



Contents		Meeting Notice
Officer Contact Directory	P1	The March meeting of the Northstar Chapter of the NRHS will be held on March 16th at 6:30 pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page.
Membership Information	P2	<i>Note the EARLIER START TIME at 6:30 pm.</i>
Directions to meeting site	P2	Program: Ross Hammond Misc RR slides Including Australia.
Editorial	P2	There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.
Area News	P2-5	
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### Northstar Chapter Officers

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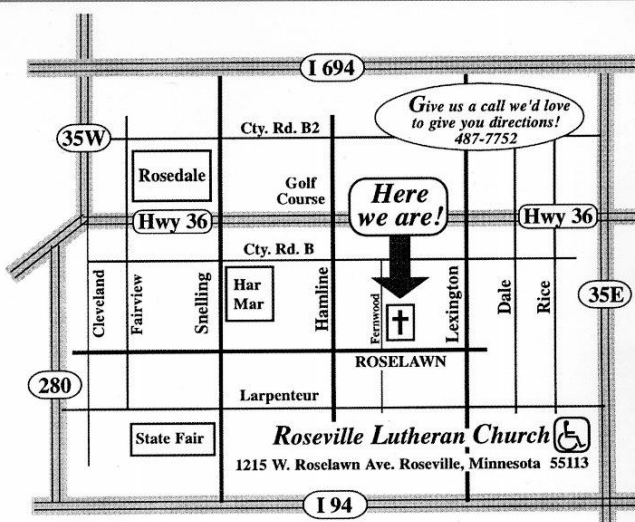
## MEMBERSHIP INFORMATION

Dues are \$51(\$36 for the National dues and \$15 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.

A subscription to this newsletter may be obtained for \$18 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.

### Meeting Site

From the east and west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, The Diamond Room.



### Editorial

This is a new experience for me. I hope I can make the newsletter representative of what Russ Isbrandt has made this newsletter to be. Any updates of railfan, railroad activity for possible inclusion to the newsletter would be appreciated. Please E-mail me any news to my email address on page 1.

My philosophy is to include local and regional railroad news as well as member contributions of any railfan events past or present that members have participated in and an occasional note from our president.

Regards, Editor, Northstar News

Below: #261 at Harrison St in 2006 by R Tubbesing



## NEWS

**Obituary:** The Chapter has lost long time member **Bill Herzog**. Bill was a great friend to our organization and he will be sorely missed. From the Mpls Tribune:

Herzog, William L. "Bill" age 91, of Hopkins, passed away on January 19, 2013. Preceded in death by wife, Margaret G. Herzog and son, Mark E. Herzog. Survived by children, Susan H. Lowry; Thomas L. Herzog (Linda); Daniel R. Herzog (Roxanne) and Donna M. Herzog; 16 grandchildren; 15 great-grandchildren; many nieces and nephews, their spouses and children. Bill was born on May 22, 1921 in Baltimore, Maryland to Anthony and Laura Herzog. He was a graduate and longtime supporter of the University of Notre Dame as well as the National Railway Historical Society. Retired from IBM as a product planner. In his retirement he enjoyed traveling, volunteering at the Minneapolis and Hopkins school systems, Inner City Tennis, Jackson Street Roundhouse and the American Refugee Committee. He will be missed by many friends and relatives. Memorials preferred to the Alzheimer's Association. Cremation Society of MN Edina 952-924-4100

### Zephyr rail cars to move to Hudson. By Mary Divine [mdivine@pioneerpress.com](mailto:mdivine@pioneerpress.com)

The Andersen Corp. in Bayport reached a last-minute agreement with the owner of six Minnesota Zephyr dinner-train cars, nixing the public auction originally set for 10 a.m. Wednesday, Jan 23. The agreement with owner Dave Paradeau resolves storage fees and gives Paradeau until March 1 to remove the railcars from the Andersen property, said Laurie Bauer Paradeau said Wednesday morning that he paid Andersen less than the \$250,000 the company said it was owed for rent, storage and site preparation costs. Andersen had been storing the six Zephyr cars on a rail spur area north of the Andersen plant since The train cars will be moved to a secure location in Hudson, Wis., "as soon as possible, certainly before March 1," Paradeau said.

