from the airport I filled up for \$2.489.

While that is still expensive, in relationship to prices I'm used to, it was dirt cheap.

The cab ride was \$20 out, back to the station it was \$24 + \$2 airport fee.

While waiting for the train to come in, I walks a member of the Pacific Northwest Chapter, NRHS. It seems he did the same thing I did, except he left a day earlier. He must have turned his car in minutes after I had left Hertz.

He wasn't sure where his roomette was and he asked the ticket clerk, who advised that he thought he was in the lower level of the sleeping car. I asked what his number was and he said roomette 20. "Oh, that's in the dormitory car." Amazing that Amtrak's ticket clerks didn't know the location of the rooms they sold. At any rate, since the train was using a regular sleeper as a dormitory car, he wasn't going to notice anything different, except the attendant was going to be in my car and have to run back and forth.

The train pulled into Memphis 15 minutes early. Same consist, one unit, one sleeper as dormitory, one sleeper as sleeper, one dining car, one lounge car and 2 coaches. A very large number of people was boarding the train at Memphis, including enough to fill up the sleeper and cause "dormitory" space to be sold.

Because the room had been used into Memphis, the bed wasn't ready, but the attendant quickly made it up and I dove for the covers. I was originally planning on taking a shower, but the car at this point was very humid and I was very, very tired, so I nixed the idea and just headed for the hay.

Shortly out of Memphis, we must have hit something. The bottom of the car (I had lower roomette 13) was loudly showered with ballast and the engineer started to sound the horn almost constantly as we came to an easy stop.

Head end power was cut off. This is the only trip I have taken in 10 years that I left my scanner at home, so I had no idea what was going on, and I couldn't find out the next day from the attendant or anybody else what happened. After a while the HEP came on and a little while later we started to move. I estimate the we sat there for 30-40 minutes.

When I forced myself to get out of bed the next morning, we were running about an hour late, so now I decided to take my shower. Oh did that feel good. Afterwards I asked the attendant if they were still serving in the dining car. "Oh no! The car was open from 6:15 am to 7:30 am, it is now closed." WHAT! A train that is due into Chicago at 9:00 am closes its dining car at 7:30 am and we are an hour late, don't they give any consideration to that? Nope.

So be it, I decided when we got into Chicago I'd go over to Lou Mitchell's for breakfast.

Wrong again.

Just south of Kankakee we came to a full stop. The conductor got on the horn and announced that there was a broken rail ahead and we had to wait until it was fixed. Half hour later, he repeated the announcement saying that there was no estimate as to when it would be fixed.

So we sat. Again, without a scanner I had no clue what was going on outside the train.

Finally, we started to move. We moved slowly forward. A siding appeared on the starboard side and we moved up the main, and then came to a complete stop. Shortly thereafter a CN freight slowly came by, and it also stopped. We moved forward to the end of the freight and again came to a stop. Much to my surprise, an Amtrak train pulled into the siding and almost up the FRED unit on the last car of the freight. Checking the timetable it had to be #391, the *Saluki*. By pulling right up to the FRED, the rear of #391 just cleared the switch and we proceeded. My guess that the reason the freight didn't continue south was that there were freight trains behind us that needed to get going north.

After all this, we pulled into Chicago just about noon-around 3 hours late.

The gentleman from the PNW Chapter and I went to that restaurant/bar out by the Great Hall, that has been there forever, but whose name I can never remember, and had a nice lunch.

The *Empire Builder* boarded on time, we had the usual, 2 units, baggage, dorm, 2 sleepers (Seattle), diner (Seattle), 2 coaches (Seattle), lounge (Portland), 2 coaches (Portland), sleeper (Portland) and the local coach (St. Paul).

On board my roomette, I got the usual package of foot powder, body lotion, tea, and two pieces of candy. Also in the car were two packets of a Strawberry trail mix. The dining car steward was right there and I took a 5:30 pm dinner. Later the attendant came by with a split of California champagne for my enjoyment. I then sat down and involuntarily took a 1 1/2 hour nap!

I took the lamb shank in the dining car, and noting that the menu offered cocktails, ordered a Bloody Mary to go with

my meal.

The train was not detoured, as the CPRS had gotten their tracks opened, so I figured a quick ride up the river, and I would be home, maybe an hour late due to slow orders.

Wrong again.

Just south of Winona, the conductor got on the intercom and announced that we were going to be pulling into a little used siding prior to arrival in Winona and we would be sitting there waiting for time. It seemed that the morning train was so late that our outbound crew from Winona hadn't had their full rest as mandated by the FRA, and rather than bring the train into Winona and block city streets, Amtrak was going to hold the train outside of Winona until the crew was rested and could go on duty. He estimated our wait would only be about 15 minutes.

