



NORTHSTAR NEWS



Progress is being made on Northstar Commuter Rail motive power . Photo by Charlie McCarthy via Jim Vaitkunas

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Meeting Notice

The August meeting of the Northstar Chapter of the NRHS will be a picnic on Saturday, August 16th, in lieu of a formal meeting. The location will be at the Prescott, WI park adjacent to the BNSF mainline and near the boat launch (see map p.2).

The picnic will begin approximately Noon and last the afternoon until ????. Beverages will be provided by the chapter. A grill will be available.

Northstar Chapter Officers

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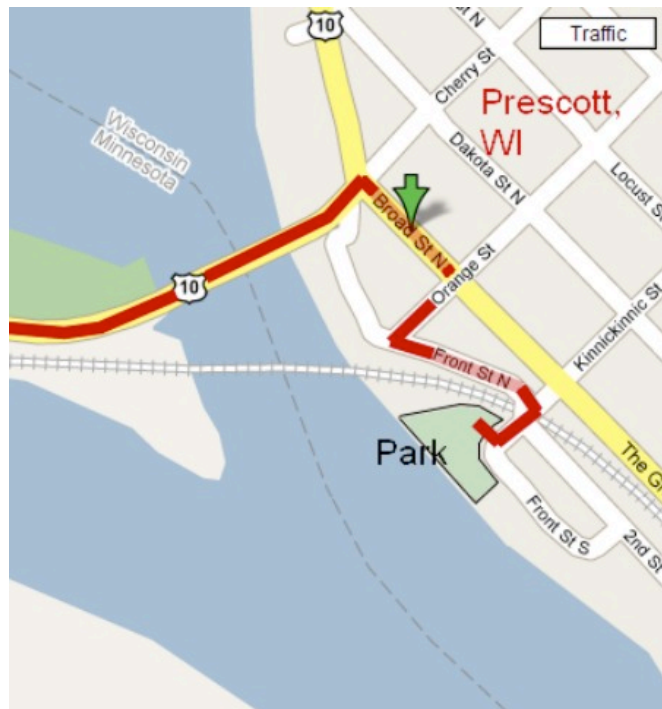
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Chapter Mail Box	Northstar Chapter NRHS	PO Box 120832	St. Paul, MN 55112

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 payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.



Directions to the Prescott, WI Park

Follow U.S. 10 southeast to Prescott, WI. After crossing the bridge there is a fork in the road in downtown Prescott. Turn right onto Broad Street (The Great River Road), then right as soon as possible onto Orange St. Turn left onto Front St. and right at the railroad crossing to the paved parking lot. There is a picnic shelter so don't let rain deter you.

Chapter Loses Long Time Member and Friend Bob Koetz

It is with great sadness that we take note of the passing of Bob Koetz July 30th at 1:35 am. We wish to convey our deepest sympathy to his son and member Andy Koetz and his family.

Bob was born 10-17-1939 in Jordan, MN to Eugene and Ann (nee Worm) Koetz. Passed away at his favorite hospital, St. Joseph's, in downtown St. Paul. He survived many health challenges throughout his life and each time he rallied to see another day. In the end, he never gave up; he felt it was "his turn" to go and join his many cherished relatives and friends that preceded him in death.

