



NORTHSTAR NEWS

Survival in the Winter



Jan 2014 Minnesota Northern lease unit on CP Freight in the Twin Cities. Photo by Andy Shireman.



Jan 2014, BNSF Manifest EB Hoffman Ave by Brandon Smith.

2014 Dues Due NOW!

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Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will be held February **15, 2014 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on page 2.

Note: Mr Mike Rogers of East Metro Area Railroad Authority will make his presentation at 6:30 PM Sharp. Meeting will be held after his presentation.

- START TIME of 6:30 pm -

Additional Program after the meeting - a slide show of 40+ years of Railroads in the East St Paul Area. 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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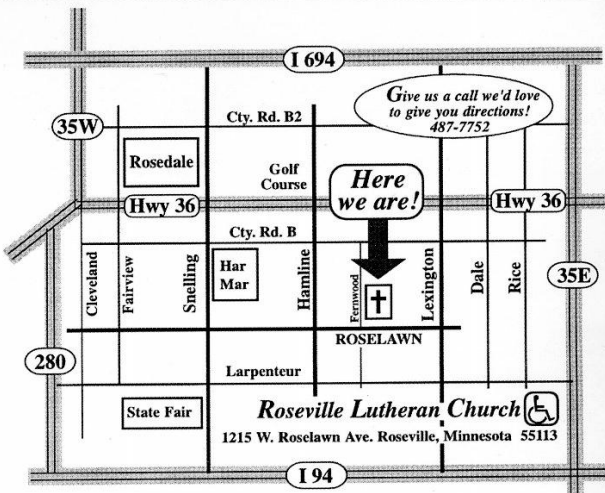
MEMBERSHIP INFORMATION (Dues are due for 2014!)

Dues are \$65 (\$50 for the National dues and \$15 for the local dues). Family memberships are \$5 per each additional person. 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.



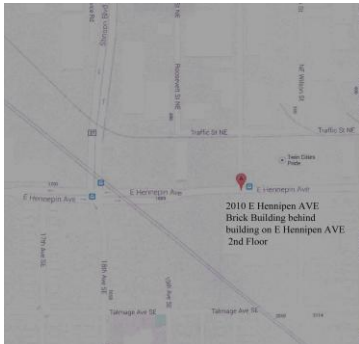
Editor's Column

From the Editor:

As the BOD and President look for less expensive meeting places, we have booked the Roseville Church location for the foreseeable future. Thanks to H Martin Swan, and two other contributors for donations that reduce our monthly cost to \$25 per night. This doesn't mean that we will stop looking for alternative sites primarily in the Midway area for less expensive options to conduct our meetings.

Albeit, though one of our harshest winters (so far) that once again proves that cold weather and railroading don't mix very well. Amtrak #8 continues to be 4 to 16 or more hours late and #7 from Chicago has been 2-16 hours late. Most of the delays have occurred in eastern North Dakota. Traffic on BNSF, and slow orders due to frigid temperatures continue to slow things down. Listening to the scanner on a -15 F night, a BNSF dispatcher relayed the following: To paraphrase, "we are clogged up, we have many trains waiting in sidings for crews and clearance." (I believe a broken rail in Ramsey MN, caused more problems.)

LIBRARY OPEN HOUSE



There should be plenty of live action on the BNSF St. Paul Sub. There will be an open house at Northstar Chapter NRHS Library 2:00 to 4:00 pm Saturday February 15th 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. Selected railroad DVD's will be shown. You will be free to access and peruse any of our 1,300 Railroad Books and our collection of Timetables. At 4:30pm we will adjourn to Keys Restaurant at Lexington and Larpenteur. Drive straight east on Hennepin / Larpenteur to Lexington. Please join us.

Minutes of the January 11, 2014 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order by chapter vice-president Richard Tubbesing at 6:30 p.m. in the Roseville Lutheran Church with 20 members and guests present. Chapter president Marty Swan was not able to be present due to health problems. Richard read a statement from Marty, which included his hope that he would be able to be back for the February meeting. As a result of the election at the November meeting, we now have a new treasurer, Russ Isbrandt, who replaced Dan Meyer, and a new national director, John Goodman, who replaced Bill Dredge. Both of them took office effective January 1st. Richard asked for a round of applause for Dan Meyer and Bill Dredge for all the work they have done for the chapter over a number of years. Those present at the meeting were asked to introduce themselves. Secretary Dave Norman reported that he had not yet found the notes that he had taken at the November 16, 2013 membership meeting, but he will continue to search for them. Treasurer Russ Isbrandt gave his report on the chapter's finances. He also noted that those who have been meeting at the chapter library on Wednesdays have discussed the financial problems of the national NRHS. Trip director John Goodman is at the NRHS Winter Conference in St. Louis this weekend, but he submitted a report to be read at tonight's meeting. This report included a description of some of the major issues the NRHS is dealing with. A member of NRHS Board was removed and another member was promoted to take his place. Plans for the 2014 national convention in Arkansas were described. The 2013 NRHS national convention in Alaska reportedly operated very smoothly and earned a profit. John also submitted a report as trip director. Our holiday banquet made a small profit. Steve Sandberg was the speaker and he presented some interesting slides to go with his talk. John's report also described some possible trips the chapter might be able to take this year. A one day trip by chartered bus to the Boone & Scenic Valley excursion railroad in Iowa and or possible two day trip to the Illinois Railways Museum northwest of Chicago was discussed. This would include at least one night in a hotel. Closer to home, a possible boat trip out of Stillwater or Red Wing. Richard asked for a show of hands about the interest the members had in the proposed trips. Gary Rumler talked about a visit he had made to the Illinois Railway Museum. It was suggested that the trip to IRM should be a 3 day trip. The trip to Boone can be done as one (long) day. Dawn Holmberg gave a report on the calendar project. Marty Swan does not wish to continue as treasurer for the project. Russ Isbrandt will take his place. Thanks to Marty for his services. Dawn gave a report on sales of the 2014 calendars. We have sent out reminder postcard to those who have ordered calendars in the past, but have not yet purchased 2014 calendars. A question was asked about which of the upcoming flea market events the chapter will be at to sell calendars. Joe Stark reported on which shows the chapter plans to be at to sell stuff. Webmaster Dan Meyer reported that he added back issues of the newsletter to the chapter's website. Richard Tubbesing reminded members that they can save the chapter money by getting their newsletter electronically instead of by mail. Joe Stark reported on sales at model train flea markets. There was a round of applause for Joe's work on behalf of the chapter. Library report - Richard read a report from John Cartwright, who was not able to be present. Books and other material are being rearranged. Richard also reported on the library. There was an open house at the library this afternoon. Ross Hammond dropped off photos earlier today. There were no other reports. There was no Old Business. New Business - It was noted that June will mark the 45th Anniversary of the founding of the North Star Chapter. The proposal for a new meeting location was mentioned - the February meeting will be here at the church. A number of members of the board visited one of the suggested new meeting locations; the Maplewood Moose Lodge. They will also check out some other possibilities. There is a meeting room at the St. Paul Union Depot is available free to non-profit groups, but they hope to be able to rent it out to a paying tenant. Announcements - For the February meeting, Mike Rogers from the Ramsey County Regional Railroad Authority will present a program on future plans for railroads in the East Metro area. He will speak promptly at 6:30 pm followed by our regular business meeting. Members are encourage to bring in slides or other rail images from the area. Richard said that he is putting together a program on the area east of the Union Depot. There was talk of storing the merchandise that we bring to the flea markets at another location. Russ Isbrandt announced that he had membership applications available tonight for those renewing or joining the chapter. A motion to adjourn was made, seconded, and carried. After a break, the program was presented. This consisted of slides and digital images for possible use in the 2015 calendar. Respectfully Submitted by Dave Norman

