



# NORTHSTAR NEWS



Ironhorse Central #4 on the site of the upcoming Northstar Chapter Picnic. Photo by Jeff Terry

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## Meeting Notice

The July meeting of the Northstar Chapter of the NRHS will be held in the Como Park Streetcar Waiting Station, July 18th at 7pm CDT. See directions on following page.

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:15 pm. Call Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Program: Slide carousels of the Santa Fe, Union Pacific and Southern Pacific from the Kurt Peterson library.



# Northstar Chapter Officers

## Board of Directors

Office	Name	Email	Phone
<b>President</b>	<b>Cy Svobodny</b>	<b>ctsvobodny@yahoo.com</b>	<b>651-455-0052</b>
<b>Vice President</b>	<b>Dawn Holmberg</b>	<b>dawn@dholmberg.com</b>	<b>763-784-8835</b>
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## Staff

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

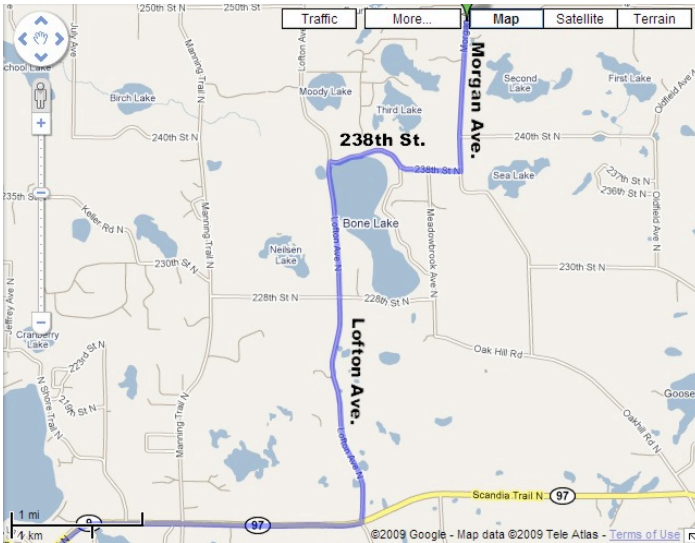
## MEMBERSHIP INFORMATION

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

## Northstar Chapter Picnic August 1st

The annual Northstar Chapter picnic will be held at the Ironhorse Central grounds in Chisago County at 24880 Morgan Ave. N. Take I-35E or I-35W north to exit 129, MN 97. Follow MN 97 to Lofton Avenue, Washington





County Road 1. Turn left. Follow to 238th St. and turn right. Take 238th St. to Morgan Ave. and turn left to the Ironhorse Central grounds. Admission is \$11, \$9 for children under 6 or seniors over 60. Hot dogs, beverages and chips are available at their refreshment stand. This will be the last season Dresser Trap Rock 4 will run before overhaul.

They've just received Soo F-21 class 2-8-0 2425, formerly displayed at Enderlin, ND. Fast food is available at Forest Lake, off I-35. **Please RSVP with Cy Svobodny at 651-455-0052 or email at ctsvobodny@yahoo.com .**

The first train runs at 11 am.



**Dresser Trap Rock #4 on the Ironhorse Central.** Photo by Dave Norman

**From Trains Newswire**

### Skytop hulks bound for museum

Published: Friday, June 19, 2009

MONTEVIDEO, MN - The remains of two former Milwaukee Road Skytop sleeping cars once used on the *Olympian Hiawatha* are headed for a Minnesota museum.

The Milwaukee Road Historical Association organized the effort to preserve the remains of the two cars, which were used as part of a floating restaurant on the ferryboat *Lansdowne*. At one time the barge/restaurant was located in Detroit, then Erie, PA, and finally Buffalo, NY, where efforts to reestablish the restaurant failed.

The iron-hulled *Lansdowne* was moved east to Buffalo in 2006 after being kicked out of Erie, where it had long been



**The sad remains of the Pullman Standard built sleeper skytops taken near Duplaineville, WI by Ron Wischer and posted on fuzzyworld003.com, the link provided by Dan Stinson on the MILW Yahoo Group.**

considered an eyesore while it was moored along Erie's west bayfront.

In Buffalo, the *Lansdowne's* owner, Specialty Restaurants Corp., continued with plans to turn the barge into a floating restaurant. The *Lansdowne* had taken up residence at the South End Marina, a coveted spot in Buffalo's outer harbor.

Plans for the *Lansdowne* lost steam when Specialty Restaurants' original owner, David Tallichet, died about 18 months ago. With no action taken toward opening a restaurant, politicians asked Specialty Restaurants to move the barge out of Buffalo because they said it was unsightly. Under pressure, the company finally agreed to sell the barge for demolition, which began in April.