His passions in life were everything railroad and the St. Paul Fire Department, its firefighters and history. He had a fantastic memory and a love of being with people and having a conversation and maybe a treat or two. A great thanks to all who have provided hours of conversation and friendship throughout the years of his life as his family, friends, neighbors, members of St. Paul Fire and the IAFF Local 21, Railroad Clubs, the Extra Alarm Association, Sacred Heart Catholic Church, Central High School, or through St Joseph's Hospital, Kraft Foods, the Marian Center, and Bethesda Hospital - rest assured he never forgot any of you, and will carry you and your conversations with him on the next leg of his journey. He was a humble man and you meant the world to him. Bob is survived by wife Barbara (nee Olmstead); children, Susie (Joel), Steve (Patti), Greg, Kathleen (Luis), and Andy; grandchildren, Nicole, Meghan, Brandon, Jacob, Ashley, Nick, Sebastian, Gunnar, Noah, Andie-Lyn, Henrik, Grace and Alyson; siblings Mike (Sue) Sheedy, Betty, Larry (Sandy), Ken (Mary), Don (Mary), Ron (Wanda), and Jerry; as well as a large extended family and numerous friends. A Mass of Christian Burial for Robert Koetz was held on Monday, August 4th at Sacred Heart Catholic Church, St. Paul. Visitation was held on Sunday, August 3rd at the Mueller Parkway Chapel, 835 Johnson Parkway, St. Paul, and also one hour prior to Mass at church. Entombment was at Calvary Cemetery of St. Paul. In lieu of flowers, memorials preferred to the St. Paul Fire Fighters Local 21 Robert Koetz Scholarship.

A Fitting Farewell to a Little Railfan From the North Western Limited

The tornado, which hit Hugo, MN and the resulting injuries and death of two year old Nathaniel Prindle was covered by the Twin Cities news media. Not as well covered was the funeral and burial of little Nathaniel. It turns out he was quite a railfan. His family in respecting his love of "choo choos", had him interred in a Withrow cemetery close by the Canadian Pacific / Canadian National Twin Cities - Chicago mainline and the Dresser, WI branch, over which the Canadian Pacific had trackage rights. It turns out there was a light engine move sent out by the CP which just happened to be within sight of Nate's interment. When the service was completed two locomotives and a caboose rumbled by saluting Nate with a long whistle blast.

The CP said the move was a compassionate act by CP employees who treated the act as a private initiative and did not want to be identified.

The act did not go unnoticed by the CP's top management. CP CEO Fred Green emailed the following message to St. Paul service area staff, "Please express my admiration for their thoughtful farewell gesture. It makes me proud to work with them." Added Jeff Stagl of *Progressive Railroading* June 17th, "And to the rest of us in the rail industry, proud to count them among our own."

An Early '60's Ride on North Western 211 By Russ Isbrandt

It's an entirely different world on a Sunday evening at Chicago's North Western Station than it is during the weekday rush. The din of marching feet is replaced by the buzz of an animated sign, the clang of those streetcar-like

bells of arriving commuter trains, and the buzz of the electric ticket machine.

About 9:40 pm the bald nose of a head-end power equipped E-9 shows up on the scene with a late *Bi-Level Flambeau 400*.



Twenty minutes later the gate man yells, "Number 211 for Waukegan, Kenosha, Racine, and Milwaukee, now boarding." We jokingly refer to this train as the *Toilet Paper City Special*, referring to its former route through the Fox River Valley paper industry to Green Bay. While the train may have four cars, only two are lit as the handful of passengers walk down the platform.

At 10:15 pm our E-7 comes to life as we accelerate rapidly down the platform only to slow for the running brake test. The track diagram of the station can be seen in the tower on the right edge of the station, then the floodlit skyscrapers of Chicago appear, reflecting in the Chicago River below us, as we float gently through the maze of switches. Those 800 series Pullman-Standard coaches feel more like they are going to sea with their gentle rocking and swaying. While we were admiring the skyline, the line to Omaha swung sharply to the left. The line to Madison, WI leaves us at Clybourn St. Shortly thereafter the chant of E-7's V-12s can be heard as we rapidly accelerate to 70 mph along Ravenswood Ave. This is my favorite part of the ride. The roaring through the girders of the street overpasses and proximity to the closely spaced housing heightens the impression of speed. Soon the Chicago Transit Authority elevated joins us on our right and we flash past the elevated platforms with their lines of incandescent bulbs, then over the North Shore Line right-of-way, as the brakes take hold and we check our momentum for a brief stop at Davis St. Evanston. The pause is brief and soon Davis St. fades behind us. We accelerate through the junction with C&NW's freight line to the 40th St. yards on the Galena Division, past Central St. Station, and we begin our silent race through the fashionable North Shore suburbs. Local ordinances forbid the blowing of locomotive horns except in emergencies. The real estate price tags increase sharply from Wilmette, through Indian Hills, Winnetka, Ravinia, Highwood (where with sharp eyes you could pick out the North Shore Line shops and headquarters), Lake Forest and Lake Bluff. Between Lake Bluff and North Chicago the North Shore Line's mainline could be seen to the left. Just outside the Great Lakes Naval Station, the North Shore's Pettibone freight yards could be seen with perhaps a steeple cab or two or even one of their big ex-Oregon Electric motors.