SW Light Rail Corridor Soap Opera continues. (your tax money at work!) Provided by Rick Krenske

Contentious light-rail plans called viable in new study.

Article by: TOM MEERSMAN, Star Tribune: January 30, 2014.

Report concludes freight trains could be rerouted west. A new study's conclusion that freight trains could be rerouted from the proposed Southwest Corridor light-rail line in Minneapolis to St. Louis Park is likely to reignite debate over the state's largest light-rail project. That conclusion, earlier versions of which have been roundly opposed by St. Louis Park, was included in one of two draft reports released Thursday by the Metropolitan Council, which is overseeing the project. The proposed \$1.5 billion line would run between Minneapolis and Eden Prairie. Part of the proposed light-rail route would run near popular Minneapolis lakes in the Kenilworth recreational corridor, in an area that now carries freight-train traffic. The study said those freight trains could be rerouted west to St. Louis Park, freeing space for light rail to cruise at ground level without the need for tunnels near Cedar Lake and Lake of the Isles. Although previous proposals have also advanced the idea of rerouting freight traffic to St. Louis Park, the current study, by TranSystems of Kansas City, suggests changes in that overall plan that it says would allay many citizen concerns. For instance, it does not support the idea of running freight trains along earthen berms.

Minneapolis Mayor Betsy Hodges called the report 'a new option on the table' that should be studied closely. But Jake Spano, a St. Louis Park City Council member, remains unhappy that adding freight train traffic to his community is being considered yet again. "People who have worked on this [light-rail] project for years have looked at these train routes over and over and over again," Spano said. "It feels a little bit like a 'Hail Mary' pass, where in a couple weeks someone has come up with an idea which really isn't that different from ones we've already set aside."

The western suburb's mayor, Jeff Jacobs said he is "extremely discouraged, disappointed and quite frankly shocked that at the 11th hour a so-called viable freight rail reroute through St. Louis Park has now been identified by the consultant." In a prepared statement, Jacobs said that the study does not address his city's concerns that more freight trains will increase noise, vibration, odors and traffic congestion, diminish property values and interfere with school and park use and safety.

Second study on tunnels.

A second study concluded that an alternative to rerouting freight train traffic to St. Louis Park, keeping freight traffic

SW Light Rail article continued on page 4:

where it is and engineering the light rail to run through a pair of shallow tunnels in the corridor, would have minimal effects on water resources. That \$50,000 analysis from Burns & McDonnell, also of Kansas City, reviewed previous studies that had reached similar conclusions, analyzed how tunnels would affect groundwater flow and lake levels, and identified areas where more information should be gathered if the project moves into the engineering and environmental assessment phase. The studies were commissioned in part because Gov. Mark Dayton said in October that he wanted more questions answered about the light-rail line, over which debate had been raging for months. He called for a 90-day moratorium on major decisions about the line, saying that the project was on a 'collision course' with opponents.

A decision by March?

Met Council Chairwoman Susan Haigh called the reports a 'good step forward,' and said they need to be analyzed by planners and presented to the public to receive feedback during the next few weeks. "Our first priority was to release these reports to the public and policymakers as quickly as possible," she said. "While these reports provide additional technical information about both freight and water issues, their conclusions must undergo technical, community, fiscal and policy scrutiny."

Haigh said she hopes the Met Council will be ready to decide on how to proceed by the end of March, and will have support from the project's funding partners and affected cities. Under state law, the Met Council must seek the consent of Minneapolis, St. Louis Park and other communities along the Southwest line to move forward with the light-rail plan.

The proposed line would include 15.8 miles of double track and 17 stations that would stretch between downtown Minneapolis and the southwestern suburbs of St. Louis Park, Hopkins, Minnetonka and Eden Prairie, and would pass near Edina. Hennepin County Commissioner Peter McLaughlin, a veteran of light-rail projects, said the latest studies are important because there wasn't enough confidence last fall that all the construction options had been examined thoroughly enough. "I'm happy," he said. "This is another step along the way to getting a decision on Southwest that's going to get it built."

