



# NORTHSTAR NEWS

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## Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will be held **May 17, 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.

Program after the meeting –

Railroad Slides by Russ Isbrandt from his collection.

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE

CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

## Northstar Chapter Officers

<b>President</b>	<b>H Martin Swan</b>	<b><i>hmartinswan@msn.com</i></b>	<b><i>612-961-1684</i></b>
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<b>Past President</b>	<b>Dawn Holmberg</b>	<b><i>dawn@dholmberg.com</i></b>	<b><i>763-784-8835</i></b>
<b>National Director</b>	<b>John Goodman</b>	<b><i>Jhgoodman2001@yahoo.com</i></b>	<b><i>612-839-0905</i></b>
<b>Treasurer</b>	<b>Russ Isbrandt</b>	<b><i>rmisbrandt@comcast.net</i></b>	<b><i>651-426-1156</i></b>
<b>Secretary</b>	<b>Dave Norman</b>	<b><i>nevad11@hotmail.com</i></b>	<b><i>612-729-2428</i></b>
<b>Trustee</b>	<b>Gary Rumler</b>	<b><i>nlcdrumler@gmail.com</i></b>	<b><i>651-385-8752</i></b>

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<b>Chapter Librarian/Historian</b>	<b>John Cartwright</b>	<b><i>stationman86@yahoo.com</i></b>	<b><i>651-481-8479</i></b>
<b>Web Master</b>	<b>Dan Meyer</b>	<b><i>dan@meyer-family.net</i></b>	<b><i>763-784-8835</i></b>
<b>Chapter Mailbox</b>	<b>Northstar Chapter NRHS</b>	<b><i>PO Box 120832</i></b>	<b><i>St Paul MN 55112</i></b>
<b>Library Data Base Administrator</b>	<b>Russ Isbrandt</b>	<b><i>rmisbrandt@comcast.net</i></b>	<b><i>651-426-1156</i></b>

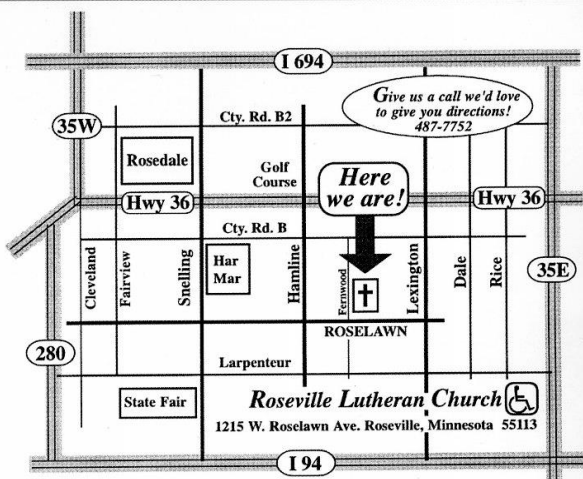
## MEMBERSHIP INFORMATION

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. Please Note: The electronic version is in color and has bonus items not provided in the printed version.

## 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

A note from President H Martin Swan:

**To the members of the Northstar Chapter NRHS**

**At the next Chapter meeting, May 16<sup>th</sup>, the members will be asked to approve a \$3.00 per year dues increase beginning with 2015.**

**The Board of Directors reluctantly approved this dues increase last year and reaffirmed it earlier this year. Unlike the National which just announces that there will be a dues increase your BOD decided to allow the members themselves to make the final decision.**

**It has been some times since we last had a local Chapter increase and it would be nice if expenses would not increase but they do. H Martin Swan**

From the Editor:

This Summer, the NRHS has its election for President and BOD. This is the first time in a long time that the president position has been contested. If you are an NRHS member, when you receive the ballot, please review the candidates and send in your vote. Voting for national officers is an import privilege you have as an NRHS member. If you should choose to sign and return the proxy to the national, you are giving them carte blanche to do anything they wish.

The newsletter will take its annual hiatus this summer and resume on or about September 1 2014.

Inserted in this issue is a signup sheet for our Boone & Scenic bus trip to Boone Iowa to ride the Boone & Scenic Railroad on August 16 2014. This day trip is reasonably priced at \$95 and we hope you will attend!

Our Picnic is scheduled for Saturday July 19 2014 at the park adjacent to the BNSF bridge in Prescott WI from 10:30am to 3:00 pm. Snacks and beverages will be provided. Bring your own meat to grill.

We are also planning a trip on the new Twin Cities Central Corridor Light Rail Line from Minneapolis to St Paul (the Green Line) tentatively on Saturday June 28 2014. The start-up of this operation is scheduled for June 14 2014.

## Minutes of the April 19, 2014 Membership Meeting of the Northstar Chapter NRHS

Minutes of April 19, 2014 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order at 6:30 p.m. in the Roseville Lutheran Church by chapter president Marty Swan with 23 members and guests present. Those present were asked to introduce themselves. There was a question as to whether there were any additions or corrections to the minutes of the March 15, 2014 membership meeting, as published in the April 2014 issue of Northstar News. There were none, so a motion to approve the minutes of the meeting was made, seconded, and carried. The regular agenda of the meeting was temporarily suspended so John Goodman could present Jim McLean with a pin for 25 years of NRHS membership. National representative John Goodman reported that next week he will attend a NRHS meeting at Lewisburg PA. He spoke about the major issues that are likely to be discussed there. As trip director, John spoke about events that the chapter is planning. Various members of the chapter will be participate in events connected with May 10th, National Train Day, at the St. Paul Union Depot. We have a schedule of people to staff the chapter's table at the Union Depot. On June 21st, we plan to ride Metro Transit, including the Green Line on University Ave., which will be opening June 14th. We will let people know as plans for this develop. On July 19th, we will have our annual chapter picnic at Prescott WI. On Saturday, August 16th, we are planning a bus trip to Boone, IA to ride the Boone & Scenic Valley. This trip will be behind a steam locomotive unless the temperature is extremely high. The cost will be \$95. Also discussed was a possible boat trip. Both the possible date and whether to take the boat trip from Stillwater or Treasure Island were discussed. We will have more details on the possibilities next month. Amtrak service to SPUD from the present one in the Midway will begin on Wednesday, May 7<sup>th</sup> with west bound Train 7. Train 8 is scheduled to be the first to use the Union Depot on Thursday Morning May 8 2014.. This June will be the 45th Anniversary of the founding of the Northstar Chapter. How do we want to celebrate this? Richard Tubbesing talked about possible ways we could celebrate this. Also discussed was when we should have the celebration. Whether we should do it at our September meeting or at the Holiday Party in December. The members present seemed to favor having the celebration in December. Richard also talked about the publication schedule for Northstar News. The next issue will come out in early May. There will be no issues in June, July, or August. Monthly publication will resume in September. He invited those members who might have something of interest to others to send it in. Programs - Warren Krekelberg will present the program tonight from his collection. Russ Isbrandt will put on a slide show in May. Greg Smith will probably do the program in September. Nothing is set at this time for October. For November, Roger Libra is planning on doing a program on the Twin Cities & Western. We have a speaker tentatively lined up for our Holiday Party in December. Chapter treasurer Russ Isbrandt gave his report. He also reported on chapter membership. Webmaster Dan Meyer described things a pretty slow. He has put some things on Facebook. The By-Laws have been updated on the website. John Cartwright from the chapter library was not able to be present, so Russ Isbrandt reported that recently we have been watching 8 mm films from the Bill Cordes Collection. We hope to put some of them on DVD so people can have copies for their personal collections. Roger Libra donated an 8 mm projector. John Gaertner has been scanning public timetables from the chapter's collection. Russ asked for a show of hands from those who might be interested in purchasing copies on data CDs. Joe Stark reported on sales. The chapter was given a lot of model buildings, all of which have been sold. He also reported on sales at the White Bear Lake show earlier this month. Dawn Holmberg reported on the calendar project. They plan to have a final decision on the photos to be used on the 2015 calendar soon. They plan to give away some of our surplus of 2005 calendars at National Train Day activities at the St. Paul Union Depot. Marty reported that he had not heard of anyone in the chapter who deserved a card. Former chapter member Dennis Loudon reportedly had a heart attack. A proposal to raise chapter dues

(effective for next year's dues) that was to have been discussed and voted on this month will postponed until next month because the notice of the proposal was buried in the minutes of the March meeting in the April issue of Northstar News instead of being clearly visible in that issue. There were no other items of Old Business. There was no New Business. Electrons - The Nominating Committee has come up with a slate of candidates for 2015 chapter officers. A vote adjourn the meeting was made, seconded, and carried at 7:10 p.m. After a brief break, Warren Krekelberg presented photos from his collection.