Then we slow for a sharp super elevated curve to the right past Abbott Labs, over the EJ&E, and down into Waukegan with its long strings of brightly lit gallery cars. This is the terminal for most commuter trains.

North of Waukegan we hear the fog horn blat of our E-7 as we reach more open space. Somehow I blinked and missed Zion, for now we're entering Kenosha on a high fill. More gallery cars are seen. This is really the end of the line for the suburban "scoots".

Another 17 minutes pass and the lights of Racine begin appearing through the deeply tinted green windows of our coach. A brief pause and we embark on the homestretch. The car is quite empty now. Out in the darkness is the right of way of another interurban, the long abandoned Milwaukee Electric. In a short time the illuminated stack of the Oak Creek Power plant appears on the right. Then a local freight rams past obliterating the view. The C&NW runs left-handed. After a few minutes of watching those "nineties" (the North Western conductor's term for clear blocks indicated by semaphors) from the open vestibule door and listening to that E-7 chant, the Bucyrus-Erie's South Milwaukee plant, home of giant cranes, flashes by on the right followed shortly by the Ladish Drop Forge plant in Cudahy. Here we pick up a steady stream of city lights as we enter Milwaukee. In suburban St. Francis the freight main from Chicago joins us from the left, then takes a left to form a belt line around Milwaukee. If we keep our eyes open on the right we'll catch a glimpse of Old Smokey (a Milwaukee Road S-2 Northern enshrined on the south end of Milwaukee's harbor).

Washington St. interlocking slips by at a greatly reduced speed. This is where in later years this train will switch over to Milwaukee Road tracks to complete its journey into the Milwaukee's new station. The Milwaukee River drawbridge follows soon. Time to put our coats on as we drift through a small yard just south of the North Western's lake front station. "Milwaukee. This way out," calls the conductor as we slip into the dimly lit trainshed.



Just west of Bowie, some cloud cover allowed this shot from the west side of the tracks of the train tackling one of several grades between Bowie and Bellevue with the landmark "mound" as a backdrop.

From Eiwamiles June 23, 2008 All Aboard Yahoo Groups: We start to move backwards at 6:54 am, so the train can access the switch which will take us out to the main. Forward motion starts at 7:02 am. We'll follow the route of the *Heartland Flyer* for the first 8.4 miles, and progress is slow, as we meet a grain train at Northside at 07:25. We cross the UP (ex-Rock Island) and BNSF (ex-FWDC) at Saginaw and head north about a mile to a new connection which has been built to access the ex-FWDC at CP3548. For most of us, new mileage begins here at 7:35 am.

The 2008 NRHS Convention at Fort Worth, Texas

Photos by Chris Palmieri and John Goodman and Eiwamiles of the Yahoo All Aboard Group

June 21st was the date of one of the main attractions of the National Railway Historical Society's 2008 Fort Worth Convention - The *Quanah Zephyr*. Well over a year's worth of planning provided a rare-mileage train ride for over 450 ticketed passengers. The *Quanah Zephyr*, BNSF Symbol A-956-1-21A, made a round trip over the BNSF Wichita Falls and Red River Valley Subdivisions between Fort Worth and Quanah, Texas.

