

**NRHS**

Northstar News

Publishers of the Minnesota Rail Calendar

Happy Holidays!



Streetcar operation in the 1890's

—Ron Albers



Steam Locomotive #261 as the Polar Express in 2014,



CP Holiday train in St Paul in 2014

both Photo's by Bob Ball from his collection

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Meeting Notice

Next business meeting will be held on

Saturday January 9, 2016 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 the Change, this is the 2nd Saturday in January!

Program after the meeting –

Members night, Bring in a few (no more than 5 !!!!) of your pictures, or slides for consideration for inclusion in the 2017 Calendar.

There will be a pre-meeting get-together January 9, 2016 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 4:45 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Thanks to **Ross Hammond** for his outstanding program on the last of steam in South Africa in the 1970's, and some local railroad pictures in the 1970's as well.

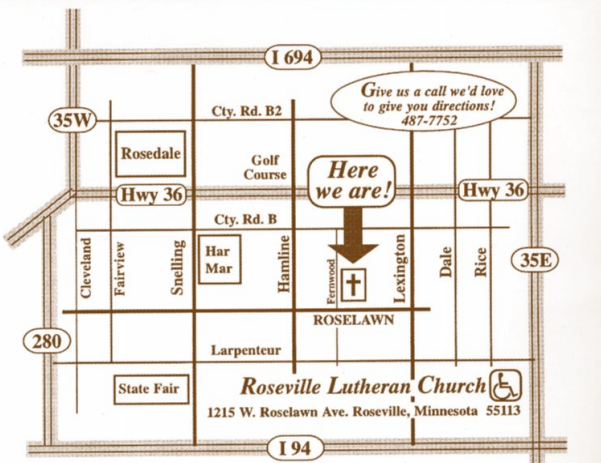
Northstar Chapter Officers

President	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Vice President	Dan Meyer	dan@meyer-family.net	763-784-8835
Past President	H Martin Swan	hmartinswan@msn.com	612-961-1684
National Director	Jim McLean (thru Dec 2015)	genrrserv@aol.com	612-747-8541
Treasurer	Russ Isbrandt	rmisbrandt@comcast.net	651-426-1156
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Gary Rumler	nlcdrumler@gmail.com	651-385-8752

Staff

Program Chairman	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Newsletter Editor	Committee: Richard Tubbesing, Dawn Holmberg	Tubbesing261@yahoo.com dawn@dholmberg.com	763-757-1304 763-784-8835
Newsletter Distribution	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Calendar Committee	John Goodman Dawn Holmberg Russ Isbrandt	Jhgoodman2001@yahoo.com dawn@dholmberg.com	612-839-0905 763-784-8835
Trip Director	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Chapter Librarian/ Historian	John Cartwright	stationman86@yahoo.com	651-481-8479
Web Master	Dan Meyer	dan@meyer-family.net	763-784-8835
Chapter Mailbox	Northstar Chapter NRHS	PO Box 120832	St Paul MN 55112
Library Data Base Administrator	Russ Isbrandt	rmisbrandt@comcast.net	651-426-1156

Meeting Location: 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.



From the Publisher:

The Holiday Season is upon us.. For our Holiday Banquet, John Goodman has again gotten us a fabulous speaker in George Forero. He is a long ago member of our chapter when he worked for the Soo Line in Minneapolis. He photographed the station inside and out, including Amtrak trains under the shed. He did this before Amtrak moved to its' new, 'temporary' station outside the shed where it stayed for 20+ years. Turn to page 13 for more details and order form you can print. Orders need to be sent in by [December 1 2015] . We need at least 30 people to break even!) Please hurry and sign up ,

Also Included in this issue is your invoice to renew chapter membership for 2016. It is \$18 for NRHS membership (+NRHS membership dues of \$50, billed separately) and \$21 for subscriber. On the renewal form, please indicate how much personal information you want published to members. We plan to publish a roster of members to members sometime in 2016. Probably in March or April of 2016.



LSRM Notes Posted by: "David Schaur" (provided by R Krenske)
missabe@charter.net dmir227 Date: Fri Nov 13, 2015

A few LSRM notes—

1. The museum will receive a \$2,500 grant to help rebuild D&NE 28. Museum hopes to have it under steam next year. (Trains News Wire)
2. Milwaukee Road Boxcab electrics turn 100 years old - made their first trips in Nov. 1915. (Trains Newswire, see page 4))
3. Missabe SD-M 316 returned from Proctor last week and has been used on storage moves already along with 193 and 2500A.

Empty frac sand cars and coal cars will likely fill up the entire railroad, or close to it, this year. Good income for the museum and rail authority. (Photos from the William Cordes Collection)



Northstar Chapter NRHS Nov 21 2015 meeting minutes.