Respectfully submitted, Dave Norman, Secretary Northstar Chapter NRHS

## Amtrak Derailment in Eastern Montana



Published April 28, 2014 [Associated Press](#) (Pictures from KTVQ TV Billings MT)

BAINVILLE, Mont. — Amtrak says a train carrying 117 passengers has partially derailed in northeastern Montana, causing minor injuries to one passenger. Amtrak spokesman Marc Magliari says three cars on the 13-car Empire Builder slipped off the tracks at a switch Monday afternoon near Bainville MT. The passenger train was headed west from Chicago to Portland and Seattle. Magliari says the injured passenger is being treated at the scene. Magliari says the train is upright and still has power, and it's expected to resume its journey Monday night after the three cars are uncoupled. The Montana Department of Transportation says Montana Highway 327 is closed near the accident and a detour has been set up.

## BNSF Cars Blown off Tracks -From Train orders by glcaddis

Breaking reports that a BNSF transcon (Ex-ATSF) train has a number of cars blown off the tracks by either strong straight line winds or a tornado. The derailment occurred in the vicinity of Laura, IL which of east of Galesburg and west of Chillicothe on the former SF main line. Local TV news showed pictures of what appeared to be quite a number of cars laying on their sides. The motive power appeared to still be on the rails. Looks like it was a Z-train. There are no reports of injuries to the crew. IL highway 78 is shut down by the derailment.

### More News

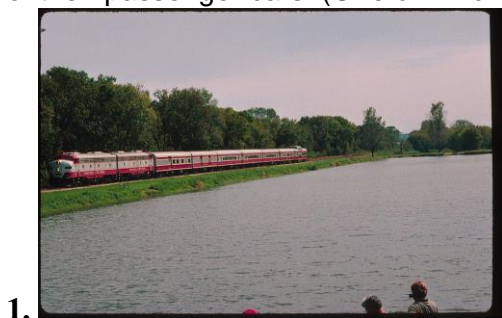


1. Big Boy #4014 on the move to Cheyenne from LA. Image is special move thru Cajon Pass. Photo from Train Orders by member DRGW5502. 2. BNSF LNG test train near Pueblo CO from Train Orders by Nathan Zachman April 25 2014.

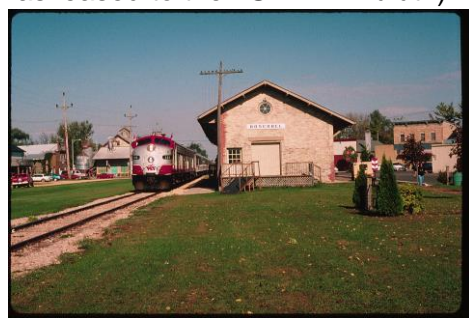
## Sept 2000 Trains Unlimited tour of the Wisconsin & Southern from Wakesha to Prairie Du Chein WI on ex-Milw track. By R Tubbesing

I drove to Wakesha (outside of Milwaukee WI) and checked in to my hotel in Waukesha. The next morning, I drove to the boarding point on the WSOR line. The train was in a Beautiful Crimson and grey scheme led by WSOR E-9's led by #18C and Seven of WSOR restored passenger cars including a dome observation. The WSOR volunteer attendants were sure proud of this train as it looked terrific. We went west to Milton Jct where the line branch's off to Janesville WI and headed to Madison. Slowed down going thru Madison along Lake Mendota and onto a stop at Middleton where the depot still stands to pick up Madison passengers. Got off the train and shot some video of the train there. Then it was

off west bound and stopped by a lake in Mazomanie where we had a couple of runby's. Then we proceeded west going thru towns of Spring Green (home of the house on the rock designed by Frank Lloyd Wright), across the Wisconsin River and thru towns Muscoda and Wazuka to Boscobel. At Boscobel and stopped at the restored depot there that houses a small museum. I got some photos of the train there. Then we went downgrade to the Mississippi River valley toward Prairie Du Chein. We had to stop at the BNSF Jct as there is a manual signal guarding the crossing, and the crew had to get BNSF dispatcher permission to cross the ex-CB&Q main line and manually set the signals, and then reset the signals again after we crossed. We then headed to Prairie Du Chein (where there was once a MILW floating bridge across the Mississippi river to Marquette IA. To note, we passed a residence that had a restored Milw Caboose in his yard. I think we walked to our hotel to check in. The next morning we re-traced our route back to Waukesha. The train left early in the morning curving to the East to the crossing with the BNSF. Here we had to wait for two BNSF trains to pass (I got video of both trains) before we were allowed to cross. Then it was back thru the towns of Boscobel, Wazuka, and Muscoda. When we got to Spring Green, there is a long truss bridge across the Wisconsin River, where we got off and had a couple of runby's of the train on the bridge. We continued on thru Mazomanie and to Middleton and stopped to discharge the Madison passengers. We then went thru downtown Madison to Lake Mendota, where again we got off the train and got a runby with the lake in the foreground and Wisconsin's State Capitol in the background, A nice shot even though the Capitol dome was under some restoration. Then we went nonstop back to Waukesha and the end of the run. A great train ride. Too bad the WSOR stopped running excursions and sold off one of the E units and a couple of their passenger cars. (One of which is was leased to the LSRM in Duluth)



1.



2.



3.

1. Train WB by lake at Mazomanie WI 2. Train at Boscobel WI ex Milw Depot (now a museum)  
3. Train EB by Lake Mendota in Madison WI

### **Metro Transit Green Line LRT shop unveiled.** (Thanks to Rick Krenske)

From the TRAINS Newswire: Trains News Wire EXCLUSIVE: By Steve Glischinski Published: April 22, 2014  
ST. PAUL, Minn. \* Twin Cities Metro Transit has opened a new shop complex to service and repair light rail transit vehicles for its new Green Line. The 11-mile line from downtown St. Paul to downtown Minneapolis opens June 14. More than 100 Metro Transit employees, including operators, maintenance and support staff, have begun moving into the shop as training and testing occurs on the Green Line.  
The shop, which is one block east of the restored St. Paul Union Depot, was rebuilt from the former Diamond Products warehouse building. Siemens has constructed 31 S70 light rail vehicles for the line, plus another 10 for the existing Blue Line between downtown Minneapolis and the Mall of America that opened in 2004. The 100,000-square foot shop will be home base for 37 cars, which will be used in three-car sets, according to John Humphrey, Metro Transit director of rail operations. The building includes wheel truing machines, wash facilities, drop pits, and elevated track for truck change-outs and repairs. Metro Transit showed off the building on Earth Day, April 22, touting the energy efficiency of the shop. It was designed and constructed using sustainable principles from Xcel Energy's Energy Design Assistance Program. For example, the building's office was located in the center of the structure rather than along an outside wall, which saves on heating and cooling costs. In addition to the energy-efficient shop's unveiling, Metro Transit said its Blue Line light rail trains were operated on 100-percent wind generated electricity on Tuesday for Earth Day, in cooperation with Xcel Energy. To celebrate the opening of the Green Line, on June 14-15 all Metro Transit light rail trains, buses, and the Northstar commuter rail line will be free for all riders.

