



# NORTHSTAR NEWS

## Dues for 2014 are Due NOW! Holiday Banquet Dec 1 2013!

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### Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will be held **November 16, 2013 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page. *Note the START TIME of 6:30 pm*

Program: Slide Show by Joe Stark from his personal collection.

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.

### Northstar Chapter Officers

<b>President</b>	<b>H Martin Swan</b>	<b>hmartinswan@msn.com</b>	<b>612-961-1684</b>
<b>Vice President</b>	<b>Richard Tubbesing</b>	<b>Tubbesing261@yahoo.com</b>	<b>763-757-1304</b>
<b>Past President</b>	<b>Dawn Holmberg</b>	<b>dawn@dholmberg.com</b>	<b>763-784-8835</b>
<b>National Director</b>	<b>Bill Dredge</b>	<b>williamdredge@yahoo.com</b>	<b>952-937-1313</b>
<b>Treasurer</b>	<b>Dan Meyer</b>	<b>treasurer@northstar-nrhs.org</b>	<b>763-784-8835</b>
<b>Secretary</b>	<b>Dave Norman</b>	<b>nevad11@hotmail.com</b>	<b>612-729-2428</b>
<b>Trustee</b>	<b>Gary Rumler</b>	<b>nlcdrumler@gmail.com</b>	<b>651-385-8752</b>

### Staff

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<b>Web Master</b>	<b>Dan Meyer</b>	<b><u>treasurer@northstar-nrhs.org</u></b>	<b>763-784-8835</b>
<b>Chapter Mailbox</b>	<b>Northstar Chapter NRHS</b>	<b><i>PO Box 120832</i></b>	<b><i>St Paul MN 55112</i></b>
<b>Library Data Base Administrator</b>	<b>Russ Isbrandt</b>	<b><u>rmisbrandt@comcast.net</u></b>	

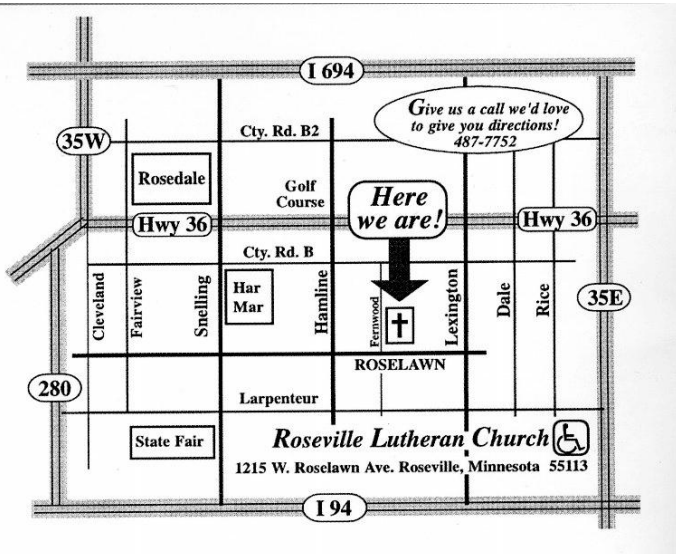
### MEMBERSHIP INFORMATION (Dues due for 2014!)

Dues are \$68 (\$50 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.



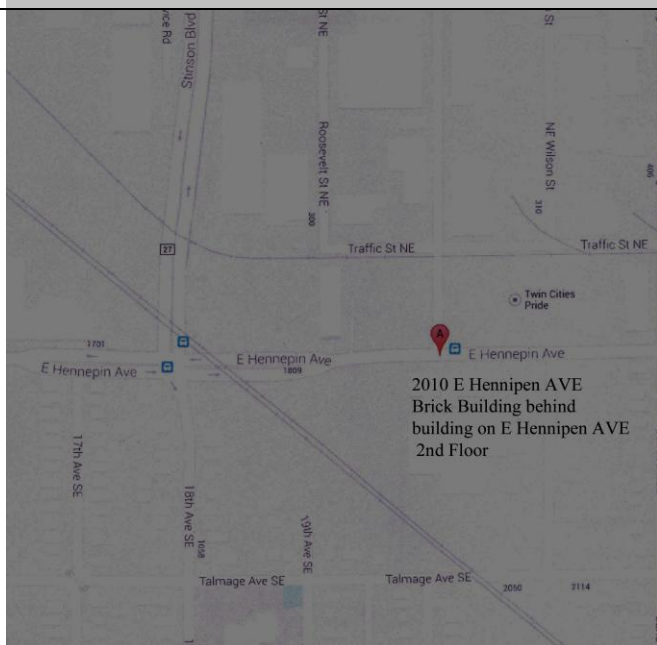
### Editor's Column

From the Editor:

In editing this newsletter, I find I am inundated with Railroad, Light Rail and Trolley news items. I could easily put out a 30 page newsletter. My thinking is to put items in the newsletter pertaining to our geographic area - about the comings and goings of our local Railroad scene and items about steam engines, a particular interest of mine. I will always put precedence to member inputs of photos and railroad stories on trips our membership has taken past or present. I am still looking for stories from our membership.

I am pleased to announce that Steve Sandberg, CEO, CMO, of the #261 group, and railroad Consultant will be our speaker at our annual Holiday Banquet. Steve is a great speaker and should have many interesting tidbits on the #261 organization. Thanks to John Goodman for his assistance in getting Steve Sandberg for our Banquet. Also of note, Members Russ Isbrandt and Dave Norman are trolley operators at the MSM Como-Harriet street car line, and members should take a ride on this historic line. See the MSM web site <http://www.trolleyride.org/> for schedules.

## LIBRARY OPEN HOUSE



The Northstar Chapter NRHS Library will have an open house from 2pm to 4:30pm Saturday November 16th. The library is at 2010 East Hennepin Avenue, the Central Research Building Room 226. From the west take I-35W north to the Hennepin Ave exit and drive east just past Stinson Blvd. From the east take I-35W South / MN 36 West to Stinson Blvd. Turn left on Stinson to Hennepin Ave just under the railroad overpass, turn left. From either direction take the first driveway to enter the parking lot. Retired North Western / UP engineer Gary Rumler will be present showing some of his slides. Gary ran everything from local switch jobs to North Western's intercity passenger trains to piloting the UP 3985. At 4:30pm we will adjourn to Keys Restaurant at Lexington and Larpenteur. Drive straight east on Hennepin / Larpenteur to Lexington. Please join us as the Wednesday afternoon bull session will take place on a Saturday this time. There should be plenty of live action on the BNSF St. Paul Sub.