**From the TRAINS Newswire: Published: January 16, 2013**

**Work nearly complete on new tender for Chicago & North Western No. 1385.**

NORTH FREEDOM, Wis. Construction of a new tender for Chicago & North Western 4-6-0 No. 1385 is nearing completion at the Mid-Continent Railway Museum. 1385 Project consultant Steve Sandberg said the tender's roller bearing trucks are currently at the Friends of the 261 shop in Minneapolis and will be moved to Wisconsin in the next few weeks for installation. Sandberg said he hopes the new tender will be complete and painted by spring. The locomotive has been out of service since the summer of 1998. In June 2011 Mid-Continent received a \$250,000 challenge grant from the Wagner Foundation of Lyons, Wis. The estimated total cost of No. 1385's restoration is expected to exceed \$1.5 million. Contributions to help the museum meet the Wagner Foundation's challenge can be sent to: Mid-Continent Railway Museum, P.O. Box 358, North Freedom, WI 53951, Donations can also be made online at [www.midcontinent.org](http://www.midcontinent.org).

**Twin City Public Transit: (from Rick Krenski) Control of money and east metro's slice of it at issue.**

Article by Fredrick Melo, St Paul Pioneer Press Jan 27, 2013 [fmelo@pioneerpress.com](mailto:fmelo@pioneerpress.com) (Excerpts) Gov. Mark Dayton's proposal to raise more than \$200 million per year for new bus and passenger rail services through a sales tax increase in the seven-county metro has given transit advocates hope, but even some diehard fans of public transit say they're hung up on two key questions. First: Who will control the money? Second: Will the east metro get its fair share? Critics are grumbling that while Minneapolis has two passenger rail lines in operation, with three more on the horizon, St. Paul has one line in place, Amtrak. The Central Corridor Light Rail line, which connects the downtowns of St. Paul and Minneapolis, will join the fold next year. Dayton's transit proposal has won the early support of House and Senate transportation finance committee chairs, state Sen. Scott Dibble and state Rep Frank Hornstein, both DFLers living in Minneapolis. But state Sen. Bev Scalze, DFL-Little Canada, is among east metro lawmakers who say their communities are being left out. Too much of the proceeds will go toward west metro projects such as the proposed Southwest Light Rail Transit line from Minneapolis to Eden Prairie, she suggests. Prospects for additional passenger rail in the east metro, such as high-speed lines from the Union Depot to Chicago or the Red Rock commuter rail from the depot to Hastings, seem hazier. State officials have expressed concern that planned routes without sufficient ridership, population density and connections to 'feeder' bus lines won't score high on federal scorecards, limiting their likelihood of obtaining essential federal funding. For more info: [http://www.twincities.com/ci\\_22462997/daytons-transit-proposal-backers-question-funding-plan?IADID=Search-www.twincities.com-secure.www.twincities.com](http://www.twincities.com/ci_22462997/daytons-transit-proposal-backers-question-funding-plan?IADID=Search-www.twincities.com-secure.www.twincities.com)

**More From Trains Newswire:**

**Lake Superior RR Museum Jan 15 2013**

Lake Superior Railroad Museum acquires bi-level commuter car. DULUTH, Minn. The Lake Superior Railroad Museum has acquired a bi-level commuter car once used in the Chicago area. The car was purchased from former Wisconsin & Southern Railroad owner Bill Gardner by museum board member Wayne Hatton. Metra No. 7781 was built for the Chicago & North Western by Pullman in 1960-61. It was acquired by the Regional Transportation Authority in the 1970s and became part of the Metra fleet in 1984. The museum also owns three other ex-C&NW commuter cars, which have been restored to North Western yellow paint and operate on the North Shore Scenic Railroad between Duluth and Two Harbors, Minn. The museum says it has not decided whether it will put No. 7781 into revenue service or use it for parts for the other three cars.

**Northern Minnesota utility will switch to gas, drop coal trains Trains Newswire Published: January 31, 2013**

HOYT LAKES, Minn. – BNSF Railway and Canadian National will lose a unit coal train movement when Minnesota Power's Laskin Energy Center in Hoyt Lakes converts from coal to natural gas. The utility will spend \$15 million to make the conversion, to be completed by 2015.

