



NORTHSTAR NEWS



HAPPY HOLIDAYS



TC&W St Paul Turn at Dayton Bluff (Hoffman Ave) Photo by **Bob Ball**

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Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will be the Holiday Banquet at Guldens Restaurant **December 7, 2014** at 4pm.

Next business meeting will be held **January 17, 2015 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on page 2

Program after the meeting –
To Be Determined.

There will be a pre-meeting get-together Jan 17, 2014 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 4:45 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Reminder: Dues for 2015 are Due!

Northstar Chapter Officers

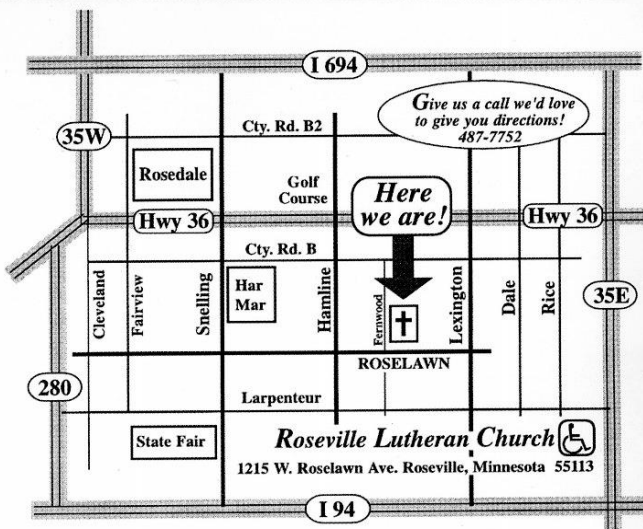
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Meeting Site

From the east or 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:

Happy Holidays to everyone. We hope the coming holiday season is very fruitful for you all.

Reminder

*If you haven't signed up for our Holiday Banquet, please hurry! Our **Holiday Banquet Is December 7 2014** at Guldens Restaurant in Maplewood MN. Featured Speaker is Martin Solholt, Amtrak District Supervisor of Stations. We also will celebrate our organization's 45th anniversary, a major Milestone to say the least. Al Weber President of the NRHS, has many hurdles to overcome. His job is very difficult based on the financial situation of the NRHS. Sometime soon, after details are worked out, current members of the NRHS will get invoices. Please consider renewing your NRHS membership. See John Goodman's report below. You will need your membership number to renew, and if you don't have that, we have it on our computer, and can attain it for you, but please wait a couple of weeks for a response. You can also find your membership number on the mailing label of the NRHS News and NRHS Bulletin, your renewal notice from last year, or your membership card from previous years.*

If you receive the snail mail version of the newsletter, we will inform you of your membership number in the next newsletter. (We will NOT pay postage for a separate mailing to get you your NRHS membership number).

Minutes of the October 18, 2014 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order at 6:30 p.m. by chapter president Marty Swan in the Roseville Lutheran Church with 21 members and guests present. Marty noted that we had recently held a relatively long meeting of the chapter's board of directors. Those present at the meeting were asked to introduce themselves. There was a call for any additions or corrections to the minutes of the September 20, 2014 membership meeting, as published in the October 2014 issue of Northstar News. There were none, so a motion to approve the minutes, as published, was made, seconded, and carried. There was a brief summary of the issues discussed at the October 8th meeting of the chapter's board. National director John Goodman reported that he recently had dinner in St. Louis with the new NRHS national president. As trip director, John reported that there was a discussion of trips that we might be able to take next year, but no decision was made. He noted that they will be working to restore a steam locomotive to operational condition at Duluth - if that is ready this coming summer, that might be a trip we could take. A trip we might take would be the Metro Transit trip. Another possible trip that was discussed would be a trip to the railroad museum at North Freedom WI. John also reported on plans for the Holiday Party, which will be held December 7th at Gulden's Restaurant. Treasurer Russ Isbrandt gave his report. He also reported on membership - we currently have about 53 regular members. There were no questions about his report. Northstar News editor Richard Tubbesing requested that those members who can do so get their newsletter as a computer message retrained to having a copy mailed to them, as this will save

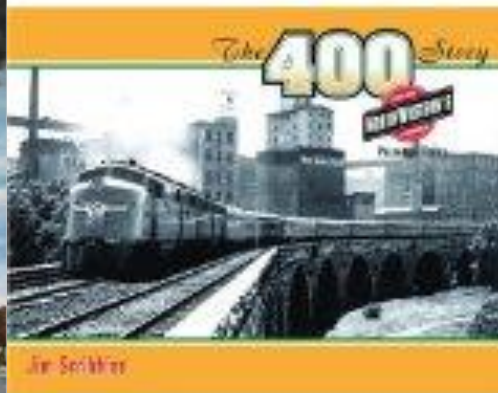
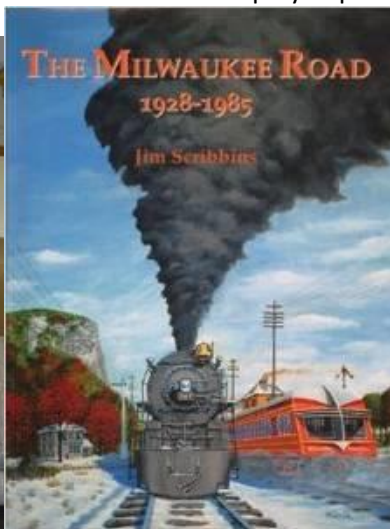
the chapter money. He also noted that much of the November issue is already done. Richard also reported on programs. Roger Libra will present the program tonight. November will be a Members' Night. A speaker from Amtrak is lined up for the Holiday Party in December. He has several possibilities for next year, but none of them are lined up for specific months at this time. Getting back to Northstar News, he plans to put out an issue in midsummer, probably in July, as there otherwise is too long a gap without an issue. Webmaster Dan Meyer reminded members that we are on Facebook. Chapter Library - John Cartwright was not present to give a report, but Richard Tubbesing said that we have been viewing 8mm films from the Bill Cordes collection. We hope to put some of them on DVDs. John Gaertner has scanned timetables from our collection and we could make them available on data DVDs. Joe Stark reported on outside sales. He has arranged for us to have tables at several upcoming train shows. Dawn Holmberg reported that she had arranged for us to have the meeting room here at the church through May. She also said that she had contacted the church about availability of the room for other dates later in 2015. Dawn also gave a report about the calendar. Cheer Committee - Marty reported that he had sent cards to the families of Judy Sandberg and Doug Johnson. There was a report from the Nominating Committee. A list of the proposed nominees for the chapter's board for 2015 was read. There was a call for any other nominees from the floor, but none were made. The election will be held at the November meeting. Anyone interested in running for any of the offices can still nominate themselves at that time. There was no Old Business. There was a call for any Announcements. Terry Warner said that he had been to big sale of a man's collection of toy trains in St. Louis Park. There was no New Business. Other announcements - John Goodman said that he is involved with a group called All-Aboard Minnesota, which is working to improve rail passenger service in Minnesota. They hope to get a second train a day between the Twin Cities and Chicago. There was no other business nor any other announcements. A motion to adjourn the meeting was made, seconded, and carried at 7:10 p.m. After a short break, Roger Libra presented a program on the Twin Cities & Western. Respectfully submitted, Dave Norman Secretary Northstar Chapter NRHS

Obituaries: (from Rick Krenski, Russ Isbrandt)

Jim Scribbins Noted author and retired Milwaukee Road Employee passed away Nov 28, 2014.



