



# NORTHSTAR NEWS

## Winter News



B-13 RR-165-7 Grand Crossing La Crosse, WI 2-19-1972  
 William Cordes Photo Northstar Railway Historical Society Collection  
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### Early AMTRAK Empire Builder

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#### Meeting Notice

Next business meeting will be held  
**Saturday February 21, 2015 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on page 2.

Program after the meeting –

Rob Mangles, #261 Engineer and railroad consultant will provide stories of his Railroad Career.

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

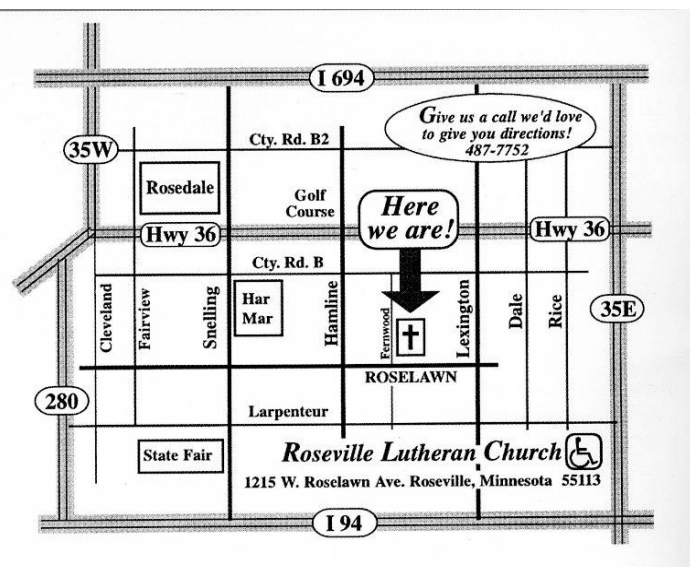
**Reminder: Dues for 2015 are Due!**

# Northstar Chapter Officers (please note changes from last year)

<b>President</b>	<b>Richard Tubbesing</b>	<b>Tubbesing261@yahoo.com</b>	<b>763-757-1304</b>
<b>Vice President</b>	<b>Dan Meyer</b>	<b>dan@meyer-family.net</b>	<b>763-784-8835</b>
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<b>Trip Director</b>	<b>John Goodman</b>	<b>Jhgoodman2001@yahoo.com</b>	<b>612-839-0905</b>
<b>Chapter Librarian/Historian</b>	<b>John Cartwright</b>	<b>stationman86@yahoo.com</b>	<b>651-481-8479</b>
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<b>Chapter Mailbox</b>	<b>Northstar Chapter NRHS</b>	<b>PO Box 120832</b>	<b>St Paul MN 55112</b>
<b>Library Data Base Administrator</b>	<b>Russ Isbrandt</b>	<b>rmisbrandt@comcast.net</b>	<b>651-426-1156</b>

## Meeting Site

From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, The Diamond Room.



## Editor's Column

From the Editor:

What a difference a year makes. After last winter's deep freeze, this winter we have had a moderate one as January temperatures soared a couple of days to 40 degrees F. Also, not much snow cover either. Just goes to show you our weather is never average. We still have February and March to survive through.

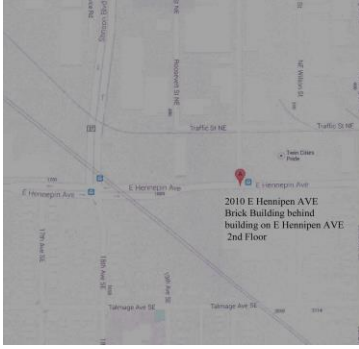
We were pleased to have a great turn out at our last meeting in January. A great slide show was presented by Greg Smith from his personal collection showing many historical views of Twin City railroad action. Thanks Greg Smith! We would like to have you back in the future! John Goodman continues to provide great hosts for Programs, and Future programs in the coming months will prove to be entertaining and of great interest to all our members.

I wish to thank Jim McLean for his attendance to and detailed report on the NRHS conference last month. I was happy to hear that the NRHS is no longer in dire straits financially, but is not out of the water yet as the new management team led by Al Weber continues to watch costs and create a viable and worthwhile organization for its members.

Note: if you have not renewed your NRHS membership, please do, as it is a requirement that chapter members are also members of the NRHS.

The NRHS convention will be held in Rutland VT on June 14 to June 20 2015. See the web site below for details, as some events are sold out and wait lists started!

[http://www.nrhs.com/sites/default/files/2015\\_Convention\\_Registration\\_Package.pdf](http://www.nrhs.com/sites/default/files/2015_Convention_Registration_Package.pdf) I have visited this area back in 2002, and it is a great scenic area to visit with many venue's of railroad interest to see!



There should be plenty of live action on the BNSF St. Paul Sub. There will be an open house at Northstar Chapter NRHS Library 2:00 to 4:00 pm Saturday February 21<sup>th</sup> 2014. We now have additional seating in our viewing room. (Thanks to furniture we acquired from the old Midway Amtrak station.) The library is at 2010 East Hennepin Avenue, the Central Research Building Room 226. From the west take I-35W north to the Hennepin Ave exit and drive east just past Stinson Blvd. From the east take I-35W South / MN 36 West to Stinson Blvd. Turn left on Stinson to Hennepin Ave just under the railroad overpass, turn left. From either direction take the first driveway to enter the parking lot. Selected railroad DVD's will be shown. You will be free to access and peruse any of our 1,300 Railroad Books and our collection of Timetables. At 4:30pm we will adjourn to Keys Restaurant at Lexington and Larpenteur. Drive straight east on Hennepin / Larpenteur to Lexington. Please join us.

## Minutes of the January 17, 2015 Membership Meeting of the Northstar Chapter NRHS

Minutes are not available at this time

## NRHS Report by Jim McLean

The Winter NRHS Board of Directors meeting was held January 10th and 11<sup>th</sup> at Roanoke VA. Financial Crisis has been averted and hopefully the goal of achieving membership renewals will be reached. See minutes in Dave Norman's Minutes of the January 2015 meeting.