So there we sat, in dark outside, and people trying to go to Winona are cooling their heels because the train didn't go into the station. After about a 30 minute wait, we crawled into Winona where we waited another 30 minutes until we finally departed..

Arrival in St. Paul was close to midnight. A quick cab ride home and my trip to Chattanooga was done.

Why I Flunked Math By Greg Smith

While going through some old photos, I ran across this one that I took in 1968. I attended De La Salle high school down on Nicollet Island in Minneapolis, and every day the GN *Badger* would arrive at the GN Minneapolis depot from Duluth around 10:30 in the morning. Since we had "open campus" at De, some of us would go out and hop freight trains up to Nordeast for lunch and hop one back in time for the next class. We also couldn't resist a moving target on a snowy January day when the *Badger*



arrived. Armed with snowballs and my Polaroid camera, we nailed it just east of Boom Island in NE. Those are my high school buddies Ron and John in action.

Those years really impacted my interest in model railroading in its own warped way. I love looking at pictures of all the trains I used to see down there, like the *Builder*, *NCL*, *Hiawatha*, *Rocket*, and *Zephyrs*. I remember one day, one of my buddies lighting a firecracker in the depot. That was way cool!

Minutes of the October 20th Meeting

The meeting was called to order at 7:08 pm in the historic Como Park Streetcar Station by chapter president Mark Braun with 19 members and guests present. A motion was made to approve the minutes of the September 15, 2007 membership meeting, as published in the October 2007 issue of Northstar News. The motion was seconded and carried. Dan Meyer gave the treasurer's report. He had a written report of Profit and Loss from January 1, 2007 up to October 20th. Income was \$945 in 2007 NRHS national dues, \$191.80 from September 2007 261 trips, \$0.71 in earned revenue, \$348 local membership dues, and \$12 in membership dues, for a total income of \$1,497.51. During the same period, we had expenses of \$756 in NRHS national dues, \$882.78 in Northstar News expenses, \$170.85 in other miscellaneous expenses, and \$978.57 for rent, for total expenses of \$2,788.20. Net income was -\$1,290.69. He said that we are doing about as expected. He noted that we did OK on the 261 trips. The NRHS national office claims that the dues renewal notices have been sent out, but he noted that they were sent Standard instead of First Class mail. Pat Perry said that she had gotten her renewal notice today. There was a question about dues policy. Dues payments received in late 2007 for 2008 dues will be applied to this year's budget.

There was a message from John Goodman, who was not able to attend the meeting in person. The program for the November meeting is open, but Andy Inserra has been invited to present the program. Bill Graham of the Minnesota Streetcar Museum is lined up to put on the program at the Holiday Party. It is possible that there could be a trip to Duluth in conjunction with the Rail Passenger Car Alliance convention there in January. Newsletter editor Russ Isbrandt was not able to attend the meeting. Someone commented that he should be complimented on the quality of the newsletter. Cheer committee - Marty Swan was not present. If anyone knows of anyone who needs cheer, they should let us know. Nominating committee - all the incumbents are running for re-election. Webmaster Dan Meyer reported that he has been keeping the chapter's website up to date. Bill Herzog talked about the GTW #8327 restoration project. Nothing has been accomplished recently. He tried to call Steve Sand-

berg, but couldn't get hold of him. It's probably too late in the year to do anything.

Housing chair Mike Mackner reported that several members from the chapter inspected the proposed new meeting room for the chapter at Bandana Square. There was a brief slide show of the room. It is about 20'x20' - about half the size of the room we are now using. It was estimated that the room could accommodate about 35 people. Audio-visual equipment is to be installed. Bookshelves are to be installed. There was a description of the planned improvements. Rental for the room should be less than we are now paying for the Streetcar Station. There is also a conference room available in the building, if we need to accommodate a larger-than-usual group for a meeting. There was a brief discussion about whether we need more room than the new room has, as in recent years, our typical meeting has about 18 to 25 people attending. The chapter must make a decision soon about meeting dates for 2008. Rental for the room would be about \$75 a month. (In January and February, Night Trains will be taking place on Saturday nights, but that would not interfere with our use of the room.) Bill Herzog moved that we rent the meeting room for 10 months at \$75 per month, plus we be allowed to store the books in the chapter's library there. Ron Linebarger seconded the motion and the motion carried.