## BOD Meeting October 20 2013

The BOD met at the Amtrak Station on October 20 2013 at the Amtrak Station at 1:45.

All officers were present except for John Cartwright. John Goodman, Joe Stark and Russ Isbrandt were also present. President H Martin Swan presided. Agenda items discussed were:

- A. Membership due change (raise dues of people who receive the Newsletter via mail).
- B. Change subscribers to Library members . Library Dues being \$20? Which also allows for the electronic newsletter, \$20 plus for paper newsletter?
- C. Change meeting place elsewhere where costs are lower than our present location.
- D. Calendar is a revenue source. Way to improve revenue without compromising on size and quality.

E. Chapter Trips

F. Library sales of duplicate items or items outside the scope of the plan of the concept.

G. Library-open house? Store? Scope of operations? Other.

H. Relocation of future BOD meetings to Library on Wed afternoons.

Decisions made were to raise Dues by \$3 for 2015 to be ratified by members. A decision made on the details of Holiday Banquet (see insert in the newsletter) and the transision of Chapter treasurer from Dan Meyer to Russ Isbrandt on Jan 1, 2014. A decision was made to keep the definition of non NRHS members as subscribers.

### **From the President H Martin Swan, Appeal for Donations**

We should all be very proud of Norhtstar Chapter, National Railway Historical Society. We have a very active Chapter at both the National and Local levels. We have had a National Convention, assisted in two others; we have had 1 BOD meeting and now a Conference. On the local level we have had many wonderful outings, going as far as Sioux Saint Marie and as close as the Lock number 1 on the Mississippi. We own a very prevalent library/museum which in the future could very well be a excellent source of reference material for those interested. Our chapter base is excellent where we average around 24 members at each meeting. But like everybody we have some financial problems. We have 4 primary sources of revenues: Dues: Calendar revenue, Sales of certain library merchandise, Trip and other revenue Dues have been constant for years and will not increase in 2014. Most of the dues go to the Newsletter. Calendar Revenue is now constant and we have an amount that we can expect each year. Library revenue is a relatively new source of income that fluctuates from year to year Trips and other activities many times can bring in a small amount of revenue. But this fluctuates from year to year. We have 3 primary areas of expenses: Meeting room rent, Library rent and Newsletter publication costs. We used to have free rent at the Firehouse, that is long gone and ever since we have had to pay for our meeting rooms. Currently we are paying \$75 each time we have a meeting. The members of the BOD are currently in a very active search to find adequate meeting room space at a lower cost. I have found one such place where the rent would be less then 50% of what we pay now. Others have found other space which will be studied to see what would be best for our Chapter Library. Rent is static. We offset some by selling excess merchandise. The Newsletter costs have steadily increased with postage and printing cost continuously increasing. We save some money when a member agrees to take an electronic version but the majority of our members still want the printed copy. To assist us in our finances I am turning to the members and asking that when you pay your local and national dues (or any time) that you give the Chapter a donation, rather it be \$5.00, \$10.00, \$25.00, \$50.00, \$100.00 or any amount that you feel comfortable with it would be greatly appreciated. You can be assured that your BOD is working constantly to keep our income and expenses in line with each other but right now there is a revenue shortfall and we would really appreciate it if you could please provide us with some help with a donation.

Thank You H. Martin Swan President

### **Minutes of the October 19, 213 Membership Meeting of the Northstar Chapter of the NRHS**

The meeting was called to order by chapter president Marty Swan at 6:30 p.m. in the Roseville Lutheran Church with 23 members and guests present. Marty mentioned the health problem that had prevented him from being at the September meeting. Those present were asked to introduce themselves. Dick Tubbesing read the minutes of the September 21, 2013 membership meeting, as they did not reach him in time to appear in the October issue of Northstar News. A motion to approve the minutes, as presented, was made, seconded, and carried. National representative Bill Dredge reported that he had attended the NRHS national convention in Alaska, which took place in September. He mentioned some of the issues that were discussed at the meeting he attended. Bill noted that he will be retiring as the chapter's national representative at the end of the year. Treasurer Dan Meyer gave his report. He had updates on several items that had been in his report in September, As membership chair, Dan noted that membership renewal forms have gone out and some members have already renewed. A question was asked about how subscribers are notified that they should renew. As webmaster, Dan talked about our presence on Facebook. Marty noted that our projected income does not equal our projected expenses, He suggested that members should make donations to the chapter when renewing. John Goodman talked about the conference in late June that took place in the Twin Cities and the trip to Duluth to ride behind the Soo Line steam engine in August. He talked about several possible trips for next year. There was a discussion about some of these. He talked about the Holiday Party. Steve Sandberg will be the after-dinner speaker. We will decide on the menu at the upcoming Board of Directors meeting. John Goodman reported that he and Bob Clarkson attended a high-speed rail meeting. They were told that Amtrak trains would probably not start using the St. Paul Union Depot until late January or early February. Chapter elections will be held next month. A list of possible candidates was read. There was an appeal for more candidates on the ballot. It was noted that it was good to have some competition. Dick Tubbesing talked about programs. John Cartwright will present the program tonight. He was at an out of town event today, so he may be late, but he does plan to be here. Joe Stark will present the program in November. As mentioned earlier, the program for the Holiday Party is already set. In January, we will have a "members night," looking for photos that could be used on the 2015 calendar. Dick gave an appeal for more members to put on programs. Russ Isbrandt gave a report on the chapter library. We have been rearranging books on the shelves so they fit better with the filing system. He noted that