### **April 26, 27 NRHS Board Meeting Report –by John Goodman (edited)**

Greg Molloy on Sunday took quite a bit of time to lecture those assembled about how dues renewals for 2014 are down 5% according to the latest On Board report. Last year we sat at 86% verses this year at 81%.

Greg mentioned that certain chapters are changing their own by-laws to allow for people to be chapter members only and not join the National at all. Greg said (and he is correct) that the National by-laws specify that anyone joining a chapter MUST also belong to the National group. This is not being done by several chapters, and these members are not legal. Greg (after much discussion) told his Relationship Committee to have an answer by the summer convention to this problem. He mentioned that several chapters

(not us) have refused to submit any dues money to the national office. Greg mentioned that one solution would be to "pull" the charter from that chapter. Another answer might be to charge such chapters a franchise fee to belong to the NRHS, if they refused to follow the by-laws of the National organization. A question was asked from the floor to Greg as to what actually does the National office provide to the chapters? He did not answer this question. Several of those attending this Sunday meeting got up and explained to Greg that in each case of non-renewal, those folks told the chapter that the dues increase and new way of paying for dues in 2015, what with the two payments necessary, one to the National with a credit card of paypal, and the second to the local chapter, was inconvenient. Another criticism mentioned was the last few bulletins content was very poor. Jeff Smith answered by saying that our publication (unlike Trains, Railpace, etc) is the only RR publication that can devote a full issue to one subject. The biggest problem now facing the NRHS (besides the above) is with Fernley & Fernley. The accounting department seems to have problems in documenting the NRHS financial records. We are unable to fill the necessary IRS form 990, due 6/15/14 due to these accounting problems with Fernley & Fernley staff. Greg reported that losses to the NRHS in 2013 were larger than expected. Our auditors (EGA) are unable to make a 2013 audit due to the accounting problems with the data that Fernley & Fernley is trying to provide. Greg said that quote: "I just don't believe the data given to us from Fernley & Fernley". The Fernley & Fernley contract is due to be renewed by 4/30/14, but due to the many problems with the audit, the NRHS is requesting a 60 day extension until 6/30/14, which the management of Fernley & Fernley has agreed to allow. Because of the above problems. NRHS is unable to produce a 2014 budget at this time. A motion was approved to continue with a 80% budget from the 2013 budget. Because of the above...NRHS has hired an audit oversight group under James Little to review the data that EGA was not able to, and make some sense out of it. The group is called the Part Time Controller Group. The NRHS Privacy Policy (Jeff Smith and John F.) is not yet ready and will be delayed until the summer convention meeting.

## UP E9 #949 back Active From John Goodman Note 25 private UP passenger cars.



Pictures from the Web. (Representative pictures are not necessarily in the following consist)

On Thursday, April 17, 2014 10:52 AM, "silverstarengr@yahoo.com" wrote:

Up close and personal with UP E9 #949. After 7 years of inactivity and laying dormant, UP E9 #949 is finally back on the rails. It first made a shakedown test run from Cheyenne, WY to Denver, CO and back on Tuesday April 15 and 16, 2014 pulling a single office car Howard Fogg. This afternoon, it will be heading to Council Bluffs, IA, and subsequently Los Angeles, CA for an event, with heritage unit Southern Pacific #UPH 1996 trailing the E9A, with 25 office cars in tow.

Consist: E9A #UP 949, SD70ACe #UPH 1996, UPP 6334 Art Lockman (Tool Car)  
 UPP 2066 (Power Car), UPP 202 Willie James (Crew Car), UPP 315 Little Rock (Crew Sleeper),  
 UPP 119 Kenefick (Business Car), UPP 101 Lone Star (Business Car), UPP 102 Cheyenne (Business Car),  
 UPP 5486 City of Salina (Coach), UPP 5473 Portland Rose (Coach), UPP 5480 Sunshine Special (Coach),  
 UPP 7001 Columbine (Dome Coach), UPP 9005 Walter Dean (Dome Lounge), UPP 5011 City of Denver (Diner Lounge), UPP  
 7011 Missouri River Eagle (Dome Diner), UPP 8004 Colorado Eagle (Dome Diner),  
 UPP 8008 City of Portland (Dome Diner), UPP 302 Overland (Diner Lounge), UPP 9009 City of San Francisco (Dome Lounge),  
 UPP 7015 Challenger (Dome Coach), UPP 5468 Katy Flyer (Coach),  
 UPP 5483 Texas Eagle (Coach), UPP 5769 Flag Car (Baggage Recreation Car),  
 UPP 5818 Reed Jackson (Concession Car), UPP 413 Lake Bluff (Sleeper), UPP 200 Omaha (Deluxe Sleeper).



### National Train Day sponsored by AMTRAK will be held at the St Paul Union Depot on May 10<sup>th</sup> 2014.

Our chapter will have a table at this event.  
 Any volunteers to man our table will be appreciated!

## AMTRAK Announcement on Change from Midway to SPUD –from John Goodman

Please be advised that on Wednesday evening, May 7, Amtrak passenger rail service in St. Paul-Minneapolis will move to the beautifully restored Union Depot, located downtown at 240 Kellogg Blvd. E., St. Paul, MN, 55101.

On May 7, the last train to serve Midway Station at 730 Transfer Road will be eastbound Train 8, departing at 7:50 a.m. On May 7, the first train to serve Union Depot will be westbound Train 7, departing at 10:10 p.m.

**Getting to Union Depot Parking:** Union Depot offers ample long and short-term parking, as well as electric vehicle parking and charging stations. Visit [www.uniondepot.org/transit/](http://www.uniondepot.org/transit/) for parking rates and information. **Drop-off / Pick-Up:** Amtrak ticketing, checked baggage service and passenger drop-off and pick-up are located along Kellogg Blvd. between Sibley and Broadway Streets. **Daily Bus Service at Union Depot:** Metro Transit buses 21, 54; **Weekday-only Bus Service:** Metro Transit buses 53, 65, 417 and MVTA buses 480, 484, 489; Also, intercity bus operators **Light Rail Service:** Metro Transit Green Line begins June 2014. **Bike:** Bicycle storage may be requested by calling 651-202-2700 or by emailing [info@uniondepot.org](mailto:info@uniondepot.org). Bicycle racks are also available on the bus platform, north plaza and 4th Street or Kellogg Blvd. entrances.

**Arriving at Amtrak** The entrance to the Amtrak ticket and baggage area at Union Depot is located at 240 Kellogg Blvd. E. on street level, one block east of Wacouta St. Quik-Trak® ticketing kiosks, a 27,000 sq. ft. waiting room and free Wi-Fi are available at Union Depot. Information kiosks in the waiting room provide passengers with access to taxi, hotel, dining and entertainment options. Passengers may choose to dine at Christos Greek restaurant inside Union Depot. Sleeping car passengers may enjoy a private lounge in the waiting room.