Old Business - Dennis Loudon reported that the display for recruiting new members for the chapter needs some changes. Anyone who is interested in helping with the display or in staffing the chapter's set-up at events like model railroad flea markets should contact Dennis or chapter president Mark Braun. Dennis also reported on plans for the chapter's Holiday Party. He spoke with Tinucci's - we will gather about 11:30 am and eat starting about noon. We have the room until 3 pm. Dan Meyer will handle the payments for the event. The program will feature Bill Graham from the Minnesota Streetcar Museum. National director Doug Johnson gave his report. John Goodman is attending the Fall NRHS national board meeting in his place, as John is a member of the committee planning future NRHS national conventions. Doug noted that he recently got one of the 2005 issues of the NRHS Bulletin.

New Business - Because of a conflict with the RPCA conference, we need to either move the chapter's January business ahead one week or annul it. Dan Meyer moved that we annul the January business meeting. Dennis Loudon seconded the motion, but no one voted for it. A motion to move the January business meeting to one week earlier than normal carried. A question was asked about whether there would be any other schedule conflicts between our meetings in 2008 and major railroad events or public holidays. It was decided that this could be discussed at the November meeting. Mike Mackner, who is also a member of the Twin City Model Railroad Museum, said that he needed an estimate of the size of our library. Bill Herzog said that he talked to the Minneapolis Public Library - they are not interested in his railroad books, so he might donate them to the chapter. There

was a question about items from the estate of Kurt Peterson, plus the items belonging to the chapter which are now being stored at the home of John Cartwright. The question was asked if we could find some other organization or group to keep these items where the public might have better access to them.

Bob Clarkson noted that he got a questionnaire a few months ago. There had been little other response - three in the mail and a few more were turned in in person. The suggestion was made that it be put in a future issue of Northstar News - perhaps the December or January issue. A question was asked if there had been a board meeting recently. Mark Braun said that one had been planned, but he had been too busy with his job. He hopes to hold one soon. A guest tonight was introduced - he went to the night photo session at the national convention in the Twin Cities. His name is Richard "Tootie" Tubessing.

A motion to adjourn the meeting was made, seconded, and carried at 8:00 pm.

After a break, a program consisting of a tape on steam on the Northern Pacific was presented. The tape came from the Bill Herzog collection. He announced that he will donate the tape to the chapter.

Respectfully submitted,
Dave Norman, Secretary
Northstar Chapter NRHS



Interior of an Amfleet II diner lounge of the type to replace Heritage fleet diners on the likes of the *Lake Shore Limited*. Photo courtesy of NARP

News Briefs from Trains Newswire

Amtrak reauthorization bill passed in the Senate. The U.S. Senate Tuesday approved Senate bill 294, the Rail Passenger Investment and Improvement Act, on a veto-proof 70-22 margin. The bill will provide Amtrak \$11.4 billion over the next six years.

In introducing the bill on the Senate floor, Sen. Frank Lautenberg, D-NJ, said, "One reason why the United States is addicted to oil, as President Bush puts it, is because the government has not provided other options for travelers. Where reliable rail service is available, people will run to the trains." Sen. Trent Lott, R-Miss., noted that, while the bill would bring reforms to Amtrak, it's important to keep the core passenger system intact. "I want Amtrak to succeed. If we are going to keep it, let's fix it where it will work. I do not think it is wise to continue putting money into a system that is not enough, and then complain because it is not doing the job," he said.

Included in the bill are provisions that direct the Treasury Department secretary to try to refinance Amtrak's \$3 billion in outstanding debt and that require a new accounting system to improve Amtrak's transparency and cost controls. The bill provides \$3.3 billion for operations, \$4.9 billion for capital grants, \$1.4 billion for a new state grant program, and \$1.8 billion for debt repayment over the six-year period.

The White House made it clear it will not fund Amtrak at the \$11.4 billion level authorized under the legislation. Even though the bill passed by a large margin, the administration opposes the bill because of its cost and because it falls short of White House demands that Amtrak first carry out more fundamental changes, including allocating resources based on passenger service demand, opening up lines to competition, and investing more in the Northeast Corridor.

House action is expected early next year. A leading proponent of the bill in the House is Rep. Jim Oberstar, D-Minn., who is chairman of the House Transportation and Infrastructure Committee.