we have a nice collection of books. John Gaertner has been digitizing timetables from our collection - it is hoped that we can eventually put out a CD of them. It is hoped that we can have an open house at the library when we have things better organized. Joe Stark reported on sales of duplicate items or those considered not relevant to our focus at flea markets of railroad and model railroad items. We plan to be selling items at several more of these events before the end of the the year. Dawn Holmberg reported on sales of the chapter's calendar. She noted that getting the calendar out earlier this year has helped increase sales. She noted that there have been relatively few individual sales, but we starting to get more mail orders. She reported on sales and income. She sent a review copy to Railroad & Railfan magazine. She plans to send out more postcards to those who have bought calendars in the past, but haven't ordered one yet this year. A question was asked about where review copies had been sent to Trains and Classic Trains magazines. John Goodman said that he would take calendars with him to Kansas City, where someone from Kalmbach Publishing is going to be attending the same event. It was mentioned that calendars are available for sale tonight. Cheer Committee - Marty Swan reported that he sent a card to the family of Doug Johnson, who has health problems, and to Richard Hyllestad, noting the death of his father. The scheduled date for the January meeting conflicts with the Railroad Passenger Car Alliance convention, which several chapter members will be attending. A motion to move the date of the January meeting uop one week (if the meeting roon is available that night) was made, seconded, and carried. New Business - There will be a Board of Directors meeting tomorrow at 1:45 p.m. in the meeting room at the Twin Cities Amtrak station. Dick Tubbesing annouced that he has DVDs available of our chapter's summer activities for a \$10 donation. It was emphasized that when people are making a donation on the membership renewal form sent out from the NRHS national, that people must specify that they want donations to go to Northstar Chapter if that is what they want. A motion adjourn the meeting was made, seconded, and carried at 7:20 p.m. There was a break. John Cartwright, who was scheduled to present the program, still had not shown up, so Dick Tubbesing offered to show video clips. Just as Dick was preparing to do so, John Cartwright did showed up. John presented many vintage railroad slides, many of which he had taken himself and others from his collection. Respectfully submitted, Dave Norman, Secretary Northstar Chapter NRHS

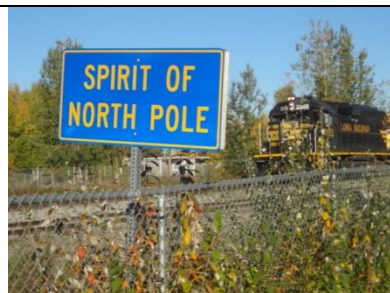
### **NRHS Alaska Convention Report September 2013 By Bill Dredge**

On Wed Sept 18th there were a few shop tours, but being a member of the Advisory Council I felt it was my duty to be at the meeting . It was presided over by Bob Ernst who was sitting in for Scott Andes, we took roll call, and 20 Advisory Council members were present. On old business these issues came up: 1. The Yahoo group not that well received. 2.Video & Teleconferencing was discussed with an estimated cost of \$2400 to set a room up for this. 3. They Would like to see more Advisory Council members participate. Then we had an open microphone session where members could speak and these were the main issues discussed; 1. Audit Report. 2. Dues Increase 3. Convention Insurance 4. Reinventing the NRHS 5. Improve Communications. 6. One member put it this way "Ask not what the NRHS can do for you, ask what can you do for the NRHS". There was no new business, then the meeting adjourned. That afternoon was open and Duane, and I Had an early dinner at the "Snow Goose" café, this facility had a porch on the 3rd floor where we go a good view of Mt. McKinley. That evening was the Annual Membership meeting. Highlights were a presentation by NRHS President Greg Malloy, which included: 1. 2012 was a bad year and lost \$50K on the convention at Cedar Rapids, and other losses were discussed. 2. NRHS is still "Solvent" but the dues increase is necessary to stay solvent. 3. This current convention will be the way future conventions operate. 4. 75% of NRHS income comes form dues collected, we lost 5.8% of our members last year, and our membership has declined for the last 9 years. 5. To improve communications, we should ask chapters to disclose the E-Mail addresses of ALL their members to cut costs on printed materials. 6. The 2013 budget is approved, and we have reserves but not for much longer. I E-mailed a report to our officers, when I got done it was time to turn for bed. On Thursday Sept 19th I went on a passenger train to Seward on a daytime trip in a EX-NP dome coach where Duane was working. Today the consist of the train was slightly different. We Had a baggage car for food storage, 2. Gold Star cars. 2 coaches, and 2 Dome coaches. For power we had the usual SD70MAC, and a GP-40. This was a very scenic trip, where we could see mountains with Glaciers on them, went through a few tunnels but still no Bears. On Friday Sept 20th I'm once again working as a car host this time on a Gold Star car, which is 18ft high or 2 feet higher that an Amtrak Superliner car. It has full seating up above and a open observation platform on the end, and full dining on the lower level including a kitchen. On the upper level there are windows into the roof, but the backs of the seats are too high to see what is in front of you. Today we went on a few branch lines, to include where the Alaska State Fair takes place, and a branch line to the airport where the Gold Star cars barely clear the canopies over the track. Saturday Sep 21st. Worked on train to Whittier, AK , and return to .Anchorage. This was very scenic trip ,and included a trip to the port where ferry boats, and cruise ships docked. We saw where special trains connect with the cruise ships for travel to Anchorage to continue tours. We had 1 more "run-by" near Spencer, AK before returning to Anchorage about 5pm . I will say the Alaska Railroad went out of their way to give us excellent service. Went back to the Hotel, my companion Duane left on a Midnight flight back to the lower 48. I would leave the next morning on Sun Sept 22nd for Seattle for extensive Amtrak travel before coming home. This was a great trip , and I will gladly discuss this with anyone.

The consists of the Charter trains were: North Pole trip, and Fairbanks to Anchorage; 1 Gold Star Car to Carry food supplies, 1 snack bar car, 3 Coaches, and 3 Dome Coaches. On all trains out of Anchorage; 1 Baggage car, 2 Gold Star Cars (With dining on lower level) 1 Dome Coach, and 3 coaches. Power on train to North Pole, and back to Fairbanks was 2 GP40's on front, and 1 F40PH (Ex Amtrak) on rear to avoid turning the train. From Fairbanks to Anchorage 1SD70Mac, 1 GP-40 both HEP Equipped. Same power was used on trains from Anchorage to Seward, and Return. Anchorage to Whittier, and Return, also on Branch line operations out of Anchorage, however an F40PH. was also used on trips to Whittier, and on the Branch lines to avoid turning train. ----Bill Dredge Pictures by Bill Dredge.



