



NORTHSTAR NEWS

Happy Holidays!



1970's BN Power at Dayton's Bluff, Photo By John Cartwright

2014 Dues Due NOW! Holiday Banquet Guldens Restaurant 4PM Dec 1 2013!

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Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will Held **January 11, 2014 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 2nd Saturday in Jan and the START TIME of 6:30 pm

Program: Members Night, Bring up to 20 slides, pictures for 2015 Calendar Consideration!.

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.

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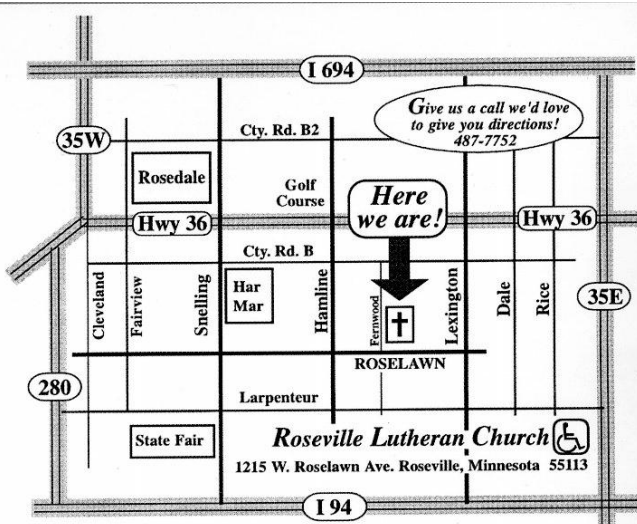
MEMBERSHIP INFORMATION (Dues due for 2014!)

Dues are \$65(\$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.



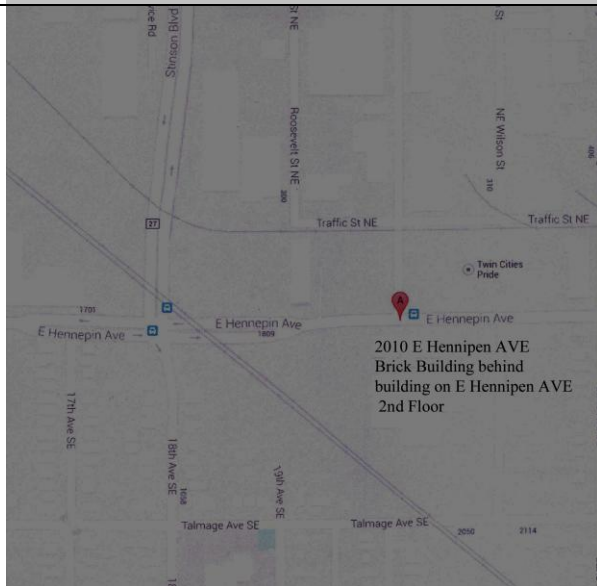
Editor's Column

From the Editor: **Donations Needed!**

From our last meeting, and our President's solicitation in the last newsletter, I will reiterate donations are needed to make our organization meet its financial commitments, such as maintaining our Library and our monthly meeting room. If we can receive donations (nominal amount of \$5 - \$10) from our members, I think we can better meet our financial commitments. (Note, Donations are TAX DEDUCTABLE) If we do not achieve additional donations, in the future we may have to move to a cheaper location for meetings, and sell off more of our valuable Library Inventory. Thank You.

Also of Note, we had a successful Library Open House on Saturday Nov 19, 2013 prior to our Monthly Meeting. Many members came to view some outstanding slides from the collection and Gary Rumler, former C&NW/UP Engineer, and listen to his many fascinating stories behind some of his Slides. THANKS GARY!

LIBRARY OPEN HOUSE



The Northstar Chapter NRHS Library will have an open house from 2pm to 4:00pm Saturday January 11th 2014. 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 again 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.

Northstar Commuter Marks it's 4th Anniversary (from Rick Krenske)



Pictures by R Tubbesing -University Jct July 2011

Friday, November 15, 2013 * From the GM Northstar. Brian Lamb, Metro Transit General Manager.