Common Sense Prevails in New York City

Responding to a public outcry and objections filed by the New York Civil Liberties Union and other groups, New York City on October 27th released new proposed rules that eliminate permit and insurance requirements for essentially all photography and filmmaking. Earlier this year, the New York City Mayor's Office of Film, Theater, and Broadcast proposed rules that would have required permits and \$1 million of insurance for a wide range of casual photography and videotaping in public places. The NYCLU and scores of filmmakers and photographers called on the city to revise the proposal, rules that would have violated First Amendment rights to photograph in public places. The film office rescinded the proposal in August, and has been negotiating with the Civil Liberties Union on a new set of rules since then.

Under the new proposal, anyone using handheld cameras or cameras with tripods does not need a permit unless they exercise exclusive control over more than half the sidewalk. Short of establishing a physical perimeter or directing passersby away from a sidewalk area, anyone with a handheld camera or a tripod would be free to film on city sidewalks for as long as they

please.

Until recently, New York City had no written rules governing the issuance of photography and film permits. The city agreed to adopt written rules and to narrow its permit scheme after the NYCLU filed a federal lawsuit challenging the film office's permit practices.

Missabe Road fading away— When the Canadian National took over the Duluth, Missabe & Iron Range Railway on May 10, 2004, it took a "go slow" approach to the merger. Operations largely remained untouched, with the only changes being in signage and some CN freights running down the DM&IR's Missabe Division main line. Now CN is retiring former Missabe diesels at an accelerated pace. This year alone, 10 former DM&IR diesels have been retired, and the maroon and gold image of the famous ore hauler is quickly fading away.

In 2005, CN began repainting DM&IR's EMD SD40-3s, diesels rebuilt from Southern Pacific and Cotton Belt (SSW) SD40T-2s. Of the 20 SD40-3s on the railroad at merger day, CN is retaining units 400-409 plus 411-412 and has repainted all but 403 and 411-412 in CN colors. Other SD40-3s are still under lease or have been retired. So far the 414-416, 418, and 419 have had their leases terminated and been retired. Under lease but still in operation are 410, 413, and 417. On merger day the Missabe rostered 17 SD38-type units. So far CN has retired SD38s 203, 206, 209, and 216. Of the five "SDMs" (rebuilt SD9s and SD18s) on the Missabe roster in 2004, two have been retired: 301 and 317. The 301 was the prototype SDM, rebuilt in July 1979 from SD9 No. 174.

With the number of retirements taking place, CN will soon have to transfer other power to the former DM&IR. Any units operating on loaded taconite ore trains descending to the docks in Duluth and Two Harbors will have to be equipped with a "straight air" system, a secondary braking system used on all DM&IR diesels and ore cars for use on the long grades to both port facilities.

From KSTP Channel 5 News

On October 25th Metro Transit unveiled the graphic design to be used on locomotives for Minnesota's first commuter train, the Northstar commuter rail line. The locomotive design was revealed at a meeting of the Metropolitan Council. It features interlocking arcs of color on a blue background, leading to a bold yellow star. "The design gives the train a distinctive look that will be easily recognizable as it travels along Highway 10, and is viewed by thousands stuck in traffic as the trains speed past," said Metro Transit General Manager Brian Lamb.

Northstar Line locomotive



From Railway Age

Amtrak pledges revisiting *Pioneer* service

In a letter October 24th to U.S. Sen. Mike Crapo, R-Idaho, Amtrak President and CEO Alex Kummant said Amtrak would "immediately" evaluate resumption of *Pioneer* passenger train service in Washington, Oregon, Idaho, Utah and Colorado if an \$8.2 billion funding bill is approved by Congress.

Kummant said the rail passenger corporation would weigh the feasibility of all or part of the long-distance route between Tacoma, WA, and Denver. The *Pioneer* was discontinued in 1997.

Sen. Crapo believes potential ridership on the route is greater than that of 10 years ago, and noted that other long-distance Amtrak trains recently have fared well.

Crapo also said Amtrak critics are mistaken to demand that the railroad operate without some federal assistance, a view reinforced by the U.S. Senate October 25th as, by vote of 66-28, it rejected an amendment by Sen. John Sununu, R-NH, to reduce Amtrak funding in stages for long-distance trains. John Sununu, R-N.H., to reduce Amtrak funding in stages for long-distance trains.

From West Central Tribune On Line

CLARA CITY — Nearly 12 hours after being hurriedly evacuated from their homes in the pre-dawn darkness, residents in Clara City received the all clear to return.