The meeting was called to order at 6:30 PM at the Roseville Lutheran Church by chapter President Richard Tubbesing with 25 members and guests present. Members introduced themselves and President Tubbesing polled members for approval of meeting minutes for May, September and October meetings as written in the last newsletter. A moment of silence was made on the passing of Mark Braun, former president of our chapter. Russ Isbrandt gave a brief summary of Chapter Finances and donations for 2015. When will Membership invoices for 2016 be sent was discussed. Russ Isbrandt said that they will be sent out in the next newsletter, and Dan Meyer will create an insert for Chapter dues to be inserted in the Dec 2015 newsletter. NRHS dues for 2016 will be separate and sent electronically for renewal to chapter members. Those that do not have Email addresses on record at the NRHS will be sent a letter for renewal. A list of Chapter BOD candidates determined by the Nominating committee was presented to the membership, and since no office had more than one candidate, an oral vote of approval by the membership was passed. A summary of the last Chapter BOD meeting was presented, including membership rates for 2016. An oral vote was taken and the rate of \$18 for NRHS members and \$21 for subscribers was approved. The January Meeting will be held the 2nd Saturday in January, and the membership approved this change. John Goodman presented possible Trips for 2016 and a trip to the LSRM when Steam locomotive D&NE #28 operating will be scheduled in 2016. Russ Isbrandt reported on the Library, and we have received some more films from the William Cordes collection. An open house at the library for members before our monthly meeting was discussed, and since we have no members visiting the Library in past open houses, it was determined that future open houses at the library will not be held. Jim McLean reported on NRHS activities and that for the 2015 year, the organization is in the black, a significant turnaround from previous years, and that the winter BOD meeting will not be held. Jim McLean will remain the NRHS representative and while on his hiatus to the Philippines this winter, Marty Swan will substitute as NRHS Representative until April 2016 when Jim McLean Returns stateside. John Goodman reported that the NRHS policy is that all members of the chapter are also NRHS members, but a Subscriber or other designation is that non-voting, non-participating in Chapter policy, people are allowed by chapters to attend activities and receive the newsletter. John also stated that the first Bulletin in quite some time by the NRHS is now out, and they are working on future issues. President Tubbesing was very impressed at the turnaround of the NRHS and solicited applause to NRHS president Al Weber the NRHS BOD (which John Goodman is a member). John Goodman also solicited a better response for sign-up to our Holiday banquet which George Feraro will be a great speaker. At least 30 people are required to break even. The menu will be the same as last year. Richard Tubbesing reported on Flea market sales. We made \$250 at the Canterbury train show and the St Cloud train show, plus Calendar Sales. Dan Meyer reported on our web site. Dan is working on linking our PayPal account to Calendar sales, and eventually to be able to order DVD's and other material for sale in the near future on our website. Richard Tubbesing will look at advertising material that we sell in railroad publications. Roger Libra was asked to put a few of our DVD's back on E-bay for possible sales. Dawn Holmberg reported on Calendars we have sold, and how many we have remaining, and Russ Isbrandt reported that calendar sales for 2015 are now in the black. New Business: Bob Clarkson requested we publish a Chapter roster for members to be inserted in the newsletter. It was agreed to publish a roster early next year, but that on the renewal invoice, members could specify what information is permitted by members on the chapter member roster. Glen Holmberg reported that the steam engine at Bandana Square was painted, but not accurate and organization that painted it were happy to get Glen's vision on how the paint job should be done. Meeting was adjourned at 7:25 PM. After a break, Ross Hammond presented an OUTSTANDING PROGRAM of Slides from his trip in 1975 to South Africa and the last of Steam operations and some Local 1970's railroad slides. Respectfully submitted, Dave Norman Secretary

New bilevel cars for California, Illinois, Michigan? Don't count on it.

On Sunday, November 15, 2015 10:43 PM, "Gene Poon sheehans@ap.net [All_Aboard]" Wrote: (From John Goodman)

The much-touted order for shorthaul corridor passenger cars for the Midwest and California corridor services is in grave danger and may never be completed. A lot of bad things have happened. The failure of the design in an FRA-mandated compression test has thrown the entire production schedule into disarray, and that is endangering the financing of the car order.

Federal funding for the cars expires if the money (stimulus funding) is not spent by October 2017. Not appropriated, not "approved." The checks must be cut...that's SPENT, on completed, accepted cars. Anything not spent goes back to the Treasury.

The compression test failure was bad. A witness has stated to me that rivets were "flying like bullets." The car body...and it wasn't a prototype, it was the first production body shell because Nippon Sharyo chose to skip building a prototype and go directly to production...was destroyed. Nippon Sharyo had petitioned the FRA to substitute computer simulation data for an actual compression test, but the FRA said, "HELL, NO" and the car utterly failed, which understandably has generated suspicion.

Nippon Sharyo laid off about 100 production workers immediately after the test. They have announced another 60 layoffs at the end of this month. There is no production work going on at all. The production line is idle. Why build something that has already proved that it will be a failure?

A meeting among Federal, State and Nippon Sharyo has already concluded that completion of the order by October 2017 is almost impossible. But a source said that "Almost" may be simply to avoid saying it's doomed. Key Nippon Sharyo executives have left the company over the fiasco and the company has found it difficult to get replacements from Japan to replace them...suggesting that the prospects know that they would be walking into a no-win situation.

How does this affect the train services themselves? The states counted on the Nippon Sharyo order, paid for with Federal stimulus funds, to get them out from under millions annually in equipment charges that they have been paying to Amtrak. If the new cars do not materialize, those Amtrak equipment costs will continue, and it is likely that at least some states will be forced to cut back on their sponsored corridor services, or cancel them entirely. -GP

Milwaukee Road boxcab electrics turn 100 this month. (from Rick Kenske)

By [Steve Glischinski](#) | November 12, 2015. From the TRAINS Newswire:



Milwaukee Road No. 10200 on static display at the Lake Superior Railroad Museum in Duluth.