## North Florida NRHS Chapter Awarded \$20,000 to Save Engine No. 1504 in Jacksonville

The North Florida Chapter NRHS has received \$20,000 from Trains Magazine and CSX Corp. to fund the cosmetic restoration of Atlantic Coast Line No. 1504, a 1919-built steam locomotive on display in Jacksonville, Florida. The magazine selected the NRHS chapter for its annual \$10,000 Preservation Award, which was doubled by a matching grant from CSX. Displayed at the Prime F. Osborn III Convention Center, ACL 1504 has been outdoors for more than 50 years and is rapidly deteriorating due to exposure from the harsh Florida sun and salt air. In April NRHS named the locomotive to its 2013 "Most At-Risk" list of endangered U.S. landmarks. This marks the first time a major Class I railroad has partnered with Trains. The award was announced during the annual Association of Tourist Railroads and Railway Museums conference, held this year in Riverside, California widely considered one of the Southeast's most important symbols of railroad history, Engine 1504 is the last remaining original U.S. Railway Administration locomotive in essentially as-built condition. The 4-6-2 Pacific was built by Alco Locomotive Company for USRA during World War I; however, the war ended before 1504's completion and the engine went into service for the Atlantic Coast Line (ACL) railroad, powering premier passenger trains in and out of Florida. North Florida Chapter NRHS is coordinating efforts to rescue ACL 1504 with its "Project Return to Glory." The Trains award will fund the project's first phase, which focuses on the engine's appearance and stabilization. Also participating are the Atlantic Coast Line-Seaboard Air Line Historical Society, the Southeast Chapter of the Railway & Locomotive Historical Society and the North Florida Railroad Museum. Additional donations to the project are welcomed and may be sent to North Florida Chapter NRHS, PO Box 16493, Jacksonville, FL 32245-6493. To contact the project, email [ACL1504.NFC@gmail.com](mailto:ACL1504.NFC@gmail.com). "We are thrilled with CSX's participation, and we hope this is the beginning of a long-term view of this locomotive as an important keepsake of American history that needs the best care possible," said Trains Editor Jim Wrinn. "We would love to see more work on top of what Trains and CSX are funding, a roof to shelter it, and an endowment to ensure that this treasure is with us forever. "Engine 1504 represents the nationwide plight of park locomotives that are exposed to the elements without adequate maintenance resources. We're grateful to the coalition of rail history groups that have joined together to save this vital landmark," said John S. Holmgren, president of the North Florida chapter. "Thanks to Trains Magazine and CSX, we can rescue engine 1504 through urgently needed cosmetic restoration and help ensure a bright and secure future for this historic locomotive."



## UP Superbowl Train consist

Provided by John Goodman

from Mike Palmieri of Fort Worth Texas I have received a consist for **UP train PTUPX3-25 (Passenger-Tuscon-Phoenix)** which arrived in Phoenix on Sunday, and have added the car ID's as I have them.