The Northstar Commuter Rail Line marks its fourth anniversary tomorrow, and the milestone comes with plenty of reasons to celebrate. Ridership has been higher than 2012 each month this year, including a record 24 percent increase in August. Average weekday rides topped 3,000 for the first time in June. At Coon Rapids/Riverdale Station, ridership is up 20 percent. Big Lake, Elk River and the new Ramsey Station are also seeing strong demand. Combined, customers have boarded Northstar trains some 2.9 million times since its opening. In addition to the positive trends on Northstar, St. Cloud Metro Bus reports ridership on its Northstar Link coach bus service connecting St. Cloud and Becker with Big Lake Station is up more than 8 percent this year. Customers are benefiting from several recent changes. A \$1 fare reduction was made permanent in April and free Wi-Fi was added to a car on every train in September, allowing customers to be more productive while they travel to and from work (passengers can also relax by enjoying the newly-updated Sound Point(R) Northstar corridor audio tour). As part \$95 million in investment to improve its railways throughout Minnesota, BNSF recently completed upgrades to track and signals in the Northstar corridor that will improve long-term reliability for Northstar customers. In Anoka, work continues on a new 344-space parking ramp and pedestrian overpass that will serve as a regional transportation hub. When it opens in December, this new facility will provide better access for customers and act as a catalyst for adjacent development. In addition to this activity, development along the Northstar corridor is underway. A new 230-unit apartment complex connected to the Ramsey Station, The Residence at the COR, opened earlier this year and more nearby residences are now under construction. In Fridley, there are plans to build hundreds of new apartments, single-family homes and office space within walking distance of the train station. Coinciding with this activity, we've been expanding our promotion of Northstar service to potential customers. For the first time this summer, a direct connection to State Fair express bus service was introduced at Fridley Station. Extra trains were also added for more large downtown events such as the Kenny Chesney concert at Target Field in July, which set a record for pre-sale Northstar tickets. How to Ride presentations have meanwhile been offered to new audiences through newly-offered community education courses along the line led by Metro Transit Customer Advocates. St. Cloud State University students have also developed materials for class projects and have promoted Northstar and Link service to fellow students.

As we head into winter, we expect Northstar to again become an even more attractive option for commuters who prefer not battling delays on Highway 10 and I-94. The line's sterling safety record and near-perfect on-time performance record is particularly attractive during snowy and icy commutes. Beyond rush hour, customers can also take Northstar to the Target Holidazzle Parade every Saturday this holiday season. Looking further into the future, we believe the line named after a star known for faithfully guiding travelers to their destinations is very bright. In mid-2014, Northstar customers will join the rest of the region in celebrating the opening of the METRO Green Line and the new Target Field Station, additions that will make it more convenient for commuters to use Northstar as a part of their daily commute. For this reason and others, there will be even more to celebrate when Northstar reaches its fifth anniversary.

July 2013 Montana Trip By R Tubbesing, Roger Libra

Wednesday July 17 Roger arrived at my place about 8:30 and proceeded to Rent our vehicle and then proceeded north on Highway 10. As we got to Becker MN, we encountered a WB BNSF Phosphate train with CSX power. As we went past Clear Lake MN, and encountered a WB BNSF Auto Rack train stopped on track 2. We then exited highway 10 about 6 miles S of St Cloud MN where there is a double crossover and waited for the two WB trains we passed. AT this location, we met another railfan from Wisconsin and talked to him and he said from listening to his scanner, three EB trains were to arrive as track 2 west of here were probably under maintenance. We waited and video'd the three EB BNSF Freights, two manifests and one stack. Roger was able to video these trains as my camcorder would not record, and could not decipher the display in the sun to see that the SD chip door was still open. (Ughhh!) After the three EB trains went by I got my camcorder working and got the next two WB trains as they crossed from track 2 to track 1. 5 trains in about an 2 hours.

Then we followed highway 10 to Moorhead and crossed over to I94. We did not encounter any BNSF trains at Staples or beyond to Dilworth MN. We then proceeded to Valley City ND and the big BNSF (NP) trestle and went to the North side of the trestle. We waited for about an hour while a friendly fellow from ND drove up to find out what we were doing. He also mentioned as a kid he and his uncle and Dad would go to a Trestle north of Valley City to watch trains at what he called the Karnack bridge. Looking this up in the ND atlas, it is on the BNSF Surrey Cutoff somewhat North and East of Valley City. This will be something to check out in the future. After, some time, an EB BNSF coal crossed the Trestle, and after it passed, we headed back to the freeway to head for Bismarck, our first stop. Along the freeway, we saw some neat cloud formations in the west as the Sun set. Roger got some pictures out the window of these. Got into Bismarck and the Holiday Inn at about 9:30PM, got a bite to eat and retired for the nite.



BNSF EB Manifest and WB CSX Phosphate Freights S of St Cloud. by Roger Libra.

Thursday July 18 Got up early, had an excellent breakfast at the hotel and proceeded to Mandan and the BNSF yard to see if any trains were headed west. There was a coal train, and an empty Oil can (with all White tank cars) sitting in the yard, but no indication they were ready to depart. We headed West along some state/county roads that follow the tracks to New Salem ND (home to the big cow on the hill). We stopped to check the signals, and they were dark (most BNSF signals are approach lit) and waited awhile. In the meantime, a BNSF signal maintainer stopped to do his monthly check of the crossing gates and signals, and talking to him said there was a Maintenance window on this section of track all the way to Glen Ullin ND. WE proceeded again on the local roads that follow the tracks to Glen Ullin ND. There we encounters an EB coal West of town that came to a halt just W of town, as we could see there were BNSF maintenance crews working on track by the lone grain elevator in town. After photos of the coal train we followed the tracks toward Hebron ND. Along the way we found a Cement plant or Frac Sand reload facility (seemed recently built) at Eagle Nest ND. They had a leased SD40 working some hopper cars and stopped to grab some pictures. Then we proceeded to Hebron ND, Home of a large Brick plant. We went up to the plant and they had an small industrial switcher on display at the gate and at the gate got a couple of pictures there. Then we proceeded W on the State Road back to I94. Along the way, we encountered a BNSF Wind Mill train in a siding that seemed to be crewless. We stopped to get a few photos and

proceeded to Richardton ND, home of a fairly large Ethanol plant, There were two SD9 locomotives, leased I presume and one still in BN Green paint. One engine (painted in red) started to go E to pick up a tank car and we followed it up and back. Then after dropping the car off by the plant, the other SD9 (in green paint) started up and went west to get another car and then back to the plant and into the shop building. We managed to get video of these vintage diesels. Then we proceeded back to the freeway at Antelope ND and proceeded to Dickenson ND.