Jim Scribbins Seated at an Award Presentation.



Some Books Authored by Jim Scribbins.

MILWAUKEE— Jim Scribbins, the career Milwaukee Road employee who became his company's unofficial historian as well as a prolific railroad author and photographer, died Thanksgiving Day, November 27, at home in West Bend after a long battle with Parkinson's disease. He was 86.

Born in 1928, Scribbins dedicated a substantial part of his life to chronicling the railroad that in 1948 hired him as a ticket agent. He worked in the company's Milwaukee depot until the advent of Amtrak, then moved on to other jobs within the company until retiring in 1985 with 37 years on the payroll.

Scribbins is survived by his wife of 58 years, Barb, with whom he shared a love of travel and bluegrass music. Arrangements for a January memorial service are pending. Few writers and photographers of the postwar generation can equal Scribbins' achievements. His masterpiece, "The Hiawatha Story," a history of the Milwaukee Road's famed passenger trains, was first published by Kalmbach in 1970 and went on to several printings, most recently by the University of Minnesota Press. He also wrote a complementary volume, "The 400 Story," about rival Chicago & North Western's passenger fleet, released by PTJ Publishing in 1982 and also now available from University of Minnesota. There were other books, too, including "Milwaukee Road Remembered" (Kalmbach, 1991), "Milwaukee Road in its Hometown" (Kalmbach, 1997), and "The Milwaukee Road: 1928-1985" (Heimbürger House, 2001).

Scribbins was an indispensable contributor to the Milwaukee Road legacy, says Mike Schafer, a longtime friend and colleague of Scribbins and editor of The Milwaukee Railroad, the publication of the Milwaukee Road Historical Association.

"Jim Scribbins was the 'encyclopedia of the Milwaukee Road,'" Schafer says. "It didn't matter what era of the Milwaukee's history, what region, what operation — freight or passenger, steam or electric or diesel — Jim knew the specifics. He was a lifelong champion for the railroad."

In 1971, Scribbins won the Award of Merit for Distinguished Service from the Wisconsin State Historical Society for "The Hiawatha Story." In 2013, the Railway & Locomotive Society honored him with its Gerald M. Best Senior Achievement Award, as part of its annual Railroad History Awards series. Scribbins also amassed scores of bylines in Trains and Classic Trains magazines and earned hundreds of photo credits in a host of publications. He usually stayed close to his favorite subject: passenger trains. For one of his most memorable Trains stories, Scribbins secured a cab ride aboard Illinois Central train No. 1, the *City of New Orleans*, to cover its fast dash across the IC's Champaign District from Champaign to Centralia, Ill. The resulting "100 mph Aboard an E9" in the March 1966 issue was a remarkable combination of operational detail and you-are-there excitement.

Scribbins also was an accomplished photographer, especially of the principal roads that crossed his home state of Wisconsin: the Milwaukee Road, the C&NW, and the Soo Line. A retrospective of his photography appeared in the Winter 2007 issue of Classic Trains. His collection of thousands of negatives and slides has been given to the Milwaukee Road Historical Association. Although he worked for the Milwaukee Road during tumultuous times, he never lost his enthusiasm for his employer, even after its bankruptcy in 1977. Although the advent of Amtrak meant a move out of passenger service, he remained with the Milwaukee, first as a freight agent, then in the railroad's public relations department in Chicago, where he worked for Wallace W. Abbey, the veteran public relations man and former Trains managing editor. For years after his retirement, Scribbins volunteered hundreds of hours to the Humanities Department of the Milwaukee Public Library, cataloging a large portion of his employer's corporate archives.

The family asks that memorials be made to the Milwaukee Road Historical Association. Trains Newswire Dec 1 2014.

Dr. Patrick C. Dorin SUPERIOR WI- Dr. Patrick Dorin, 75, unexpectedly went to be with his Lord, on Tuesday, Nov. 18, 2014. Mass of Christian Burial was held: 11:30 a.m. Monday, Nov. 24, 2014 in St. Francis Xavier Catholic Church. Visitation: 10 a.m. until the time of service.

Patrick C. Dorin is an established railroad author. He worked for the Great Northern Railway while attending Northland College as an undergraduate. Later, he worked for the Elgin, Joliet & Eastern Railway, the Duluth, Missabe & Iron Range Railway, and the Milwaukee Road. Employment in the railroad industry included positions in operations and marketing research, customer service, and cost accounting. He has also served as President of the summer season tourist railroad, the Lake Superior and Mississippi Railroad at Duluth, Minnesota. Mr. Dorin holds degrees in business administration, marketing, elementary education, and school administration, including a Ph.D. from the University of Minnesota. He is currently serving as an assistant high school principal for the Superior, Wisconsin schools. He has also been teaching marketing, operations research, transportation, Japanese culture, and school administration courses on a part-time basis for both the University of Wisconsin-Superior and for the University of Minnesota-Duluth. Author or co-author of some twenty railroad books, Mr. Dorin began in 1969 with The Lake Superior Iron Ore Railroads. Other titles to his credit include Everywhere West: The Burlington Route, Canadian Pacific Railway, The Domeliners, and Amtrak Trains, plus many other railroad subjects.

NRHS Report by Board Member John Goodman

National NRHS 2015 Dues can now be paid by electronic methods. You may pay via electronic or PayPal methods. Dues continue to be \$50.00 for the year. Please go to NRHS.com, then in the upper right hand corner please click on memberships. Then when this appears, please click on renewal. On that page you may pay (at the bottom of that page by way of your credit card, or you may pay with your existing PayPal account. The NRHS has changed its National President (by election) for 2015. Much financial problems have face our organization going forward, and we need you to renew for 2015 at this time. (Please) Financial steps are being taken by new President Al Weber and the Directors of the Board to move onto new healthy footings. We need your help to replenish our treasury to help out this quest. If you have any questions or doubts...please e-mail me at jhgoodman2001@yahoo.com, or you may phone me at 612-839-0905 (cell) and I would be happy to discuss this situation with you. Thank You John H. Goodman District 6 NRHS Director.