Tom Meersman * 612-673-7388.

Analysis: Oil trains to keep rumbling through North America's cities.

Provided by Rick Krenske

BY SOLARINA HO TORONTO Wed Jan 29, 2014.

NY governor orders emergency response review for oil rail shipments. (Reuters) - Mile-long trains carrying crude oil will likely keep chugging through North American cities even after a string of fiery disasters spurred safety officials to urge that railways send risky cargo along less populated routes. Re-routing the crude-by-rail trains that support booming North American oil production would be hugely difficult given the location of major rail lines and lack of alternatives, industry watchers say, adding that skirting major centers carries different types of risks.

"In the U.S., rail built the West. Literally. The railroad came first, and then towns sprung up along the route. And so as a consequence, rail transit's the heart of many of our cities and towns," said Brigham McCown, a former chief counsel at the U.S. Department of Transportation and former head of the Pipeline and Hazardous Materials Safety Administration (PHMSA). "It's called the main line for a reason," he added.

The dangers of sending crude by rail due to increasingly clogged pipelines were highlighted last July, when an unmanned, runaway train carrying crude crashed into Lac-Mégantic, Quebec, leveling the heart of the small lakeside community and killing 47 people. Last week, the U.S. and Canadian transportation safety boards, which can only suggest and not impose new rules, recommended more rigorous route planning for shipping crude and other flammable liquids. The U.S. National Transportation Safety Board (NTSB), which urged that such shipments avoid populated areas, wants crude oil be added to a list of hazardous materials that already requires tougher routing protocols.

"We're not asking for new rails to be built, we're not asking for major modifications," NTSB board member Robert Sumwalt told Reuters. The thrust of the proposals is risk mitigation, not complete elimination, said Jason Kuehn, vice president for rail practice at management consulting firm Oliver Wyman, which makes route planning software used by Canadian Pacific Railway Ltd and CSX Corp. Kuehn said existing routing regulations in the United States, which govern products such as anhydrous ammonia and chlorine gas, which are even more dangerous than crude oil, have been effective.

FEW ALTERNATIVES IN THE BAKKEN REGION.

The Bakken oil fields of North Dakota pump out a type of crude that is more explosive and flammable than some others. It was involved at Lac-Mégantic and in other major crashes last year. But for Bakken oil headed to refineries in the east, 1

Oil Trains Keep Running article continued on page 5

alternative train routes are limited. The most direct route eastward for Canadian Pacific and BNSF Railway Co, the two main railroads running through the Bakken region, is through Minneapolis and St. Paul, Minnesota, then Chicago. "Getting oil from North Dakota to the refineries around Philly without going through Chicago, for one, is enormously difficult," said Trains magazine writer Fred Frailey, who has followed the industry for more than three decades.

An alternative route for CP Rail, Canada's second largest railroad, would require going north to Winnipeg, Manitoba, across Northern Ontario, southeast to Toronto and likely to Montreal before heading south to the United States. It's a route that would swap Chicago for three of Canada's largest cities. CSX, which expects to ramp up U.S. crude shipments by 50 percent this year, mostly to East Coast refineries, said it already complies with federal routing guidelines for shipping the most hazardous materials. "We will evaluate whether those protocols could be applied to oil shipments," spokeswoman Melanie Cost said in an email. "However, re-routing requires careful thought and analysis to make sure that hazardous materials operate over tracks that incorporate the most safety features, and that additional miles that may involve other risks are not added to shipments." Doniele Carlson, spokeswoman for Kansas City Southern, the smallest of U.S. Class I railroads, noted its network's size limits routing options. Some companies have rail lines that bypass city centers, traveling through the outskirts, but those tracks may not necessarily be equipped to handle a high-capacity load or trains traveling at higher speeds, industry experts said.

A crash in a less populated area might wreak less havoc, but emergency responders could take longer to reach a more remote site and may be less equipped to deal with it, they said. Taking a circuitous route, or traveling on secondary tracks, will also mean a shipment of crude spends more time traveling longer distances, using more fuel, producing higher emissions, and costing more to ship. "If you're doubling the length that it takes to get from point A to B, you are potentially doubling the risk for an accident," said transportation safety expert McCown.

The American Railroad Association and the Railway Association of Canada have said they support the recommendations to improve rail safety, but they declined to comment specifically about route planning. They point to an improving safety record. The rate of main-track accidents has declined over the past 10 years in Canada and the United States, according to the most recent government data. In Canada, accidents fell 33 percent to 1.6 per million main-track train-miles in 2012, from 2.4 in 2011. In the United States, the main line accident rate fell some 20 percent to 0.8 in 2012, from 1.0 in 2011.

Canada had 2.6 accidents per million main-track train-miles in 2003. The United States had 1.5 in 2003. But shipping companies are just as involved as the railways in deciding what cargoes are moved and how, and under government-mandated common carrier regulations, North American railroads are legally required to transport products they might otherwise choose to avoid. "They've taken on an inordinate amount of the risk. Even though it's not their car, and it's not their product, and it might not have been loaded by them," said Tony Hatch, independent transportation analyst at ABH Consulting. "They don't want to be on the front page of the paper unless it's for opening a new terminal or cutting a ribbon."



Open house set to see restoration of C&NW No. 1385. From Rick Krenske

Published: January 23, 2014

MIDDLETON, Wis. * The Mid-Continent Railway Museum is sponsoring an open house Feb. 15-16 in Middleton to allow visitors and supporters to view progress being made to restore Chicago & North Western 4-6-0 No. 1385 to operation.