With an advertised 7:00 am departure, the NRHS was advised to inform its passengers to be on board by 6:45 am to ensure that the train got out on time and made its slot ahead of the morning Z-Train out of Alliance. Here are a few shots taken at the Fort Worth Intermodal Transportation Center of the *Quanah Zephyr* boarding activities. Note the PRR logo on the upper end of the MARC coach. This car may be the former PRR 21 roomette Bedford Inn though close examination of the picture it looks like it's labeled Braddock Inn.

We have a delay on the connection, due to a dragging brake, which takes about 15 minutes to repair. Once we hit the main line, we start to move more rapidly, making speeds estimated at about 50 mph. We slow at Alvord to meet a coal train, but several other meets are accomplished with the freight waiting for our passage, as good freight trains are wont to do. We come to a stop at Dickworsham siding, where a coal train is holding for us, with a stack train on the main behind him. There is a major delay here, as the coal train has been attacked by a man wearing some kind of blue paint on his face who is wielding a large axe, which he is using to sever brake hoses between the cars. He has also closed angle cocks and set several manual brakes as well. The Special Agents following our train take him into custody, with the help of the local constabulary. It takes over an hour for the freight crew to make repairs and walk the entire train before they can leave. By the time the stack train comes through, we have been at Dickworsham for 1 hr 23 min. We reach Wichita Falls at 11:31 am. Crews change, a TC crew boards, and a few passengers are added as well. We depart at 11.50 am. A camel farm is spotted at Fowlkes. We run at good speed all the way to Quanah, where we arrive at 13:27, nearly an hour and a half late.



CP Tries Out Railmate
From The Junction - Lake Superior Transportation Club and Lake Superior Railroad Museum



The CP, in conjunction with the Twin Cities and Western and Minnesota Department of Transportation, ran a two week test of these Roadrailer-like open trailers hauling aggregate from the Iron Range to Albertville, MN in April. The units are loaded onto the rails at a Hopkins spur on the TC&W, hauled to the CP St. Paul yard, and taken to Superior. Jeff Foster provided tractors and moved the cars to United Taconite in Eveleth, MN for loading with Laurentian aggregate. Another picture of the train appears in the electronic edition.



Quanah Zephyr at Dickworsham. Additional photos are in the electronic edition. Photo by Chris Palmieri



Above we see the Grapevine Railroad 2248. To the right at the top of the page is Texas State Railroad 300. Below that is ex-Santa Fe business car Cyrus K. Holliday at the Texas State Railroad. Additional photos are in the electronic edition. Three photos by John Goodman



July 7, 2008 EMCo Cliffs Erie Mining F9A 4210 and F9Bs 4223, 4225, and 4224 pass Salem, MN with two tank cars and 47 side-dump cars for hauling iron ore. It's the first movement the line has seen in two years. This train ran with two tank cars for wastewater from the dock, plus 47 empty side-dump cars to be loaded with stockpiled ore. After the train's arrival back in Hoyt Lakes, the ore will be reloaded into a CN train. In all, 8 to 10 trainloads of ore, about 25,000 tons, will be moved from the dock to the plant site. Since the line has sat dormant for so long, trains are operating at reduced speeds, and cars will only be loaded to about 50 tons. Photo by David C. Schauer, Trains Newswire July 7, 2008



2 ex-Kennecott Copper (KCC) GP39-2's with steeply cabs were spotted with TCWR reporting marks in Kansas City on the 15th. According to the photographer they are at Mid-America Car for rebuilding and one could assume paint as well, so it may be 1 to 2 months before we get our first sighting of them in the cities. Photo by Dave Schudth

ton Route) main line along the Wisconsin shore of the Mississippi River back to Minneapolis. This BNSF line has been 'freight only' since 1971.

All trips will include coach, first class and premium class services. Premium class includes seating in former Milwaukee Road Skytop observation *Cedar Rapids* or Super Dome car No. 53. Savor the scenic views from your seat aboard the 261 steam train as it winds along the mighty Mississippi River. Happy Birthday, Minnesota!