MADISON, Wis.— The state of Wisconsin will award two Transportation Economic Assistance grants for rail projects. The city of Fond du Lac will be awarded \$600,000 toward rail improvements to serve McNeilus Steel's facility in the city. The project includes construction of a 2,360-foot track and a 1,570-foot spur to off-load materials at McNeilus Steel's new and existing facilities. Construction is expected to begin in May and be completed by September 2013. The grant represents nearly 50 percent of the \$1,273,076 rail construction costs. The remainder of the funding is

being provided by the city of Fond Du Lac and McNeilus Steel. The town of Hubbard is being awarded \$272,439 toward the construction of a spur to serve Menard's manufacturing facility. The grant represents 50 percent of the \$544,878 rail construction cost, with the remainder being provided by Menard's. Construction on the 1,100-foot spur is to be completed by March.



**More retired BNSF units on the move By Steve Glischinski Published: January 16, 2013**

Photo by Steve Glischinski

MINNEAPOLIS – BNSF Railway has begun another move of retired locomotives from storage in Minneapolis. The ex-Santa Fe EMD SD75Ms are coming off lease and are being sent to National Railway Equipment in Silvis, Ill. The units are notable in that they were part of the last new locomotive order delivered to Santa Fe in 1995 prior to the merger with Burlington Northern. No. 8250, ex-Santa Fe No. 250, was the last pure Warbonnet-painted unit ordered by Santa Fe. Other Warbonnets followed, but they carried BNSF lettering.

The train, symbol D-NTWSLV1-14M departed Northtown Yard in Minneapolis Tuesday at 2:45 p.m. BNSF SD70ACe No. 9139 and SD70MAC No. 8840 are leading, pulling 25 units, with DPUs Nos. 9750 and 9421 on the rear. The units are as follows in order in the consist: Nos. 8247, 8236, 8215, 8204, 8200, 8235, 8213, 8242, 8250, 8203, 8206, 8234, 8223, 8230, 8257, 8246, 8207, 8239, 8201, 8221, 8222, 8219, 82



**Amtrak trains to St. Paul Union Depot at least nine months away Published: January 15, 2013**

Photo by Steve Glischinski

ST. PAUL, Minn. – Amtrak's *Empire Builder* won't be making stops at the newly renovated St. Paul Union Depot for at least another nine months, the St. Paul Pioneer Press reports. The hold up is due to the complexity of working with the Federal Railroad Administration and three freight railroads to connect the completed depot tracks with the railroads' main lines. The details have taken longer to work out than expected, and construction is still in the design stage. Josh Collins, spokesman for the Ramsey County Regional Rail Authority, the facility's owner said, "Once the design work is completed and approved, which we expect to happen by early spring, crews will be able to complete the connection between the completed Union Depot tracks and the freight tracks."





A worker inspects Duluth & Northeastern 2-8-0 No. 28 at the Cloquet Terminal shop in Cloquet, Minn., in November 2012.  
Photo by Steve Glischinski

## Cloquet Terminal Railroad advancing work on Duluth & Northeastern No. 28

Published: January 10, 2013

CLOQUET, Minn. – The Cloquet Terminal Railroad is continuing work on former Duluth & Northeastern 2-8-0 No. 28 at its shops in Cloquet. Cloquet Terminal, the successor of short line Duluth & Northeastern, moved the locomotive to Cloquet in December 2011 for a cosmetic restoration. The Lake Superior Railroad Museum of Duluth, Minn., owns No. 28.

The railroad has spent the last year restoring the locomotive, which was once maintained in the same shop. American Locomotive Co. built the engine in 1906 for the Duluth, Missabe & Northern as No. 332. It was purchased by Duluth & Northeastern from DM&N successor Duluth, Missabe & Iron Range in 1955. It remained in regular service until 1964, and was retained by D&NE until 1974, when it was donated to the museum.

## Empire Builder Service Disruptions: More mud: Passenger service north of Seattle embargoed again

Published: January 4, 2013

SEATTLE – Mudslides have again shut down Amtrak and Sounder commuter service between Seattle and Everett, Wash. Wet winter weather has caused unstable condition on the hills near the tracks. Mudslides have occurred along the BNSF Railway main line north of Seattle on a regular basis this winter, and following the slides BNSF issues a moratorium on passenger trains for 48 hours due to the potential for more slides.