NRHS President Al Weber's further explanation on NRHS Dues renewal....

John; It is "PayPal" and they are are our processor for our web credit cards. You do not need a PayPal account. If you have one you can use it but they will take MasterCard Visa and American Express credit cards. When you use a credit card you really go through a "processor" that takes care of all the banking stuff and manages that vendor (NRHS in this case). There are many companies doing this and the St Louis Chapter used to use Nova for our processing. Most times this is already decided by your bank for you but under the law you can use any processor for your credit cards. Al Weber.



'Minnesota Zephyr' F units set to move in December.

By Steve Glischinski * November 21, 2014.

STILLWATER, Minn. * Nearly six years since the train last operated, two F7 units once used on the Minnesota Zephyr Dinner Train will soon be on their way from Stillwater to a new home in Colorado. The two F7As were purchased by Iowa Pacific Holdings and will be moved to the San Luis & Rio Grande facility in Alamosa, Colo.

"We are just trying to do a good thing," Iowa Pacific President Ed Ellis tells Trains News Wire. Iowa Pacific already owns 20 other cab units, including four Fs. The two Minnesota Zephyr units are No. 787, built in 1953 as Spokane, Portland & Seattle No. 804, later Burlington Northern Nos. 9756 and 716, and No. 788, ex-Chicago & Northern Western No. 4082A, then No. 410, built in 1949. The units were last used in 2008. The two units will be removed from downtown Stillwater by Dec. 15, the Stillwater Current reports. In September the Stillwater city council directed its staff to find a company to move and store the units if they were not moved in 45 days. Former dinner train operator David Paradeau owned the locomotives. The 45 days has passed, but the council agreed to a deadline extension as long as the engines are gone by Dec. 15. There has been significant action taken in the last few days, City Attorney Dave Magnuson told the council on this week. Union Pacific has authorized the movement of the high/wide cars that will handle the units, and will move the locomotives from a siding in Lake Elmo to the San Luis & Rio Grande. A heavy haul company will truck the locomotives from Stillwater to the UP line at Lake Elmo. "The thing that is different this time is we are not dealing with the same people we have had to deal with for the last three years," Magnuson says. "We are dealing with Union Pacific directly; the owner of the railroad siding directly; and we're dealing with a Minnesota guy who has given us a firm date to remove the trains. For the first time I am hopeful we have something in place that is going to work."

For 22 years, the Minnesota Zephyr ran dining trips in the Twin Cities area. It began operations in September 1986 as the Minnetonka Zephyr in Spring Park, operating over short line Dakota Rail, but moved to Stillwater and found a profitable niche for those seeking a unique dining experience. The train featured two domes and three table cars used for 3.5-hour trips featuring five-course meals. On Dec. 31, 2008, the train made its last run, with Paradeau citing his desire to retire, a downturn in business and a \$1.6 million loss the previous two years as the reason for ending the operation. The 6-mile former Northern Pacific route used by the train has been converted into a trail.



Delays lead to decline in Northstar commuter ridership.

November 18, 2014. From the TRAINS Newswire:

MINNEAPOLIS * Northstar commuter train service is marking five years of operation to downtown Minneapolis. It was Nov. 16, 2009, when the service began operation over 40 miles of BNSF Railway trackage between Minneapolis and Big Lake, Minnesota. Unfortunately, with service problems on BNSF over the last year, on-time performance has declined, with a concurrent drop in ridership. Average on-time performance on the line declined from a high of 97 percent in 2012 to 66 percent in 2014, operator Metro Transit says. Average weekday ridership has dropped eight percent, from 2,783 in 2013 to 2,550 this year. Metro Transit General Manager Brian Lamb told the Minneapolis Star Tribune Northstar would restore its on-time reliability, which should increase ridership. Lamb said BNSF has made upgrades and scheduling changes that will help the service. In addition, he said, the line is emphasizing customer service, including station improvements and the recent addition of Wi-Fi to all trains. "We think this investment should not be looked at on a year-to-year basis. This is a longer-term infrastructure investment," Lamb said. "We continue to try and make the service safer and more convenient." BNSF maintenance work on track used by Northstar trains include replacement of 60,000 ties and nearly 13 miles of rail, and major mainline switch work at Coon Creek in Coon Rapids. Crews have also added new switch covers from Big Lake east through Minneapolis to prevent freezing and service interruptions. BNSF said it has also added mechanical employees who are 'rapid responders' in the event of mechanical issues. BNSF spokeswoman Amy McBeth said the railroad plans to undertake "large-capacity expansion efforts" in Minnesota that will include adding double track in areas from Minneapolis to Staples and in parts of the Twin Cities to "increase fluidity of train movement in the same corridor where Northstar operates." Despite problems, several transit-oriented development are taking place along the line. They include apartment and senior living projects in Fridley, Anoka, and Big Lake. In Anoka, the city has created a redevelopment area around its station, and says developers are interested. The city also just completed a new 334-stall parking garage with a pedestrian overpass to serve the station.

"This started in areas that had not had transit service in the past," said Lamb. "It's really been an introduction that the communities themselves have rallied around and seen development around. You go up and down the line and you see how the station areas' planning and development is really starting to occur." Many city leaders remain optimistic. "We strongly believed in Northstar then, and we believe in it now," Scott Hickok, Fridley's community development director, told the Star Tribune. "We do believe the development that happens in and around the station site is important to the city's future." A developer is building the first phase of a 256-unit, market-rate apartment complex just steps from the Fridley station. It's Fridley's first big project in its transit-oriented development district, nearly 175 acres of land for new homes and businesses.



Amtrak is removing the Pacific Parlour Cars from the Coast Starlight. From John Goodman

Amtrak is removing the ex Santa Fe El Capitan Parlor Cars from January 12-March 12, 2015, for "maintenance." "There will be no substitute cars provided. The Superliner Sightseer Lounge will remain in consist as the only lounge facility.



BNSF finishes \$400 million in upgrades in N.D.

DEVILS LAKE, N.D. — The last of 55 miles of new double railroad track was placed into service in northwestern North Dakota this week by BNSF Railway, as the company works to ease the backlog of rail shipments that have plagued the state and region. The double track, between Minot and Williston, and several new sets of sidetracks, most of which are along the railroad's mainlines, are part of \$5.5 billion in track improvements — including \$400 million in North Dakota — being made throughout the railroad's northern corridor this year. *Kevin Bonham - Forum News Service.*



BNSF to Acquire new Locomotives

"BNSF will acquire 330 new locomotives to add to its fleet of 7,500 and replace others that will soon reach the end of their useful life." So shoot those 60M's and SD75's among others while you can! -Jacob Nelson Sun, Nov 23, 2014 5:43:04 PM

Northern Lights Open Houses

Posted by: "David Schauer" missabe@charter.net dmir227 Date: Sat Nov 22, 2014 6:47 am ((PST))

The Minnesota Department of Transportation will host four open houses next month to solicit public input and answer questions on the proposed Northern Lights Express (NLX) high-speed rail line between Minneapolis and Duluth, Minn.