Milwaukee Road No. 10200 on public display in Butte, Mont., soon after its delivery from General Electric in 1915..

Lake Superior Railroad Museum Collection

DULUTH, Minn. — The legendary Milwaukee Road Pacific Extension saw its last trains in 1980, and the end of its electrification in 1974. But the first electric locomotives used on the “Electric Way Through the Mountains” as Richard Steinheimer called the Milwaukee electrification in his classic 1980 book, are still around 100 years later.

Milwaukee Road “boxcab” electrics 10200A and 10200B, or simply 10200, are displayed indoors at the Lake Superior Railroad Museum in Duluth, and the museum is reminding visitors that the locomotives are 100 years old in 2015. They made their first trips in November 1915.

Between 1915 and 1920, the Milwaukee Road electrified much of its Pacific Extension across five mountain ranges in Montana, Idaho, and Washington. The railroad eventually electrified 660 miles of main line and for years, it was the longest electric railroad main line in the world. Though the transmission wires and infrastructure were expensive, the payback for the Milwaukee Road was that electrics could pull longer and heavier trains over the mountain divisions faster than steam-powered trains. In 1914, General Electric offered to design a 3,000-volt direct current electrification system for the railroad, supply electrical equipment, and supply locomotives under one large contract, a deal the Milwaukee Road accepted. No. 10200 was the first of 42 electric locomotives delivered to the railroad by GE.

When constructed, No. 10200 was the most powerful electric locomotive in the world, continuously generating 3,000 hp. It was the first electric to operate on direct current at voltages as high as 3,000 volts, and the first to use regenerative braking – when the locomotive traveled down grades, the electric motor was used as an electric generator, feeding electricity back into the supply system. As built, Milwaukee Road’s boxcab electrics were composed of two half-units semi-permanently coupled back-to-back, and numbered as one unit with “A” and “B” suffixes. The railroad assigned 30 locomotives to freight service, classified as EF-1 and numbered 10200-10229. The remaining 12 locomotives were assigned to passenger service as class EP-1, and numbered 10100-10111.

No. 10200 is 112 feet long and weighs 288 tons. GE delivered it to the Milwaukee Road in Chicago on Sept. 25, 1915. Crowds estimated at over 10,000 people viewed the engine at Union Station. The Milwaukee even stuck the locomotive on the head end of the its *Olympian* passenger train and posed it on its Chicago – Milwaukee main line at Forest Glen, Ill. — far from the electrification. When No. 10200 traveled to its new operating territory, more than 60,000 people came see the new locomotive at stations along the way.

No. 10200 entered service in early November 1915 at Piedmont, Mont., in helper service. The electrification’s formal beginning was Nov. 30, 1915 when No. 10200 pulled a special train out of the yard at Three Forks, Mont. over the Continental Divide to Butte, Mont.

The last electrically powered road train on the Milwaukee Road operated on June 15, 1974. Incredibly, No. 10200, by then numbered E50A and B, was still on the Milwaukee Road’s roster at the time, having turned in an amazing 59 years of service. Milwaukee Road President Worthington Smith recognized the historic significance of the E50 and directed it be stored until a permanent indoor home could be found for it. In August 1977 it was moved to the railroad’s Milwaukee Shops where bodywork was done, and it was cosmetically restored as close as possible to its original appearance. It was delivered to the museum on Oct. 29, 1977, and officially donated on Nov. 11, 1977; just short of 62 years to the day it first pulled that first train out of Three Forks. One other Milwaukee Road boxcab survives. No. E57B, originally 10211B, is on display at Harlowton, Mont. once a division point and the eastern limit of electrification on the Rocky Mountain Division.



Metro News

- Last CNW Units Stored At Union

(provided by John Goodman & Rick Krenske)

By [Chris Guss](#) | November 3, 2015

Union Pacific's former Chicago & North Western locomotives Nos. 8646 and 8701 lead a manifest train into Milwaukee. The units are now in storage at the Illinois Railway Museum in Union, Ill.

Chris Guss

UNION, Ill. — As Union Pacific continues to store excess locomotives this fall due to depressed business levels, two of the most noteworthy engines on its roster were placed into storage last week, Chicago & North Western C44-9Ws Nos. 8646 and 8701.

The General Electric locomotives are the only two remaining on Union Pacific's roster that wear their as-delivered Chicago & North Western paint and road numbers from 1994. Before being parked, the two were typically assigned to various locals and transfer assignments in the Chicago area.

While Union Pacific has selected various storage locations around its system for its sidelined power, the two CNW locomotives were dispatched last week to the Illinois Railway Museum in Union, Ill., for long term storage on museum grounds. CNW Nos. 8646 and 8701 were moved to Proviso yard in Chicago to have fluids their drained and prepared for storage prior to moving to Union on Oct. 27. The museum is currently closed for the season, so public viewing is not possible at this time.