Amtrak said through Jan. 5 the *Empire Builder* would originate and terminate in Everett, Wash., with alternate transportation provided from Seattle. *Amtrak Cascades* service is also suspended between Seattle and Everett with alternate transportation provided

The following recalls a trip taken in late 1987 and is written as of that time.

An Amtrak Ride On The Company By Russ Isbrandt

As an R & D chemist for a large diversified company I occasionally have to attend factory experiments at out of town plants. Usually the plants are far away from the nearest Amtrak route. This time I had to travel through Indianapolis. Lady Luck smiled upon me with a convenient schedule permitting a day trip home to St. Paul. Ordinarily, it's difficult to justify taking a whole day to make a trip when flying would salvage a half day's work. However, when one spends a 20 hour day on the job the first day followed by another eight hours after only five hours rest, justification was much easier.

Thus it was that I arose at 6 am for an hour drive into Indy from Hartford City, Ind. Fortunately, the rental car could be returned downtown only 3 - 4 blocks from Union Station, instead of the airport.

In this day and age of depot renovations, one must be careful not to assume that the Amtrak ticket office is in an obvious location. If you want rail tickets in Indianapolis, the last place you want to go is in the old concourse. This is now a trendy shopping center where the railroad motif is stylish but no one ever heard of actually riding a train. Amtrak is now huddled under the tracks on the "backside" of the station facing away from downtown. Aside from a tiny sign the size of a "No Parking" sign on the corner of the front of the building at the street underpass, Amtrak's

presence is almost undetectable from the downtown side of the station.

Once you find Amtrak, the waiting room is reasonably pleasant and up to date. Their neighbor, Trailways, is no more, so the bus facilities are empty. Two flights of stairs take you to the platform. A small elevator is available for the elderly or handicapped. The Holiday Inn sleeping cars are not visible the depot shopping area. Unfortunately, they can't be seen from Amtrak's platform either. The whole trainshed is concrete blocked in. You won't see any trains from those "hotel rooms" either.

At about 8:50 am the roar of an F40PH and overhead rumbling announced the arrival of #317's equipment. This day the *Hoosier State* consisted of F40PH 238, cars 21155, 21229, 21144, 20005, and 4736, three Amcoaches, Amcafe and a Heritage coach, all for 24 people. The *Cardinal* may have skimmed some of the business since it left on time only 1 hr. and 20 min. earlier.

Departure was O.T. at 9 am over the former Pennsy line to Frankfort and Logansport, Ind. This was followed to the point where it crossed the former New York Central - Peoria and Eastern line to Peoria. Once on the ex-N.Y.C. the ride and speed improved considerably. At 9:59 am. we left Conrail at Crawfordsville for the CSX Louisville - Hammond mainline (formerly L & N, Monon trackage). As soon as the corner was turned, the landscape changed dramatically from flat farm fields to narrow cuts, high fills and curves on top of the bluff overlooking the Sugar River. LaFayette, Ind. is still traversed via city street with the train stopping in front of the Lahr House Hotel in the heart of downtown. Just north of downtown, back on private right of way we met a southbound freight whose power included an oddball large cab U-Boat, a BQ23-7.

Speeds over the Monon (it grates me to concede the fallen flag) were 79 mph except for speed restrictions through the likes of Brookston and Chalmers. Ride quality was just so-so. My Amfleet coach seemed to ride more harshly than I recalled previously and definitely inferior to the Superliners.

We departed the Monon (CSX) near Dyer and moved onto the former Pennsy line from Crown Point and Logansport. Now here is some bad track. Shades of the Penn Central! Fortunately this lasted only a short time to Bernice Junc., where the Panhandle freight line continued straight ahead in a northwesterly direction and where we turned right to straight north and continued to follow the path of Pennsy's *South Wind*, *Kentuckian*, and *Union* to Colehour Junc. Conrail hot metal trains still ply this line. One of them was waiting along with an Indiana Harbor Belt transfer job at the IHB junction just south of our crossing with the South Shore near Burnham. A junk yard near here was well stocked with BN diesels including an Alco RS2 or 3.

At Colehour Junc., we joined the smooth welded rail of Conrail's main for smooth sailing into Union Station and a 7 min. early arrival at 12:03pm.