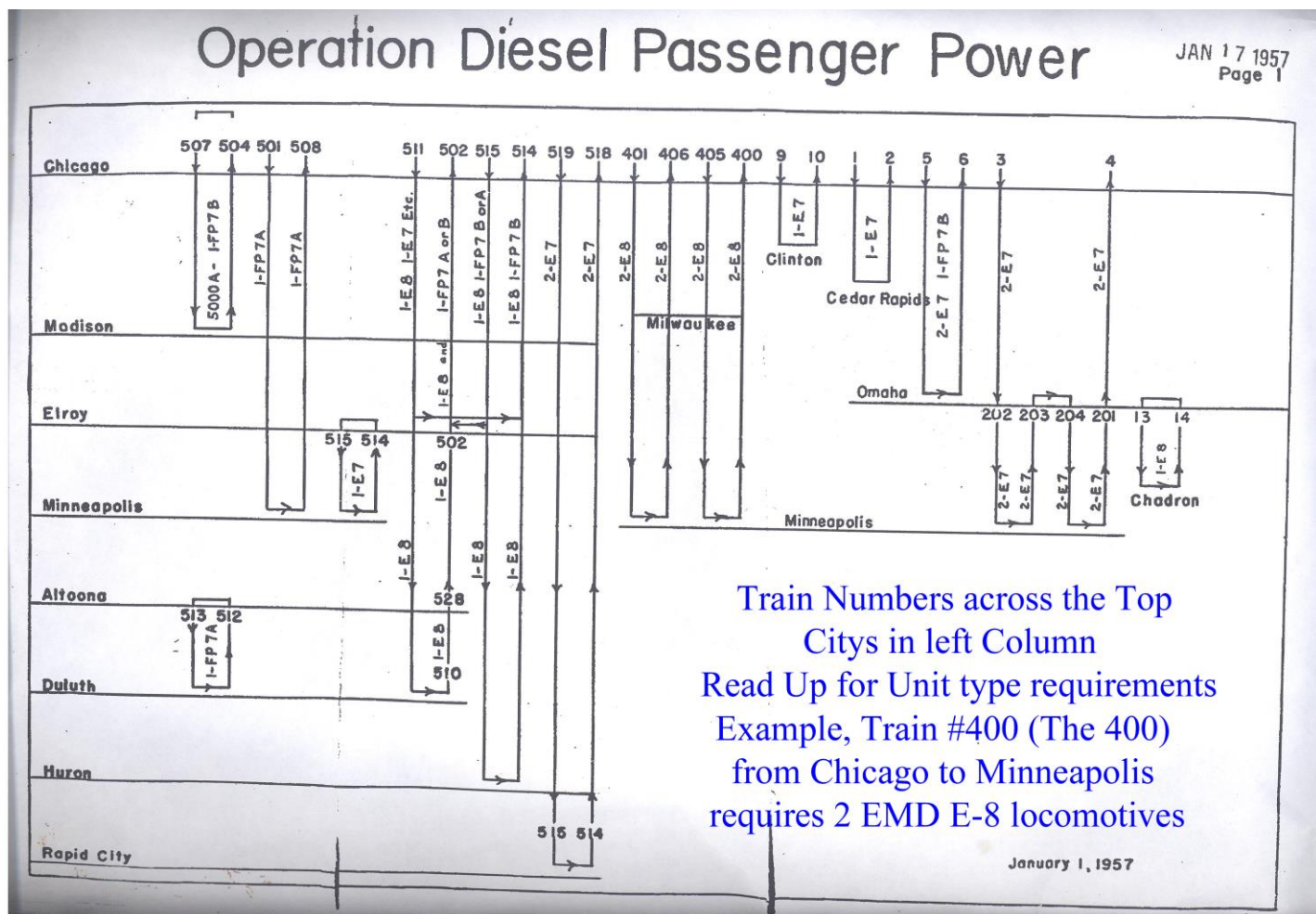


1. UPP 101 'Lone Star' -Office Car	2. UPP 412 'Lake Forest' -Sleeper	3. UPP 413 'Lake Bluff' -sleeper
4. UPP 4003 'Pacific Limited' -Kitchen	5. UPP 1605 'Powder River' (2nd) -Deluxe Sleeper	6. UPP 4808 'City of Los Angeles (2nd) - Diner
7. UPP 119 'Kenefick' -Office car	8. UPP 9009 'City of San Francisco' -dome Lounge	9. UPP 9004 'Harriman' -Dome Lounge
10. UPP 5769 'Council bluffs' -Baggage Recreation	11. UPP 302 'Overland' -Diner Lounge	12. UPP 7011 Missouri River Eagle' -Dome Diner
13. UPP 2066 ' ' -Power Car	14. UPP 103 'Cheyenne' -Office Car	15. UPP 1610 'Portola' -Delux Sleeper
16. UPP 315 'Little Rock' (2nd) -Crew Sleeper	17. UPP 5779 'Promontory' -Museum Car	18. UPP 1609 'Green River' (2nd) -Delux Sleeper
19. UPP 314 "Columbia River" -Crew sleeper	20. UPP 208 ' ' -Power Car	21. UPP 114 "Feather River" -Office Car
22. UPP 200 'Omaha' (2nd) -Office car	23. UPP 202 'Carboton' -Staff Car	24. UPP 207 ' ' -Power Car
25. UPP 308 ' ' -Flat Car for Fuel Containers	26. UPP 24364 ' ' Express Box Car	



## -C&NW Passenger Power Jan 17 1957

- From Gary Rumler



Sent: Monday, January 12, 2015 9:15 AM

Tom Scheck - MPR News - January 9, 2015.

Gov. Mark Dayton sharply criticized state House Republicans Friday for putting forward a transportation proposal that Dayton says is living in 'la la land.' "It's just pure fantasy," Dayton said of the GOP proposal. "To pretend that this is even the beginning of a responsible solution is just fictitious." House Republicans released their transportation plan Thursday. It taps \$200 million from the state's budget surplus and directs the Minnesota Department of Transportation to cut 15 percent of its budget and direct that spending to new transportation projects. The plan would put a total of \$750 million into transportation over four years. Dayton said he's disappointed House Republicans haven't put forward a more meaningful proposal. "That's not a solution. It's not a short-term solution. It's not a long-term solution," Dayton said. "To me it demonstrates that they don't understand the problem, and they don't have any serious interest in finding a solution." Dayton said House Republicans should say whether they want to adequately address the problems that he says is plaguing the state's transportation system. Dayton is citing a MNDOT study that says the state needs \$6 billion to maintain highways and bridges and build new projects over the next 10 years. Dayton is pushing for a sales tax increase of 6.5 percent on the wholesale cost of gasoline and higher licenses tab fees to fund road and bridge projects as well as a half-cent sales tax increase in the metro area for transit projects. But he says his plan may not raise enough money if gas prices stay low. "If it stays at \$2.25 a gallon for the next couple of years, then that revenue is going to be less," Dayton said. "If we find in two years that the price is still there, we'll have a lot of other benefits from that, and we'll have to deal with our revenue projection. And we'll have a lot more room to do so." Dayton said he's willing to discuss whether the transportation funding gap totals \$6 billion or whether it's smaller. But he said he wants to see data to back up projections. Dayton is making it clear that transportation is going to be one his top issues this session. On Wednesday night, he urged business leaders to back a plan that adequately addresses transportation funding.



**-C&NW 1962 Mishap in Milwaukee WI - From Gary Rumler**

# 25 Freight Cars Derailed; 7 Hurt

WREAK ON SE 5:30 P.M.



## NW Train Crashes in South Milw.

Seven men were hospitalized Monday after the derailment of a southbound Chicago & North Western freight train, which apparently brushed against a slow-moving switch engine as it passed through South Milwaukee.

Twenty-five of 94 freight cars were spilled from the tracks when the train's diesel locomotive tipped on its side and continued its forward motion "in a shower of sparks," one witness said.

The mishap, which twisted rails into the shape of a giant steel bow, occurred just north of the Rawson Av. crossing about 5:20 p.m., according to South Milwaukee police.

The four-man crew of the freight train and three men aboard a Bucyrus-Erie Co. switch engine were taken to Trinity Hospital.

### INJURED LISTED

The injured North Western crewmen are: Martin Kubik, 47, Lombard, Ill., the engineer; Arthur Ludvigsen, 40, Prospect Heights, Ill., the fireman; brakeman E. H. Grim, 30, Chicago, and William Kozar, 27, Mundelein, Ill., the assistant brakeman aboard the train. All suffered cuts and bruises and Ludvigsen was examined for possible fractured ribs.

Shaken up and treated for shock were Onezine Champagne, 33, of 1325 Manistique Av., South Milwaukee; Eugene Lipowski, 31, of 3108 Chicago Av., South Milwaukee, and Robert Wettengel, 33, of 8649 S. Pennsylvania Av., Oak Creek.

### Milwaukee WI Newspaper Feb 6 1962

#### PARALLELS NW TRACKS

The men were aboard the switch engine as it hauled three flatcars along a track which runs parallel to the North Western right of way between Bucyrus-Erie yards on the north and south sides of Rawson Av.

South Milwaukee police said a portion of the diesel unit apparently brushed against some part of the shorter train and the engine of the freight tipped over.

"I thought it was a sonic boom," said Mrs. Darlene Luedtke, 1207 Rawson Av., "except that it was about four times as loud.

"There was a roar and I looked up and saw the engine sliding by in a shower of sparks. Cars were spilling over on the tracks," said Mrs. Luedtke, who watched the scene from a window in the front of her home.