The meetings will held Dec. 4 in Superior, Wisconsin; Dec. 8 in Sandstone, Minnesota. Dec. 9 in Cambridge, Minnesota; and Dec. 10 in Hinckley, Minnesota, according to a MnDOT press release. NLX stations have been proposed for Cambridge, Hinckley and Superior, while Sandstone is being considered as a potential site for a light maintenance facility.

The project is being coordinated by MnDOT in consultation with the Federal Railroad Administration, the Minneapolis-Duluth/Superior Passenger Rail Alliance and with cooperation from the Wisconsin Department of Transportation. If built, the NLX would operate on 155 miles of an existing BNSF Railway Co. corridor. Dave Schauer Duluth, MN.

California Trip (Via Amtrak) May-June 2014 (Article By R Tubbesing, Pictures by R Tubbesing, Roger Libra)

Continued from November Newsletter:

May 29 2014

The Coast Starlight arrives in Sacramento about 6:30 am, so we got the hotel shuttle to the depot just in time to board the train as it already was at the platform. After a long walk with heavy baggage I was tired when I got to the train. Roger and I boarded the train and found that we were in adjacent sleeper cars. I inquired if we could occupy the same car, and the attendants of the two cars adjusted their rosters and put us in rooms across from each other. Tell me... is there any airline providing that kind of service? We departed and headed to the Bay area with some great views of San Pablo bay after crossing the magnificent Martinez Strait Bridge. Heading south along the bay we saw a few UP engines and glimpse of BART trains. We Arrived in San Jose about on time. Then headed to Watsonville, Salinas and towards the coast. The Castroville, Watsonville area is very productive produce area and we passed many strawberry fields. At Salinas, we had lengthy stop to stretch our legs before we continued the journey. Salinas has an SP Steam engine and some old rolling stock on display. When we departed, it was time for lunch and we chose to eat in the "Pacific Parlour" car (ex Santa Fe El Capitan car) The menu is quite different that in the adjacent dining car and was very good. Headed toward the coast toward San Luis Obispo encountering the Cuesta Grade before entering town for a crew change. We took many pictures along this scenic section of the coast line. We left San Luis Obispo and headed toward the coast thru Vandenberg Air Force Base where many space exploration rockets have been launched. Then the tracks skirt the Pacific Ocean for many miles. We kept a lookout for any nude beaches, but were a little too far away to see clearly. We got into Santa Barbara, and had a brief wait while a north bound UP freight went by and entered the station in one of the most beautiful cities in California. We left about on time and headed to LA. We actually got into LAUPT about ½ Hr early!!! After de-training, we got a cab to our hotel near the China Town area and retired for the night.



Caltrans in San Jose



Coast Starlight at Salinas CA



Amtrak Ascending Cuesta Grade



Coast Line near Santa Barbara

May 30 2014

After arising in the morning, we headed back to LAUPT to get our rental car. Then we headed north and east toward San Bernadino and tried to find the tracks so we could follow Cajon Pass Blvd. After missed turns, and driving around, we found the tracks of BNSF and proceeded north toward Cajon pass. There was a lot of road construction as we climbed toward the pass. I15 generally follows the tracks to the pass and we had to detour on the freeway to finally get past the construction, missing locations like Keane and Blue Cut. We finally got to the end of the road just west of Sullivan's Curve. We got out and just waited for trains to come. In the process we met another Railfan taking pictures and had a long conversation with this LA area truck driver. The first train we saw was a UP EB manifest on the UP (SP) Palmdale Cutoff as it was climbing the pass. Then an EB BNSF stack went by on track 1 (of 3) and then another EB Z-train on Track 1, met by another BNSF WB stack descending the pass which made for a nice meet. 4 trains in about a ½ hour. Then we decided to leave and look for other areas, headed north to the junction of I15 and California Highway 138. We headed west and turned north only to find the dirt roads had many barriers to prevent access. We went west a little bit to the tracks and got there just as a UP WB manifest went by, and got a few photos. After looking at maps we decided to head east on highway 138 toward the summit. We found a turn off called Parker Ranch Road and wound our way to the tracks where we had a good view of track 3 with tracks 1 and 2 a little farther away. We set up to video from this location where we had a nice distant view of the tracks as they ascend to the summit. Hearing the roar of diesels in run 8, a UP manifest went by on Palmdale Cutoff a little further away, then more engines roaring in climbing the pass. There was an EB BNSF stack and a WB BNSF stack that met right in front of us on tracks 1 and 2. All in all, we got about 6 more trains with about 4 of them visible either descending or climbing the pass on tracks 1, 2 and the Palmdale cutoff. Which trains do we follow and shoot? Then we decided to head for the summit heading E on highway 138. There is plenty of area to park and shoot trains at the summit, but a little precarious as there is a shallow rise to view the tracks and a dilapidated fence is situated along a steep drop off to the tracks, but presents a fantastic view of the pass and view of trains as trains ascend and descend the pass, and a view to the east of the triple track, not with-standing the view of the summit of the SP Palmdale Cutoff not too far back from the BNSF tracks. We looked down the valley and saw two BNSF EB stack trains in the distance and heading to the summit. It looked like they are racing to the summit. Then a UP WB manifest started down the Palmdale cutoff. It was getting late in the afternoon, and decided to head back to San Bernadino and our hotel for the evening. After having checked in, we ate at the nearby Red Lobster and then back to the hotel and retired for the evening.