**Ending Service at Midway Station on Transfer Road** Public services will not be available at the Transfer Rd. station (including ticketing services, restrooms and parking) after the morning departure of eastbound Train 8 on May 7. Passengers should not park at the Transfer Rd. station if they are returning after the morning departure of eastbound Train 8 on May 7. Passengers whose vehicles are parked at the Transfer Road station after May 7 should speak with a station employee at Union Depot.

#### **Amtrak and Union Depot Hours**

Amtrak's ticket office and checked baggage service hours are 6:30 a.m. until 10:30 p.m. daily. Union Depot, including the waiting room and Quik-Trak self-serve ticketing kiosks, is open 24 hours a day, 365 days a year.

Thank you for traveling with Amtrak. For reservations, visit [Amtrak.com](http://Amtrak.com), use our free mobile apps or call 1-800-USA-RAIL (1-800-872-7245). Like us on [facebook.com/Amtrak](https://facebook.com/Amtrak). Follow us on [twitter.com/Amtrak](https://twitter.com/Amtrak).

#### **Union Depot in St. Paul, Minnesota**

Union Depot, owned by Ramsey County Regional Railroad Authority, reopened as a multi-modal transportation hub in 2012 following two years of renovation. Union Depot is on the National Register of Historic Places and is certified LEED Gold. For the first time in more than 42 years, on May 7, Union Depot will welcome passenger rail in downtown St. Paul. For more information on Union Depot, go to [www.uniondepot.org](http://www.uniondepot.org) or call 651-202-2700. Like us on [facebook.com/UnionDepot](https://facebook.com/UnionDepot).



Pic by Roger Libra

**As Canadian Pacific makes plans near Pig's Eye Lake, city and state agencies have limited authority.** Provided by Rick Krenske

**Railway wants to grow. Neighbors want to know**

**A PUSH TO EXPAND.** Key questions on Canadian Pacific's plans to expand its St. Paul rail yard operations: What's the project? The plan is to extend six existing tracks by 3,000 feet and build a new access road. The area is entirely within CP Rail property, known as the Dunn Yard, near Pig's Eye Lake. Six acres of wetlands would be filled in, though Canadian Pacific has offered to improve up to a dozen acres of wetlands elsewhere.

Is it necessary? Dunn Yard does not accommodate 10,000-foot trains, which is becoming the industry standard. As a result, trains take longer to uncouple and reconnect in the 50-year-old yard. That increases idling time, slowing operations while disrupting neighbors. Who is Canadian Pacific? Based in Calgary, Canada, the company has its U.S. headquarters in Minneapolis. It ships freight, from oil to grain to consumer goods, to 13 U.S. states and

six Canadian provinces, including the Dakotas, Illinois and Wisconsin. The company accounts for roughly 15 of the 100 trains that travel through the St. Paul rail corridor daily. Does DNR have a say in plan's filling in of wetlands?

Under the state's Wetlands Conservation Act, a panel of experts that will likely include representatives of the Army Corps of Engineers, the Soil and Water Conservation District and possibly the state Department of Natural Resources

will review the proposal. The DNR itself, however, has limited jurisdiction over construction. That's because the necessary sheet piling, measuring 10 to 11 feet tall, will sit above the high water mark for the area. What's more, the

DNR has jurisdiction over wetlands listed on the state's official public water inventory. The area is not on the list. Source: Minnesota Department of Natural Resources, the plan's Environmental Assessment Worksheet, and officials with St. Paul and Canadian Pacific.

By Frederick Melo [fmelo@pioneerpress.com](mailto:fmelo@pioneerpress.com) The freight trains that pull into the Canadian Pacific rail yard near Pig's Eye Lake in St. Paul could soon be longer than ever. But plans to extend each of the six tracks in the company's rail yard southeast of downtown by 3,000 feet has put it at odds recently with neighbors and the city. At least twice in the past year, Canadian Pacific Railway has started work on changes to its downtown St. Paul rail yard without city permits, officials say. A sixth track was added last year, obliterating an old access road; a wall of sheet piling went up, but was taken down after the St. Paul Safety and Inspections Department issued a cease- and- desist order in February. "No work is going on right now," said Robert Humphrey, a spokesman for St. Paul's inspections office. "They are honoring that cease-and-desist." Canadian Pacific assures neighbors and the city that the impact of the changes will be more boon than bust for nearby residents. Making trains longer will make the noisy

idling wait times in the rail yard shorter and help industry move products faster. Canadian Pacific Railway may not be the largest of the freight-rail companies that roll through St. Paul, but the proposed Dunn Yard expansion has raised a number of questions with city officials, neighbors and naturalists. A forum has been scheduled for Wednesday, and public comments on the plans are due by the end of the month. The process has inserted residents and city officials into the world of freight rail, where international companies tend to play by federal, as opposed to local, rules. This gives state and city agencies limited authority. Both construction instances at the St. Paul rail yard took nearby residents and city officials aback, but the most ambitious aspects of Canadian Pacific's Dunn Yard expansion project are yet to come. To complete its track expansion plans, the company will have to fill in 6 acres of wetlands on the northern and eastern shore land areas of Pig's Eye Lake. Company officials are talking to the Minnesota Department of Natural Resources about establishing up to a dozen acres of wetlands elsewhere to make up for the loss of natural area, though nothing is final. Canadian Pacific's goal is to modify Dunn Yard from accommodating 7,000-foot trains to those averaging 10,000 feet in length, which is closer to the industry standard. The longer tracks will reduce the amount of time trains spend idling as individual train cars are decoupled and reconnected. "Our railroad is looking at making the yard more efficient for train operations, which will reduce train congestion and idling, as well as noise related to switching operations," said Canadian Pacific spokesman Ed Greenberg. Dunn Yard is bordered by the old Pig's Eye Landfill, a 300-acre city landfill dating to the 1950s, which remains on the state's Superfund list of polluted properties. Kiki Sonnen, a former city council member and founding member of the Pig's Eye Coalition, said her group fought for years to block development there. The peninsula in the lake is an official heron and egret rookery, an undeveloped 'scientific and natural area' established and protected by the state DNR. Sonnen called the yard expansion a step backward. "I'm opposed to it," Sonnen said. "It's terrible. It should not happen. We just wanted an area for the animals to be free and for the environment to heal itself." City planner Josh Williams said the company's overall proposal has been scaled back over the past year, but city officials have nonetheless insisted that the company complete an Environmental Assessment Worksheet detailing the wetlands loss and scope of the work.