"One of the cars was carrying pipe. I could see pieces of pipe flying through the air. They landed in a yard nearby," she said.

South Milwaukee police and North Western officials said 15 of the 25 cars were badly damaged. Two of them, a gondola car and a tank car carrying a type of fuel oil, were almost demolished, officers at the scene noted.

Several others were left without wheels and one car came to rest at the base of butane gas tanks near the Bucyrus-Erie Co. The undamaged cars were towed back to the Butler yards, where the freight was put together.

Several hundred feet of track was destroyed, North Western officials said. The wreck disrupted traffic between Chicago and Milwaukee.





Northern Pacific Mississippi Street Engine Terminal in St. Paul, MN on Jan. 1, **1927**. Engines include M&StL 501 (4-6-2), NP 2163 (4-6-2), NP 2147 (4-6-2), M&StL 625 (2-8-2), NP 1116 (0-6-0), NP 2372 (2-6-2), NP 1170 (0-8-0), NP 1601 (2-8-2), and NP 927 (0-6-0) Ed Gebhardt Collection -from **Tony Howe** Facebook RR Photos group

## Building the NP Mississippi River Bridge in Minneapolis MN 1885-1886 –NP Archives from Northstar Railway Historical Society Collection –edited by R Tubbesing



Erection of Viaduct Looking E Nov 27 1885



Building Pier #6 Looking W Oct 22 1885



Erection of Iron Pier #11 Nov 17 1885



Bridge Looking SW Feb 6 1886

## Helped By Oil Trains, Canadian Pacific Reports Record Profits. From: Rick Krenske

Article by: DAVID SHAFFER , Star Tribune: January 22, 2015.

Increase in traffic drove the railroad's 2014 earnings higher. Canadian Pacific Railway, a hauler of crude oil and other commodities through Minnesota, said Thursday that oil shipments from North Dakota and Canada rose 22 percent in 2014, and are expected to increase again this year despite low oil prices. The crude-by-rail traffic, along with increased grain, consumer and other business, drove record revenue and earnings per share for the railroad, which is based in Calgary and has its U.S. headquarters in Minneapolis. The railroad said it hauled 110,000 tank cars of crude oil in 2014, up from 90,000 in 2013, and expects to haul 140,000 oil tankers this year. About 55 percent of the oil came from North Dakota, the rest from Canada, where shippers now can load heavy crude from Alberta's oil sands on 100-car-long unit oil trains at terminals in Bruderheim and Hardisty. "This growth is mainly driven by new movements in Canada from Bruderheim and the Hardisty facilities, which will drive as we go into 2015," Canadian Pacific President and Chief Operating Officer Keith Creel said on a conference call with analysts. Much of Canada's oil is exported to U.S. refineries, including along the Gulf Coast, the site of two new oil train unloading facilities. A future destination mentioned by rail executives is the ExxonMobil refinery in Joliet, Ill., which is adding the capacity to unload oil trains. The crude-by-rail business, which emerged early in North Dakota's oil boom, is gaining favor in Canada even though it costs more than shipping by pipeline. Rail exports of Canadian crude hit 182,059 barrels per day in the third quarter of 2014, an eleven fold increase over three years, according to Canada's National Energy Board. Producers in Alberta have been frustrated by the delay in building the Keystone XL pipeline to carry more oil to Gulf Coast refineries. "If you are a refiner and you need crude and you can't get enough capacity on the pipeline, and there is no other way to get it to market, you pay whatever it takes," said RBN Energy analyst Sandy Fielden, who tracks the crude-by-oil sector. Fielden said Enbridge Energy's pipeline that carries Canadian oil through Minnesota to U.S. refiners is facing such high demand that shippers can transport only a portion of oil they'd like to ship, a condition known in the industry as apportionment. In a sign of the shift to oil trains, Canexus Corp., operator of a new oil train loading terminal in Bruderheim, near Edmonton, Alberta, recently said that it signed another deal with an unidentified customer to load crude oil unit trains. Canexus said the terminal now has 5.5 unit oil trains per week under loading contracts. Unit oil trains are only tankers. The drop in world oil prices to half what they were a year ago is having some effect on the crude-by-rail business. Canadian Pacific executives cut their 2015 oil train forecast to 140,000 oil tank car shipments, down from an earlier projection of up to 200,000 oil tank cars. "The question obviously is whether the oil sands producers, if the prices continue as they are, will continue to expand their production, Fielden added. Canadian Pacific reported to Minnesota officials in early December that its Bakken oil trains through the state increased to an average of nine per week, up from four per week in June. Railroads are required by federal regulators to tell states about Bakken oil train traffic, but the rules don't cover Canadian oil trains. Canadian Pacific declined to make an executive available to comment Thursday. Fielden said much of the Canadian crude-by-rail is headed to the Gulf Coast, where refiners have installed equipment to process similarly heavy oil from Mexico and Venezuela. Oil train unloading terminals are now operating in Port Arthur and Beaumont, Texas, he said. Minnesota's two refineries in Rosemount and St. Paul Park also process Canadian oil, but are served by pipelines. Canadian Pacific said its fourth-quarter earnings were a record \$2.68 per share (Canadian), up 38 percent over the period a year ago. Annual earnings per share rose 71 percent to set another record, and annual revenue of \$6.6 billion (Canadian) also was an all-time high, the company said. Shares in the railroad closed at \$182.49 Thursday, down \$1.47. David Shaffer \* 612-673-7090 Twitter: @ShafferStrib.

### ***Historical RR Timetables available*** (Repeat from last month)

The Northstar Railroad Historical Society now has their collection of historical RR employee and public timetables available in digital (.pdf) format. Thanks to **John Gaertner** for all his work in scanning these in. We have a 21 page index of timetables available on our website. We can also send you the index via E-mail. For a nominal fee (All proceeds go to the chapter!) of \$15 we will create an initial DVD of timetables of your choice. Each additional DVD will be \$5. Place your order and selections (or for a copy of the index) via email to [rtubbesing261@yahoo.com](mailto:rtubbesing261@yahoo.com) and remit your check to **Northstar Chapter NRHS PO Box 120832 St Paul MN 55112**.