Officials in Clara City gave the go-ahead for residents to return to their homes at 4 pm, after being assured that efforts to clean up a hydrochloric acid spill on the Burlington Northern Santa Fe Railway main line were complete. No one was injured in the early morning mishap, but an estimated 350 to 400 people were ordered to evacuate their homes. All residents west of Division Street and north of Minnesota Highway 23 — as well as those in neighboring farm places — were ordered to evacuate. Shortly after 4:30 am, volunteer fire fighters from Clara City and Maynard along with ambulance crew members went door-to-door to rouse people from their sleep and send them to an evacuation center at the Bethany Reformed Church. City officials also blew the town's emergency siren shortly before 6 am. The hazardous spill occurred nearly one-half mile from the western residential area of the community, or about 300 feet from the Minnesota Highway 7 overpass. "If it had been closer to town, it would have been a different story," said a visibly relieved Mayor Kurt Koenen during a Monday morning press conference.

The mishap occurred at 3:30 am when a northbound train struck a derailed car that had come free of a southbound train pulling onto a siding there. The derailment caused the 22nd and 23rd cars of the northbound train to derail, along with the two locomotives. The 22nd car ruptured on its upper portion, and began spewing hydrochloric acid, according to Steve Forsberg, public affairs director with BNSF.

Three cars behind the spilled car were cars holding liquid natural gas that did not derail or rupture. The derailment

Northstar Chapter Holiday Banquet Order Form

The annual Northstar Chapter banquet will be held December 2nd at Tinucci's Restaurant, in Newport. Social hour begins at 11:30 am with buffet luncheon/brunch served about Noon. The price is \$21 per person. The program will be Bill Graham of the Minnesota Streetcar Museum with a Power Point presentation of railroading around the Lake Minnetonka area and Twin Cities streetcar operations, with some early Twin Cities railroading included.

Name: _____

Phone: _____ Number of Dinners _____ X \$21 =\$ _____ Total

Make checks or money order out to Northstar Chapter NRHS. NO CASH PLEASE.
Send this order blank to Northstar Chapter Banquet c/o Dennis Loudon,
1895 Wordsworth Ave., St. Paul, MN 55116.

Reservation deadline is Saturday, November 24th

also tipped over 58 empty ethanol cars on the side rail, according to the railroad official.

Calm air at the time of the derailment and the fact that the hydrochloric acid was a weak dilution of 38 percent were factors that helped avoid a tragedy, according to officials.

Several thousand gallons of the acid are believed to have spilled from the car, according to Forsberg. Most of it dissipated into the air. Clara City firefighters sprayed a fog mist on the escaping gas to assist in its dispersal, according to a statement from city officials.

BNSF 80 + car derailment at Clara City, MN, October 29th. Haze in the distance is hydrochloric acid vapors which caused an evacuation of 350 people in the vicinity. Photo courtesy West Central Tribune via Cy Svobodny



Initially, the slow-moving plume crept toward the western residential area of Clara City and was headed toward the schools and Clara City Care Center. Volunteers going door-to-door said they felt a slight burning sensation in their throats from the gas, but a fortunate wind shift turned the plume and kept it blowing west and away from town.

Air sampling indicated that the concentration of hydrochloric acid in the air in the community did not exceed .5 parts per million. "That's very, very small," said Gary Hendrickson, Minnesota Emergency Management Division.

Two of the tipped, empty ethanol cars had lodged against the pillars of the Minnesota Highway 7 bridge. The bridge was to remain closed until Minnesota Department of Transportation officials could complete an inspection, but a visual check showed no signs of damage, according to Dennis Marty of the Willmar MnDOT office. Workers with West Central Environmental Services, and the City of St. Paul hazardous waste team, were among those responding to the spill. They smothered the spilled hydrochloric acid solution with lime, which neutralized it.

The evacuation caused no panic, according to officials. "I heard a knocking on the door," said Helen Brouwer, who along with her husband Alvin joined the evacuees at the Bethany Reformed Church. "I didn't know what was going on." Clara City Fire Chief Dave Lieser said he approached the emergency scene with two concerns — the safety of his men and the town. "The worst thing you can do is run right into it," he said. "You could see it," he said of the plume of gas.

Northstar News
Northstar Chapter
National Railway Historical Society
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White Bear Lake, MN 55110

Address Correction Requested



Bulter Road, Rubicon, WI, with Soo Line 1003 on a photo freight sponsored by Historic Transportation Preservation, Inc. Sunday October 21, 2007. Photo by Keith Schmidt, used with permission.



Model T approaches the Wisconsin and Southern track in Burnett, WI Saturday, October 20th, 2007. Photo by Keith Schmidt, used with permission.



Air view of the Clara City, MN derailment, October 29th. Haze in the distance is hydrochloric acid vapors which caused an evacuation of 350 people in the vicinity. Photo courtesy West Central Tribune via Cy Svobodny