**NOISE AN ISSUE.** Despite potential environmental impact, many neighbors hope the rail yard expansion will address long-standing noise complaints. Efforts to reduce idling and squealing brakes at all hours of the day and night seemed to work in the 1990s, but residents say the noise has picked up again in the past seven years, drawing a recent noise petition with more than 100 community names. "It will address some of the sound issues, because it will change how they do their operations down there," said Betsy Leach, community organizer with the District 1 Community Council, which is based on Old Hudson Road. "It won't eliminate it, but it will mitigate it." Nevertheless, said Leach, "we have found that it's very, very difficult to get any information out of a railroad. They're a power unto themselves. The problem is, the city doesn't have jurisdiction over the railroads. The feds have jurisdiction." Point Douglas Road resident Tom Brown said he is withholding his opinion on the proposed expansion until he gets more details. But he's seen six engines at a time idle in front of his home for hours, and he's recorded high decibel squealing as train cars go over and then down a raised metal 'hump' with their brakes on. "Basically, the CP Railway yard here is just an absolute nightmare to the residents in the neighborhood," Brown said. Propelled by gravity, the separated cars roll down the hump into the yard, where they remain until they're ready to be connected to trains heading toward Chicago. "Then they set them up and idle them in front of our house for six hours," Brown said. Canadian Pacific's Greenberg expects that to change. "The yard was built in the 1950s and requires modifications to our railroad's ability to respond to local customers in the cities, as well as our work to support the American economy," Greenberg said. "This is an extension of existing tracks. We take the environmental review process very seriously." St. Paul City Council President Kathy Lantry, who represents the neighborhood, is also withholding comment on the Dunn Yard project until the public comment period is over. In the past, however, she's expressed frustration that railroad companies answer to federal regulations, rather than local city ordinances. **NO PERMITS SOUGHT.** Twice so far, the company has moved forward with smaller projects that have raised eyebrows at City Hall. Canadian Pacific added its sixth track to the St. Paul rail yard last year without pulling a single city permit, officials said. Construction eliminated an existing access road. Company officials say they didn't need to ask the city for permission, as the work took place on their own land and did not affect wetlands. "It was on an existing road inside our yard, so it was done appropriately," Greenberg said. In February, the St. Paul Department of Safety and Inspections issued the railway a stop-order when Canadian Pacific began installing sheet piling, the first step in its track expansion project. "Since the retaining wall is part of the overall project, our railroad responded immediately by halting construction," Greenberg said. With those instances in mind, Leach of the District 1 Community Council said she and other residents were pleasantly surprised by the work they saw detailed in the project's environmental assessment, from noise mitigation to wetlands restoration. "Some ideas have been tossed out there," said Harland Hiemstra, a spokesman for the DNR, noting that the 6 acres of affected wetlands are not part of the state's official inventory of public waters. "On this one, we have limited jurisdiction. Some of our field staff have some concerns that we will share in a comment letter to the city." Rather than establish new wetlands, however, Leach said she would prefer to see stretches of Battle Creek that have been submerged underground by development unearthed, as well as pollution cleanup and runoff protections at Suburban Pond off Suburban Avenue. Brown said there are larger issues that will require intervention from federal lawmakers. Regulations governing railroads were established in the mid-1970s, and they're sorely outdated. Trucking, bus transit and energy companies have all implemented newer technologies to make their operations quieter and more environmentally friendly, and he wonders why railroads are so behind the curve. "We just want CP Rail to be reasonable neighbors," Brown said. "Every other industry has had to come into the 21st century modernized, except railroads." Frederick Melo can be reached at 651-228-2172. Follow him at [twitter.com/FrederickMelo](https://twitter.com/FrederickMelo).

## NRHS Convention will be held June 10 to June 15 2014 at Springdale AK.

Many activities are planned with trips powered by the Arkansas and Missouri RR vintage ALCO's. Details are on the Web site: <http://www.nrhs.com/events/2014-annual-convention-northern-arkansas>



**Minnesota Transportation Museum** is Short of Operating crews and staff for this summer's activities and looking for volunteers. Contact the MTM for more information. <http://www.mtmuseum.org/> phones: Jackson St. 651-228-0263 Osceola & St Croix RR 751-755-3570



**MINNESOTA STREETCAR MUSEUM**  
COMO-HARRIET STREETCAR LINE  
40 Years at Lake Harriet

**Minnesota Streetcar Museum** is also looking for Streetcar operators. Contact the Streetcar Museum for more information. Chris Heck 651-249-5358 or email at [hecimovich@mac.com](mailto:hecimovich@mac.com)

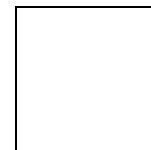


**The Lake Superior Railroad Museum** is soliciting funds to finish up restoring D&NE Steam Locomotive #28 for operation later this year. To donate, you can send a check to LSRM, 5506 W. Michigan St, Duluth, MN 55812, Phone is (218) 727-8025

RailFan Events (Thanks to Rick Krenske, Joe Stark)

<b>Twin City Model RR club Flea Market</b>	May 10, 2014 9 – 3 PM	State Fair Grounds Education Building St Paul Mn	\$7 Kids under 12 Free
<b>Amtrak National Train Day</b>	May 10 2014 9 – 3PM	St Paul Union Depot	Free

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





#### Minnesota Transportation Museum UPDATE

Passenger Car Update, Week Ending April 18th, 2014 April 21, 2014 **News Alert:** The Spring migration train scheduled for Friday, April 25, 2014 has been cancelled. The Canadian National Railway (CN) had the Cedar Bend bridge over the St. Croix River on the Dresser Sub inspected earlier this year and it requires some repairs. While the repairs are being made, the bridge has been taken out of service, which means no trains can use the bridge. The CN has estimated the out-of-service to last approximately three (3) weeks. This will delay our start date in Osceola this year. As soon as the MTM learns more about when the bridge will reopen, then we will reschedule our migration train and advertise our "new" start date in Osceola. Until then, there are many opportunities for volunteering at the Jackson Street Roundhouse as the MTM makes preparations to attend and display a train at the St. Paul Union Depot (SPUD) for National Train Day, May 10, 2014. This is also the official celebration of the return of Amtrak's "Empire Builder" train and passenger service at SPUD in 40+ years.

A more enhanced message, Proposed Dues Increase for Northstar Chapter Dues. from President **H Martin Swan**

To the members of the Northstar Chapter NRHS

At the next Chapter meeting, May 16<sup>th</sup>, the members will be asked to approve a \$3.00 per year dues increase beginning with 2015.

The Board of Directors reluctantly approved this dues increase last year and reaffirmed it earlier this year. Unlike the National which just announces that there will be a dues increase your BOD decided to allow the members themselves to make the final decision.

It has been some times since we last had a local Chapter increase and it would be nice if expenses would not increase but they do.

The members of the Northstar Chapter, NRHS should be very proud of our Chapter. We are very active. We have hosted the National Convention, hosted a BOD and a Spring Conference. We yearly arrange for outings for our members-this year it will be to Boone Iowa, we also have other activities including our summer picnic. I think we can safely say that our Chapter is much more active then many of the other NRHS Chapters including the larger ones. The Chapters two primary expenses are our meeting rooms and the rent space our Library/Museum occupies. In the past year (2013) we received a large donation from a member and we received revenue from hosting the NRHS Spring Conference. This year we have 3 members who are donating enough money to pay for all but \$25 of our monthly meeting room rental. Donations and outside activities such as the Conference are something that we cannot count on year after year to make up our budget. It is wonderful to have them, they certainly make things easier but they can't be counted on.

We have initiated several self-help measures. Under the leadership of Dawn and Cy we are producing a 13 month calendar that is very popular and brings in excess of \$2000 per year. We also attend various railroad shows and sell donated merchandise and excess merchandise from the library

We are constantly trying to develop new ideas and would appreciate any help the Chapter members could provide. Even the most ridiculously sounding idea on the surface with a few tweaks could be a major breakthrough..

I respectfully request that the members approve this modest increase of \$3.00 per person which would result in a regular membership of \$18, student of \$9.00 and \$21 subscriber rate.

From Gary Rumler C&NW Special Oder #24, May 22 1963, For Engineers, Fireman, Conductors, Brakeman. Telegraphers, Train Dispatchers, Crew Callers and Yard Engine Foreman, Freight Train Assignments for the Dakota and M&StL districts.

SPECIAL ORDER NO. 24

ALL ENGINEERS, FIREMEN, CONDUCTORS, & BRAKEMEN:  
TELEGRAPHERS, TRAIN DISPATCHERS, CREW CALLERS, & YARD ENGINE FOREMEN:

Special Order No. 20 is cancelled. The following is an up-to-date listing covering trainmen and enginemen assignments on the Dakota Division (Dakota District, Minnesota District, and M&StL District). The miles, job numbers, and reporting time shown will govern and will be used by any one having to do with the making of timetables and ordering of crews.