Milw. Rd. timetable Sept 1949

CB&Q timetable Nov 1942





## **C&NW 1385 Open House Planned for February 21-22**

**Jan. 18, 2015**

You're invited to an open house showcasing the progress on Chicago & North Western No. 1385. Join us to see the latest accomplishments in person!

The open house is taking place at SPEC Machine, 7175 Riles Road, Middleton, Wis.

The open house takes place February 21-22nd at Spec Machine at 7175 Riles Road, Middleton, Wis. The hours are as follows:

Saturday, Feb. 21st - 9:00 a.m. to 5:00 p.m.

Sunday, Feb. 22nd - 10:00 a.m. to 3:00 p.m.

## **Frame Painting Complete      Jan. 5, 2015**



The painting of Chicago & North Western #1385's frame was completed on Saturday, Jan. 3rd. Pete Deets, one of the 1385 Task Force members had this to say:

Words fail me as THANK YOU doesn't seem to be near enough. We had 2 fantastic days of volunteer-ism, productive work and lots of fun. In that time we applied 2 basecoats and one topcoat of paint on the 1385's frame. At the risk of leaving someone out I can say we had the help of Bobbie, Clayton, Ed, 2 Mikes, 2 Jeff's, 2 Al's,, Kayla, Steve, Dick, Gary, Dylan, Robert, Larry, Brian, Ron & Kyle. Tom from Grote's [[Howard Grote & Sons](#)] was a great tutor and easy taskmaster. Believe it or not we have put something permanently back on the 1385!

Plans for more volunteer sessions are in the works.



Photos can't do justice to all the work completed in the past year of cleaning, scraping, engineering, welding, milling new parts, painting, and so on, but the below before-and-after photos are a nice reminder of the progress made. At the time of the first photo on January 11, 2014, the 1385's running gear had just recently arrived at SPEC Machine and was in the process of being dissassembled. As the second photo shows, the frame now features two coats of primer and a new glossy black topcoat. There are also many spring-rigging parts already painted to match.

Nov 27 2014 UP Grain Train Derails near Mankato MN



MANKATO — The first six cars of a Union Pacific train left the tracks early Thursday morning after a collision with another train near Mankato's Land of Memories Park. No one was hurt and the train wasn't carrying hazardous cargo. The derailment involved three engine cars and three freight cars and occurred at about 2:30 a.m., said Mike Maurer, emergency management director for Blue Earth County. There was a train operator in the first car, but he wasn't hurt, Maurer said. The derailment was caused when the Union Pacific train collided with a car from a Canadian Pacific train, which was crossing in the path of the Union Pacific train, UP spokesman Mark Davis said. He said four Canadian Pacific train cars were also derailed, though none appeared to be tipped over. The Union Pacific train was headed for St. Paul, Davis said, carrying a variety of non-hazardous freight. He said there was a small, pencil-width diesel fuel leak from the first engine car. The spilled fuel was being collected and any contaminated dirt would be removed. About 500 feet of track was damaged and will need to be replaced, Davis said. Some grain may have spilled, but it was cleaned up hours later. A few of the freight cars missed sliding into a South Bend Township water station by perhaps five feet. The derailment remained under investigation by rail authorities.

Nov 27 2014 [mankato free press](#)



C&NW Train orders from the 1980's -from the Archives of Gary Rumler

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CHICAGO & NORTH WESTERN TRANSPORTATION COMPANY	
*****:	:*****
TRAIN ORDER NO 13559	JAN 31 1988
TO	
C&E OPERATING BETWEEN CHICAGO PROVISO AND BUTLER	
AT BUTLER	
1: ABOUT 150 FEET OF EAST PLATFORM SOUTH END MAIN ST OUT OF SERVICE (150)	
2: DITCH ON WEST SIDE OF TRACK BETWEEN MP 33.5 - 33.8 KENOSHA SUBDIVN (33.5) (33.8)	
3: HOLES ON WEST END OF EAST PLATFORM AT WAUKEGAN	
4: LOOKOUT FOR PEOPLE AND HEAVY VEHICLE TRAFFIC AT BARNARD AVENUE	
5: MP 78.01 LOCATED BETWEEN SOUTH MILWAUKEE AND CUDAHY (78.01)	
6:	TLR
MADE COMPLETE AT 0957AM 01/31/88	

CHICAGO & NORTH WESTERN TRANSPORTATION COMPANY	
*****:	:*****
TRAIN ORDER NO 13564	FEB 09 1988
TO	
C&E OPERATING BETWEEN CHICAGO PROVISO AND BUTLER	
AT BUTLER	
1: DEBRIS AND MATERIAL LAYING ALONG WEST SIDING AT UPTON	
2: CONTINUOUS WELDED RAIL BETWEEN AND ALONG BOTH SIDES OF MAIN TRACKS AT	
3: THE FOLLOWING LOCATIONS ON THE NEW LINE SUBDIVN	
4: MP 5.3 - MP 7.4 (5.3) (7.4)	
5: MP 8.5 - MP 9.5 (8.5) (9.5)	
6: LOCATED BETWEEN GRAND AVE AND NORMA	
7: TRACKS NO 3 AND 4 IN BRYN MAWR YARD ARE OUT OF SERVICE (3) (4)	
8:	TLR
MADE COMPLETE AT 0351PM 02/09/88	



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## CHICAGO &amp; NORTH WESTERN TRANSPORTATION COMPANY