"Rail News: Passenger Rail

Siemens to deliver new crop of diesel-electric

locomotives to three states (provided by John Goodman)

Artistic rendering of Siemens Charger locomotives" by Source. Licensed under Fair use via Wikipedia - <https://en.wikipedia.org/wiki/>

The California Department of Transportation ([Caltrans](#)), the [Illinois Department of Transportation](#) (IDOT), and the [Maryland Transit Administration](#) (MTA) have ordered a total of 34 diesel-electric Charger locomotives from [Siemens](#).

The agencies leveraged options under a March 2014 multi-state passenger-rail locomotive procurement to replace older locomotives at a volume discount, Siemens officials announced last week. *Source: Siemens*

Caltrans will add 14 diesel electric Charger locomotives to its Pacific Surfliner [Amtrak](#) route; IDOT will add 12 of the locomotives to its fleet; and the MTA will introduce eight of the new locomotives to its Maryland Area Regional Commuter (MARC) train service. "With these new state-of-the art, energy efficient Charger locomotives, California can continue its goal to offer more alternative and sustainable transportation choices," said Caltrans Director Malcolm Dougherty. "Not only will these new engines promote increased passenger rail ridership, but they will have environmental benefits by reducing the amount of automobile traffic." Designed to operate up to 125 mph, the Charger locomotives will be built at Siemens' rail manufacturing plant in Sacramento, Calif. In operation for nearly 30 years, the plant sources up to 80 percent of its energy from two megawatts of solar energy, Siemens officials said. The new locomotives will meet the Environmental Protection Agency's Tier IV emission standards. Additionally, the units will be compliant with the FRA's and the Federal Transit Administration's Buy America program, with parts produced by suppliers across the United States. This includes Siemens' traction motors and gearboxes in Norwood, Ohio, as well as propulsion containers from Alpharetta, Ga. The units will be powered by 16-cylinder, 95-liter displacement, 4,400 horsepower-rated diesel engines built by Cummins Inc. The new high-speed diesel-electric locomotives are aimed at helping operators achieve cost savings by reducing trip times while improving reliability and efficiency for passenger-rail service, Siemens officials said. The original \$225 million procurement order in 2014 by DOTs in Illinois, California, Michigan, Missouri and Washington included the delivery of 35 diesel-electric passenger locomotives and included an option for up to 222 additional ones.

Area residents, leaders call for extension of Northstar. (from Rick Krenske)



The Rev. James Alberts II speaks during a GRIP/ISAIAH event Thursday at the River's Edge Convention Center in support of extending the Northstar Commuter Rail line to St. Cloud. (Photos: Dave Schwarz, dschwarz@stcloudtimes.com)

A group of more than 200 St. Cloud-area residents met to show support of an extension of the Northstar Rail to St. Cloud. Area leaders, including Mayor Dave Kleis, Rep. Jim Knoblach and Adam Duininck, chairman of the Metropolitan Council, listened to pleas of residents for the extension of the commuter rail, and also voiced support of the project.

The rally was organized by GRIP/ISAIAH, a faith-based group that pushes for racial and economic equality in Minnesota. For the Rev. James Alberts, chair of GRIP/ISAIAH and pastor of Higher Ground Church of God in Christ, the main goal of the meeting was to show local and state leaders there is a want for the Northstar Rail extension.

"We are looking to come to legislatures with the fruit of a lot of labor from a grassroots effort, from a show a regional support, saying we believe Northstar is a vital part of our future," Alberts said.

Many of the points made by speakers in support of the extension included the economic benefits they believe the rail can bring to St. Cloud and Central Minnesota. People sign in before the start of Thursday's GRIP/ISAIAH event at the River's Edge Convention Center in support of extending the Northstar Commuter Rail line to St. Cloud. (Photo: Dave Schwarz, Eastside resident Molly Volker said she believes bringing the Northstar to St. Cloud can reboot her neighborhood, where she says she sees her neighbors struggling.

"There is no quick fix to our problem of housing, or food scarcity, or poor economy and rising poverty rates, but I know we need to address these issues with far more than charity," Volker said. "It has taken me a while to understand how and why Northstar can help us here, but the more I think about it I believe it is the right choice if we want to make positive changes in St. Cloud."

Alberts echoed Volker's statement in a interview, saying he has noticed development in towns that currently have Northstar stops. "Every single stop you could see the economic vitality that grew up around it," Alberts said.

Audience members listen during a GRIP/ISAIAH event Thursday at the River's Edge Convention Center in support of extending "Economic development in this area lifts the whole state," Kleis said. "We're a significant piece of this state."

In an interview prior to the meeting, Jim Knoblach said he still is in full support of seeing an extension of line. Knoblach said the biggest challenge facing the extension was the federal government's refusal to share in the expenses of expanding the rail.

"One of the things we need to figure out, and I'm working on it, is what is the actual cost," Knoblach said. The representative said with BNSF Railway's addition of the second track between Becker and Big Lake, he believes there is a chance that may bring down some costs. Knoblach also said the existence of the cities' Amtrak station may be able to help with expenses. In Knoblach's mind, the biggest expense the project could face is the cost of the rights to use BNSF's tracks. Knoblach told those in attendance he believes Minnesota is in need of a transportation bill, especially one that includes rail and transit.