Pictures L to R are at Eagle Nest ND, the Hebron ND brick plant, & at Richardton ND . by Roger Libra.

At Dickenson, we went into town and looked for trains in the small yard. Then we headed East to a spot where the highway and RR separate, and after looking at signals, we had indication a EB train was soon to arrive. We set up and got a BNSF Manifest, then followed by an EB BNSF Coal. Then we headed West on I94 again to exit 32 and went South to the Sully Springs siding just East of Medora ND. There we found a WB Manifest in the siding so that indicated it was waiting for an EB train. We set up and waited for about half hour, and the caught an EB Coal train, and then the WB Manifest departed in some great scenery. (North Dakota is NOT all flat!) We headed back to the Freeway and headed West to where our next stop was Glendive MT, a marshalling yard and crew change point. There were three trains in the yard, two EB and one WB. The WB started to leave and we went West of town to video this WB Coal train. In the meantime one of the EB's departed so we didn't get that train.



Trains at Sully Springs Siding E of Medora ND.



By R Tubbesing and Roger Libra.

Then we proceeded West on the freeway to Terry Mt. There are no good roads that follow the tracks between Glendive and a few miles East of Terry MT. We checked the signals and there was no indication of any train activity, so we headed W along the tracks via an old highway, past Blatchford siding and towards Miles City MT, our next overnight stop. After arriving, we went to the tracks and saw that an EB was just departing. We Sped ahead on an old highway East to get ahead of the train and got the train a few miles East of town. Then we headed to our Hotel, checked in, and looked for a place to eat. We found out the Montana Rib and Chop house Restaurant had a restaurant in Miles City, and went there for a steak dinner. This is one of the best restaurants in Montana! Then we retired for the nite.

Friday July 19 Got up Early and proceeded West on I94. As we went by Rosebud MT, we saw an Empty coal train sitting in the siding. So we exited at the Forsythe MT exit and saw an EB Manifest leaving, so we backtracked on the old highway to Rosebud to where the siding was, and set up to shoot the trains on the bridge over the tracks right near the West Switch of the siding where the coal train was. Having a good view of the signals, the EB Manifest arrived as the train snaked along the Yellowstone River to pass the empty coal train. The signals didn't change for the empty coal train, seems we did not see a crew for the train, and another EB Grain train passed by. In between the trains, we noted an Osprey nest on top of a man made telephone pole and noticed that the Osprey was on the nest with a young chick, and got some pictures of the birds. We waited to see if the empty coal train would leave, but it must have been put there waiting for disposition. The empty hoppers had leaves in the bottom indicating that it was stored someplace. After Checking the TC&W yahoo group and the coal hoppers BNSX reporting marks , this train was recently stored at Granite Falls MN on the TC&W. We then proceeded west back to Forsythe MT. We saw that a WB Manifest was about to leave with a ATSF Blue Bonnet GP as part of the power. We got some pictures of the train, and waited, but the engines didn't seem to have a crew, so we then headed north on Highway 12.



Train at Forsythe MT by Roger Libra,



and train meet at Rosebud MT. by R Tubbesing

Highway 12 from Forsythe MT to Roundup MT follows the right of way of the Milwaukee Road Pacific Coast extension. On the highway, we could see where the roadbed was and found a remnant of a bridge, and some concrete culverts that were part of the Milwaukee Road. There are not many towns on this road, and the first small town that appeared out of nowhere was Ingomar MT. We stopped there and found a MILW 4-8-4 S2 Tender only on display and the Milw depot still stands and appears to be a private residence. All there is to the town is a few houses and a saloon. (Albeit on the register of historic places) In the early 1900's in the days of the Milw Road, this was a sheep raising center in Montana. We then proceeded to Roundup MT along Highway 12 and the Musselshell River. We saw a number of places where the Milw roadbed was. A lot of open spaces here and you see this is where steam powered heavyweight passenger trains could really make hay along this line. We got to Roundup MT and wanted to find out where the Milw depot was. We found the local museum in town and went thru the museum which had many old artifacts of the area (including a reconstructed log cabin, fully furnished as it would have looked in the late 1800's) and found where the Milw depot was. After finding the Building, it was an office and Vehicle parking for the local Electric company, and the only modification was a Garage door added to the end of one side of the Building.



Milw Tender and Depot at Ingomar MT,



depot at Roundup MT. by R Tubbesing.