Train Fairbanks AK to North Pole



North Pole AK, 15 miles NE of Fairbanks



Alaska RR train coming into Nenana AK (between Fairbanks and Denali Park).

### October 13, 14 #261 Trips by R Tubbesing and Roger Libra

#### October 13 2013 The Chase

#261 from Minneapolis to Willmar MN. I met Roger Libra at Delano where we had breakfast and decided where to catch the #261. We Decided on Howard Lake. After checking out a few spots, we found an elevated site behind a converted church that is now a bar. We set up and waited. An EB BNSF empty Taconite train arrived and went thru, indicating that a meet with #261 would be somewhere east of here, probably at Montrose or Delano. I Called Dan Meyer, who had his monitor on and said another BNSF EB was headed to Howard Lake. The siding was on the south track, and we hoped that the Manifest would be in the siding, but not far enough ahead to block our view, and thankfully, the EB train did not block our view. It was still cloudy and grey, very cold and windy waiting for the train. Finally #261 appeared with its ten car train, with the skytop and superdome behind the tender and the Amtrak unit bringing up the rear. Then we hustled into our car and proceeded westward. We caught up to the train East of Litchfield and passed it to find a spot to catch the train. We got a spot E of Litchfield and shot the train at a road crossing. Then we headed west, and found a spot off the beaten path W of Atwater. We set up and got #261 at the W end of the siding at this location. Then we headed to Willmar, a few miles west and went to the BNSF Office which resides in the GN Depot where the train was parked, and then the wind and rain started. The train was only going 40-50 MPH on the way out to Willmar. Looking at the weather report on Roger's cell phone, it appeared the line of showers would pass thru and the rain would not be a factor on the EB return trip. Roger and I headed to the Willmar Turntable where we watched the engine (Just barely able to fit on the turntable be rotated for the return trip.) Then we stopped for some lunch snacks at a gas station and headed back E to the Atwater siding where we set up for the EB run, and then a BNSF Manifest arrived in the siding and waited for the #261. The crew exited the BNSF train to inspect and watch the #261 pass. After 261 went by we went by the BNSF Manifest and saw the engineer(who was a dead ringer for Santa Claus), waved at him as we headed East. We caught up to the train at Litchfield, where the engine was serviced west bound, and slowed some enabling us get ahead of it. We stopped near Cokato and set up to get the train going by there, then proceeded to catch up to the train as it slowed somewhat probably due to a slow orders. Roger got a couple of brief pacing shots as we got ahead of the train. The Chasers seem to be well behaved following 261. We headed to Waverly as the train stopped at Howard Lake for servicing. We got the train going by Waverly, and then headed to Delano so Roger can get his car and called it a day.



Engine at Willmar --by R Tubbesing



Meeting a WB BNSF Freight at Atwater MN  
--by R Tubbesing



Going away shot at Waverly MN  
--by R Tubbesing





Milw #261 EB -by Dawn Holmberg



Train E of Willmar -by Dawn Holmberg



Engine on Turntable in Willmar, it Fit just by a fraction of an inch! -by Dawn Holmberg

#### Sunday Oct 14 2013 Train ride to Boylston.

I arrived at Harrison St about 45 minutes before the 9am departure time. Went to the skytop end and found an independent film maker shooting some scenes for a movie they were making as a man and woman dressed in early 40's or 50's garb were filmed entering the skytop. Then I went to the lounge car to board the train and walked back to my super dome seat where I met friends Roger, Doug Gough, John Chute for the train ride. The train left about 10 minutes late and we proceeded North to Coon Creek and the Hinckley Sub to Superior. The train moved along about 40 to 45 mph. This day was the complete opposite of the previous day, mostly sunny. As we headed north, we had a meet with a SB freight at Cambridge, then continued North. The fall colors, with Yellows, and dark reds very prevalent all along the way and would provide some great photo opportunities (as seen on various web sites, and Facebook). We were about an hour or so late getting to the Boylston Wye, but had no delay's in turning the train around. We encountered a few slow orders on the way back that reduced our speed to about 20 to 30mph. While on Board, a film crew from program producer 'Life to the Max' was filming inside the train and also outside the train. ([www.liftothemax.tv](http://www.liftothemax.tv)) WCCO has contracted this firm to produce a program on the #261 which will be shown Saturday Nov 9 at 11pm. After showing, the program will be posted on YouTube for viewing. If you search Youtube with 'Life to the max' you should be directed to programs they have produced. Food on board was a great breakfast featuring an Sausage & Egg Bake, a hearty lunch featuring a Honey Baked Ham sandwich and many hot and cold snacks on the way back. The train got back to Harrison St about 6:30pm, about a hour and half late. It was a great train ride.



Train at Harrison St -R Tubbesing



Train near E Bethel MN -Jill Shuster Peterson



Train Near Grandy MN -Jill Shuster Peterson

#### **Amtrak stop at Union Depot pulls into final stages, Other Amtrak News From Rick Krenske**



At Red Wing, by Bill Dredge



Train 28 near Stevenson WA Sept 2013  
By R Tubbesing



Amtrak #7 July 2012 at Havre MT with BNSF  
Business cars By R Tubbesing

**By Liala Helal, Minnesota Public Radio - October 23, 2013. ST. PAUL, Minn.** - Construction crews will be testing railroad signals and switches over the next few weeks as they wrap up preparations for bringing an Amtrak passenger train back to downtown St. Paul. Heavy machinery on Monday pulled and placed the final section of track that will connect Amtrak trains from the main lines to platforms for passengers along St. Paul's Union Depot. Now, signals to hold freight trains while passenger trains pass, and vice versa, need to be wired and tested.

"It's kind of like rebuilding a road," said Dan Krom, director of passenger rail for the Minnesota Department of Transportation. "You've got to make sure that traffic can get on and off the road. It's the same thing with the tracks."

The Union Depot stop for the Empire Builder Amtrak train will open for service after Thanksgiving this year. The last piece of track, 150 feet long, will allow those trains to route off of the Canadian Pacific and Union Pacific railroads to stop at the Kellogg Boulevard Union Depot. The trains link the Twin Cities to Chicago.