"The opportunity of having a bill like this means that there is a good chance of getting Northstar into that bill if we can make it come to pass," Knoblach said. Duininck, who spoke on behalf of the office of Gov. Mark Dayton, said the next steps toward legislation that includes Northstar is intensely at issues including ridership and the role of BNSF. Duininck's organization, the Metropolitan Council, is a regional planning organization for the seven metro counties and operates transit services, including Northstar.

Duininck said he believes Minnesota can do better when it comes to transportation.

"Some of us think about transportation in the state and there isn't a sense of urgency because the traffic isn't that bad, or the transit service is OK," Duininck said. "But we're better than that, we're Minnesota. We don't want to have an average system."



Winter Trains Photo Archive



TC&W Rubel turn around Gldncoe MN, BNSF unit Coal train in Glencoe –Roger Libra, Andy Shireman Pictures



S now plowing on the BNSF at Hinckley –Jeff Terry



M&NS Switchers in Mpls? -photo by Bob Ball



C&NW E-units Broadway Ave Yd Mpls - Kurt Peterson Coll.



C&NW Passenger Train –Mike Shaefer Photo



1970's Milw GP's at Hoffman, DM&IR Lease SD's leave St Paul Yard, #261 Break-in run on the TC&W April 2013. -R Ttubbesing

Amtrak invests \$1.3M in St. Cloud station.



Amtrak's Empire Builder is shown in this June 1, 2014, photo at the station in Minot, North Dakota. (Photo: AP)

Work is underway on \$1.3 million in improvements at the St. Cloud Amtrak station, 555 East St. Germain St.

The project includes improvements to walkways and restrooms. Amtrak recently spent \$180,000 to replace the station roof. Parking will be re-oriented to improve the station's appearance and allow re-opening of a station entrance, according to a news release from Amtrak spokesman Marc Magliari. Earlier improvements include new signs and a wheelchair lift for passengers with disabilities, part of a wider project to eliminate barriers on all routes.

Part of the project is intended to support local efforts to improve the surrounding area, the release said.

Amtrak and city officials visited the site Thursday. It was part of a tour of communities in Montana, North Dakota and Minnesota.

St. Cloud is served daily by the Empire Builder, which travels to 43 stations between Chicago and Seattle/Portland on a route finished in 1883. The St. Cloud depot, built by the Northern Pacific Railroad in 1909, is constructed of brown pressed brick trimmed with grey granite.

Amtrak estimates St. Cloud station revenue at \$1.1 million for this year. Ridership is estimated at 9,950.

More than half of the Empire Builder trains arrived on time or early in the last 12 months, and more than two-thirds of them did so in the last month, according to the release.



The return of Soo Line 1003 (From Rick Krenske.) (pics in 2010 by R Tubbesing)

Posted by [dknelson](#) on Monday, November 02, 2015 5:23 PM This 1913 ALCO Mikado had a successful run this last weekend, from Hartford WI to Fairwater on Saturday and the return trip on Sunday. This was a paid photo excursion with arranged photo locations and numerous run-bys, and the first real run by the locomotive since the host Wisconsin & Southern RR was acquired by Watco. The track is former Milwaukee Road through Rubicon, Iron Ridge, Horicon, Burnett, Waupun, Brandon, and on to Fairwater. Much of it is now welded rail although there still is some jointed rail.

The Saturday trips were in a cold drizzle, often a strong rain with wind, and by the evening we were all soaked and cold and hungry and miles from the available motel rooms and restaurants, so few of us had much stomach for the scheduled night photo shoot at the old Fairwater grain elevator near the pond, and it was canceled. My clothes and shoes were still damp the next morning. We did have photo runbys there Sunday morning, with an old John Deere tractor strategically parked, and also from across the pond. A nearby private museum had a collection of Case tractors and vehicles on display for us. Neat stuff.

On Saturday at the Rubicon cemetery a 1947 DeSoto with two appropriately dressed "mourners" huddled under their driver's umbrella provided the "authentic" foreground for repeated runbys of the 1003, which was also debuting its new tool car, a brightly painted Milwaukee Road "reefer." The rest of the freight cars were drab "generic" 1950s vintage sand cars, fortunately not showing much graffiti, and the wood Soo Line caboose.

The Sunday return trip was in beautiful sun and while there was no official antique car for photos, a lucky drive by involving a 1957 T-bird -- while perhaps stretching authenticity a bit -- made for some great photo opportunities in Burnett, where the former C&NW track is partly in use to a feed mill but is otherwise a bike trail.

The engine looked and sounded great -- a sharp staccato exhaust. The only challenge during the Sunday trip was when the generator failed and had to be replaced, which the crew did (a spare was in the tool car) in about the time it took to water up the locomotive at Brandon. We had several run bys there.

It was great to see this fine example of regular work-a-day Midwestern steam return to full operation. I filled up four CF cards with photos which I have yet to download. I am hoping for a few good shots. I consider the days money well spent. Dave Nelson

Derailments bring safety worries to the fore.

Two weekend derailments in Wisconsin lead to renewed calls for action on oil trains.

By [Matt McKinney](#) Star Tribune



MICHAEL SEARS • Milwaukee Journal-Sentinel via AP Crews repaired track and cleaned up the site of a derailment that spilled several hundred gallons of crude oil in Watertown, Wis. Residents evacuated 35 homes in the immediate area.