Dakota District

TRAIN NO.	FREQUENCY	MILES	JOB NO.	CREWS REPORT FOR DUTY
126	Huron-Tracy	136	126-1	2:15 p.m. 2:00 p.m.
495	Mon-Tues-Thurs-Fri	136	495-3	2:00 p.m. 2:00 p.m.
495	Wed-Sat	200	495-2	2:00 p.m. 2:00 p.m.
20-21	Dai. Exc. Sun	96	020-1	3:00 p.m. 3:00 p.m.
Sw Run	Watertown-Doland-Groton-Doland-Redfield	149	018-4	9:30 a.m. 9:30 a.m.
Sw Run	Redfield-Blunt	115	018-3	10:00 a.m. 10:00 a.m.
Sw Run	Blunt-Redfield	115	019-1	11:00 a.m. 11:00 a.m.
Sw Run	Redfield-Watertown	71	018-2	10:00 a.m. 10:00 a.m.
495	Dai. Exc. Sun	118	495-4	7:40 a.m. 7:25 a.m.
62	Pierre-Huron	118	062-1	7:10 a.m. 7:00 a.m.
1-2	Huron-Oakes-Huron	272	001-1	3:35 a.m. 3:20 a.m.
Sw Run	Huron-Aberdeen-Huron	165	001-2	3:35 a.m. 3:20 a.m.
2	Huron-Sioux City	186	002-1	6:30 p.m. 6:15 p.m.
23	Dai. Exc. Sat-Sun	186	023-1	3:30 p.m. 3:15 p.m.
Sw Run	Sioux City-Huron via Wakonda	207	023-1	3:30 p.m. 3:15 p.m.

M&STL DISTRICT

98	Morton-Cedar Lake	98	098-1	4:00 p.m. 4:00 p.m.
98	Morton-Cedar Lake via Klossner	123	098-1	4:00 p.m. 4:00 p.m.
99	Cedar Lake-Morton	99	099-1	11:30 p.m. 11:30 p.m.
74	Cedar Lake-Morton via Klossner	123	099-1	11:30 p.m. 11:30 p.m.
74	Watertown-Morton	123	074-1	7:30 a.m. 7:30 a.m.
75	Morton-Watertown	123	075-1	6:55 a.m. 6:55 a.m.
115	Watertown-Aberdeen	85	115-1	7:00 a.m. 7:00 a.m.
116	Aberdeen-Watertown	85	116-1	8:00 a.m. 8:00 a.m.
215-216-116	Aberdeen-Leola-Watertown	145	116-2	6:00 a.m. 6:00 a.m.

WORK TRAINS - DIVISION

EXTRAS	Leave Blank
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SPECIAL ORDER NO. 24 (Cont'd)

MINNESOTA DISTRICT

TRAIN NO.	FREQUENCY	MILES	JOB NO.	CREWS REPORT FOR DUTY
518-519	Mankato-Winona-Mankato	262	518-4	8:45 a.m. 8:45 a.m.
518	Mankato-Winona	131	518-4	8:45 a.m. 8:45 a.m.
519	Winona-Mankato	131	519-2	4:50 p.m. 4:50 p.m.

PASSING ASSIGNMENTS

CONDUCTORS - TRAINMEN	FREQUENCY	MILES	JOB NO.	TRAIN CREWS	ENGINE CREWS
Daily	Daily	262	518-4	8:45 a.m.	8:45 a.m.
ENGINEER - FIREMAN	Daily	131	518-4	8:45 a.m.	8:45 a.m.
Daily	Daily	131	519-2	4:50 p.m.	4:50 p.m.

FREIGHT ASSIGNMENTS

TRAINMEN - ENGINEER	FREQUENCY	MILES	JOB NO.	TRAIN CREWS	ENGINE CREWS
Dai. Exc. Sun	Dai. Exc. Sun	105	482-2	10:00 p.m.	10:00 p.m.
Winona-Waseca	Dai. Exc. Sun	105	495-1	6:30 p.m.	6:30 p.m.
Tracy-Waseca Direct	Dai. Exc. Sun	116	480-1	2:30 p.m.	2:30 p.m.
Tracy-Waseca	Dai. Exc. Sun	120	480-1	2:30 p.m.	2:30 p.m.
Waseca-Tracy	Dai. Exc. Sun	116	497-1	6:30 a.m.	6:30 a.m.
Sw Run	Winona-Tracy-Chitld-Ryota-Plinne-Ryota-Winona	98	822-2	6:30 a.m.	6:30 a.m.
Sw Run	Winona-Rochester-Winona	98	822-2	6:30 a.m.	6:30 a.m.
Sw Run	Winona-Ryota-Plainville-Ryota-Winona	105	823-1	6:30 a.m.	6:30 a.m.
83-84	Waseca-Rochester-Waseca	110	802-1	6:30 a.m.	6:30 a.m.
Sw Run	Sleepy Rye-Redwood Falls-Sleepy Rye	52	081-1	7:30 p.m.	7:30 p.m.
Sw Run	Sleepy Rye-Wabasso-Sleepy Rye	56	071-1	7:30 p.m.	7:30 p.m.
Sw Run	Sleepy Rye (Yard only)	48	081-2	7:30 p.m.	7:30 p.m.
Sw Run	Sleepy Rye-New Ulm-Sleepy Rye	38	071-1	7:00 a.m.	7:00 a.m.
Sw Run	Sleepy Rye-St. Peter-Sleepy Rye	88	092-1	7:00 a.m.	7:00 a.m.
97	Sleepy Rye-Tracy Direct	47	077-3	9:30 a.m.	9:30 a.m.
97	Sleepy Rye-Tracy Via Wanda	63	077-1	9:30 a.m.	9:30 a.m.
96	Tracy-Sleepy Rye	47	096-1	8:00 a.m.	8:00 a.m.
Sw Run	Tracy-Marshall-Wan-Sleepy Rye	73	077-2	6:00 a.m.	6:00 a.m.
113-114	Tracy-Gary-Tracy	116	113-1	8:00 a.m.	8:00 a.m.
201-204	Tracy-Marshall-Wabasso-Vesta-Tracy	112	201-2	8:00 a.m.	8:00 a.m.
Sw Run	New Ulm (Yard only)	48	0804	8:00 a.m.	8:00 a.m.

WORK TRAINS - DIVISION

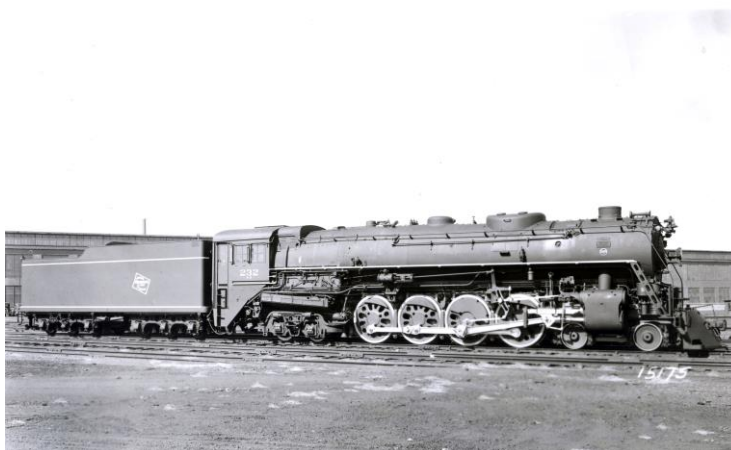
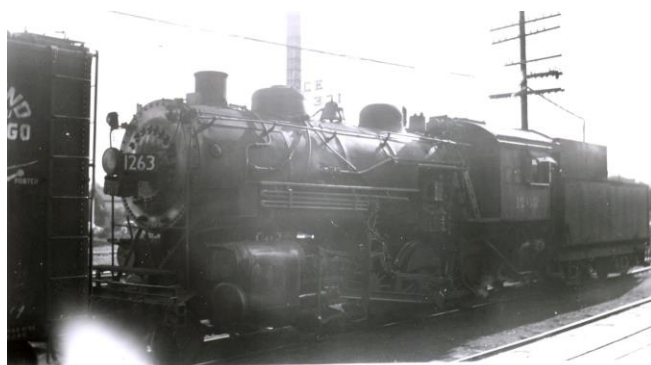
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#On Saturday, Job 092-1 on duty at 6:15 a.m.