In November 2013, the running gear of the locomotive was moved to SPEC Machine in Middleton, Wis. On Feb. 15-16, SPEC Machine will open it doors from 11 a.m. to 5 p.m. each day so visitors can see the rebuild in process. American Locomotive Co.'s Schenectady Works built No. 1385 in March 1907. It was retired by C&NW in 1956, and, in 1961, Mid-Continent members paid \$2,600 to purchase the locomotive from C&NW. It powered the museum's trains during the first season at North Freedom in 1963. The locomotive ran for many years at Mid-Continent and is noteworthy serving as C&NW's "Goodwill Ambassador" for four years traveling over a large part of the railroad's territory. On July 1, 1998, No. 1385 came out of service for major boiler repairs and has not run since. The locomotive has been listed on the national and Wisconsin registers of historic places. Once the rebuild is completed, it will be the only operable C&NW steam locomotive. It is one of only eight surviving North Western steam locomotives.



July 2013 Montana Trip By Richard Tubbesing, Roger Libra – Part 3

Continued - [Tuesday July 23 2013](#) At this time, it was early evening. We traveled a little farther west to a local road crossing and got photos of WB BNSF manifest climbing towards the Tunnel. We then headed back to Kelly Canyon Road where we could see the signals guarding the

sidings by the Bozeman Depot. There was an empty EB BNSF Coal train sitting in the Bozeman siding, so we waited and got images of a WB BNSF Coal train. The EB BNSF coal train left the siding. Looking at the signals, we got another WB BNSF Manifest, which was followed by another EB empty coal just after sunset. Darkness was upon us so we headed back to our Motel. Seems like during the Week, between 9 and 3PM there were maintenance windows on the MRL, train action heated up after 3PM.

Wednesday July 24 2013 Again, after going up to camp and having a hearty breakfast, we headed back to Bozeman to see what action MRL might provide. We headed west toward Logan MT, where the NP line to Helena breaks off and the remains of an active rail branch to Three Forks, Whitehall and Cardwell MT. An MRL local with a lone boxcar was sitting by a grain elevator. There is a nice deck bridge that crosses the Madison River just west of the yard. We decided to follow the tracks northwest for a while and then heard some scanner chatter about a train heading to Logan from Helena. We stopped at a road crossing near a target-shooting range just west of town and got the Helena – Logan MRL local with a healthy consist. It appears Logan is where some cars are swapped with the Whitehall local before the Helena – Logan returns to Helena. We then headed back to camp for dinner and then back to our Motel.



MRL Logan Local, Logan Bridge over Madison River at Logan MT.



By Roger Libra

Thursday July 25 2013



BNSF WB Coal train at Muir, and MRL WB Manifest train east of Livingston, MT.



by Roger Libra

Again after breakfast, we headed to Livingston and decided to head to exit 350 on I90 east of Livingston along the Yellowstone River, which we thought is a great scenic location to wait for a train. After watching the intermediate signal just to the west of the dirt road that goes to the river, we photographed a WB BNSF coal train. Then sometime later, we got a WB MRL manifest, probably the Laurel – Missoula train. We followed it but it went into a siding. We were hoping there would be a meet, but after waiting some time, the train just sat in the siding. After returning to Livingston, we caught a WB BNSF manifest heading up the pass. We sped to the east portal of the tunnel and got this train at Muir with MRL helpers. This time the MRL helpers cut off just east of the tunnel and returned to Livingston. It was late in the afternoon, so we headed back for camp for some great charcoal grilled Turkey. We headed back to Bozeman to our Motel to retire for the night.

Friday July 26 2013 To Helena and back. We got up early and decided to head west to Logan. Along the local highway that followed the tracks, we got a WB BNSF coal train and watched the train enter the yard at Logan. We waited for the coal train to depart toward Helena. A BNSF training (I believe) train with two BNSF office cars came east and into the Logan yard. Then the WB coal train departed and we got the train crossing the Madison River deck bridge west of town. Then we headed north toward Toston, MT on the MRL Helena line.

After looking up Lombard, MT where the Milw RR crossed over the NP line by the Missouri River, we headed south toward that location. About a couple of miles south of Toston, we heard the sound of a train reverberating among the mountain sides. A couple of other railfans stopped by and said the BNSF Coal train was coming and would go into the siding at Toston for a crew change (Crew was 'dead on the law'), and that the MRL Local Helena – Logan should be by soon. We shot the coal train as it wound along the Missouri River. Then we proceeded up along a dirt road up around a mountain and then down to Lombard. There are two remnants of the Milw RR –bridges- that crossed over the NP line and also across the Missouri River. A sign that stated there once was a community in this area that the Milw RR served. This was the

end of the Milw RR 16 mile canyon line from Ringling, MT -a remote area through the Bridgewater Mountains. After some pictures, we waited for the MRL Local. A MRL Hi-Railer came by, and then we caught the SB MRL local passing under the old Milw RR bridge. Then we proceeded back up around the mountain and enjoyed some tremendous views and vistas of the Missouri River. When we got on top of the mountain, the NB Logan-Helena local could be seen in the distance. Roger got a few pictures and we headed back toward Tosten. We got back on the highway and passed through Townsend, MT on the south end of the Canyon Ferry Reservoir, a popular fishing venue. We pulled off the road to view signals near town and found a Golden Eagle's nest with a eagle in it. This is an area that has quite a population of Golden Eagles. We had passed the MRL NB local and proceeded north to find a spot to video this train. We found a nice spot and the north end of an S curve and got the MRL local going by. After looking at the signals, they indicated an EB was closed by. Then we got a EB BNSF empty Coal train at the same location.



Lombard MT, and remnants of Milw Bridges, EB BNSF Manifest E of Helena. (Lombard was a small town on the former Montana Central RR (aka the Jawbone) that ran from Lewistown to Lombard that the MILW purchased in the Early 1900's).

Photos By Richard Tubbesing To be continued.