Next we headed South to Billings, and East on I90 to Bozeman. After getting thru Billings and on to Laurel, we drove around the MRL yard to see if any trains were ready to depart west and we didn't see any indication as such. We proceeded to Columbus MT and went to the track to check signals again. We didn't see any indication of trains and went to town to get a mid afternoon snack, and then returned to a dead end road along the tracks west of town. There, unexpectedly, an EB Manifest was just passing thru town and a WB Stack was in the Siding W of town. We hustled back to the Freeway so we could video the WB Stack train and got it E of Reed Point MT. Then caught it again a few miles west of Reed Point and E of Big Timber MT. Then at exit 350, we got the train along the Yellowstone River E of Livingston MT. Headed to Livingston, and again had some chicken and ribs and the Montana Rib and Chop house. Then we headed up Bozeman pass to the E portal of the tunnel called Muir by the MRL and shot a BNSF WB Manifest with MRL helpers. Then we headed to Bozeman and our Motel for the next 8 nights.



BNSF WB stack near Reed Point MT, and MRL Helpers at Muir (Bozeman Pass). By Roger Libra and R Tubbesing.



-Story To be Continued in Future Issues

Winter on the Twin Cities & Western Railroad in 2011 - By Roger Libra



1.



2.



3.

1. W of Glencoe -20 degrees in 2011. 2. BNSF Grain train in Glencoe MN 2011 3. Lease unit leads train in Hopkins MN

Notice: From Rick Krenske: John Goodman informed me today that the Amtrak Exhibit Train will not be arriving at the St Paul Union Depot, or the Midway Depot, or any other place in the Twin Cities on December 7. It has been cancelled. This does not mean that Amtrak will not be running on December 7.

Update: St. Paul Union Depot railfan park now open

Published: October 31, 2013. From Rick Krenske, Pictures by Rick Krenske

ST. PAUL, Minn. - The Ramsey County Regional Railroad Authority, owner of the reopened St. Paul Union Depot, has opened a railfan park at the east end of the property. Paul Nahurski, Project Manager for the authority 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. 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 see Airplanes as well.



CANADIAN PACIFIC RAILWAY

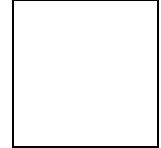
From the Trains Magazine Newswire: From Rick Krenske

Award-winning musicians headline Canadian Pacific Holiday Train events. Published: November 14, 2013.

CALGARY, Alberta * Canadian Pacific's Holiday Trains operating in the U.S. and Canada this year will feature award-winning musicians Sheryl Crow and Sarah McLachlan. Tom Cochrane will join them with Red Rider, The Tenors, Great Big Sea, Matt Dusk, Natalie MacMaster, and Take 6. This is the 15th anniversary of the CP Holiday Train, which helps fund and raise for charities that help fight hunger in Canada and the U.S. For Complete US Schedule: See Link on next page.

Choo Choo Bob's GREAT RiverCentre Train Show	Saturday, Sunday December 28, December 29 9AM - 5PM	St Paul RiverCentre Downtown St Paul Annex of the Excel Energy Ctr	\$8 Children under 8 free
TWIN CITY MODEL RR CLUB NIGHT TRAINS http://www.tcmrm.org/visit/exhibits-events/night-trains/	<i>Saturday nights,</i> November 30 2013 thru Feb 22, 2014	Bandana Square, St. Paul 1021 Bandana Blvd E St Paul MN 55108 651-647-9628	Admission \$10 per person, \$25 per Family, \$30 for extended family
Canadian Pacific Holiday Train http://www.cpr.ca/en/in-your-community/holiday-train/schedule/Pages/us.aspx	-December 12, 2013 4:40 PM Hastings MN CP Depot 500 E 2 nd St -December 15 2013 4:15 PM Loretto MN Hennepin County Road 19 crossing	-December 14 2013 5PM Cottage Grove MN , 9250 Ideal Ave, Featuring Sheryl Crow	-December 12 2013 8PM Mpls Shoreham Facility 2800 Central Ave NE Minneapolis MN
Hennepin Overland Model Railroad Club Open House http://hennepinoverland.org/	Saturday and Sundays 1 To 4 PM Night Trains Nov 28, Dec 20 and 27 2013 Jan 4, 11, 18, 25 2014 6 to 9 PM	2501 E 38th St, Minneapolis, MN 55406	\$5 Dollar Donation