Good news for travelers through Union Station. The baggage lockers have been replaced with a manned baggage check room. This should be able to keep up with the demand for checking during the summer peaks. Previously, passengers arriving in mid afternoon would occasionally find all the lockers taken and themselves with a ball and chain keeping them in the station until their connection loaded. The new service costs \$1 per bag, but is worth it.

The *Empire Builder* featured an Ambox (materials handling car), baggage car, Hi-Level dorm-coach, Seattle sleeper and coach, diner, lounge, Portland leg rest equipped coach-baggage car and sleeper, with a non leg rest coach - baggage car bringing up the rear for Twin Cities passengers.

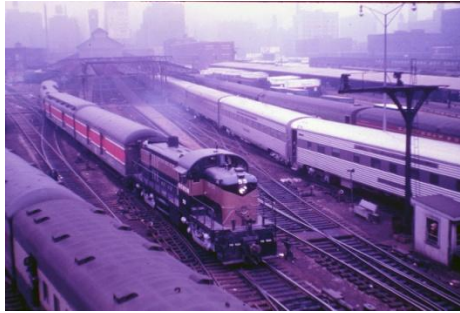
As we pulled out of Union Station on time, I glimpsed an Amfleet coach and what at first sight appeared to be a suburban bilevel and the next track. Only when Superliner style lettering appeared spelling out Vistaliner (?) did it occur to me that this was one of the new prototype single level cars. Later at dinner, I was seated next to an Amtrak marketing man returning to Seattle from a national sales meeting in Chicago. He confirmed that I wasn't hallucinating, it was indeed a new sleeper brought up for the meeting.

The tight budgets imposed on Amtrak are beginning to show. Tape is being used to seal cracks in the curved overhead windows in the Superliner lounges. As tacky as this looks, it's probably better than blanking them out with sheet metal.

Sad to say, the running over the Soo Line has degraded still further. Track work cost us 10 min. delay into Milwaukee. At one time, this would have been easily made up and then some. No more! We steadily lost time, being down 22 min. by Red Wing. Despite the addition of 15 min. to the schedule this fall, we arrived at St. Paul 11 min. late (still on time by airline criterion). The only consolation was that the slower running seemed to smooth out the ride a little. The fact that I was able to write most of this story on board testifies to that. Furthermore the delay in no way detracted from the fine steak dinner and moonlight ride up the Mississippi. Now that's the way to recover from a harried session at work!



From the Kurt Peterson Collection of the Northstar RR Historical Society. Monon Thoroughbred powered by ALCO C424 at Dyer Indiana in 1967 and train powered by RS3 Leaving Chicago IL. Mike Shafer photos.