UP 4014 Big Boy on the move in Pomona, CA. Photos from Trainorders.com by cchan006 and Railrat.
The red piping is external brake line to the engine wheels.



Papers from the collection of Gary Rumler (many Thanks for Gary's contribution!)
C&NW Special Pullman car (only 2 built) with sidedoor, for Mayo Clinic, Rochester, MN Special train.

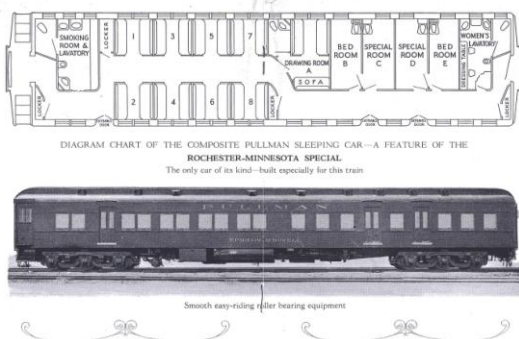
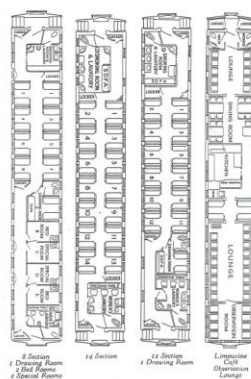


Diagram of the Pullman Sleeping Cars and the Limousine Café Observation Lounge
Rochester - Minnesota Special



The Third weekend in January 2014 the RPCA had their annual conference in Branson MO. Dawn Holmberg, Dan Meyer, and John Goodman attended the event. They rode the Branson Scenic RR. Here are Dawn's Pictures.



1. C&NW Special Train Order from Huron SD to Mankato MN Oct 18, 1984.
2. C&NW Train Lineup at Mankato MN June 17, 1985, Waseca to Lewiston with work to be performed between Owatonna and Lewiston MN.
3. C&NW Waybill for disposition of the last ALCO RS-3 Nov 8 1977.

Chicago and North Western Transportation Company
TRAIN LOCATION REPORT (Line-up)

LINE UP NO: 1203 DATE: JUNE 17, 1965

TO: ALL CONCERNED AT: ROCHESTER, MI

SUBDIVISION: MARKATO SUB DIVISION

DIRECTION: WESTWARD

TRAIN	ENG. NO.	ALPHA	HAS LEFT OR WILL BE OPERATED FROM	AT	TO
EXTRA	1305	STEAM	WARECA MANY OPERATE HIGHER THAN MAX SPEED	830AM	MARKATO
WORK EXTRA	4406	WMT 53	WORKS BETWEEN LEVISTON & OHATONNA	AFTER 901AM	

DIRECTION: EASTWARD

TRAIN	ENG. NO.	ALPHA	HAS LEFT OR WILL BE OPERATED FROM	AT	TO
EXTRA	6571	RCADA	WARECA	445AM	TOVER CK
WORK EXTRA	4406	WMT 53	WORKS BETWEEN OHATONNA & LEVISTON	AFTER 901AM	

SIGNATURES _____

LINE UP VOID: 1201PM
CHIEF DISPATCHER: WCB
COPIED BY: BARRELOD
TIME COPIED: 8:00AM



[illegible]

C&NW Passenger Car Ownership July 1 1964 and Jan 1, 1965 (two pages).

PASSENGER CAR CANNISTERS

July 1, 1964

CLASS OF CAR		FULL STEEL FRAME METAL INTERIOR FRAMES ONLY				
		CAN.	CAN. INVAL.	OPR.	TOTAL	
COACHES						
Coach-Battlefist		220		210	10	230
Coach-Markham Linda Rowe		51		5	1	57
Coach-Cath		1				1
TRAILER COACHES						
Trail Coach		254		341	43	254
TRUCK COMBINATIONS						
Combination Pass. & Bag.				1		1
Truck						
Truckage		20			20	20
PULLMAN AND PULLMAN COED.						
Parlor		1				1
Coach-Taylor		1				1
Bus-Taylor		1				1
Truck		2				2
PULLMAN & PULLMAN COED.						
Truck		1		2		1
Truckage		20				20
Coach		4				4
REVENUE AND REVENUE COED.						
Truck		1				1
Coach-Cath		1				1
Coach-Louisa		1				1
Truck-Louisa		1				1
Truck-Louisa		1				1
Truck-Louisa-Cath-Cath		1				1
Truck-Louisa-Cath-Cath		1				1
PULLMAN, REVENUE AND REVENUE COED.						
Truck and Pullman		110				110
REVENUE AND PULLMAN COED.						
Truckage & Pull.		1				1
Truck		1				1
TOTAL PULLMAN & PULLMAN COED.						
GRAND TOTAL		315	1	218	58	314
OTHER PASSENGER CARS (OFFICERS)						
Truckage & Pull.		1	1	1		3

Office of General Supt. Car Department
Chicago, Illinois - July 9, 1964

[illegible][illegible]

Retirement of Passenger Locomotives #5010A, 5014A October 25, 1965

CHICAGO - October 25, 1965
AFE 95474

Mr. A. A. Enders (4)
General Master Mechanic

Please be referred to our letter of September 9, 1965 to Mr. L. S. Provo regarding the retirement and sale of C&NW diesel-electric passenger locomotives 5010-A and 5014-A now on hand at Chicago Shops, Illinois.

Authority for Expenditure has now been issued and received formally authorizing the retirement of these locomotives for handling in accordance with and as per the following:

Retire: C&NW 2000 HP EMD diesel-electric locomotives 5010-A and 5014-A

Present location: Chicago Shops, Illinois

AFE No: 95474 (4 copies enclosed)

Estimate No: M-3159

Area No: 0521

AFE Code No: 1

Reason: Due to discontinuance of passenger trains 507 and 508-510 between Chicago, Ill. and Madison, Wis. and to eliminate further maintenance of these locomotives which are 18 years of age

Inasmuch as these locomotives have already been withdrawn from service and as they have now been formally retired, they should be dropped from all reports with exception of the monthly "Out of Service" report.