UP WB near Highway 58



Passing trains W of Sullivan's Curve



BNSF EB Stack at Cajon Summit



EB Stack at Cajon Summit

May 31 2014

This was a day to head to the Tehachapi loop. We got up fairly early in the morning and headed back to CA highway 138, headed west to Palmdale and then north to Mohave CA. Arriving in Mohave about 2 hours later, we saw a UP Manifest in the yard. Mohave is also where the BNSF comes in from the east from Barstow CA. As we stopped for a McMuffin at McDonald's the UP train began to depart Mohave. We headed west on California Highway 58 toward the town of Tehachapi and got ahead of the UP Manifest and exited the highway ahead of the train to photograph this train. Then got to town, and the UP train stopped just outside of town. We thought there might be an EB coming, but no trains. After waiting around a while, then headed to the loop. We exited Broome road off highway 58 which is a dirt road that winds around the loop. Most of the land is fenced-off private land, so we headed to Tehachapi road which skirts by the loop on the south side. We found a spot just west of the loop where the tracks head thru the tunnel of Walong Siding that winds its way around the loop. We set up to wait for a train and soon got two UP EB Manifests each with two DPU's as they entered the tunnel and crossed over itself above the tunnel on the loop. Then we went back East to the small widening of the road where there is a plaque dedicated to the builders of the loop. We headed east again and found a spot east of the loop where there the track exits the second tunnel and snakes around an S curve. We heard a train coming and set up to shoot an EB BNSF stack exiting the tunnel. Then we headed west on Tehachapi road back to the highway and to the famous Caliente loop. We headed west on highway 58 to Bealville road, and headed north to the town of Bealville and the loop. When we arrived, we got to the road crossing and here comes a BNSF EB Stack, and quickly got a shot of that. Then we saw a road and a high spot right in the middle of the loop and drove there and set up. While we were waiting for a train, up comes a UP truck with two guys. We thought they might chase us away, but they introduced themselves, were very friendly as the two were switching jobs in Bakersfield and one was showing the other the line. They didn't like Orange and Pullman green! After kibitzing with them, along comes the WB UP Manifest we chased that was sitting in Mohave. Then, we shot a WB BNSF Stack and then an EB BNSF stack. We headed back to the Tehachapi loop. As we went by the west end of the loop, we heard a train descending the loop, stopped along a dirt road and shot another BNSF WB stack. Then we went to the view of the loop from Tehachapi road and waited for a train to go around the loop. We got two successive BNSF EB stacks around the loop from this vantage point. It was late in the afternoon, so we decided to take the 2 hour drive and head back to San Bernadino and our hotel. We stopped in Mohave for supper and got back after dark and retired for the night. A great day for chasing trains indeed!



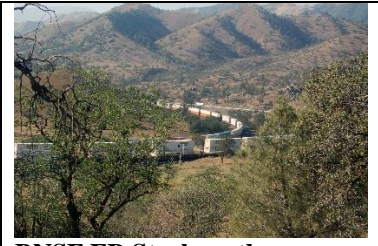
Town of Tehachapi



UP EB Manifest entering loop



EB BNSF Stack Caliente Loop at Bealville



BNSF EB Stack on the Tehachapi loop

-To be continued

Metro News - Pipelines Part Of Rail Solution

Minnesota Governor Mark Dayton: Pipelines part of rail solution.

Gov. Mark Dayton said Monday that more oil pipelines are part of the solution to a rail backlog that has clogged agricultural shipments across Minnesota, even as state regulators have kept one major project in limbo. Heavy rail traffic originating from North Dakota's oil fields has long been blamed for the shipping delays that have affected farmers and coal and propane suppliers throughout the Midwest.

"There's no single answer to this problem," Dayton said after meeting with railroad officials, cabinet members and politicians. "Pipelines are going to be one of those answers."

Dayton said railroads have also committed to continue adding capacity and making improvements across their networks.

But for pipelines that could move hundreds of thousands of barrels of crude daily, companies are waiting for federal and state approval to start construction, including in Minnesota. State regulators are still reviewing the \$2.6 billion Sandpiper pipeline, which would carry nearly 400,000 barrels of crude across Minnesota from North Dakota to Superior, Wis. North Dakota officials signed off on the Canadian-based Enbridge Energy Partners LP project earlier this year, but Enbridge said that permitting delays in Minnesota would kick back the pipeline's start date until at least 2017. Dayton defended the state's regulatory review of the project. Minnesota's Public Utilities Commission recently requested environmental reviews of six alternate routes. "The pipelines are going to be there for 50 to 100 years. It's important to do it right," Dayton said. Associated Press. Tue, Nov 18, 2014 3:40:54 PM.

Minnesota 2-8-2 undergoes cosmetic restoration.

By Steve Glischinski and Jeff Terry | November 10, 2014. From the TRAINS Newswire:

DULUTH, Minn. * Volunteers from the Lake Superior Railroad Museum are cosmetically restoring Duluth & Northern Minnesota 2-8-2 No. 14. The engine is one of two steam locomotives currently in the museum's shop for cosmetic restoration, the other is Northern Pacific 2-6-2 No. 2435. No. 14 is being repainted black with white lettering. A new number plate is being fabricated to replace the original, which the museum has in its collection but is keeping off the locomotive to discourage theft. Museum member Gordon Mott is funding the restoration.

Museum Curator Tim Schandel tells Trains News Wire that after restoration is completed, No. 14 will be displayed in a covered outdoor area of the museum. Next spring, when several pieces of equipment are pulled outside for use on the North Shore Scenic Railroad, the engine will be moved inside the museum for display. Duluth & Northern Minnesota No. 14 is representative of the locomotives that once worked in logging service throughout the Lake Superior Region, and is one of the last remaining engines from Minnesota's once vast network of logging railroads. Baldwin built No. 14 in 1913 for the Duluth & Northern Minnesota Railroad owned by the Alger-Smith Lumber Company. The railroad was based at Knife River, midway between Duluth and Two Harbors, Minn. When No. 14 and sister No. 13 entered service in 1913, they were the largest steam locomotives used on a Minnesota logging line, weighing in excess of 90 tons in working order. By 1915 the D&NM main line had been extended to 99 miles, and combined with branch lines and spurs boasted over 350 miles of track. Primarily utilized as a freight hauler, No. 14 occasionally saw service as a passenger engine when it was assigned to the daily mixed train between Knife River and Finland, or on weekend 'Fisherman's Special' trains that took locals into the woods. By 1919 the D&NM was struggling financially and sold the two locomotives to Michigan iron ore hauler Lake Superior & Ishpeming. No. 14 hauled iron ore trains for the LS&I until it was sold on March 28, 1959 to the Inland Lime & Stone Co. of Port Inland, Mich. There it was used as a switch engine for a few seasons, but by the mid-1960s No. 14 was downgraded to a portable stationary boiler to supply steam and hot water for thawing limestone. In 1974, Donald B. Shank, vice president and general manager of the Duluth, Missabe, & Iron Range Railway and a museum founder, became aware of No. 14's existence. He made inquiries to Inland, and that company agreed to a swap of equipment: the DM&IR would get No. 14 for the museum and Inland would get one of the Missabe's surplus hot water generator cars. The locomotive returned to Minnesota in 1975.