Northstar News
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Coon Rapids MN 55433 3768
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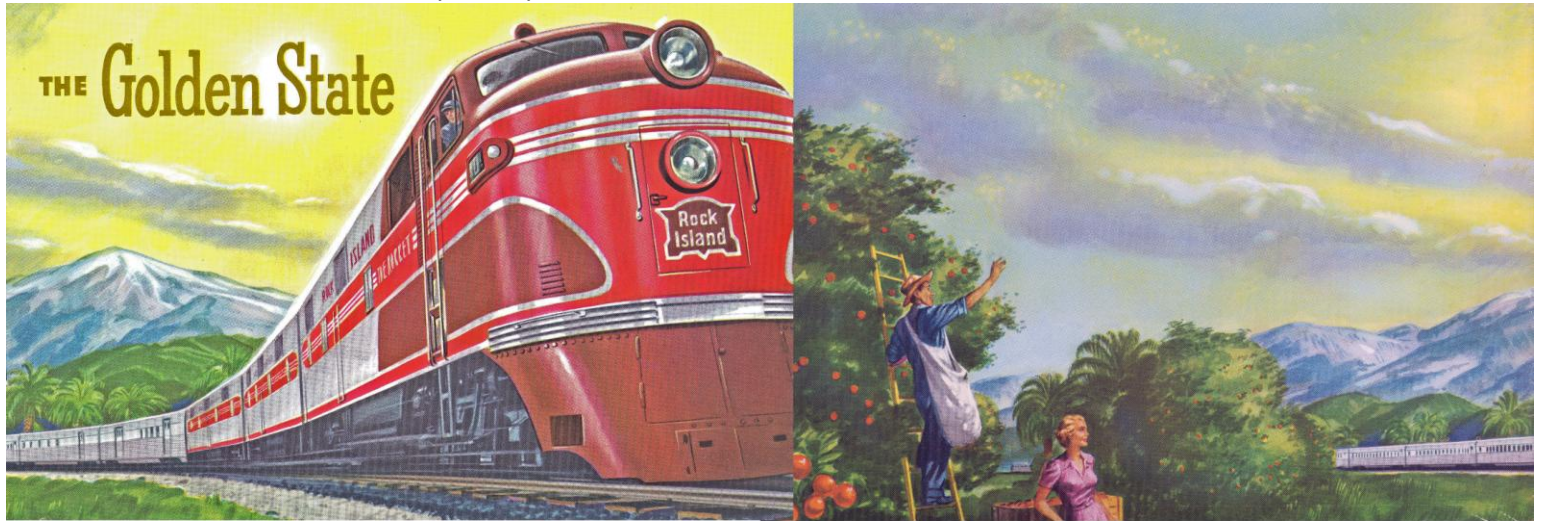




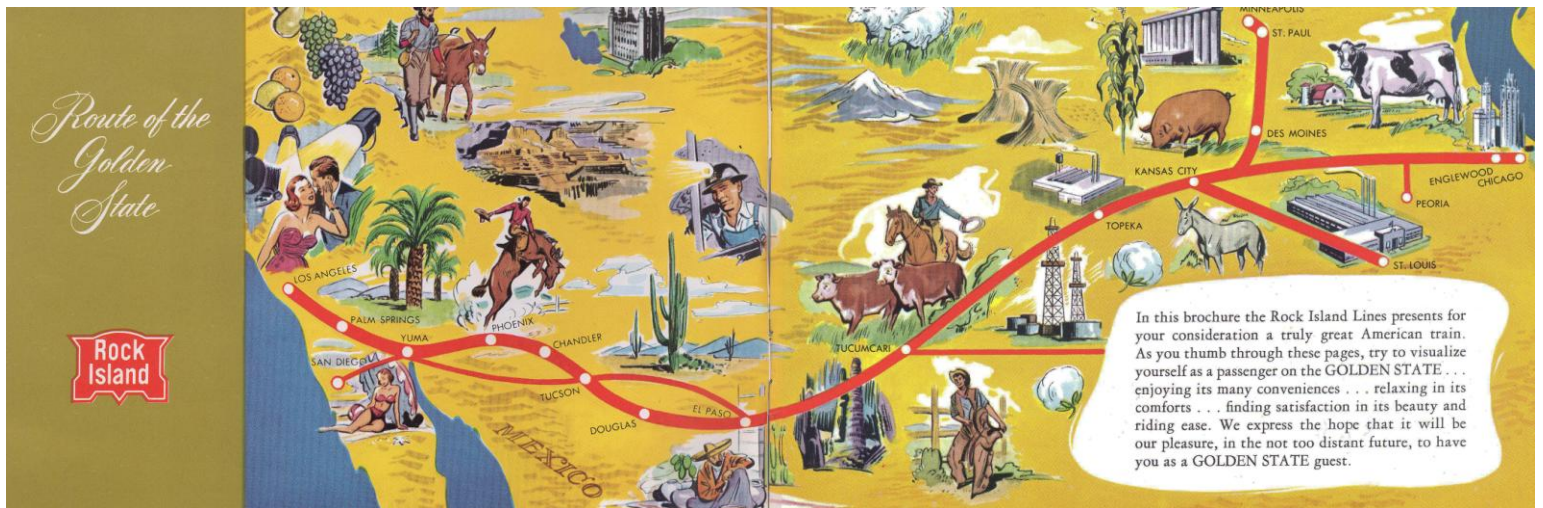
Extra:

Rock Island 'Golden State Brochure' from October 1957. The was a classic streamliner from Chicago to Los Angeles in conjunction with the Southern Pacific Railroad, which the Rock Island connected with the SP at Tucumcari New Mexico.

From the Northstar Historical Society Library Archives.



October 1957 Chicago Rock Island & Pacific & Southern Pacific Golden State Brochure
Front and back covers





The Lounge



This room was designed with the thought in mind that travelers would find here a haven for relaxation. A glance tells how beautifully it serves this purpose. The modern motif, the inviting furnishings, the cheerful color harmonies all combine to provide a most satisfying "retreat." Here hours are golden and time is a happy travel interlude. It's your Lounge, America.