Op Division Staff - Timekeepers - Local Chairmen(2)

E. H. Brobst  
SUPERINTENDENT

Old Milwaukee Steam 2-8-0 engines in Westport Indiana from the Becky Gurston Collection provided by John Goodman. and, the classic Baldwin Milw S-2 4-8-4 manufacturer pose at Eddystone PA in 1937.

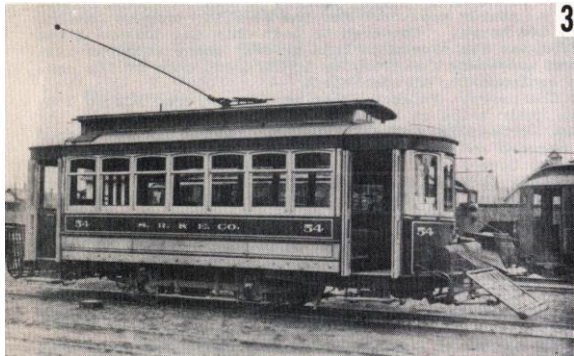
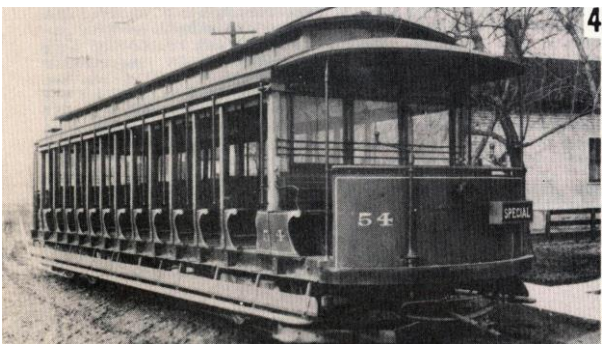
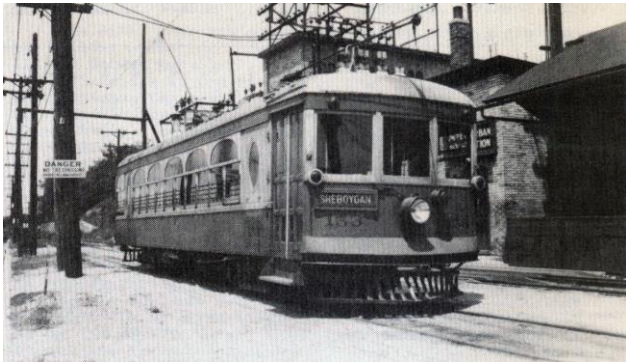
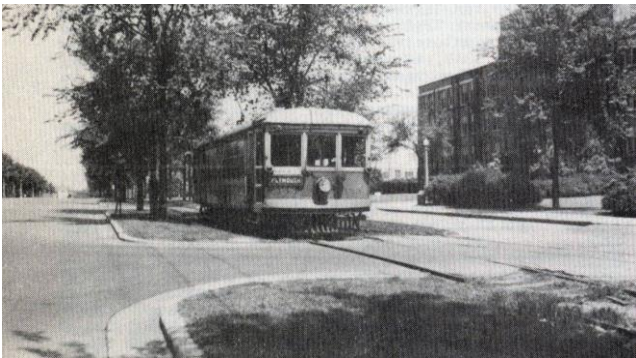
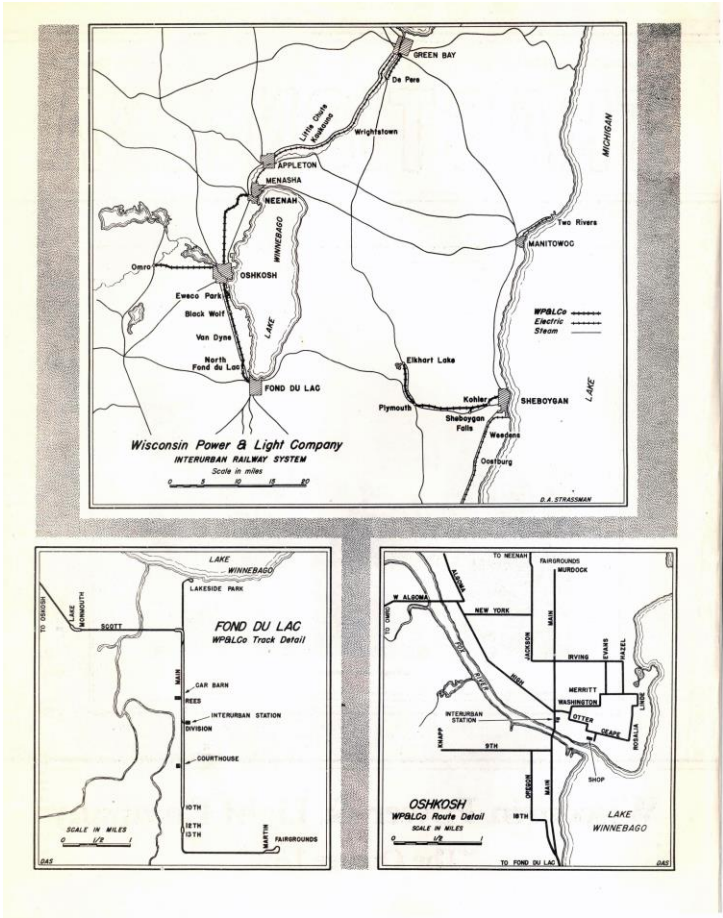
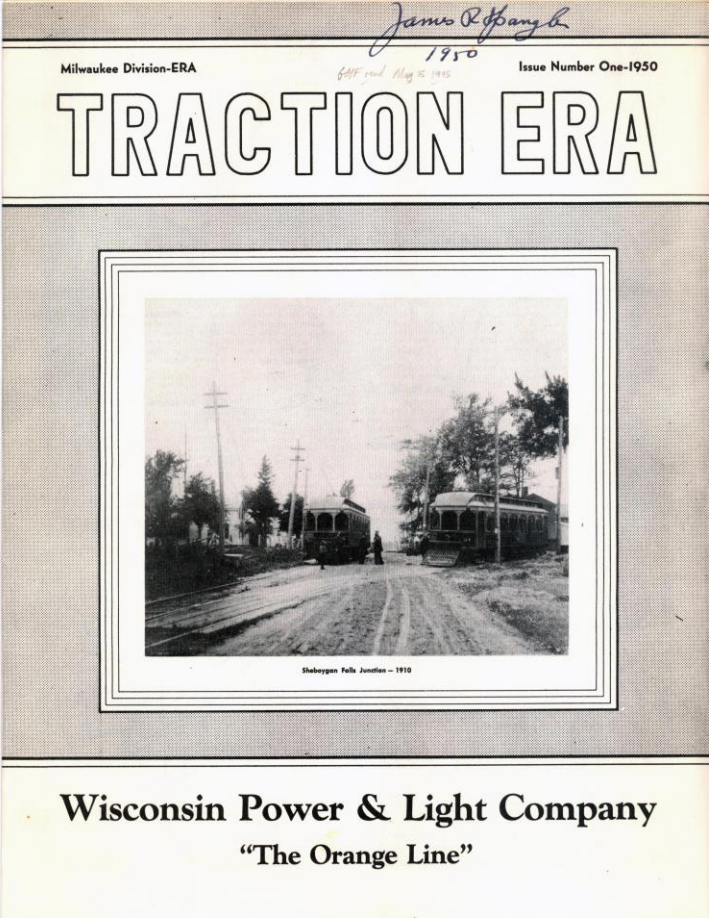