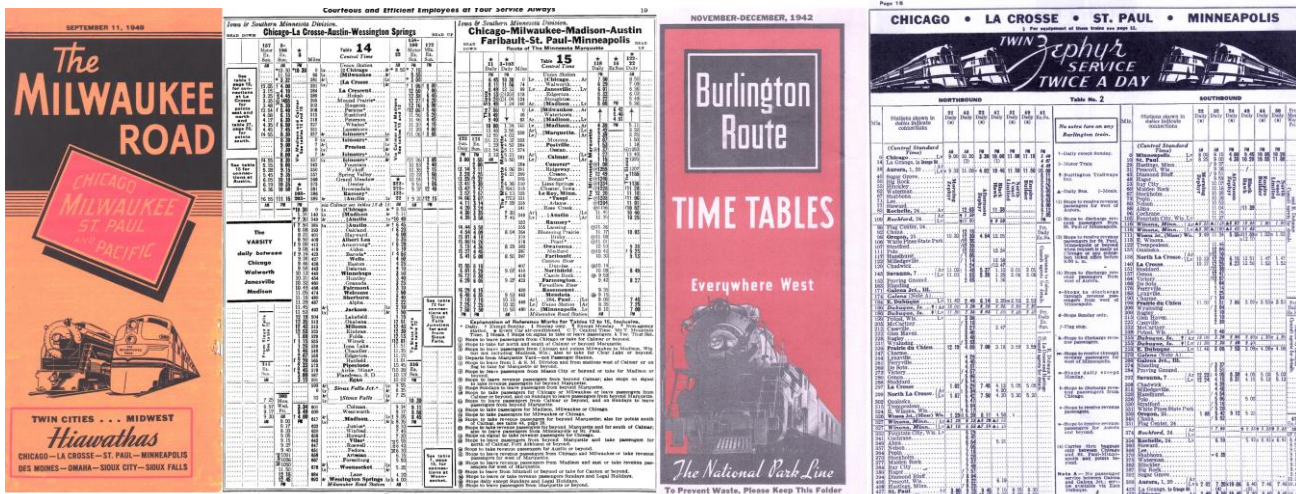
The museum long had wanted to have an operating steam locomotive, and in October 1988 No. 14 was sent to Fraser Shipyards in Superior, Wis., for boiler work. By early 1990 Fraser had completed repairs and No. 14 was moved to the Hallett Dock Company shops in Duluth for more work. It returned to the museum in September 1991 where final restoration was completed. On July 11, 1992, No. 14 pulled its first trip on the North Shore Scenic Railroad between Duluth and Two Harbors. The highlight was when it passed through Knife River where No. 14 had worked some 73 years earlier. In early 1993 the locomotive had a starring role in the Disney film Iron Will, a fictionalized account of a 1917 cross-country sled dog race sponsored by the Great Northern Railway. Over the next six years No. 14 was used on North Shore Scenic and traveled to several communities in Minnesota and Wisconsin to pull special excursions. Its last trip was on Oct. 3, 1998. By then it needed expensive repairs, and the museum decided to concentrate its efforts on other projects and put the engine on permanent display. The museum is now restoring Duluth & Northeastern Railroad 2-8-0 No. 28 to service as its next operating steam locomotive. For several years the museum operated Soo Line 4-6-2 No. 2719, but it came due for its 1,472-day federal inspection in September 2013 and is currently out of service.

The Lake Superior Railroad Museum is soliciting funds to finish up restoring D&NE Steam Locomotive #28 for operation in 2015. To donate, you can send a check to LSRM, 5506 W. Michigan St, Duluth, MN 55812, Phone is (218) 727-8025

Historical RR Timetables available (Repeat from last month)

The Northstar Railroad Historical Society now has their collection of historical RR employee and public timetables available in digital (.pdf) format. Thanks to **John Gaertner** for all his work in scanning these in. We have a 21 page index of timetables available on our website. We can also send you the index via E-mail. For a nominal fee (All proceeds go to the chapter!) of \$15 we will create a DVD of timetables of your choice. Place your order and selections (or for a copy of the index) via email to rubbesing261@yahoo.com and remit your check to **Northstar**

Chapter NRHS PO Box 120832 St Paul MN 55112.



Milw timetable Sept 1949

CB&Q timetable Nov 1942

CP Holiday Train Schedule (from Rick Krenske) (abbreviated Repeat from last month) .

Here is the schedule for the Minnesota portion of the CP Holiday Train. I see that they have St Paul marked down for December 12th at a place to be determined. I just wonder if they will run the train into SPUD. They better provide some FREE parking if they plan to do that.

<http://www.cpr.ca/en/community/holiday-train/schedule>

City/town	Address	Date	Arrival Time	Entertainment
Hastings	500 East Second Street, CP Depot	Dec 9	8:30 pm	Home Free and Kira Isabella
Cottage Grove	South of Seiben Bridge, in front of Youth Service Bureau	Dec 10	5:45 pm	Home Free and Kira Isabella
Shoreham	2800 Central Avenue NE, CP facility	Dec 10	8:30 pm	Home Free and Kira Isabella
St. Paul	TBD	Dec 12	TBD	Home Free and Kira Isabella
Loretto	Hennepin County Road 19 crossing	Dec 13	4:15 pm	Home Free and Kira Isabella
Buffalo	612 North East 3rd Avenue	Dec 13	5:45 pm	Home Free and Kira Isabella
Annandale	West side of Downtown Park, over the Oak Avenue crossing	Dec 13	7:15 pm	Home Free and Kira Isabella
Eden Valley	230 South Main Street, Willow Park Lions Shelter	Dec 13	8:45 pm	Home Free and Kira Isabella
Glenwood	20 - 15th Street NE	Dec 14	10:00 am	Home Free and Kira Isabella



Canadian Pacific and BNSF get poor marks for service.

Article by: TOM MEERSMAN , Star Tribune: November 21, 2014.

In the annual survey of shippers, CP finished last, BNSF was sixth among seven railroads. Two railroads that serve grain farmers and shippers in Minnesota and the Dakotas have received the lowest rankings in a national report card of railroad performance.

Of the seven largest rail companies graded by shippers across the country, BNSF Railway Co. came in sixth place, and Canadian Pacific Railway (CP) finished last. Mike Steenhoek, executive director of the Soy Transportation Coalition, which conducted the survey, said last year's report card was relatively positive, but this year's version had lower average scores in all areas. "Each of the individual railroads had a lower score this year than they did last year, so there's widespread frustration with the condition of rail service in 2014," he said. The coalition includes soybean board representatives from 12 states, including Minnesota, and two national groups. It advocates for grain transportation that is reliable, competitive and cost-effective. BNSF officials said in a statement that they "clearly understand that for much of 2014 we did not meet the expectations for service of our agricultural

customers." They said grain shipments to the Pacific Northwest have grown significantly in recent months. "To date, we are moving record volumes of corn, wheat and soybeans, originating from the four states of Montana, North Dakota, South Dakota and Minnesota." CP manager of media relations Andy Cummings said in a statement that his company is reviewing the coalition's survey. "We will work directly with our customers to resolve transportation issues as they arise," he said.

Steenhoek said the rankings came from agricultural shippers of various sizes, including traditional grain elevator owners, regional cooperatives and large agribusinesses that handle grain. Since 2010, they have been asked the same 11 questions about the railroads' ability to provide on-time performance, customer service and information about costs and marketing. Each question uses a 1-10 scale with 10 being the highest.