Sarah Zarling has become a close watcher of oil trains since February, when she realized her Watertown, Wis., house was in the blast zone if a train derailed and caught fire.

So when an oil train passed through town Sunday afternoon she prepared to report it to a national network of activists pushing for stricter railway regulations that are keeping close tabs on where and when oil trains are running.

One train car leaked oil in Watertown but didn't explode. It was the second derailment in Wisconsin this past weekend — the other spilled at least 18,000 gallons of ethanol into the Mississippi River near Alma, Wis. Investigations and cleanups were underway at both sites Monday afternoon, and the twin incidents galvanized several local efforts to bring more oversight to railway practices. A Minneapolis City Council committee plans to pass a resolution Tuesday morning calling for more and better communication between the train companies and local public safety officials.

The resolution has been under discussion for months.

A La Crosse, Wis., group that sued the state over the expansion of rail lines through their community said the weekend's derailments lend more weight to their arguments that environmental risks should be studied. And U.S. Senator Tammy Baldwin, D-Wis., said in a statement that the derailments prove that safety concerns remain as the U.S. House and Senate meet in conference committee to work out a six-year transportation package.

The Alma derailment was the third that led to an ethanol spill so far this year nationwide, according to the Federal Railroad Administration. And the Watertown incident was the fifth derailment so far this year nationwide that led to an oil spill, the agency reported.

Train updates: An eastbound train carrying Bakken crude oil derailed in Watertown about 2 p.m. Sunday, with 13 cars going off the rails, according to Andy Cummings, a Canadian Pacific spokesman. Some 500 gallons of crude oil or less spilled, Cummings said.

Federal officials were on site Monday afternoon to oversee the cleanup and investigation. No cause for the derailment was immediately available.

Thirty-five homes were evacuated. The evacuation order stayed in effect Monday due to some lingering fumes detected near the crash site.

The Alma derailment on Saturday sent 32 cars off the tracks, causing five to crack open, and spill the so-called denatured ethanol. Ethanol generally breaks down quickly but can lower oxygen levels in water and lead to fish kills.

The denatured ethanol in Saturday's spill included between 1 percent to 5 percent gasoline, according to EPA spokesman Andy Maguire. The federal environmental agency tested the river water for traces of chemicals found in gasoline. Initial results were not available Monday.

The tank cars were out of the water by Monday afternoon, he said. Crews have been monitoring the river for clusters of dead fish. "So far we haven't seen anything," said Maguire, though he added that spill damage can sometimes take days to appear.

Nationwide, some 910 train derailments were reported in the first eight months of this year, a 4.7 percent increase over the same time period last year, according to the Federal Railroad Administration.

This weekend's ethanol spill was the third this year along a stretch of the Mississippi River, said Irving Balto, a member of the La Crosse chapter of Citizens Acting for Rail Safety, a citizen advocacy group. Eleven Canadian Pacific railway cars, most of them loaded with ethanol, derailed in February near Dubuque, Iowa. Three of the cars caught fire and three fell into the Mississippi River. Six BNSF Railway cars loaded with crude oil derailed in March near Galena, Ill., with two of the cars bursting into flames.

Balto said the group formed last year in response to more oil trains passing through La Crosse. The group sued the state after Wisconsin officials granted approval to Burlington Northern for a four-mile stretch of new track through the city. The lawsuit, which is ongoing, asks for an environmental impact study.

"I'm hoping [the judge] will take a look at these accidents and realize that we need more information," he said.

Metro News - Ethanol Leaks Into Mississippi

Date: Sun, Nov 8, 2015 at 8:31 am (from Rick Krenske)

Alma, Wis. Ethanol leaks into Mississippi in derailment

Five tanker cars of a BNSF Railway freight train that derailed Saturday in western Wisconsin were leaking ethanol into the Mississippi River, the railroad said.

The train derailed about 8:45 a.m. Saturday, about 2 miles north of Alma, a town along the Mississippi, BNSF said. Some of the 25 derailed cars were empty auto racks and tanker cars carrying denatured alcohol, also known as ethanol, the railroad said.

BNSF said the railroad is working to contain the spill, but it didn't say how much ethanol has leaked so far. It said there is no threat to the public. BNSF spokeswoman Amy McBeth said there was no estimate yet on how long the cleanup would take or when the railway might reopen.

A voluntary evacuation was lifted about 2 p.m., according to a Buffalo County sheriff's dispatcher who could not provide his name because of department policy. Highways that also were temporarily closed have reopened, he said.

Up to 150 people left their homes during the evacuation, Chief Sheriff's Deputy Colin Severson said.

Some derailed cars were upright, some were on their sides and some were partially in the river, Severson said. Heavy equipment was being brought in to remove the cars, and authorities will assess the damage after the scene is cleared, he said.

BNSF said there were no reports of fire, smoke or injuries. The Federal Railroad Administration will investigate.

— *Associated Press*

Erie Mining F receives tender loving care.