"Now, they're going to be working on attaching tracks to each other and making sure grades are proper," said Ramsey County Regional Railroad Authority spokeswoman Deborah Carter McCoy. "There's still a lot of refinement work that continues." Crews will also move gravel to ensure tracks are at-grade. "It's almost like paint trim," McCoy said. "There's detail work that you have to do." Krom said although signal work will be less visible to the public, it's a large part of the project because 5 percent of the nation's rail traffic moves through the freight tracks along the depot.

"There's a lot of congestion," he said. "So now, hooking up a track to the platform where people get on and off the train involves a lot more switching and train connection so the freight service can continue as it does, and we can still get a passenger train in and out of that depot." The Amtrak train stop will be moving from the Midway station in St. Paul to Union Depot --- where the Amtrak stop used to be about 40 years ago. The Union Depot stop will connect passengers to buses, and next year, with light rail. Amtrak was expected to move its St. Paul stop to the Union Depot last year after the hub underwent a \$243 million renovation and reopened to the public for the first time since 1971. But the move was delayed pending agreements with the railroad companies using the tracks.

Amtrak spokesman Marc Magliari said an exact date for start of service at Union Depot has not yet been announced, but is expected later this year. "We will not make a move over Thanksgiving," Magliari said, "because there's too much volume to be disruptive to our passengers to make their travel plans change perhaps for Thanksgiving."

The day before Thanksgiving is Amtrak's busiest day of the year across the nation, he said. MnDot personnel are also working with Amtrak to add a second daily train to Chicago that would have its last stop at Union Depot, then return south, instead of continuing to Seattle as the Empire Builder currently does.

"We'd have a lot more reliability for passengers. Right now, it's got to come 28 hours from the coast, and sometimes it's delayed because anything can happen between here and Seattle," Krom said. "We'll have our results by the first of the year on whether or not it's feasible and how much it would cost to start a second daily train. But the demand is there." Researching the idea involves looking at how much train capacity the track currently carries, and those technical details put the planning behind schedule, he said. The idea has been explored for about a year. "If it looks feasible, it would probably be brought to the legislature for the upcoming session," Krom said. **More Amtrak News:** Amtrak releases some station ridership statistics for FY2013. Ridership at St. Paul dropped slightly, but it's probably nothing compared to the drop anticipated in FY2014, when the Empire Builder starts using St. Paul Union Depot, a site inconvenient to the area's largest city (Minneapolis) and without free adjacent parking now available at the current station site, which will still be used to cut and add cars. **More News:** Amtrak ridership in St. Cloud stays steady. Ticket revenue on the route increased 1.1%. Oct. 19, 2013. The number of rail passengers using St. Cloud's Amtrak station is holding largely steady. Riders boarding or getting off Amtrak's Empire Builder passenger trains at depot in downtown St. Cloud numbered 13,537 in fiscal year 2013, according to a report released Monday. In fiscal year 2012, St. Cloud's depot served 13,740 passengers. Amtrak, a major transportation player in the Northeast with less saturation on its long-distance western routes, carried a record 31.6 million passengers systemwide during the latest fiscal year. It was the 10th ridership record in 11 years, according to the organization. St. Cloud's 115-year-old depot at 555 St. Germain St. is served by Amtrak's Empire Builder route. Passengers make two daily stops in St. Cloud, at 5:14 a.m. on the eastbound route and 12:40 a.m. on the westbound run. The Empire Builder runs across the Northern states, linking Chicago, Seattle and Portland in a 46-hour trip. The Empire Builder carried almost 536,400 passengers last fiscal year, making it the busiest of Amtrak's long-distance routes. St. Cloud's ridership decline of about 1.48 percent was slightly steeper than the 1.23 percent decline seen overall on the Empire Builder route. Ticket revenue on the route was up 1.1 percent during the latest fiscal year, however, to \$67.4 million from \$66.7 million in the 2012 fiscal year. Ticket revenue systemwide also set a record at \$2.1 billion for fiscal year 2013. St. Cloud's passenger count is third among Minnesota Amtrak stations. The Twin Cities served 116,991 riders last fiscal year, trailed by Winona with 23,507. Red Wing and Staples stations round out the top five; neither broke the 10,000-rider mark. In total, 175,622 passengers boarded or arrived on Amtrak trains in Minnesota during the reporting period. Amtrak paid 40 workers \$3.44 million in wages during fiscal year 2012. The rail corporation says it spent more than \$19 million in the state on other expenses during that year. AMTRAK IN THE UPPER MIDWEST Ridership in Minnesota and surrounding states: by State FY2013 FY2012 Routes: Minnesota: Empire Builder 175,622, 181,535; North Dakota: Empire Builder 154,800, 154,864; Wisconsin: Empire Builder 927,782, 947,098; Iowa: California Zephyr and Southwest Chief 59,825, 59,169. Source: Amtrak

**Fire Up 611!**



## The Virginia Museum of Transportation and the Fire Up 611! Campaign Achieve First Fundraising Milestone

*Funds are in place to mechanically restore the iconic steam locomotive, fundraising efforts shift to focus on the maintenance facility. Nearly 2000 donations have poured in from across the country and 15 countries, proving the Roanoke-designed and built locomotive is beloved around the world. It's no longer a matter of 'if' the Class J 611 will run again, but 'when' she'll return to excursion service*

October 25, 2013 - ROANOKE, VIRGINIA - The Virginia Museum of Transportation and the Fire Up 611! Committee announced today that the Fire Up 611! Capital Campaign raised the funds to mechanically restore the Norfolk & Western Class J 611 steam passenger locomotive. Close to 2000 donations have poured in from across the United States and 15 foreign countries, demonstrating worldwide appreciation for the Roanoke-designed and built locomotive. With the current funding in place for restoration of the mechanical components for the steam engine, the campaign will turn its focus toward raising funds to provide the maintenance facility that will keep the locomotive running for decades.