#### Minutes of the **May 19, 2012** Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order at 6:30 p.m. in the Roseville Lutheran Church by chapter president Dawn Holmberg with 21 members and guests present. Those present were asked to introduce themselves. There was a call for any corrections or additions to the minutes of the April 20, 2012 meeting, as published in the May 2012 issue of Northstar News. Hearing none, a motion was made, seconded, and carried to approve the minutes as published. Treasurer Dan Meyer gave his report. The chapter has received \$1,000 from the calendar project, so we are starting to get back some of the funds that we advanced to the calendar project to get them started. The national NRHS has not given us an up-to-date membership list, so it is not clear who is a chapter member. As webmaster, Dan said that he had nothing to report. A question was asked about whether we are sending newsletters to some who are not actually chapter members. Another person claimed that he never got a dues renewal notice. This was discussed. National director Bill Dredge reported that he had just returned from the national meeting in Williamsburg, VA. He stated that we should be receiving ballots for the election. He reported on the candidates for our district. There will be a Fall meeting, but at this time, it is not known exactly where it will be or the exact dates. Bill also reported on other matters. There has been a discussion about whether the NRHS needs an executive director. Trip director John Goodman noted that there will be an excursion behind restored Soo Line steam engine 2719 on Saturday, August 18th. He suggested that we carpool to Duluth, as he felt that chartering a bus would be too expensive and there are no small buses available. The trip leaves Duluth at 10:30 a.m. and has a two hour layover in Two Harbors, giving people plenty of time for lunch. This means that we would have to leave the Twin Cities about 7:30 a.m. The engine is scheduled to go in for a major boiler rebuilding after this season. John also has the dates when they will be operating the small steam locomotive at Iron Horse Farm in late September and early October. John asked for a show of hands from those who would be interested in going to Duluth and got a good response. There will be no picnic in June, as a number of those who participate in many of the chapter's activities are planning to attend the NRHS national convention in Iowa about that time. For July, we will probably have a picnic. Red Wing is not as good a place to have a picnic as it used to be. The matter was discussed. The question was asked whether we want to go back to Maiden Rock, WI. A motion was made, seconded, and carried to go to Maiden Rock for our July picnic. This would be on the 3rd Saturday in July. Newsletter editor Russ Isbrandt said that he needs fresh material. Dick Tubbesing reported on planned programs. He will present the program tonight, Planned upcoming programs: John Cartwright will do May, Hudson Leighton will do September, Greg Smith will do October, and Joe Stark will do November. In December, we will have our Holiday Party. John Gaertner is tentatively scheduled for the January meeting. Cheer Committee - Marty Swan had knee replacement surgery. Cy Svobodny's dog died. Calendar Committee - they received the "dailies" from John Luecke for use in the 2013 calendar. A special board meeting may be needed for by-laws revisions. Nominating Committee - who will serve on it? We have to decide at this month's meeting. Frank Wilkie, John Goodman, and Dawn Holmberg volunteered. Library committee - Russ Isbrandt reported that he put an editorial about the chapter library in the latest issue of Northstar News. There was a discussion about the library. One of the points brought up is that there seems to be a lack of interest in the library by members of the chapter. Whenever we have an open house at the library, hardly anyone comes. There was more discussion, including whether it should be a circulating library or strictly a reference one. One possibility might be a merger or joint operation with some other organization. The Minnesota Transportation Museum is not interested. The University of Minnesota Model Railroad Club and the Twin City Model Railroad club were other possibilities suggested. Another factor to consider is the report that the building where it is housed might be sold. but it was noted that this is not likely to happen soon. There was more discussion. There were two responses to Russ's editorial from outside the chapter. Some heard "horror stories" about other chapters' libraries. There was more discussion. The feeling seemed to be that there is no "gun to out head" right now, but that we need to have an "exit plan" for the future. We are now capable of scanning and copying material in our collection. There was a motion by Cy Svobodny that the library committee policies to change our library over to a circulating library. Dick Tubbesing noted that he had done an estimated valuation on the material in the library about a year ago and that it is worth a lot. Dick also seconded Cy's motion. A question was asked about whether we could find a better day to have open houses at the library. The motion carried. A question was asked about whether we should make up a flyer about our library, The committee will look into this with an announcement planned for the September meeting. There was a brief discussion about how we could increase membership in the chapter. The subject of the Holiday Banquet was brought up. A motion was made to go back to Gulden's for our banquet this year. The motion was seconded and carried. There was a call for announcements. Mention was made of this year's NRHS National Convention, which will be based in Cedar Rapids, IA. There will be many events. It was noted that some events are already sold out. It was announced that exchange newsletters are available at the front table. A motion to adjourn the meeting was made, seconded, and carried at 7:30 p.m. After a break, there was a slide show by John Cartwright.

Respectfully submitted,,

Dave Norman, Secretary Northstar Chapter NTHS

## Railfan Events

North Metro Flea Market	Saturday March 2 2013 9AM – 2PM	VFW 1919 Coon Rapids Blvd Coon Rapids MN	\$5
Train Collectors Open House	Sunday March 10 2013 12:15PM – 2:30PM	John P Merzyn Hall 530 Mill St NE Columbia Heights MN	\$2
Century College Flea Market	Saturday April 6 2013 9AM – 2PM	Century College White Bear Lake MN	\$5
Granite City Flea Market	Saturday April 13 2013 9AM – 2PM,	National Guard Armory St Cloud MN	\$5
Woodbury Flea Market	Saturday April 20 2013 9AM – 3PM	Woodbury High School Woodbury MN	\$5
Randolph Railroad Days	Saturday-Sunday April 20, 21 2013 9AM	Randolph MN	\$5
State Fair Grounds Flea Market (Twin City Model RR club)	Saturday May 11 2013 9AM - 3PM	Education Building, State Fair Grounds, St Paul MN	\$6
Friends of #261 Rail Trip to Duluth –Steam locomotive #261 and SOO #2719 in Duluth	Saturday-Sunday May 11-12 2012	Departs Harrison St Minneapolis 8:30 AM	See 261.com web site

Thanks to John Goodman,Dawn Holmberg, Rick Krenski, Russ Isbrandt, Cy Svobodny for Updates in this Newsletter.