SCHEDULE

The 261 Minnesota Sesquicentennial Excursions will depart from the Harrison Street Shop, located at 401 Harrison Street Northeast in Minneapolis (a map will be included with your ticket order). Departure from Minneapolis on Sept. 13 is at 8:30 am, with arrival at the Amtrak depot in Winona at 11:45 am. Departure for La Crescent is at noon with arrival back in Winona at 2:15 pm. Departure from Winona for the Twin Cities is at 2:30 pm. with arrival in Minneapolis at 6:30 pm.

On Sept. 14, departure from Minneapolis is at 8:30 am, with arrival in La Crosse at 1 pm. Arrival back in Minneapolis is at 6:30 pm. Ample free parking will be available at Harrison Street.

TICKETS

You may also order tickets over the Internet by visiting their website at www.261.com.

First and premium class tickets include food and beverage service. First class includes seating in lounge or parlor cars. Seats are not reserved in first class and coach and are available on a first-come, first-served basis. Premium class includes assigned seating in Skytop observation *Cedar Rapids* or Super Dome No. 53. Light refreshments, hot dogs, and souvenirs will be available for sale on the train. Order your tickets now since these trips are sure to be sellouts!



Boone & Scenic Valley has unveiled its Minneapolis & St. Louis-painted RS1 diesel No. 244. The Boone & Scenic Valley Railroad released a freshly painted Alco RS1 diesel locomotive from its paint shop in Minneapolis & St. Louis Railway colors. The 1951-built diesel served on ore hauler Lake Superior & Ishpeming and at a Continental Grain elevator before coming to the museum. The museum chose to paint the engine as a replica of M&St.L No. 244, the railroad's first RS1, delivered in 1944. Photo by Boone & Scenic Valley Railroad, Trains Newswire May 22, 2008

Milwaukee Road 261 to Run Roundtrip to Lacrosse--One way on the CP return on the BNSF, September 14th

On Sunday, September 14, No. 261 will follow the Canadian Pacific route to La Crescent, but then will cross the river to La Crosse, WI. Our train will then head onto BNSF Railway's former Chicago, Burlington & Quincy (Burling-

**The 2009 Annual Convention of the
National Railway Historical Society
will be sponsored by the National Society**

**Come to Duluth, Minnesota
Come to Steam on the Range**



**The Convention will be the week of
August 10th through the 16th, 2009**

Events may include:

Inbound/Outbound special trains for the Convention
Steam pulled excursions Diesel trips
Museum visits Night photo session
Non railroad activities Banquet
Seminars by noted railroad authors

**Hotels include the Radisson Duluth
(Headquarters Hotel) and the Holiday Inn
Rates start at \$99 per night**

Mail the bottom portion of this page to:

**John Goodman
8409 13th Avenue South
Bloomington MN 55425-1705**

Notes

- Those who sign up for Advance Mailing will be sent the registration package at least 15 days before anyone else.
- The Advance Mailing Fee is \$15.00 for an NRHS member, a spouse, children and other family members living at the same address.
- The \$15.00, which is non-refundable, will be applied to the \$30.00 registration fee.
- The Advance Mailing Fee entitles the member's household to one registration package.
- Advance Mailing Requests must be post-marked by February 28, 2009.
- Members receiving an Advance Mailing may only purchase tickets for those persons listed on their Advance Mailing Request.
- Hotel information with discounted rates will be mailed with the registration packages.



Advance Mailing Request - Please Print

Name:
Address:
City, State, Zip: Country:
Phone Day Evening:
Email Address:
NRHS Membership Number:
Payment: ☐ Enclosed is a \$15.00 check payable to
NRHS Convention 2009
☐ Charge \$15.00 to my Visa / MasterCard
Credit Card No.: - - -
CV Number: (3 numbers on signature strip on back of credit card)
Name on Credit Card:
Exp.Date: Signature:

Additional Persons Living at the same address

Name: Name:
Name: Name:
Name: Name:

☐ I don't want Advance Mailing.
Please mail me the registration package when it is available.