Beverages...Valet Service...Complimentary hors d'oeuvres for Pullman Passengers between 4:30 p.m. and 6:00 p.m.



There are Rooms...



Roomettes, double Bedrooms, Compartments and Drawing Rooms, each with complete toilet facilities, make the GOLDEN STATE a smart, livable, enjoyable traveling home. Sectional space (upper and lower berths) is a feature of the Twin Cities car.



...and Rooms



During daylight hours, a private and commodious living room with easy chairs and wide-vision windows for enjoying the passing panorama. Comes night and the Miracle of Pullman transforms it into a quiet bedroom where you sleep—deep, restful sleep!



Day-Nite Coaches



Another reason for the GOLDEN STATE'S popularity is the Day-Nite Coach. Observe the clear vision windows, the full length leg-rests, the *tilt-back seats which are adjustable to ten positions. What you don't see is the scientifically built-in comfort of the Sleepy Hollow seats—that must be experienced to be appreciated. It's coach rest at its best... on the "STATE".

*Free Pillows.



Diner



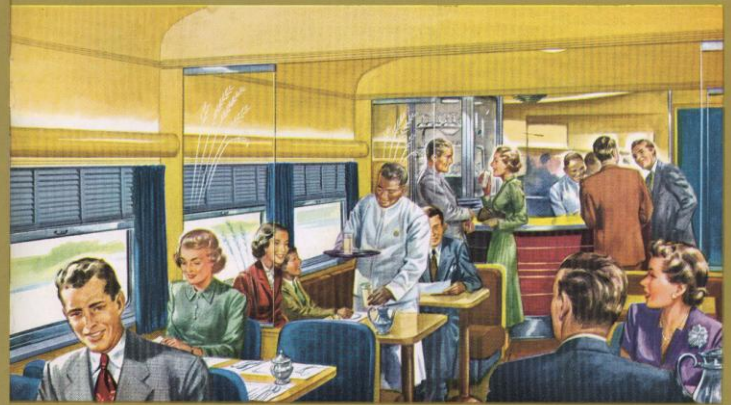
A thrill you will probably never forget is the first time you step into a GOLDEN STATE Dining Car. Warm pastels vie for attention with sparkling table linen and gleaming silver. The appointments, though modern, are reminiscent of an earlier and more leisurely era. Mealtime is a happy event in such surroundings. The food is delicious—the service what you would expect.



Hamburger Grill Lounge Car



There's a gay informality about the Hamburger Grill Lounge car that appeals to most travelers. Whether they step in for refreshments, food or a few moments of relaxation, Chair Car patrons will be delighted with the colorful surroundings, the cheerful atmosphere, the camaraderie. Time passes most pleasantly. Light snacks are on the menu as well as substantial meals.



Palm Canyon, California



Leaving LaSalle St. Station



In Los Angeles, California



At an Arizona Pool



Desert Cactus



Wild flowers in Arizona



Shore of the Pacific

The fascination of GOLDEN STATE travel is due not only to the train but also to the route. It includes the prairies and bustling cities of Illinois; the rich fields of Iowa and Missouri; the gently scalloped landscape of Kansas; the buff and golden plains of Oklahoma and Texas; New Mexico with its Carlsbad Caverns, saw-toothed mountains and tablelands; Arizona's red mesas and beautiful resort country; finally, California, fabulous land of the palm tree, the waving eucalyptus, citrus groves, ocean beaches, Hollywood.

This picturesque western empire was the inspiration for the interior color motif of the GOLDEN STATE. If ever a train has caught the spirit of the West, it is the "STATE"—in color, in friendliness, in hospitality. It's a train to be proud of—a train for you.



For further information, reservations and tickets, consult your nearest Rock Island representative, or address:

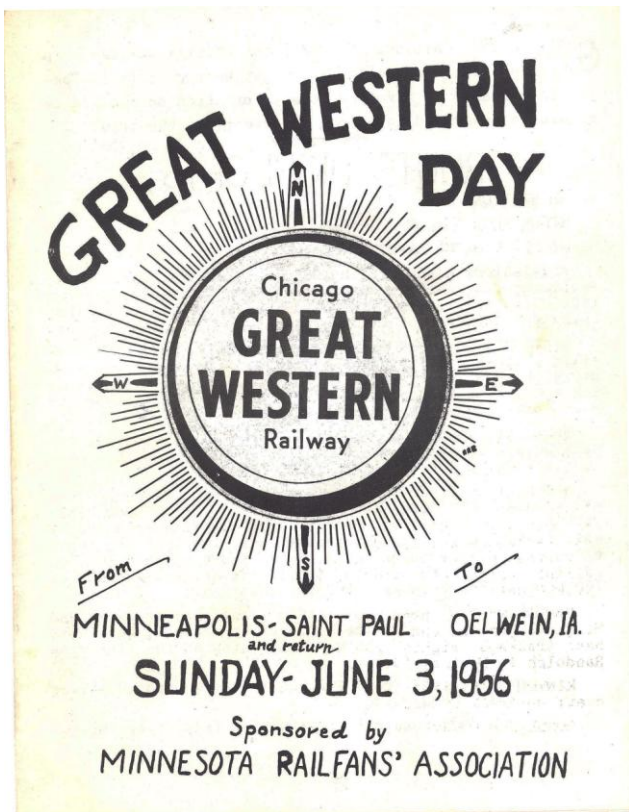
C. P. BRADLEY
Assistant Passenger Traffic Manager
R. E. KING
General Passenger Traffic Manager
Chicago 5, Illinois

LITHO U.S.A.