From the TRAINS Newswire: By [Steve Glischinski](#) | October 30, 2015

DULUTH, Minn. — One of three remaining Erie Mining Company F9As is getting some tender loving care at the Lake Superior Railroad Museum in Duluth. This fall, Erie No. 4211 is getting an exterior restoration at the museum's Draper Maintenance Facility after decades of hard use. The side panels of the locomotive have been removed due to years of rust. They are being replaced with fresh steel panels and fresh paint. The front pilot has been cleaned up and is getting new paint.

The museum hopes to continue cleaning up the locomotive for an eventual full-body repaint, restoring it to its yellow and maroon Erie Mining paint scheme.

No. 4211's history can be traced to 1954, when the Erie Mining Co. began construction of a taconite plant and the new town of Hoyt Lakes, Minn. To move taconite pellets processed at the plant to Lake Superior where they would be transferred to lake boats, Erie constructed its own 73-mile private railroad from Hoyt Lakes to Taconite Harbor. Construction of the railroad also began in 1954. The first pellet train ran on Sept. 7, 1957. To pull its trains, in 1956 Erie purchased five F9As and six F9Bs. No. 4211 was built in May 1956 as number 101. It was delivered on June 13, 1956 and cost \$189,262. Originally it wore a blue paint scheme with a silver band, but beginning in October 1963 Erie began repainting its Fs yellow with a maroon band. In 1970 the company renumbered its locomotive fleet and the locomotive received the 4211 number. By the 1990s the Erie Fs were the last of their type still in regular service in the U.S. working on their original railroad. In May 1986 LTV Steel Corporation acquired ownership of Erie Mining, and in February 1987 the name was changed to LTV Steel Mining Company. Following LTV Corp.'s bankruptcy in Dec. 2000, the Hoyt Lakes plant closed. The last train carrying pellets produced before the closure ran on June 22, 2001, and was led by No. 4211. The last train to be operated was an 82-car trainload of pellet "chips" (broken and non-spec pellets) on July 19, 2001 and was also led by the 4211. LTV successor Cliffs Erie donated number 4211 to the museum in 2002.

In the ensuing years there, sporadic train movements on the former Erie line, and 4211 was borrowed back for use with some of the other F9s to pull the last trains in the summer of 2008. Since then the unit has been in service pulling tourist trains on the museum's 26-mile North Shore Scenic Railroad between Duluth and Two Harbors, Minn.

In addition to No. 4211, the museum is home to the only remaining Erie F9B, No. 4222, although it is not operational. Earlier this year the other two surviving Erie F9As, Nos. 4210 and 4214, were purchased by the Indiana short line Vermilion Valley and moved to their new home in the Hoosier State.



Don't Play Chicken with an Amtrak Train!



Minor Injuries on Amtrak Train That Hit Truck Near Granville, North Dakota.

November 23, 2015 (from John Goodman, Rick Krenske)

A truck driver was hospitalized, and several people on board an Amtrak train suffered minor injuries when their train hit a large truck east of Granville this afternoon. The accident happened just before 1:00 at an uncontrolled crossing.

Tim Olson has the story.

A gravel truck - much like this one - now looks like this, after being struck by an Amtrak passenger train east of Granville Monday afternoon. According to the North Dakota Highway Patrol, the semi was headed south toward Highway 2 when it failed to yield to the westbound train.

(Sgt. Kevin Huston, ND Highway Patrol) "Once the train struck the semi, it separated the semi from the box of the trailer, and the trailer obviously ended up on the north side of the tracks, and the power unit itself landed on the south side."

The driver of the semi has been identified as 58-year-old Joseph Locher of Minot. He was taken to Trinity Hospital by ambulance following the crash with what are believed to be non-life threatening injuries.

As for the train itself?

It came to rest here, about a quarter mile away from the point of collision. Officials say that no one on board the train sustained any major injuries and none required hospitalization - however, some passengers reported sore necks and whiplash-like injuries. The train was disabled in the crash -- requiring two new engines to get the Empire Builder back into service.

Sgt. Huston of the North Dakota Highway Patrol says that an incident like this should serve as a reminder of how to behave at uncontrolled train crossings like this one.

(Sgt. Kevin Huston) "Always assume there's a train coming. Always come to a complete stop. If you can't see for some reason, roll your windows down, make sure you listen to see if there's a train coming. But like I said - always assume that there's a train coming." East of Granville, Tim Olson, KX News. The incident remains under investigation.



**CANADIAN
PACIFIC
RAILWAY**

+

NS
NORFOLK SOUTHERN

?

Canadian Pacific solicitation of Merger with Norfolk Southern

Wednesday, November 18, 2015 7:57 PM, "Gene Poon sheehans@ap.net [All_Aboard (from John Goodman)

Norfolk Southern Board of Directors to evaluate unsolicited, low-premium, non-binding and highly conditional indication of interest from Canadian Pacific Class I Railroad consolidation would face significant regulatory Hurdles. Norfolk, Va. - Nov 17, 2015

Norfolk Southern Corporation (NYSE: NSC) ("the Company") today confirmed that it has received an unsolicited, low-premium, non-binding, highly conditional indication of interest from Canadian Pacific (CP.TO) to acquire the Company for \$46.72 in cash and a fixed exchange ratio of 0.348 Canadian Pacific shares per Norfolk Southern share, representing a premium of less than 10% based on closing prices today.