Participation in the survey is voluntary and confidential, but Steenhoek said

respondents are railroad customers for the overwhelming majority of soybeans and corn shipped each year in the U.S. In previous report cards, BNSF ranked first overall in 2010 and second in 2011 and 2012, but fell to fourth place in 2013 and sixth in 2014.

Canadian Pacific has been rated as the lowest performing railroad for each of the past five years. The survey was mailed in early September and returned in October, so Steenhoek said it reflects service during the past year, but not the 2014 harvest.

Last winter's severe weather caused problems and delays that may partly explain the lower scores that all railroads received collectively, he said, but another factor specific to northern states seems to be increased crude oil shipments from North Dakota.

"Crude oil development is really concentrated in a pretty defined area of North Dakota, and that area happens to be disproportionately served by BNSF and Canadian Pacific," he said. "Clearly some customers that responded to the survey were very frustrated with the service provided there."

Union Pacific Railroad received the top 2014 performance ranking, followed by Norfolk Southern Railway, CSX Transportation, Canadian National Railway, and Kansas City Southern Railway. The report card is the latest example of dissatisfaction that has been simmering for much of the past year. Grain, coal, consumer goods, ethanol, taconite and passenger travel have been affected. Shippers have complained that poor

rail service has cost them and their customers hundreds of millions of dollars in lost time, late supplies and higher prices. Field hearings, calls and letters from top elected officials, and research prompted federal regulators to issue an order on Oct. 8 for large railroads to report performance details each week, including train speeds, dwell times at terminals, weekly cars on line by car type, weekly total number of loaded and empty cars that have not moved in more than five days, grain cars by state and cargo, and number of late days for all outstanding grain car orders. Although it ranked sixth overall in the 2014 report card, BNSF came in third on a pair of questions about its website information. CP was ranked last on each of the 11 questions. Both railways have previously denied that they have given oil shipments preferential treatment, and have said rising freight volume from all sectors contributed to congestion and delays. BNSF said it has added locomotives, crews and new track in strategic areas, and has caught up on backlogged grain shipments in Minnesota. Steenhoek said he hopes that rail service for farmers and grain shippers will be better for the 2014 harvest.

"The system's going to be more challenged now that the corn harvest is completed and we have a high volume crop," he said. "The telltale sign of whether the railroads are up to the task will really be now, moving forward."

Tom Meersman * 612-673-7388.

News Release: BNSF Announces \$6 Billion Capital Expenditure Program for 2015: (from Rick Krenske)

Third Consecutive Year of Record Investment in BNSF Network and Infrastructure

FORT WORTH, TEXAS, Nov. 20, 2014:

BNSF Railway Company (BNSF) today announced that its planned capital expenditures for 2015 will be \$6 billion, which will go toward maintenance and expansion of the railroad in order to meet the expected demand for freight rail service. The 2015 plan marks the third year in a row that BNSF has committed a record amount for capital investments. BNSF also updated its planned capital expenditures for 2014, which now are expected to be \$5.5 billion. Since 2000, through the end of 2015, BNSF will have reinvested more than \$50 billion into its equipment and its network and infrastructure for maintenance work that

helps to maintain train traffic fluidity and capacity expansion projects intended to meet customers' ever-growing freight shipment demands.

"BNSF's capital investment program since the beginning of 2013 through the end of 2015 is unprecedented and is clear evidence of our confidence in a growing economy and our intention to meet the demand for service that comes from all our customers," said Carl Ice, BNSF president and chief executive officer. "We have made great progress in expanding the segments of our railroad that have been most constrained by rapidly increasing demand. Once these new capital programs are completed, we expect to further restore the capacity flexibility we have historically enjoyed to manage the periodic demand surges that come from a dynamic and fast-paced economic environment." The largest component of the 2015 capital plan will be for the renewal of assets

and maintenance, which is expected to cost \$2.9 billion. These projects will go toward replacing and upgrading rails, ties and ballast that are due for updating. Track replacement projects typically make up the largest percentage of BNSF's annual capital projects and are important for ensuring BNSF can optimize its rail network for ideal speeds for trains that carry a wide range of commodities.

BNSF also plans to spend almost \$1.5 billion on expansion projects. Nearly \$500 million of that expansion work will occur in the Northern Region, which is where BNSF is experiencing the fastest growth. That region primarily serves agriculture, coal, crude oil and materials related crude oil exploration and production.

BNSF will also increase the size of its locomotive fleet through the addition of new, energy and fuel efficient locomotives. BNSF will acquire 330 new locomotives to add to its fleet of 7,500 and replace others that will soon reach the end of their useful life.

Early next year, BNSF will announce the details for the various line capacity and maintenance projects it plans to make, particularly those along the Northern Region.



It's the oil, stupid!

Posted by Fred Frailey on Sunday, October 26, 2014 (Provided by John Goodman)

Who shot BNSF Railway? What's the disease eating away at Norfolk Southern? Why is Chicago so screwed up? Whose knife is sticking in the back of CSX Transportation? The answer to all four questions is the same, and so obvious I am embarrassed. We have been in denial about oil. Crude by rail has been a fun story to follow and write about. But it also is the root of the service collapse and congestion affecting railroads across the northern half of the country today. It's not something I can prove to the satisfaction of every skeptic, and the very notion that a relatively few trains can so unhinge the rail network is counterintuitive. But . . . hear me out.

Railroads are handling about the same amount of traffic today as in 2006, when carloadings last hit a record. The network today has at least as much capacity as it did eight years ago. So what has changed? Oil is what—those highly visible trains of oil and those almost-invisible trains of 42-foot covered hoppers carrying fracking sand.

The network is in ruins (figuratively speaking) across the northern tier of the United States and operating quite well in the southern portion and up and down the Atlantic and Pacific coasts. Where do the oil trains congregate? Across the northern tier, is where! Where will you *not* find many oil trains? The answer is: everywhere that railroads are fluid, from North Carolina to Oklahoma and on to California. And Chicago . . . something has changed, but what? All of my fingers point to oil. CSX is taking five trains a day from BNSF and Canadian Pacific, and NS as many. They bring back the same number of empty trains. Then there's the tidal wave of fracking sand, much of its originating in northern Illinois and Wisconsin. Each train has to be interchanged, and often as not the receiving railroad isn't ready and willing. You wonder why so many BNSF locomotives are ending up in New Jersey and Delaware? Because donating its locomotives to the use of the eastern railroads was the only way BNSF knew to get them to take its trains (can't prove that either, but people with the words "vice president" in front of their names have told me just that).