25M 10-57 RMcN

The Golden State





to Rapid City, S. D.

HAYFIELD—Divergence point of CGW line to Clarion, Iowa.

TAOPI—Crossing of MILW line from Austin to Galmar,
Iowa.

IOWA-MINNESOTA BORDER. (mp 419.5)

McINTIRE—Divergence point of CGW branches southeast to Osage, Iowa, and north to Rochester.

NEW HAMPTON—Crossing of MILW line from Watertown, Wisc., to Rapid City, S. D.

SUMNER—CGW branch line extends southeast to Bremer, Iowa.

JEFF—Divergence point of CGW line to Council Bluffs,
Iowa.

OELWEIN—Crossing of CRI+P line from Decorah, Iowa, to Cedar Rapids, Iowa. CGW shops and freight classification yard.

CGW HISTORY

The history of the CGW line from St. Paul to Oelwein begins with the chartering of the Minnesota and Northwestern Railway on March 5, 1854. This charter remained dormant, however, until it was acquired by A. B. Stickney in September 1884. He built from St. Paul to Lyle (on the Minnesota-Iowa border), opening the line on October 2, 1885.

Hardly had this begun operation than another line was built from Hayfield through Oelwein to Thorpe, Iowa, being completed in 1887.

The M+NW was absorbed into the Chicago, St. Paul, and Kansas City, organized by Stickney in 1886. The Chicago Great Western Railway was organized in 1892 to take over the CSTP+KC. The CGW Ry gave way in 1909 to the CGW RR, yielding, in turn, in 1940 again to the CGW Ry, the present corporate name.

GOOD MORNING! Welcome to the first special railfan trip ever operated on the Chicago Great Western. This booklet is prepared to give you some information on the route we are to cover and to become a souvenir of the trip.

ROUTE HIGHLIGHTS

GN STATION

STONE ARCH BRIDGE

ST. PAUL UNION DEPOT

MISSISSIPPI RIVER LIFT BRIDGE—was constructed in 1913, replacing an earlier swing bridge put into service about 1885(which was erected first and the War Department then asked for approval of it afterwards).

STATE STREET—yard has a capacity of 576 cars and a 16-stall enginehouse. It is the headquarters of the Minnesota Division and the terminal for freights, with transfers taking cars to Minnesota Transfer and Minneapolis. A direct interchange with the CRI&P.

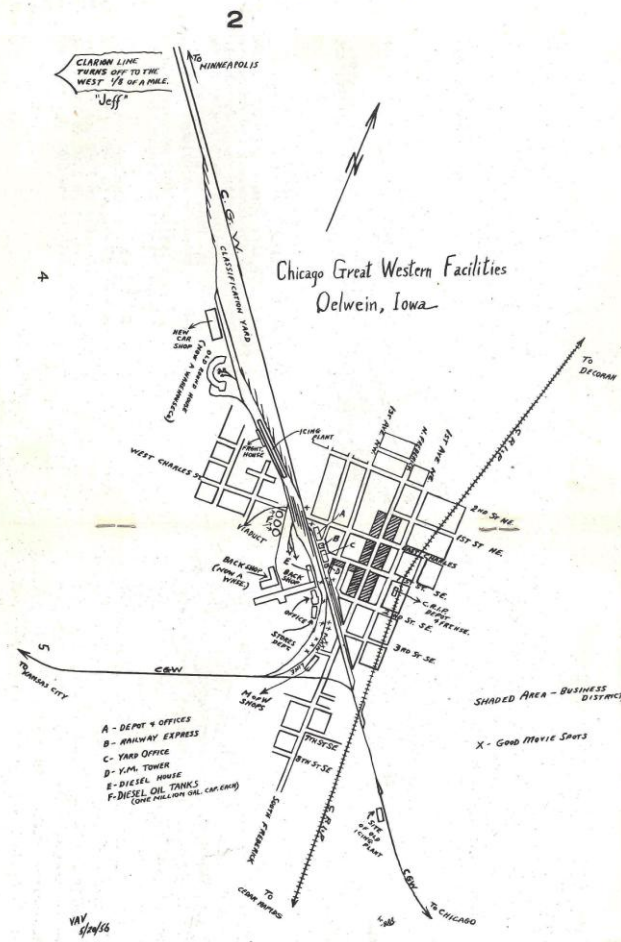
SOUTH ST. PAUL—The St. Paul Union Stockyards and the packing plants are served exclusively by the CGW. Overpass over the CRI+P just south of Inver Grove.