TRAIN ORDER NO 13565 FEB 09 1988

TO  
C&E OPERATING BETWEEN CHICAGO PROVISIO AND BUTLER

AT BUTLER

- 1: ON NEW LINE SUBDIVN
- 2: DO NOT MAKE EW MOVEMENT ONTO WW TRACK AT SPRING SWITCH EAST OF
- 3: ST FRANCIS
- 4: TLR

MADE COMPLETE AT 0420PM 02/09/88

\*\*\*\*\*

## CHICAGO &amp; NORTH WESTERN TRANSPORTATION COMPANY

TRAIN ORDER NO 13589 FEB 24 1988

TO  
C&E OPERATING BETWEEN CHICAGO PROVISIO AND BUTLER

AT BUTLER

- 1: SPEED RESTRICTIONS NEW LINE SUBDIVN
- 2: 40 MPH MAXIMUM WW AND EW TRACKS BETWEEN GRAND AVE AND VALLEY  
(40)
- 3: 30 MPH MP 28.5 - 21.8 EW TRACK  
(30) (26.5) (21.8)
- 4: 35 MPH MP 29.8 - 35.75  
(35) (29.8) (35.75)
- 5: 35 MPH MP 35.75 - 38.2 WW AND EW TRACKS  
(35) (35.75) (38.2)
- 6: 40 MPH MP 38.2 - 41.0  
(40) (38.2) (41.0)
- 7: 30 MPH MP 41.0 - 76.5  
(30) (41.0) (76.5)
- 8: 30 MPH MP 76.5 - 80.1 WW AND EW TRACKS  
(30) (76.5) (80.1)
- 9: 30 MPH MP 0.0M - 17.3M WW AND EW TRACKS  
(30) (0.0) (17.3)
- 10: TLR

MADE COMPLETE AT 1159AM 02/24/88

\*\*\*\*\*

## CHICAGO &amp; NORTH WESTERN TRANSPORTATION COMPANY

TRAIN ORDER NO 13589 FEB 24 1988

TO  
C&E OPERATING BETWEEN CHICAGO PROVISIO AND BUTLER

AT BUTLER

- 1: SPEED RESTRICTIONS NEW LINE SUBDIVN
- 2: 40 MPH MAXIMUM WW AND EW TRACKS BETWEEN GRAND AVE AND VALLEY  
(40)
- 3: 30 MPH MP 28.5 - 21.8 EW TRACK  
(30) (28.5) (21.8)
- 4: 35 MPH MP 29.8 - 35.75  
(35) (29.8) (35.75)
- 5: 35 MPH MP 35.75 - 38.2 WW AND EW TRACKS  
(35) (35.75) (38.2)
- 6: 40 MPH MP 38.2 - 41.0  
(40) (38.2) (41.0)
- 7: 30 MPH MP 41.0 - 76.5  
(30) (41.0) (76.5)
- 8: 30 MPH MP 76.5 - 80.1 WW AND EW TRACKS  
(30) (76.5) (80.1)
- 9: 30 MPH MP 0.0M - 17.3M WW AND EW TRACKS  
(30) (0.0) (17.3)
- 10: TLR

MADE COMPLETE AT 1159AM 02/24/88

## CHICAGO &amp; NORTH WESTERN TRANSPORTATION COMPANY

TRAIN ORDER NO 13589 FEB 23 1988

TO  
C&E OPERATING BETWEEN CHICAGO PROVISIO AND BUTLER

AT BUTLER

- 1: DUE TO HAZARDOUS FOOTING AND WALKING CONDITIONS CREWS WILL NO LONGER
- 2: BE ALLOWED TO STOP AT MP 25.5 ON THE NEW LINE SUBDIVN TO EAT  
(25.5)
- 3: THIS IS IN THE AREA OF THE OVERHEAD AT HALF DAY ROAD AT BLODGETT
- 4: TLR

MADE COMPLETE AT 0712PM 02/23/88

\*\*\*\*\*

## CHICAGO &amp; NORTH WESTERN TRANSPORTATION COMPANY

TRAIN ORDER NO 13943 SEPT 13 1987

TO  
C&E OPERATING BETWEEN MAYFAIR AND VALLEY

AT BUTLER

- 1: SPEED RESTRICTIONS SKOKIE SUBDIVN
- 2: 20 MPH MP 6.0 - 10.2  
(20) (6.0) (10.2)
- 3: 10 MPH MP 19.1 - 21.6 LOADED UNIT TRAINS ONLY  
(10) (19.1) (21.6)
- 4: TLR

MADE COMPLETE AT 0911AM 09/13/87

\*\*\*\*\*

## CHICAGO &amp; NORTH WESTERN TRANSPORTATION COMPANY

TRAIN ORDER NO 13943 SEPT 13 1987

TO  
C&E OPERATING BETWEEN MAYFAIR AND VALLEY

AT BUTLER

- 1: SPEED RESTRICTIONS SKOKIE SUBDIVN
- 2: 20 MPH MP 6.0 - 10.2  
(20) (6.0) (10.2)
- 3: 10 MPH MP 19.1 - 21.6 LOADED UNIT TRAINS ONLY  
(10) (19.1) (21.6)
- 4: TLR

MADE COMPLETE AT 0911AM 09/13/87

From the Archives of Gary Rumler Soo Line 'Steamerama' Brochure June 21 1959











## Soo Line RPO-REA 552

Rail Post Office-Railway Express Agency car 552, which is displayed behind diesel 300-A in Ladysmith, was built by Barney & Smith in October of 1911 as Soo Line parlor car 400.

The 81.5 foot long steel car was elegant. It had leaded glass gothic window trim and a rich wood interior. On either side of the center aisle were individual plush green velvet swivel chairs that could be turned to face the windows or the aisle. There was a drawing room at one end, and a large ladies' toilet on the other.

Passengers paid extra to ride in Soo Line parlor cars 400, 401, and 402.

The 138,500 pound, six-axle 400 was rebuilt into its present configuration in October of 1941 by the Soo Line. The front 15 feet of the car was a Rail Post Office, where rail postal workers sorted mail en route. Mail bags were picked up and dropped off at stations, sometimes "on the fly" without stopping. There still are slots on either side of the car where people could mail their stamped letters from the depot platforms.

The rear 61 feet of the car carried items shipped by Railway Express, the forerunner of today's UPS and Federal Express. Items shipped REA were unloaded from two baggage doors on either side. REA delivery trucks, or local drop lines in each town, brought the packages to your door.

The car normally was coupled immediately behind the steam locomotive or diesel, unless a refrigerated car of cream or butter was being carried.

The car was converted to work car 602 in 1968 and served as a crew car until its retirement to the Shorham coach yard in Minneapolis. Soo Line cooks prepared meals for hungry truck or bridge crew workers on two restaurant sized stoves inside the car. It also contained an ice maker, several refrigerators and cupboards.