Due to not receiving an equitable sale offer for these locomotives it has been decided to remove all usable components therefrom for reuse or sale and sell balance of the locomotives as scrap.

Pursuant to advice contained in the preceding paragraph, kindly arrange for the removal of all usable components and dismantling balance of locomotives as soon as possible, advising when this has been accomplished.

All components that already have or will be salvaged for reuse or sale must be reported on a Material Return ticket, form 53 in accordance with Accounting Procedure #2-27. Preparation of this ticket must be handled strictly in accordance with instructions contained in our General Letter dated August 14, 1959 and indicate the above referred to AFE number.

Labor incurred in connection with removal of the components and dismantling of balance of locomotives should be charged to AFE 95474, Area 9204, AFE Code #2.

- 2 -

As requested above, kindly arrange for the dismantling of these locomotives as soon as possible and as soon as this has been accomplished also arrange for the discontinuance of the monthly "Out of Service" reports.

(SIGNED) E. L. WALSTON
General Supt. Motive Power

cc: L. S. Provo
W. D. Anderson
M. H. Crandall
B. G. Wollard
L. E. Legg
C. C. Ehler
V. C. Barth
H. R. Spencer
H. K. Cox
J. E. Brehm
L. N. Haskins
W. E. Freeman
H. W. Mittmann
F. F. Donati
R. G. Lamb
E. C. Fosdick
R. F. Bruss
G. Opieleski

Winter Pictures of Twin City Area Trains this winter. Photos by Brandon Smith(1) and Andy Shireman(2,3)



1. BNSF Lashup Long Lake MN Wayzata sub. 2. Experimental Scheme SD70M in 2013. 3. BNSF Coal Train Wayzata Sub.



D&ME Business cars (Incl the 'Silver Lake') in CP's St Paul Yard. Disposition is unknown. Andy Shireman Photos.



TC&W Ruebel Turn at Renville MN and the Ruebel plant Jan 2012. BNSF Coal train at Glencoe MN. By Andy Shireman

Pedestrian struck in Elk River –Twin Cities Yahoo Group

Mon Jan 20, 2014 7:19 pm (PST) . Posted by:

Man fatally struck by Northstar commuter train

Associated Press

Posted: 01/20/2014 12:01:00 AM CST | Updated: 60 min. ago

ELK RIVER, Minn. -- A pedestrian was fatally struck by a Northstar commuter train Monday afternoon near Elk River. Sherburne County Sheriff Joel Brott said the man was walking on the tracks just north of the intersection of 192nd Avenue Northwest and Zebulon Street when he was struck about 4:45 p.m. Monday. The sheriff said in a statement that the gate arms at the intersection were down, and the train stopped a short distance past the intersection after striking the man. His identity was not immediately released. Passengers were taken to their destinations by other trains and buses while the line was shut down. The Sherburne County sheriff's office and Metro Transit police are investigating. John Siqveland of Metro Transit said the incident was the second fatality involving a Northstar train since service between downtown Minneapolis and Big Lake started in 2009.

Coal Cars Storage on the North Shore Scenic Railroad by the Twinports Yahoo group

Today's NSSR coal train move

Tue Jan 7, 2014 4:51 pm (PST) . Posted by:

"Kent Rengo" dmir321

Problems plagued today's planned move of 104 empty coal cars up the NSSR for storage. But eventually they got things moving.

Delayed by the BNSF, delivery of the train took place hours later than planned. Once going the LSRM's SD18 Missabe 193 was having electrical issues and would stop loading. The MRHS's SD-M Missabe 316 □ did its part to keep the train going up Lemon Drop Hill but due a combination of snow on the rail and sticky train brakes on the train they stalled just past the London Road overpass. LSRM's crew of Scott Parker and Max Medlin did what they could to keep the 193 loading but eventually they had to give up and isolate the 193 and with only the 316 working they doubled the first half of the train to Palmer Siding. They would run back and get the second half of the train after sunset.

The one shot I got was of the first half of the train rolling up to track speed beyond Hwy 61. The sun angle highlights the light snow swirling around the train. <http://flic.kr/p/j2aSGr>

Tomorrows move most likely will be a split train too due to only having the 316 available for power.

Kent Rengo
Duluth, MN

Amtrak P42's showing their age.

Amtrak does seem to have an abnormally high failure rate with these old GE locomotives. ~ John, in frozen Michigan.

On Jan 6, 2014, at 7:26 PM, From Robert Moen From news article online:

It was so cold overnight that both engines froze on an Amtrak train from Detroit to Chicago, stranding passengers for nine hours just past Kalamazoo, Mich., until another train arrived to tug it the rest of the way home. The heat stayed on, but the episode

tested patience. "Not exactly in the best of spirits," Valerie King, a journalism student at Northwestern University, posted to Twitter from inside the train. Finally in Chicago, she snapped a photo of the train's outside, which looked freezer-burned.

Federal and State Officials Call for Reduced Travel in Severe Winter Conditions; Some Freight Railroad-Owned

AMTRAK Chicago Routes Impossible. Provided by John Goodman Jan. 5, 2014 9:00 p.m. CT

On Monday, January 6, 2014 9:31 AM, THOMAS REISER <reisert@me.com> wrote:

Due to severe weather conditions and decreased travel demands in several states where travel advisories have been posted by the National Weather Service and state officials, **Amtrak** plans to operate modified service to and from Chicago on Monday, Jan. 6. Also, some of the freight railroad-owned routes used by Amtrak in the region are temporarily closed due to weather conditions or other issues.