### Lexington Group Convention

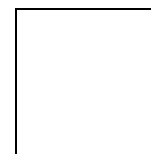
The Lexington Group is an elite group of ex-Railroaders, Historians and Authors. We are privileged to have John Goodman and John Cartwright and H Martin Swan as members. John Goodman and John Cartwright attended their most recent convention in Kansas City MO and were hosted by the Kansas City Southern RR and their President Michael Haverty. Activities included a train ride with the KCS Business train powered by an A-B-A lashup of F7 units into Missouri. Many seminars were held as well. John Goodman reported that the convention had 200+ attendees and was a great experience. —From John Goodman

### Railfan Events (Thanks to Rick Krenske)

<b>GREATER UPPER MIDWEST TRAIN SHOW AND SALE</b>	Saturday November 23 2013 9AM - 2PM	Century College West Campus 3300 Century Avenue North White Bear Lake MN	\$5 Children under 12 free
<b>Lakes and Pines of the Train Collectors Association Train show and Swap Meet</b>	Sunday November 10 2013 12:15 PM to 2:30PM	John P Murzyn Hall 530 Mill Street NE Columbia Heights MN 55421	<b>COST IS \$2 PER PERSON, Kids under 12 free</b>
<b>ST. CLOUD AREA: GRANITE CITY TRAIN SHOW AND SALE</b>	Saturday November 15 2013 10:00 AM – 3:00 PM	St Cloud National Guard Armory 1710 Vetrans Drive St Cloud MN	\$5
<b>NORTH METRO MODEL RAILROAD CLUB FLEA MARKET</b>	Saturday November 2 2013 9:00 -2:00 PM	Coon Rapids VFW Coon Rapids Blvd Coon Rapids MN	\$5 (unconfirmed)
<b>TWIN CITY MODEL RR CLUB NIGHT TRAINS</b> <a href="http://www.tcmrm.org/visit/exhibits-events/night-trains/">http://www.tcmrm.org/visit/exhibits-events/night-trains/</a>	Saturday nights, Dates to be Announced	Bandana Square, St. Paul 1021 Bandana Blvd E St Paul MN 55108 651-647-9628	. Admission: From last Yr \$8.00 individuals, \$25 for families, \$30 extended family

**Note: 2013 Holiday Banquet Dec 1 2013 sign-up form sent earlier!**

Northstar News  
1515 Creek Meadow Dr NW  
Coon Rapids MN 55433 3768  
Address Correction Requested





# NewsFlash! Trains New Wire EXCLUSIVE: St. Paul Union Depot opening railfan park

Published: October 31, 2013. From Rick Krensky

ST. PAUL, Minn. - The Ramsey County Regional Railroad Authority, owner of the reopened St. Paul Union Depot, is opening a railfan park at the east end of the property. Paul Nahurski, Project Manager for the authority, tells Trains News Wire he expects the park will be completed next week.

Nahurski says the park is designed with railroad fans in mind. It is slightly elevated to make viewing trains easier. While the Union Depot charges a fee for parking immediately adjacent to the park, a multi-use trail will connect it to the depot, so fans can walk or bike in. There is also street parking available.

The park is adjacent to the wye track at the east end of the depot, along BNSF Railway's busy St. Paul Subdivision used by BNSF, Canadian, and Union Pacific. It also fronts along a UP connecting track used by several trains a day.

Authority Director Tim Mayasich says that while construction on the depot was taking place, they noticed the constant parade of trains, but there was no good spot to see them. Now the park will provide a safe area to watch trains. "We've also been trying to get elected officials down here to show them how busy it is," Nahurski says, "but it's hard to find a real good spot in that area to get up a little bit to see everything that's going on."

The park will include six tables with gazebos, secure bike parking, new lighting, and safety stations to call security if necessary. It is also on the flight path for St. Paul's Holman Field, which is just across the Mississippi River from the park, so visitors can watch airplanes as well.

**Rock Island Commuter Brochure from 1977** from Chicago to Joliet IL, Saturdays featured 15 Trains From Chicago to Joliet each way. 33 trains from Chicago to Joliet each way on weekdays!