## Soo Line combine 358

Soo Line passenger-baggage car 358, like so many cars, was rebuilt at the Soo Line's Shorham shops to meet ever changing needs.

It was built in December of 1913 by Barney & Smith at Soo Line sleeping car 1240 and named "Bruce" after the village of Bruce, which is eight miles west of Ladysmith. A standard 12-1 sleeper, it had a stateroom on one end and a smoking room on the other. The green plush seats converted into lower berths at night. The upper berths pulled out from the walls.

The car was used all over the Soo Line and even made trips to the west coast through Canada on the Soo-Dominion.

In 1941 it was rebuilt by the Soo Line in passenger-baggage car 358. The rear 28 feet of the 81-foot-long steel car had 13 seats covered in a gray mohair fabric, two toilets, a wash stand and a coal burner. The seating capacity was 26.

Because it was often used in branch line service on mixed trains, it was equipped with both electric and gas lights.

The front 43 feet of the 6-axle car carried baggage.

Its last use on the Soo Line was as section crew cooking-dining car 1470. Meals were prepared and served to hungry railroad crews in the car.

## Soo Line 1st class coach 998

Soo Line 1st class coach 998 was built in August of 1911 by Barney & Smith in Dayton, Ohio, and was among the early steel coaches acquired by the railroad to replace its outdated wooden coaches. The interior of the 74-foot-long car featured varnished wood, a men's and women's bathroom, and electric lights. The original green plush upholstery was later replaced with brown fabric upholstery, and the woodwork was painted brown. It had a seating capacity of 64.

The Soo Line installed a Wuholash air conditioning system in the car in May of 1940. It was the last coach in the 900 number series. No. 999 was the business car.

The 6-axle, 111,000 pound heavyweight car provided a good ride. Unlike other railroads, the Soo Line never replaced its vintage heavyweight equipment with lightweight, streamlined cars.

The 998 was used on passenger runs into the mid 1960s. The last run of passenger trains 7 & 8 through Ladysmith was in March of 1960. The last use of the Laker was in January of 1965.

Coach 998 was converted in 1968 to bridge & building work crew dining car 603 and was used into the 1980s.

All three Barney & Smith Soo Line cars are privately owned but loaned to the city.

## County observes its centennial

The return of steam locomotive 2719 to Ladysmith is one of many exciting events taking place in 2001 as Rusk County celebrates its centennial. County history is closely tied to the Soo Line and original Wisconsin Central railroads, as all villages and the City of Ladysmith are located on these rail lines.

The county was formed in 1901 from the northern towns of Chippewa County. It originally was named Gates County for James L. Gates, a wealthy land dealer who owned thousands of acres of cutover land in the region.

At the outset many wanted to name the county "Rusk" in honor of former Wisconsin Governor Jeremiah Rusk, but politics and a promise by Gates to donate \$10,000 for the courthouse led to adoption of the name Gates.

When Gates resigned on his donation, his political enemies in Madison passed a bill at the close of the 1905 session re-naming the county Rusk. Residents learned of it the next morning by reading the headlines in state newspapers.

Rusk County is known for its natural beauty. The Chippewa and Flambeau rivers flow through the county, and their confluence is in the southern portion of the county. The Thorapple and Jump Rivers also run through the county. Canoeing and fishing trips on these rivers is a popular pastime.

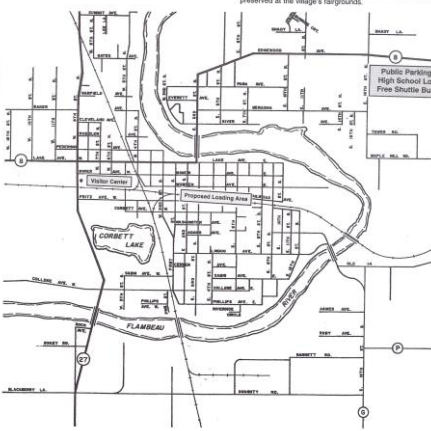
To the west lie the beautiful Blue Hills, which rise to over 1,700 feet in elevation and provide hunting, fishing, hiking, cross-country skiing and hiking opportunities. Thousands of

acres of county and state forest lands are open to the public.

Information about Rusk County and the centennial is available at the Rusk County Visitor Center on Wis. 27 in Ladysmith, a block south of its intersection with U.S. 8, or by logging onto the Rusk County website at [ruskcounty.org](http://ruskcounty.org).

Other activities planned for the county's centennial include publication of a photo book, band concerts, and events organized by villages and townships. On June 1 the Rusk County Historical Society planned formal dedication of its new Gates County Courthouse building which contains courtroom furniture and memorabilia from the original brick courthouse, built in 1901-02 and raised in 1996.

Rusk County had the distinction of being the last county created in Wisconsin until the Monominee Reservation gained county status.



**SHELDON DEPOT** — The Sheldon depot was a busy place when a train was coming into town. The depot is preserved at the village's fairgrounds.



**VISITOR CENTER** — A train order signal from the Ladysmith depot hangs on the Rusk County Visitor Center in Ladysmith. In the background is Soo Line PFF diesel 500.

## Rusk County Visitor Center

Tourists who walk into the Rusk County Visitor Center often ask "When did you move the depot here?"

That's the response visitor center planners were hoping for when they designed and built a reproduction Soo Line depot in Ladysmith.

The 24x36 foot building, a joint project of Rusk County and the City of Ladysmith, was built in 1998-99 with tax money from the Flambeau Mine, which operated south of Ladysmith in the 1990s.

The building is patterned after a Class A-2 Soo Line depot plan dating from November of 1903. A depot of this design was built in Dorset, Minn. 11 features an extended high-peaked roof over what was originally the office and waiting room, and a lower roof over what would have been the freight room.

The interior plan of the depot was altered to serve the needs of a visitor center, resulting in one large room with two offices on one end, and restrooms, mechanical room and store room on the other. The depot's exterior, however, is almost identical to the original plan, except low maintenance vinyl siding was substituted for wooden clapboards. Windows, which were made and donated by Weather Shield Manufacturing of Ladysmith, are exact replicas.