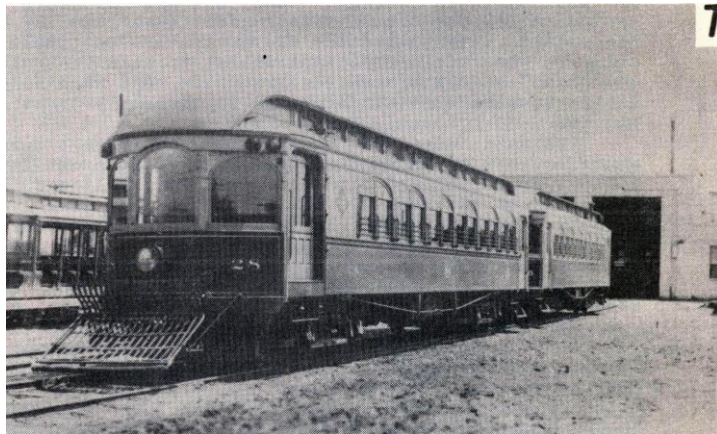
D&ME Business cars are still in the St Paul Yard of Canadian Pacific. Cars 'Silver Lake', 'Plum Creek' and heavyweight Observation car 'The Pioneer' are waiting disposition. Word from a CP Employee says the cars are headed to Calgary AB and that the 'Silver Lake' and 'Plum Creek' will possibly be sold, and CP will include the 'The Pioneer' to its Business fleet.

Pictures by Roger Libra April 2014.



**Trolley Fans**, Also from the **Becky Gurston** collection from the 1950 Traction Era Publication by the Wisconsin Power & Light Company operating traction in Sheboygan, Oshkosh and Fond Du Lac WI. Members Dave Norman or Russ Isbrandt have profound Knowledge of streetcars and Traction in the USA. .

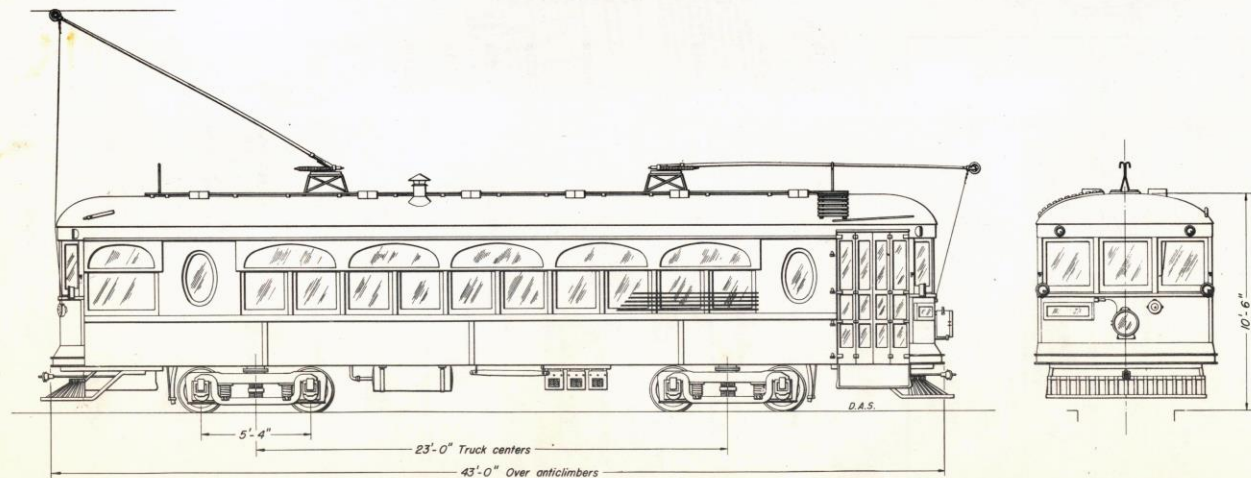
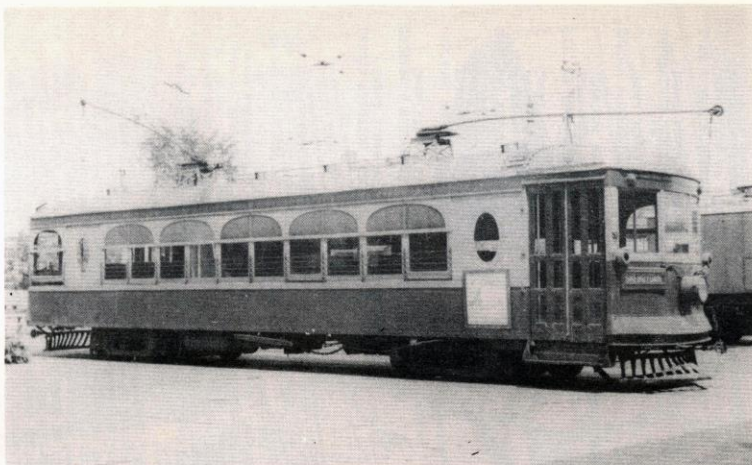




## 150 Series Lightweights

### Specifications

Type of Car . . . . .	Lightweight Interurban
Seat Capacity . . . . .	44
Total Weight . . . . .	36,760
Bolster Centers, Length . . . . .	5 Ft. 2 In.
Length, Overall . . . . .	43 Ft.
Truck Wheelbase . . . . .	5 Ft. 4 In.
Width, Overall . . . . .	8 Ft. 9 1/2 In.
Height, Rail to Trolley Base . . . . .	12 Ft.
Body . . . . .	Steel
Interior Trim . . . . .	Birch
Roof . . . . .	Arch
Air Brakes . . . . .	GE
Bumpers . . . . .	Steel
Car Signal System . . . . .	Paraday
Car Trimmings . . . . .	Bronze
Center and Side Gear . . . . .	Ball Bearing
Control . . . . .	GE K-35
Couplers . . . . .	Std. Radial Draw Bar
Destination Signs . . . . .	Hunter
Headlight . . . . .	Golden Glow
Trolley Retriever . . . . .	Earl No.5
Ventilators . . . . .	Peerless
Wheels . . . . .	26" Disc, 34"x1" Flange, 2 1/2" Rim
Motors . . . . .	GE 265A Inside Hung
Seats . . . . .	Green Plush



Scanned Pictures of Minnesota railroads in 1963 by H Martin Swan.

1. Milw Mpls engine yard
2. NP Mainstreeter in St Cloud MN
3. GN Switchers in St Paul
4. NP Mainstreeter in St Cloud MN
5. NP Mainstreeter in GN Station Minneapolis
6. GN E-7 led Badger in Duluth.



1.



2.



3.



4.



5.



6.