The Milwaukee Road Historical Association negotiated for months with the scrap company to salvage the two cars on the boat. The cars are the former Milwaukee Road *Arrow Creek* and *Gold Creek*, two of six eight-bedroom lounge-observation Skytop cars built by Pullman Standard in 1948-49 for the Chicago-Seattle/Tacoma *Olympian Hiawatha*. The *Hi* was discontinued in 1961, and the six observation cars were sold to Canadian National in 1964, where they continued in service until 1976.



Three of the cars were scrapped, but two ended up as part of the restaurant. By the time they arrived in Buffalo, the cars were mainly hulks, with no interiors and only the outer shells remaining. To save what remained, the bodies were cut away from the underframes and the remaining bodies were cut down the middle from roof to floor. The floors and the trucks from the cars were left behind, as the equipment being used was not heavy enough to lift them.

The remains of the cars were placed on flatcars for shipment to Montevideo, routed over CSX, Union Pacific, and Twin Cities & Western. Eventually the cars will be displayed at the Milwaukee Road Heritage Center in Montevideo. A third Skytop sleeper, the *Coffee Creek*, survives and is being restored in Fargo, ND.

The Milwaukee Road also owned four Skytop parlor-observations used on the *Twin Cities Hiawathas*. Three of these cars survive, including the *Cedar Rapids*, in operating condition and based in Minneapolis.

### High water may have contributed to fatal CN crash

Published: Monday, June 22, 2009

ROCKFORD, IL - A roadbed softened by high water may have contributed to a Friday night June 19th derailment that killed a woman waiting for the train to pass at a grade crossing, the Associated Press has reported. Eighteen loaded ethanol cars of the Canadian National train derailed, and some exploded and burned.

Rainfall totaling nearly four inches drenched northern Illinois in the hours leading up to the wreck, though the National Transportation Safety Board hasn't yet placed blame. A track inspector passed over the line Friday afternoon. Sunday was the board's first full day of examining the scene, as the burning ethanol kept investigators away. Firefighters let the blaze burn, as there was little they could do to douse it.

The ethanol railroads ship is about 95 percent pure alcohol, with a denaturant, usually a fuel, making up the rest. It's highly flammable, and is mixed with gasoline for use as a motor fuel.

Zoila Tellez, 41, of Rockford, was fatally injured in the wreck; she abandoned her car and walked 20 feet before collapsing. A 17-year-old girl injured in the accident was in critical but stable condition. The engineer and conductor escaped unhurt, as the derailment occurred near the rear of the train.

Homes in the area were evacuated, and CN is reimbursing residents who were forced to stay in hotels.

**From Jerry Pyfer of the North Western Limited newsletter of the North Western Illinois Chapter NRHS**

CN 5789 and 2663 were leading the 114 car train, which included 78 loads of ethanol, over the hill between South Alpine Road and South Mulford Road in the Rockford suburb of Cherry Valley, toward Perryville. The tank cars with the ethanol were about 30 cars deep in the train and began derailling at the road crossing. As the tank cars hit the ballast, ethanol began spilling from the ruptured cars producing a huge fireball seen for miles around.

CN was detouring its Iowa Division trains over a nearby BNSF Railway route between Chicago and East Du-buque, IL, until the wreck could be cleared. Meanwhile, state authorities are examining whether a fish kill in a nearby river resulted from ethanol that ran off from the wreck.



**Site of the CN wreck in suburban Rockford, IL. Photo from Ron Albers as a forwarded email, photographer unknown.**

### More From Trains Newswire

#### **Sheriff: I warned CN of washout before fatal accident**

Published: Tuesday, June 23, 2009

ROCKFORD, IL - County officials warned Canadian National that its tracks were washed out 21 minutes before a CN train derailed, killing a motorist, the Rockford Register-Star has reported. Winnebago County Sheriff Dick Meyers said one of his deputies called CN authorities after receiving two reports of standing water over the tracks and washing under the roadbed.

A 114-car freight crossing CN's Iowa Division derailed at the site 21 minutes after the deputy alerted the railroad to the presence of the washout. A block of cars carrying ethanol, a highly flammable alcohol-based fuel, exploded, burning a car and leaving the driver dead.

A CN spokesman declined to comment, noting the National Transportation Safety Board is investigating the accident. The board hasn't yet placed blame for the accident, though it's clear torrential rains in the hours before the crash left the region drenched.

Meyers said his office responded correctly, and criticized CN for not stopping trains in response. "I don't know anything about trains. I don't know anything about stopping trains," he said. "All I know is they had 21 minutes from the first time our office called them until the derailment. We have radio communications in our squads. If they have radio communications, then I'd think 21 minutes would be ample time to notify the train and get it to stop."

Charles Addis said he was one of the 911 callers who spotted a washout, and said he's upset at the railroad's reaction. "It's frustrating," he said. "The community did their job by notifying 911. 911 did their job by notifying the railroad. It was in the railroad's hands."