The center contains maps and brochures from Rusk County, Northern Wisconsin, and most of the state. Helpful staff answer questions asked by the thousands of visitors who stop at the center every year. It's one of the best places to learn about

Rusk County. The center can be reached by calling 715-532-2642 or toll free at 1-800-535-RUSK.

In keeping with the railroad theme, the center showcases railroad art, vintage maps and display cases devoted to passenger trains of the Soo Line and related memorabilia, steam locomotives and the use by the railroad. There is a photograph gallery dating to the 1870s, and a telegram sent by five U.S. Presidents, including Ulysses Grant and Benjamin Harrison. The display includes one of the first telegrams sent on the transcontinental line in 1861, and a telegram from 1855, six years after Samuel Morse sent the first message.

The operator's desk in the bay window is set up with operational sounders, receivers, relays and other items used by "train powder" on the railroad.

The center is located near the Soo Line's first passenger diesel locomotive, 500-A, here Soo Line passenger cars (many donated by Barney & Smith, and a 1911 Soo Line wooden car house made by American Car & Foundry).

## Hotels and Hotels

Ladysmith	(800) 634-3444
LadySmith	(715) 532-6666
Best Western El Rancho	(715) 532-5576
Evergreen Motel	(800) 638-2168
Hi-Way Motel	(715) 532-3346

Bruce	(715) 868-3025
Han's Country Lodge	(715) 532-6446
Lake Lodge Motel	(715) 532-6446
Paradise Shores	(800) 671-6521

Waynesbauer	(715) 532-2780
Country View Motel	(715) 531-0383
Lin Greenlee Patterson	(715) 531-0383

## Campgrounds

LadySmith	(715) 532-7034
Thornapple River	(715) 532-7812
Westview Lakes	(715) 532-2123
Joan Creek	(715) 532-5392
Flambeau River	(715) 532-5392

## Dining

LadySmith Area	
Buck Door Cafe	102 W. 2nd St.
Carlson's Pizzeria	119 E. Lake Ave.
Club 8 Supper Club	W554 Hwy. 8, West
Dairy Queen	
El Rancho	806 W. Lake Ave.
Grandpa's Pizzeria & Grill	Hwy. 8, East
Green Acres	W15, 27 at County A
Hardee's	100 W. 8th (Hwy. 17)
Hide-A-Way	W15, 27 at County A
Industrial Cafe	U.S. 8 and W15, 27
Iron Horse Steakhouse	17 mi. S. W15, 27
McDonald's	1001 W. Lake Ave.
Wicky's Store	825 E. 10th St. S.
Subway	117 W. Lake Ave.
Woodland Cafe	218 E. Western Ave.



**NEW!** Dining-club Lounge  
**NEW!** Accommodations  
**NEW!** Overnight Schedule

## NOW! new comfort between Chicago and Duluth-Superior on THE LAKER

There's more to rail line travel between Chicago and Duluth-Superior—Soo Line's newest same-day "Laker"—Duluth-Superior all the way!

NOW a greater variety and number of private rooms (dining-cars, bedrooms, bedrooms and restrooms) available.

NOW you can enjoy the convenience of your choice and "Duluth-Superior" on the new Dining Club Lounge.

NEW SCHEDULE	NEW SCHEDULE
7:00 P.M. to Duluth	7:00 P.M. to Duluth
7:00 P.M. to Superior	7:00 P.M. to Superior
7:00 P.M. to Chicago	7:00 P.M. to Chicago
7:00 P.M. to Chicago	7:00 P.M. to Chicago
7:00 P.M. to Chicago	7:00 P.M. to Chicago

**THE LAKER**

## 1971, 1972 Slides from the Wm Cordes Collection—Scanned by Hudson Leighton



B-16 RR-155-11 48 Co. Minneapolis, MN to LaCrosse, WI 10/2/1971  
William Cordes Photo Northstar Railway Historical Society Collection  
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B-19 RR-187-11 Minneapolis, MN 7/22/1972  
William Cordes Photo Northstar Railway Historical Society Collection  
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**Railfan Events** (Thanks to Rick Krenske, Joe Stark, Bill Dredge)

<b>All Aboard Night Trains</b> <b>Twin City Model RR Club</b> <a href="http://www.tcmrm.org">www.tcmrm.org</a>	<b>Every Saturday night 6-9pm</b> <b>from November 29<sup>th</sup> 2014</b> <b>through February 28 2015</b>	Bandana Square 1021 Bandana Blvd E Suite 222 St Paul MN	\$10 Children under 4 Free
<b><u>Hennepin Overland Model Railroad</u></b> <b><u>Historical Society Open House</u></b>	<b>Every Saturday and Sunday</b> <b>Until the end of April 2015</b> <b>1 – 4 PM</b>	2501 E 38 <sup>th</sup> St Minneapolis MN (5 blocks W of 38 <sup>th</sup> St Blue Line Station)	\$7 donation Adults \$20 donation Family Children under 3 free
<b><u>LaCrosse &amp; Three Rivers Railroad club's</u></b> <b><u>334<sup>th</sup> Annual Model Railroad Show</u></b>	<b>Saturday and Sunday</b> <b>March 21, 22 2015</b>	La Crosse Center 2 <sup>nd</sup> and Pearl Street LaCrosse WI	\$6 admission Adults, Children under 11 free
<b><u>Granite City Train Show</u></b>	<b>Saturday April 18, 2015</b>	National Guard Armory 1710 Veteran's Drive St Cloud MN	\$6 Admission Adults, Children under 10 free,
<b><u>Great Minnesota Train Expo</u></b> <a href="http://www.gmte.net">www.gmte.net</a>	<b>April 25-26 2015</b> <b>9-5 PM</b>	Eagan Civic Center Arena 3870 Pilot Knob Rd Eagan MN	\$5, Children under 8 free
<b><u>4<sup>th</sup> Annual Model Railroad Train Show</u></b> <b><u>Southern Valley Railway</u></b> <b>Email: <a href="mailto:RochPlain@yahoo.com">RochPlain@yahoo.com</a></b>	<b>Aug 15,16 2015</b>	P.E.M High School Gym 500 West Broadway Plainview MN	\$5 Children under 12 free

Northstar News  
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Coon Rapids MN 55433 3768  
Address Correction Requested