ROSEPORT—Refinery of the Great Northern Oil Co. This plant covers 970 acres and has a capacity of 25,000 barrels per day. The crude oil comes by pipeline from southeast Saskatchewan, Canada, and it converted into all types of refined petroleum products. Three tanks holding 150,000 gallons apiece are used for storing crude, and 4 tanks of 120,000 gallons each are used for gasoline.

RANDOLPH—CGW branches extend east and south to Red Wing, Rochester, and Winona and west to Mankato; the MN+S has trackage rights and does switching on the line from Randolph to Northfield.

KENYON—MILW line from Faribault to Zumbrota passes over; no track connection.

DODGE CENTER—Crossing of C+NW line from Elroy, Wisc.,



OELWEIN FACILITIES

Since 1951, the CGW has spent about \$3.5 million rehabilitating the Oelwein Yard and Shops. What formerly had been three yards was made over into one integrated facility with a total capacity of 3000 cars, the largest non-hump yard in North America.

The first thing a visitor will notice about the yard is the yardmaster's office—it is at the top of a 52-foot tower, giving a panoramic view of the entire layout. The tower is connected to the yard by 70 talk-back speakers and 2-way radio.

After Dieselization, many of the facilities required for steam power were no longer needed; some have been scrapped, others modified for Diesel use, and many buildings have been converted to warehouse space and rented out.

For handling refrigerator cars, the yard has a 62½-ton-per-day ice plant. Two tracks, together holding 40 cars, have been built, together with a conveyor system that can ice a car in 3½ minutes. The plant can store 400 tons of ice; 635 tons are used in an average month.

The rip track has a capacity of 48 cars, requiring a crew of 15 men to handle it. Hotboxes can be repaired in 30 minutes, bearings rebrassed in 30 minutes, and a broken train line repaired in 30-60 minutes. Seriously damaged foreign cars are sent to their home line for repairs.

A million-gallon Diesel fuel tank is located adjacent to the yard; it holds enough fuel to operate the CGW for

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MINNESOTA RAILFANS' ASSOCIATION, INC.
966 SOUTH ROBERT STREET - SAINT PAUL 7, MINN.

80 days.

Most of the general offices of the CGW have been moved from Chicago to Oelwein in recent years, including the Accounting, Operating, and Purchasing departments.

CGW PASSENGER SERVICE

Despite its heavy emphasis on freight, the CGW operates passenger trains daily—2 between Minneapolis-St. Paul and Kansas City, 2 between Minneapolis-St. Paul and Omaha, and 2 between Oelwein and Chicago. All are operated on a coach-only basis; a typical consist is one coach or a coach-baggage combine, a head-end car or two, and a single Diesel unit.

REFRESHMENTS

Light refreshments of all kinds(ice-cold pop, milk, hot coffee, potato chips, candy bars, ice cream, etc.) are available in the baggage car all during the trip.

Get your MRA clothing emblems + decals today! ^{See} Fred Cress

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SCHEDULE

Cumulative Mileage	Successive Mileage	STATION And TIME	Cumulative Mileage	Successive Mileage
0.0	3.5	MINNEAPOLIS(GN Sta.) Lv 7:30 AM	378.2	3.5
3.5	3.9	St. Anthony Park Ar 6:30 PM	374.7	3.9
7.4	3.2	Como	370.8	3.2
10.6	0.5	ST. PAUL(Union Depot) Lv 8:05 AM	367.6	0.5
11.1	0.7	W.St.Paul(Lift Bridge) Ar 6:00 PM	367.1	0.7
11.8	3.6	State Street	366.4	3.6
15.4	0.8	South St. Paul	362.8	0.8
16.2	2.1	Armour Avenue	362.0	2.1
18.3	5.8	Inver Grove	359.9	5.8
24.1	13.1	Roseport	354.1	13.1
37.2	5.9	Hampton	341.0	5.9
43.1	8.6	Randolph	335.1	8.6
51.7	5.3	Dennison	326.5	5.3
57.0	6.5	Nerstrand	321.2	6.5
63.5	9.4	Kenyon	314.7	9.4
72.9	9.1	West Concord	305.3	9.1
82.0	9.4	Dodge Center(C+NW Crossing)	296.2	9.4
91.4	6.4	Hayfield(K.C. line diverges)	286.8	6.4
97.8	11.0	Sargeant	280.4	11.0
108.8	7.9	Elkton	269.4	7.9
116.7	8.7	Taopi(MILW Crossing), Minn.	261.5	8.7
125.4	5.6	McIntire, Iowa	252.8	5.6
131.0	10.4	Riceville	247.2	10.4
141.4	3.4	Elma	236.8	3.4
144.8	10.2	Alta Vista	233.4	10.2
155.0	0.7	MILW Crossing	223.2	0.7
155.7	8.7	New Hampton	222.5	8.7
164.4	9.9	Fredericksburg	213.8	9.9
174.3	7.9	Sumner	203.9	7.9
182.2	6.9	Westgate	196.0	6.9
189.1		OELWEIN Ar 11:55 AM Lv 2:15PM	189.1	

The Oelwein tour will begin about an hour after arrival so everyone will have time for lunch. The exact arrangements for the tour will be announced on the train.