Passengers with plans in the region on Monday, Jan. 6, are urged to consider deferring their travel and/or confirming their train's status. Significant delays are likely. A range of tools – including Amtrak.com, smartphone apps and 800-USA-RAIL – are available to assist in travel planning.

This Service Alert will be updated by 7:00 a.m. CT on Monday, Jan. 6, if necessary. Alternate transportation is not available.

The following Chicago Hub Services will not be available on Monday, Jan. 6:

- Lincoln Service Trains 300, 301 & 305 are canceled.

(Trains 302, 303, 304, 306 & 307 and Trains 21/321 & 22/322 will maintain service on the Chicago-St. Louis corridor)

- Hiawatha Service Trains 329, 332, 333, 336, 337 & 340 are canceled.

(Trains 330, 331, 334, 335, 338 & 339 will maintain service on the Chicago-Milwaukee corridor)

- Wolverine Service Trains 352 & 353 are canceled.

- Pere Marquette Train 371 is canceled.

(Trains 350, 351, 354 & 355 will maintain service on the Chicago-Ann Arbor-Detroit-Pontiac corridor)

- Carl Sandburg Trains 381 & 382 are canceled.

(Trains 380 & 383 will maintain service on the Chicago-Quincy corridor)

- Saluki Trains 391 & 392 are canceled.

(Trains 390 & 393 and Trains 58 & 59 will maintain service on the Chicago-Carbondale corridor)

These National Network Services are also modified on Monday, Jan. 6:

Empire Builder Trains 7/27/807 are canceled from Chicago to Whitefish, Mont., with Train 27 represented by buses as alternate transportation between Spokane, Wash., and Portland, Ore.

Empire Builder Train 8 will operate from Seattle to Whitefish, without service east of Whitefish. Empire Builder Train 28 will be represented by buses as alternate transportation between Portland and Spokane, connecting with Train 8.

Lake Shore Limited Trains 48 & 448 from Chicago to New York/Boston are canceled.

Lake Shore Limited Trains 49 & 449 from New York/Boston to Chicago are canceled.

(Service between Chicago and Cleveland will be maintained by Trains 29 & 30 and service in upstate New York will be maintained by Empire Service and other trains.)

Passengers who have paid but choose not to travel due to this service disruption can receive a refund or a voucher for future travel. Some reservations booked online can be modified or canceled on Amtrak.com or by using the free Amtrak mobile app.

Amtrak regrets any inconvenience. This information is correct as of the above time and date. Information is subject to change as conditions warrant. Passengers are encouraged to call 800-USA-RAIL or visit Amtrak.com/alerts for Service Alerts and Passenger Notices. Schedule information and train status updates are available at the Amtrak.com home page.

On Thursday, January 16, 2014 9:10 AM, Roy Wullich <rjwullich2@aol.com> wrote:

[Rio Grande Scenic Railroad](#) shared [Iowa Pacific Holdings's photo](#).

Look what is heading to the shop in Alamosa...



Coming soon... "Coffee Creek" is a former Milwaukee Road skytop sleeper, headed for the Iowa Pacific Passenger Car Shop in Alamosa, CO for rebuilding (Was stored in Fargo ND)

Amtrak to be using SPUD soon, but when?? From John Goodman

MnDot has said the preferred route is the present route thru the Midway station trackage. BNSF has said no way will any passenger trains run on either its Midway sub or the St. Paul sub due to freight congestion. You already see CP taking its freight trains via its own St. Paul sub back to Shoreham. BNSF cannot move the CP trains thru on either of its routes in a timely manor between St. Paul and Shoreham yards.

Dave Christianson of MnDot has privately told me that Ramsay County Regional Rail Authority may have to purchase the CP route from Merriam Park down the hill to SPUD. They do not want trains backing into/out of SPUD. As far as Amtrak placing a dumpster at SPUD, they could not do this as they would have to go thru the operator of SPUD which is Jone, Lang, & LaSalle. Remember my e-mail forwarding to each of you of a couple of weeks ago that stated that Amtrak had signed an agreement with the SPUD folks for a set amount of money + an additional \$44,000.00 per year if services were required at SPUD beyond the stopping of the train each direction and the office space required in the depot. This to me means that Amtrak will keep the tracks at Midway for switching, etc, and save the money. This does not mean that the building at Midway would not be torn down. There is a small building on the far south end of Midway that can be used as necessary, and remember that right now the MnComm RR does most of the hep work for the set out coach and the private cars, and of course the switching of said cars. Also remember that it was reported that none of the 3 local roads (CP-BNSF-UP) want to send a locomotive over to SPUD to do any switching as their locomotives are very busy elsewhere.

John Goodman

From an Email Conversation:

St. Paul Union Depot will be the only passenger stop. The train may pause at the former Midway station for servicing but this will not be a passenger stop, tickets will not be sold to or from there, and passengers won't be able to board or detrain there.

The new stop is farther from Minneapolis, but sometime in 2014 the Metro Green Line will open which will connect the depot and downtown St. Paul with Minneapolis. The distance between the two is about the same as from Washington Union Station to central Bethesda, Maryland.

It's unfortunate that the train can't also stop in Minneapolis but track changes since 1971 have made that difficult - unless the train went on the other route through Willmar and not through St. Cloud.

December 23, 2013, 11:37 am -provided by John Goodman

Re-creating the Golden Age of Rail Travel

By TANYA MOHN

Pullman Rail Journeys trips offer dining-car service.

Pullman Rail Journeys, a Chicago-based independent operator of first-class passenger service on Amtrak and private trains and charters, plans to introduce overnight train service between Chicago and New York in mid-2014. The new route, scheduled to operate on Amtrak, is part of a larger mission to bring back the golden age of train travel with artfully restored vintage cars and attention to detail, Angela Arias, vice president of marketing for Premier Rail Collection, which owns Pullman Rail Journeys and six other passenger railroads, said in a telephone interview.