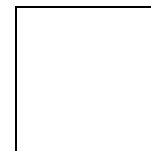
### Member Notes:

*Chuck Lavallee* has a DVD of 8mm films for sale. It includes Milw RR, NP and American Freedom Train visit to the Twin cities.. See Chuck for Details.

*John Goodman* has Multiple DVD's for sale. They are vintage 8mm films from the Ray Bensen JR Collection of MRA Railfan Trips and area Railroads. See John for Details.

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Northstar News  
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Coon Rapids MN 55433 3768  
Address Correction Requested



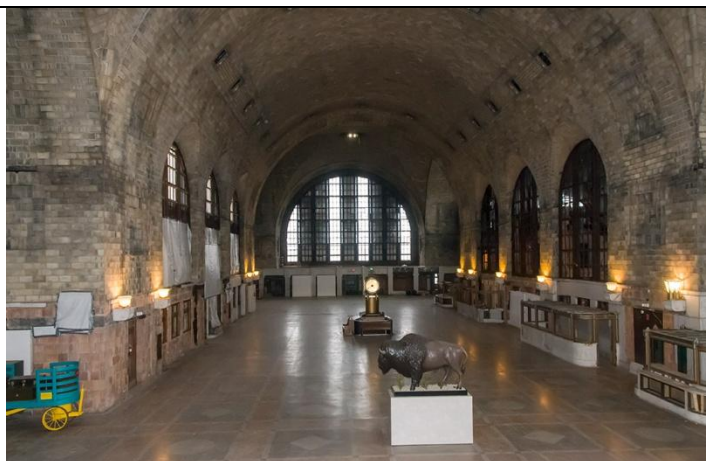


**John Goodman, Dan Meyer and Dawn Holberg attended the RPCA convention in January in Buffalo NY.**

Photos and Captions submitted by Dawn Holmberg:



One of the conference events included a tour of the Buffalo Central Terminal, whose restoration has been ongoing for several years. One success story is the reacquisition of the original clock and returning to working order. Tour participants viewed it in the passenger concourse.



An overall view of the passenger concourse inside the Buffalo Central Terminal. A reproduction of Buffalo statue is in the foreground. The original stuffed version was a common meeting point. It is Fur worn from being touched for good luck. The original clock is in the background. The original restaurant was to the lower left while the NYC offices ringed the upper floors.



The Medina Railroad Museum also owns two former NYC E-8 locomotives and several passenger cars, which are stored on the siding across from the depot museum. The former passenger depot is in the distance at the left.



Another conference event was a train ride on the Falls Branch Railroad from Lockport to Medina, NY. and return, including a tour of the Medina Railroad Museum. The Museum is located in the former New York Central freight house. Shown here is the excursion train soon after its arrival at the museum, made up of a former NYC ALCO RS-32 locomotive and three coaches.





Shown here is one small part of the gigantic model train layout inside the former freight house. The layout is 14 feet wide and 204 feet long. The building itself is over 300 feet long. Other exhibits line the outer walls; most in display cases. The exhibits include every imaginable railroad artifact, as well as may firefighting, nautical and local history artifacts.



A small portion of the thousands of railroad artifacts in the museum.

### TC&W News



From Roger Libra of Glencoe MN. In October of 2012 the first unit grain train left the new loop track and grain elevator in Brownton MN, west of Glencoe. The above picture is the UP train leaving Brownton and to the right, is the train on the loop track.



Also, a set of ladder tracks for unit grain trains is being built at Buffalo Lake MN. More Business for the growing TC&W; making the ex-MILW main line in Western MN a more busy and viable line.



**MISC: The Annual CP Holiday train: Raising funds for local community food shelves.**



CP Holiday Train Arrives at Shoreham Dec 2012. Photo from video by R Tubbesing.



WB BNSF Coal train on the Valley City ND Trestle with the CP main line track in the foreground in June 2012. Photo by R Tubbesing.