For this option:

- Registration packages will be mailed no less than 30 days after being mailed to Advance Mailing users.
- Ticket orders will not be filled until 30 days after Advance Mailing users.
- The full \$30.00 registration fee will be required with order.

Revised June 13, 2008

News from Trains Newswire

Mid-Continent Railway Museum:

NORTH FREEDOM, WI July 17 - It reads like the plot to a movie. Mid-Continent Railway Museum has less than three weeks to raise \$70,000 or it loses a \$475,000 restoration grant in the middle of trying to recover from devastating floods. The money, according to a story in the Madison, WI, *State Journal*, would go toward restoring a car used to haul fish. Named "Badger No. 2," the 1912 fish car was used to carry fish to Wisconsin lakes to stock them.

In August 2006, the Jeffris Family Foundation of Janesville, WI, offered the \$475,000 grant to the museum to restore the fish car, but the foundation offered it as a matching grant. The museum must match the full amount through fundraising or lose the grant entirely. So far, it's raised about \$405,000.

But reaching the total became much more complicated in June, when devastating floods dealt an estimated \$3 million in damage to the museum and shut it down. With no visitors or passengers, raising money got much harder.

WAUKESHA, WI July 19 - The Mid-Continent Railway Museum in North Freedom, WI, is *Trains Magazine's* 2008 Preservation Award winner and the recipient of a \$10,000 grant, the magazine and the museum jointly announced Friday, July 18th.

The museum suffered extensive damage when the Baraboo River inundated its property at the height of the June 2008 Midwest flooding. The museum's two webcams made it possible for anyone visiting their website on June 9 to witness

Northstar News

Northstar Chapter

National Railway Historical Society

4036 Birch Knoll Drive

White Bear Lake, MN 55110

Address Correction Requested

virtually first-hand the flood water's rapid rise and pervasive reach.

The magazine suspended its annual preservation award competition because of the compelling need to support Mid-Continent.

"Mid-Continent is one of the oldest and most respected railway preservation centers in North America," says Jim Wrinn, *Trains* editor. "At this time of crisis, it is important for us to bolster not only our neighbor, but also a national treasure for its stewardship of wood cars and for its authentic recreation of an early 20th century steam-powered branch line railroad." "We are certainly honored," says Jeff Bloohm, the museum's president, upon receiving news of the award. "There's really not an adequate way to express our gratitude to *Trains* for taking this step. The prestige of the award and the surprising way in which it has been offered to Mid-Continent is personally humbling. But I think it speaks well of how others view the achievements of our many members and volunteers over the years.

Mid-Continent will celebrate its 50th anniversary in May 2009 and museum management confirms that they will have cause for celebration when they open that month for another summer season.

July 19th Meeting Minutes to appear in September Issue

Due to the fact that the next "meeting" is a picnic and no business will be conducted, the July meeting minutes will appear in the September issue of Northstar News, closer to the next business meeting.



Above: *Quanah Zephyr* at Avondale, TX. Middle below: Carl Jensen's *Kitchi Gammi Club* bringing up the rear at Alvord, TX. Bottom: A good closeup of the *Kitchi Gammi Club*. Near Quanna, the train was "attacked" by Indians. A 13 year old jumped from his horse to the back of the *Kitchi Gammi Club*. Needless to say this extremely dangerous act provoked a severe tongue lashing from the car's owner. The kid saw the stunt in a movie, but never thought that professional stunt men get paid to do that sort of thing. The kid's father, who took umbrage at the car owner's admonishments, was later seen riding a horse down the street quaffing a beer. Three photos by Chris Palmieri



Right: CP 8802 has just departed Stinson Yard in Superior with the inaugural shipment of Railmate trailers April 23rd. Photo by Kevin Madsen, *The Junction*



Two views of the Grapevine Railroad 2248. Below is the Texas State Railroad 300 on a runby. Three photos by John Goodman