The idea is to replicate what travelers would have experienced on sleeping cars built and operated by the Pullman Palace Car Company from the mid-1800s until the 1950s, Ms. Arias added. "Perfect service, exemplary food and authentic rail cars" will be the hallmarks, she said.

Pullman Rail Journeys is not connected to the original Pullman company. Menus will feature freshly prepared comfort food based on original recipes but tailored to modern tastes, served in four-course meals with white linens. There will be plenty of other amenities on board, like air-conditioning, power outlets and WiFi, showers and private baths in select cars. The concept for the revival began with Edwin E. Ellis, president of the parent company Iowa Pacific Holdings, which in recent years acquired original Pullman rail cars, many rescued from freight yards and backyards across the country. (Mr. Ellis began his career as a brakeman in Kentucky and previously was an executive at Amtrak.) Of the some 70 cars in various stages of restoration and service, "12 are rail ready," Ms. Arias said.

The company currently offers weekly scheduled service between Chicago and New Orleans via the Illinois Central line. Service between Tulsa and Oklahoma City, not available for 50 years, according to the company, is set begin in February. Other routes are being identified for future development, Ms. Arias said.

Fares start at \$500 per person one way and include overnight sleeping accommodations, and all food and beverages.

Travelers Spend Night on Snowbound Amtrak Trains in Illinois Jan 7 2014

BEN KESLING
CONNECT
Updated Jan. 7, 2014 6:34 p.m. ET Article Free Press

CHICAGO—Passengers who spent Monday night on trains stranded in snow in rural Illinois made their way to Chicago Tuesday by bus, as the extreme weather conditions prompted some trains to be canceled through midweek.

Three Amtrak trains carrying approximately 500 people were halted Monday evening by snow and ice a few hours outside of Chicago. The trains were well-heated and no injuries were reported though some restroom facilities were near capacity, according to Amtrak spokesman Marc Magliari.

"Everybody was just agitated and angry and ready to get home," said Jesse McCallister, 25, from El Dorado Springs, Mo., who spent the night on one of the trains. "But it was nice and warm."

Two of the trains came across a snowdrift and ice in Bureau County, Ill., near the town of Princeton. The trains were unable to push through, forcing passengers to sleep in the cars, according to Mr. Magliari. Emergency personnel were available in case of illness or injury. The third train spent the night in a BNSF Railway Co. railyard in Galesburg, Ill.

Each train had a club car or snack bar to provide food to passengers. Shuttle buses eventually transported the passengers from all three trains to Union Station in downtown Chicago where lines of delayed travelers trying to re-book tickets snaked through waiting areas. "Unfortunately, disruptions occur and this isn't going to be the last one," said Mr. Magliari, who was posted in Union Station handling questions and directing the occasional disoriented and unshaven passenger to ticket counters. "Even 8,000 horsepower and a full train couldn't push through it," he said.

The drifts are the byproduct of a massive winter storm responsible for dumping more than a foot of snow over parts of the Midwest and then pummeling the region with subzero temperatures that has led to transportation delays across the region. The brutal temperatures forced schools and government offices to close in states as hearty as Minnesota and Wisconsin. The cold snap is expected to continue through midweek.

Mr. Magliari said Amtrak contracts with BNSF for use of the tracks on that route and there was no signal or indication from the company that trains might not be able to continue on the tracks.

A BNSF spokesman said the company is responsible for maintenance and clearance work on its own tracks and that a freight train had passed the location approximately five hours earlier and reported no issues.

BNSF personnel responded with locomotives to help dig out and pull Amtrak trains from drifts up to 10-feet high in places, said a BNSF spokesman.

Amtrak canceled its California Zephyr and Southwest Chief routes out of Chicago through Wednesday, said Mr. Magliari. He didn't know exactly how many people were being forced to wait in Chicago for the routes to reopen. Both routes end in California.

"I've learned my lesson, no more January travel," said Helen Foulkes, 62, from Cleveland who was on her way to California with her husband to visit her daughter. She sat near Amtrak's ticket counter, surrounded by luggage and other bedraggled passengers. "This is horrible," she joked. "This is Siberia!"

Ms. Foulkes originally planned to arrive in Los Angeles on Wednesday but now hopes to make it by Saturday. Despite the delays, she said she thought Amtrak was handling things well, with polite employees and vouchers for food and lodging. Mr. Magliari said vouchers were only being provided for the first night of the delay.

"My daughter in Long Beach keeps calling up and saying 'it's 73 degrees,' " said Ms. Foulkes as she fiddled with the blanket she had covering her lap.

Video: <http://wgnradio.com/2014/01/07/amtrak-trains-headed-to-chicago-stranded-in-snow/>

Railfan Events (Thanks to Rick Krenske, Joe Stark)

TWIN CITY MODEL RR CLUB NIGHT TRAINS http://www.tcmrm.org/visit/exhibits-events/night-trains/	<i>Saturday nights,</i> thru Feb 22, 2014 6pm-9pm	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
Granite City Train Show St Cloud MN	March 1, 2014 10am-3pm	St Cloud Armory St Cloud MN	\$5
Lakes and Pines Division of the Train Collectors Association Train Show and Swap Meet	March 9, 2014	John P Murzyn Hall 530 Mill Street NE Columbia Heights MN 55421	\$2 Kids under 12 Free
9th Annual Randolph Railroad Days Randolph Area Historical Society http://www.exploreminnesota.com/events/11535/randolph-railroad-days/details.aspx	Saturday March 29, and Sunday March 30, 2014. 9:00 AM to 5:00 PM.	Randolph School and Museum 29110 Davisson Avenue Randolph, MN 55065	\$5 Admission Children under 12 Free

Northstar News
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Coon Rapids MN 55433 3768
Address Correction Requested