TO CHICAGO		ROCK ISLAND LINES WEEKDAYS (MONDAY through FRIDAY)																								TO CHICAGO			
Line	Station	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	AM	No.	PM	No.	PM
40-2	Joliet	5:00	5:08	6:30	6:45	7:05	7:20	8:40	8:55	10:15	10:30	11:50	12:05	1:25	1:40	3:00	3:15	4:35	4:50	6:10	6:25	7:45	8:00	9:20	9:35	10:55	11:10	12:30	
40-3	New Lenox	5:11	5:19	6:41	6:56	7:16	7:31	8:51	9:06	10:26	10:41	12:01	12:16	1:36	1:51	3:11	3:26	4:46	5:01	6:21	6:36	7:56	8:11	9:31	9:46	11:06	11:21	12:41	
40-4	Rock Island	5:22	5:30	6:52	7:07	7:27	7:42	9:02	9:17	10:37	10:52	12:12	12:27	1:47	2:02	3:22	3:37	4:57	5:12	6:32	6:47	8:07	8:22	9:42	9:57	11:17	11:32	12:52	
40-5	Trinity Park	5:33	5:41	7:03	7:18	7:38	7:53	9:13	9:28	10:48	11:03	12:23	12:38	1:58	2:13	3:33	3:48	5:08	5:23	6:43	6:58	8:18	8:33	9:53	10:08	11:28	11:43	13:03	
40-6	Oak Forest	5:44	5:52	7:14	7:29	7:49	7:64	9:24	9:39	11:09	11:24	12:44	12:59	2:09	2:24	3:44	3:59	5:19	5:34	6:54	7:09	8:29	8:44	10:04	10:19	11:39	11:54	13:14	
40-7	Madison (147th St.)	5:55	6:03	7:25	7:40	7:60	7:75	9:35	9:50	11:20	11:35	12:55	13:10	2:20	2:35	3:55	4:10	5:30	5:45	7:05	7:20	8:40	8:55	10:15	10:30	11:50	12:05	13:25	
40-8	Western Ave. Junction*	6:06	6:14	7:36	7:51	7:71	7:86	9:46	10:01	11:31	11:46	13:06	13:21	2:31	2:46	4:06	4:21	5:41	5:56	7:16	7:31	8:51	9:06	10:26	10:41	12:01	12:16	13:36	
40-9	Blue Island, Vermont St. Lv	6:17	6:25	7:47	8:02	7:82	7:97	9:57	10:12	11:42	11:57	13:17	13:32	2:42	2:57	4:17	4:32	5:52	6:07	7:27	7:42	9:02	9:17	10:37	10:52	12:12	12:27	13:47	
40-10	Greens (11th & Marshall)	6:28	6:36	7:58	8:13	7:93	8:08	10:08	10:23	11:53	12:08	13:28	13:43	2:53	3:08	4:28	4:43	6:03	6:18	7:38	7:53	9:13	9:28	10:48	11:03	12:23	12:38	13:58	
40-11	Wash'n Park (71st & Stewart)	6:39	6:47	8:09	8:24	8:04	8:19	10:19	10:34	12:04	12:19	13:39	13:54	3:04	3:19	4:39	4:54	6:14	6:29	7:49	7:64	9:04	9:19	10:39	10:54	12:14	12:29	14:04	
40-12	Chicago (La Salle Station)	6:50	6:58	8:20	8:35	8:15	8:30	10:30	10:45	12:15	12:30	13:50	14:05	3:15	3:30	4:50	5:05	6:25	6:40	7:60	7:75	9:15	9:30	10:50	11:05	12:25	12:40	14:15	
40-13	Blue Island, Vermont St. Lv	6:28	6:36	7:58	8:13	7:93	8:08	10:08	10:23	11:53	12:08	13:28	13:43	2:53	3:08	4:28	4:43	6:03	6:18	7:38	7:53	9:13	9:28	10:48	11:03	12:23	12:38	13:58	
40-14	Greens (11th & Marshall)	6:39	6:47	8:09	8:24	8:04	8:19	10:19	10:34	12:04	12:19	13:39	13:54	3:04	3:19	4:39	4:54	6:14	6:29	7:49	7:64	9:04	9:19	10:39	10:54	12:14	12:29	14:04	
40-15	Wash'n Park (71st & Stewart)	6:50	6:58	8:20	8:35	8:15	8:30	10:30	10:45	12:15	12:30	13:50	14:05	3:15	3:30	4:50	5:05	6:25	6:40	7:60	7:75	9:15	9:30	10:50	11:05	12:25	12:40	14:15	
40-16	Chicago (La Salle Station)	7:01	7:09	8:31	8:46	8:26	8:41	10:41	10:56	12:26	12:41	14:01	14:16	3:26	3:41	5:01	5:16	6:36	6:51	7:71	7:86	9:26	9:41	11:01	11:16	12:36	12:51	14:26	
40-17	Blue Island, Vermont St. Lv	7:12	7:20	8:42	8:57	8:37	8:52	10:52	11:07	12:37	12:52	14:12	14:27	3:37	3:52	5:12	5:27	6:47	6:62	7:82	7:97	9:37	9:52	11:12	11:27	12:47	13:02	14:37	
40-18	Greens (11th & Marshall)	7:23	7:31	8:53	9:08	8:48	8:63	10:63	10:78	12:08	12:23	13:43	13:58	3:48	4:03	5:23	5:38	6:58	7:13	8:33	8:48	10:03	10:18	11:38	11:53	13:13	13:28	14:58	
40-19	Wash'n Park (71st & Stewart)	7:34	7:42	9:04	9:19	8:59	8:74	10:74	10:89	12:19	12:34	13:54	14:09	3:59	4:14	5:34	5:49	7:09	7:24	8:44	8:59	10:24	10:39	11:59	12:14	13:34	13:49	15:14	
40-20	Chicago (La Salle Station)	7:45	7:53	9:15	9:30	9:10	9:25	11:25	11:40	13:10	13:25	14:45	15:00	4:10	4:25	5:45	5:60	6:80	6:95	8:15	8:30	9:55	10:10	11:30	11:45	13:05	13:20	15:50	
40-21	Blue Island, Vermont St. Lv	7:56	8:04	9:26	9:41	9:21	9:36	11:36	11:51	13:21	13:36	14:56	15:11	4:21	4:36	5:56	6:11	7:31	7:46	8:66	8:81	10:06	10:21	11:41	11:56	13:16	13:31	16:01	
40-22	Greens (11th & Marshall)	8:07	8:15	9:37	9:52	9:32	9:47	11:47	12:02	13:32	13:47	15:07	15:22	4:32	4:47	6:07	6:22	7:42	7:57	9:17	9:32	10:57	11:12	12:32	12:47	14:07	14:22	16:52	
40-23	Wash'n Park (71st & Stewart)	8:18	8:26	9:48	10:03	9:43	9:58	11:58	12:13	13:43	13:58	15:18	15:33	4:43	4:58	6:18	6:33	7:53	8:08	9:28	9:43	11:08	11:23	12:43	12:58	14:18	14:33	17:03	
40-24	Chicago (La Salle Station)	8:29	8:37	9:59	10:14	9:54	10:09	12:09	12:24	13:54	14:09	15:29	15:44	4:54	5:09	6:29	6:44	8:04	8:19	9:39	9:54	11:19	11:34	12:54	13:09	14:29	14:44	17:14	
40-25	Blue Island, Vermont St. Lv	8:40	8:48	10:10	10:25	10:05	10:20	12:20	12:35	14:05	14:20	15:40	15:55	5:05	5:20	6:40	6:55	8:15	8:30	9:50	10:05	11:25	11:40	13:00	13:15	14:35	14:50	17:20	
40-26	Greens (11th & Marshall)	8:51	8:59	10:21	10:36	10:16	10:31	12:31	12:46	14:16	14:31	15:51	16:06	5:16	5:31	6:51	7:06	8:26	8:41	10:01	10:16	11:36	11:51	13:11	13:26	14:46	15:01	17:31	
40-27	Wash'n Park (71st & Stewart)	9:02	9:10	10:32	10:47	10:27	10:42	12:42	12:57	14:27	14:42	16:02	16:17	5:27	5:42	7:02	7:17	8:37	8:52	10:12	10:27	11:47	12:02	13:22	13:37	14:57	15:12	17:42	
40-28	Chicago (La Salle Station)	9:13	9:21	10:43	10:58	10:38	10:53	12:53	13:08	14:38	14:53	16:13	16:28	5:38	5:53	7:13	7:28	8:48	9:03	10:23	10:38	11:58	12:13	13:33	13:48	15:08	15:23	17:53	
40-29	Blue Island, Vermont St. Lv	9:24	9:32	10:54	11:09	10:49	11:04	13:04	13:19	14:49	15:04	16:24	16:39	5:49	6:04	7:24	7:39	8:59	9:14	10:34	10:49	12:09	12:24	13:44	13:59	15:19	15:34	18:04	
40-30	Greens (11th & Marshall)	9:35	9:43	11:05	11:20	11:00	11:15	13:15	13:30	15:00	15:15	16:35	16:50	5:59	6:14	7:34	7:49	9:09	9:24	10:44	10:59	12:19	12:34	13:54	14:09	15:29	15:44	18:14	
40-31	Wash'n Park (71st & Stewart)	9:46	9:54	11:16	11:31	11:11	11:26	13:26	13:41	15:11	15:26	16:46	17:01	6:09	6:24	7:44	7:59	9:19	9:34	10:54	11:09	12:29	12:44	14:04	14:19	15:39	15:54	18:24	
40-32	Chicago (La Salle Station)	9:57	10:05	11:27	11:42	11:22	11:37	13:37	13:52	15:22	15:37	16:57	17:12	6:19	6:34	7:54	8:09	9:29	9:44	11:04	11:19	12:39	12:54	14:14	14:29	15:49	16:04	18:34	
40-33	Blue Island, Vermont St. Lv	10:08	10:16	11:38	11:53	11:33	11:48	13:48	14:03	15:33	15:48	17:08	17:23	6:29	6:44	8:04	8:19	9:39	9:54	11:14	11:29	12:49	13:04	14:24	14:39	15:59	16:14	18:44	
40-34	Greens (11th & Marshall)	10:19	10:27	11:49	12:04	11:44	11:59	13:59	14:14	15:44	15:59	17:19	17:34	6:39	6:54	8:14	8:29	9:49	10:04	11:24	11:39	12:59	13:14	14:34	14:49	16:09	16:24	18:54	
40-35	Wash'n Park (71st & Stewart)	10:30	10:38	12:00	12:15	11:55	12:10	14:10	14:25	15:55	16:10	17:30	17:45	6:49	6:64	8:24	8:39	9:59	10:14	11:34	11:49	13:09	13:24	14:44	14:59	16:19	16:34	19:04	
40-36	Chicago (La Salle Station)	10:41	10:49	12:11	12:26	12:06	12:21	14:21	14:36	16:06	16:21	17:41	17:56	6:59	7:14	8:34	8:49	10:09	10:24	11:44	11:59	13:19	13:34	14:54	15:09	16:29	16:44	19:14	
40-37	Blue Island, Vermont St. Lv	10:52	11:00	12:22	12:37	12:17	12:32	14:32	14:47	16:17	16:32	17:52	18:07	7:09	7:24	8:44	8:59	10:19	10:34	11:54	12:09	13:29	13:44	15:04	15:19	16:39	16:54	19:24	
40-38	Greens (11th & Marshall)	11:03	11:11	12:33	12:48	12:28	12:43	14:43	14:58	16:28	16:43	18:03	18:18	7:19	7:34	8:54	9:09	10:29	10:44	12:04	12:19	13:39	13:54	15:14	15:29	16:49	17:04	19:34	
40-39	Wash'n Park (71st & Stewart)	11:14	11:22	12:44	12:59	12:39	12:54	14:54	15:09	16:39	16:54	18:14	18:29	7:29	7:44	9:04	9:19	10:39	10:54	12:14	12:29	13:49	14:04	15:24	15:39	16:59	17:14	19:44	
40-40	Chicago (La Salle Station)	11:25	11:33	12:55	13:10	12:50	13:05	15:05	15:20	16:50	17:05	18:25	18:40	7:39	7:54	9:14	9:29	10:49	11:04	12:24	12:39	13:59	14:14	15:34	15:49	17:09	17:24	19:54	
40-41	Blue Island, Vermont St.																												