Yes, I know we had a bad winter, but that ended so long ago it's no longer a convincing excuse for the mess we have today, in the here and now. And yes, there was a huge harvest of grain in the upper Midwest in 2013; that, too, was a year ago. But neither the curse of winter nor the blessing of a bountiful harvest would have tipped the railroads into lasting chaos if the oil traffic had not so suddenly been thrown into the mix in such a concentrated manner.

This isn't the story railroads would like you to hear. After all, we're talking about maybe 3 percent of the traffic. With railroads, sometimes, that's all it takes. Union Pacific closed satellite yards in Strang and Dayton, Tex., in 1997 and within weeks was in systemwide paralysis. It didn't help UP to blame God and every other convenient suspect for what happened to it, and failure to quickly undo the closings only prolonged the railroad's agony.

So if I've got your attention, is there anything to be done? I'm surprised there isn't a special, streamlined protocol for interchanging the loaded and empty trains in Chicago; what I'm told is that each train is an ad hoc event that must be individually negotiated. I am *not* surprised that Warren Buffet handed Berkshire Hathaway's checkbook to Carl Ice and Matt Rose, to add infrastructure PDQ, or that Canadian Pacific is spending huge sums to lengthen sidings and put centralized traffic control on the former Soo Line. But I am puzzled why neither CSX nor NS has seemed to share the urgency of the two western railroads. Finally, this: Would it be so bad—maybe I should say *will* it be so bad—if pipelines absorbed more of this oil? Think about it.—**Fred W. Frailey**



Recent Donations to our Collection from Becky Gerstung!

(Thanks to John Goodman)



1960's in Colorado? Remember excursions run by the CB&Q in the 50's and 60's with 4-8-4 #5632? (Scrapped by direction of BN President Louis Menk!)



Pictures from October 1956 of DM&IR in Proctor and Two Harbors MN

Bob Ball Photos!



Bob Ball collection: BN Coal,



Lease unit on the CP,



BNSF Manifest probably in Western MN



More from the Bob Ball Collection, Amtrak on CP?, CP new refurb units near Buffalo?? CP Manifest around Lake City MN?



John Cartwright Photos From the Annual Lexington Group Conference in St Louis MO October 2014 (attended by John Goodman and John Cartwright)



St Louis Union Station



St Louis Light Rail



Mini-train at St Louis Union Station



C&IM #551



Milw Bi-Polar Electric



EMD FT Demonstrator



St Louis Union Station (Now a Museum)

Additional John Cartwright Photos:



Last Amtrak Stop at Midway Station May 2014



Amtrak Stub Train at Midway last winter.

Late Breaking News: From a Radio Report on Dec 1 2014, BNSF train derails 15 cars on the Staples sub near Bluffton MN. Trains rerouted on the Wayzata Sub. Amtrak #8 went thru Wayzata on the Wayzata Sub in the morning of Dec 2 2014.(reported by John Chute)

WADENA, Minn. – BNSF Railway hopes to have one track open on its Staples Subdivision main line at Wadena around 10 a.m. this morning. Yesterday train M-GFDNTW1-30, a manifest train from Grand Forks, N.D. to Northtown with 92 cars derailed near Wadena around 6 a.m. The derailment blocked both main lines of BNSF's Northern Transcon route. There is no estimate for when the second main track will open. Amtrak's eastbound Empire Builder was trapped west of the derailment. The train then was pulled back to Detroit Lakes, Minn., where passengers were transferred to buses. The equipment from the terminated eastbound train was then deadheaded on a BNSF detour to St. Paul, where it will be turned and serviced to become Tuesday's westbound train. A set of single-level equipment will depart Chicago today to represent the westbound *Empire Builder* from Chicago to St. Paul, where a cross-platform transfer will take place tonight. The westbound *Empire Builder* departing Chicago Monday was held at St. Paul until 5 a.m. Tuesday morning, then proceeded west via its

normal route. The eastbound train scheduled to arrive in St. Paul today, is detouring over the BNSF line via Willmar, Minn., which was the *Builder's* route until 1979. Trains Newswire Dec 2 2014.

RailFan Events (Thanks to Rick Krenske, Joe Stark)

<u>Holly Trolley</u> Minnesota Streetcar Museum: Como-Harriet Line	Saturday & Sunday November 29 & 30 December 6 & 7 12:30 PM to 3:30 PM	Linden Hills Station, Queen Avenue South at West 42nd Street or at the Lake Calhoun platform on Richfield Road just south of West 36th Street.	\$4 per Passenger
<u>CP Holiday Train</u> (only on Dec 12, 2014 at SPUD) and the <u>North Pole Express</u> With Steam Locomotive #261!	December 5th - 7th & December 11th - 14 th 2014	St Paul Union Depot St Paul MN The Kellogg-Third Street Bridge between Mounds Boulevard and Broadway Street has posted lane restrictions. For traffic entering the Saint Paul downtown area from westbound I-94, the city of Saint Paul recommends using either the 6th Street exit or the 12th Street exit. East Seventh Street is another route.	Adult – \$19.50 Child – \$17.50 (3-12 years old) Tickets available at http://261.com/north-pole-express/
<u>14th Annual Santa's Train Shop</u> MTM Jackson Street Roundhouse www.trainride.org	Dec 6,7, 13,14 & 20,21 2014	193 Pennsylvania Ave E St Paul MN	\$12 Children \$8
<u>North Metro Model Railroad Club</u> (NMMRC) Train Flea Market FLEAMARKET@NMMRC.org	Dec 6 2014 9-2 PM	VFW Coon Rapids 1919 Coon Rapids Blvd Coon Rapids MN 55433	\$5 Children under 12 free
<u>All Aboard Night Trains</u> <u>Twin City Model RR Club</u> www.tcmrm.org	Every Saturday night 6-9pm from November 29 th 2014 thru February 28 2015	Bandana Square 1021 Bandana Blvd E Suite 222 St Paul MN	\$10 Children under 4 Free
<u>18th annual Model Railroad Show & Sale</u>	Jan 17,18 2015 9-5 PM	Stevens Point Holiday Inn Convention Center Hotel 1001 Amber Ave Stevens Point WI 54482	\$3 \$2 kids ages 11-16
<u>Great Tri-State Rail Sale</u> www.4000foundation.com	Jan 31 2015 9-3pm	La Crosse Center 2 nd & Pearl Streets La Crosse WI	\$5 Children under 12 free
<u>Great Minnesota Train Expo</u> www.gmte.net	April 25-26 2015 9-5 PM	Eagan Civic Center Arena 3870 Pilot Knob Rd Eagan MN	\$5, Children under 8 free
<u>4th Annual Model Railroad Train Show</u> Southern Valley Railway Email: RochPlain@yahoo.com	Aug 15,16 2015	P.E.M High School Gym 500 West Broadway Plainview MN	\$5 Children under 12 free

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Address Correction Requested