The Company's board of directors, in consultation with its financial and legal advisors, will carefully evaluate and consider this indication of interest in the context of Norfolk Southern's strategic plans, and its ongoing review of opportunities to enhance stockholder value through strategic, financial and operational measures and pursue the best interests of the Company and its stockholders. Notably, any consolidation among Class I railroads in North America would face significant regulatory hurdles. Norfolk Southern's board of directors and management team are committed to enhancing value for all stockholders. The Company's stockholders do not need to take any action at this time.

-source: Norfolk Southern



Northstar Railway Historical Society



2015 Holiday Banquet Order Form

The Northstar Railway Historical Society cordially invites you to join us
to celebrate our 46th anniversary at our annual holiday banquet

Sunday, December 6th 2015

Guldens Restaurant and Bar, 2999 Highway 61, Maplewood, MN.

Price: \$27 per person.

The buffet includes roasted turkey, lasagna, Swedish meatballs, fresh vegetable tray, mashed potatoes
and gravy, hot vegetables, au gratin potatoes, sage dressing, mixed green salad, potato salad,
dinner rolls, desert, taxes and gratuity.

Program will be presented by:

George Forero, Amtrak District Manager of Operations, Retired

'Closing St. Louis Union Station'

Social hour begins at 4 pm; cash bar. Dinner will be served at 5 pm followed by the program at 6 pm

Name _____

Guest _____

Telephone _____

Please make checks payable to Northstar Chapter, NRHS

Mail order form and payment to:

Treasurer, Northstar Railway Historical Society

4036 Birch Knoll Drive

White Bear Lake, MN 55110

On Friday, November 27, 2015 9:44 AM, "rayande@comcast.net" wrote:

(from John Goodman)

As of noon Tuesday Nov. 24th the Devils Lake sub is all CTC. No more track warrants for us. This should also be the last link in CTC between Chicago and Seattle. Almost an event like driving the Golden Spike at Promontory UT!

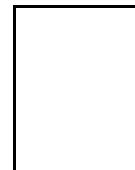


Holly Trolley at the MSM December 5 & 6 12:30 to 3:30 PM \$4 per passenger
Take a streetcar ride with Santa and warm yourself by a friendly fire. The historic streetcar is decked out for the holidays. The ride is about 15 minutes and no advance ticket or reservation is required.

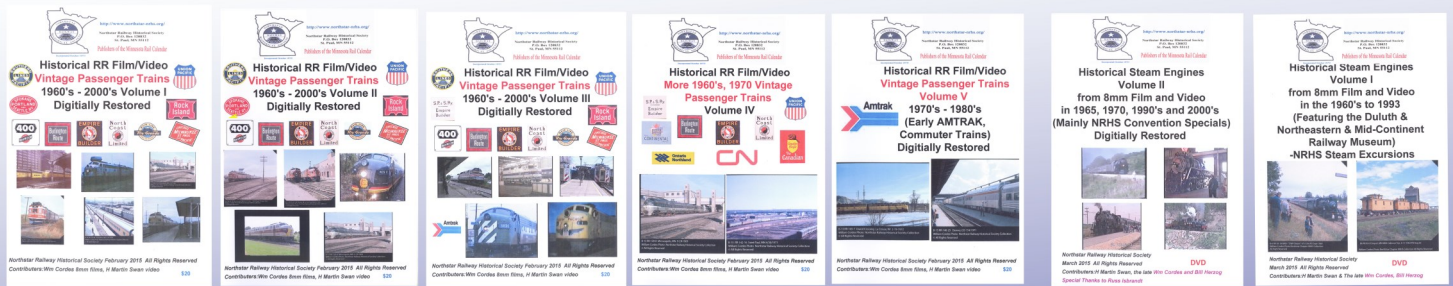
Railfan Events (Thanks to Rick Krenske, Cy Svobodny, Russ Isbrandt)

North Pole Express Twin Cities' newest holiday tradition	December 4 – 6 & 10 – 13, 2015	St Paul Union Depot St Paul MN	Adult – \$21.95 Child – \$17.95 See 261.com for tickets
CP Holiday Train With Holiday Entertainment!	December 10, 11 2015	Northeast Minneapolis (Shoreham) December 10 9:15 PM St Paul Union Depot December 11 7:00 pm (will also stop in Hastings, Cottage Grove, (Dec 9 2015) Loretto and Buffalo MN(on Dec 12))	Free, Donation to the food shelves appreciated
North Metro Model Railroad Club Flea Market	Saturday December 12 2015 9 AM - 2 PM	Coon Rapids VFW Coon Rapids Blvd Coon Rapids MN	\$5 (unconfirmed)
Twin Cities Model Railroad Club Night Trains	Every Saturday Nite November 7th 2015 to February 27 2016 6 PM—9 PM	Bandana Square 1021 Bandana Blvd E Suite 222 St Paul MN	\$10 Children under 4 free

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 Address Correction Requested



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(Thru December 31 2015)

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Contact Dick Tubbesing

Tubbesing261@yahoo.com For more info. Preview of DVD's on Youtube (link —> <https://youtu.be/4ErQ2iQcAB0>)

Also, the 2016 Minnesota Rail Calendar is now Available.