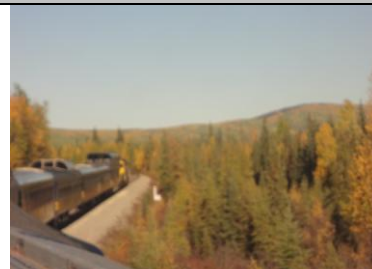




Fairbanks to North Pole AK Train



Charter Train taken at the Alaska State Fair grounds



From the Dome South of Fairbanks, Fairbanks to Denali train



Alaska RR Power on train in Nenana – Fairbanks to Denali Train



Photo Runby at Bridge Near Nenana AK



NRHS Charter Train from Fairbanks to Denali



Inside the AK RR Gold Star Dome



Taken leaving Anchorage Station, and the Bay



Mt McKinley from near Anchorage AK (in the distance)



AK RR Dome



Coastal Mountains from Train Anchorage to Seward



Nenana River between Fairbanks and Denali AK

Pictures October 13 2012, by Dawn Holmberg



EB #261 West of Dassel MN



#261 WB at Wayzata MN



Train WB E of Willmar MN



Train on Turntable in Willmar



#261 WB at Howard Lake



Train Arrives at Willmar





D&NE 2-8-0 #28 under restoration in Cloquet.



D&NE EMD Switcher and #28 at Cloquet



D&NE Switchers outside the shops



EMD SW-1 Switchers on log train crossing the Cloquet River



Great reflection shot of EMD SW-1's and log train!



D&NE Switchers with 2-8-0 #28





Grand Mississippi PCC Car



RockHill PA Museum 2 PCC in Celebraty style



Muni PCC car #401 in Service in San Francisco



Muni PCC car #401 –photo by Justin Nelson



LightWeight noiseless streetcar Chattanooga TN



Staff Photo by Bruce Bisping

### Back from Cleveland

Two streetcars that were used in Minneapolis during the 1940s and 1950s traveled down University Av. Wednesday, retracing an old route. The cars were returned from Cleveland where they were retired in

1985. The Minnesota Transportation Museum bought the two cars for \$500 each and they will cost about \$200,000 to restore. Several thousand were built between 1935 and 1952, and many remain in use.

PCC Car transported to Twin Cities –Article