



NORTHSTAR NEWS

Twin City Streetcars



PCC car in front of the state capitol was taken in 1953 by noted traction historian and 43 year employee of Chicago Rapid Transit / CTA, George Krambles (1915 -1999). Mr. Krambles' career culminated in his being promoted to the General Manager, later Executive Director. Unlike most rail industry managers, Mr. Krambles enjoyed running his trains, operating the first train on the former North Shore Line, CTA's Skokie Swift.



A South St. Paul streetcar loads passengers on Wabasha Street at 7th Street in 1952.

Both Pictures: Minnesota Streetcar Museum Collection –Aaron Isaacs Proprietor –Provided by Russ Isbrandt

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Meeting Notice

Next business meeting will be held

Saturday March 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 –

John Hotvet Slides from his personal collection.

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: Last Notice: 2015 are Due!

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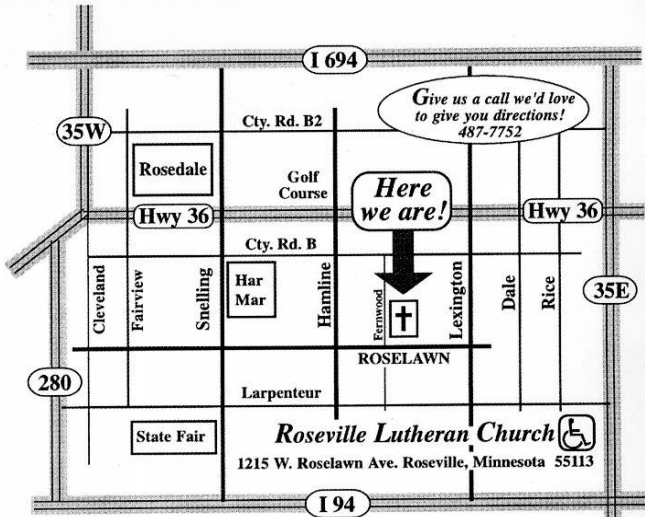
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Meeting Site		<u>Editor's Column</u>	

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.

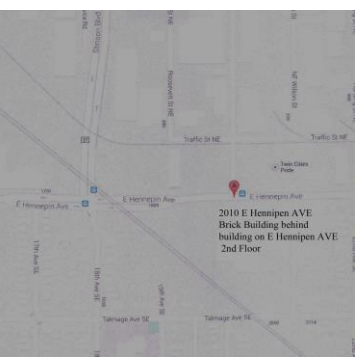
From the Editor:
To repeat: The NRHS convention will be held in Rutland VT on June 14 to June 20 2015. See the web site below for details, as some events are sold out and wait lists started!
http://www.nrhs.com/sites/default/files/2015_Convention_Registration_Package.pdf I have visited this area back in 2002, and it is a great scenic area to visit with many venue's of railroad interest to see!

This summer and fall could provide some interesting attractions. The D&NE Steam engine #28 has been moved to the LSRM for Flues installation. (See article below) It could be running excursions this fall. Another possibility is that the Mid-Continent Railway Museum could have one of their steam engines in operation this summer. (Not the #1385) #261 has not been scheduled for any trips, as the major railroads in the area are operating at capacity. Lets hope that Steve Sandburg and crew can work something out for this year!

We are in the midst of planning our summer activities. Trips proposed are a day on the Twin Cities light rail and Northstar commuter, a summer picnic at Maiden Rock WI, and a bus trip to either the LSRM, or the Mid-continent Railway museum. Details should be decided by the BOD by the next issue of the newsletter.



LIBRARY OPEN HOUSE



There should be plenty of live action on the BNSF St. Paul Sub. There will be an open house at Northstar Chapter NRHS Library 2:00 to 4:00 pm Saturday March 21st 2015. 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 February 21, 2015 Membership Meeting (Northstar Chapter NRHS)

The meeting was called to order at 6:31 p.m. by chapter president Richard Tubbesing with 21 members and guests present. Those present were asked to introduce themselves. Secretary Dave Norman reported that the minutes of the January membership meeting were not ready in time to appear in the February 2015 issue of Northstar News. Treasurer Russ Isbrandt gave his report. His report also include chapter membership. Dawn Holmberg gave a report on the calendar project. There was a question about how many unsold 2015 calendars were in stock. Dan Meyer gave a report on the chapter's website. Joe Stark, who handles flea market sales, was not present to give a report. We have several flea market type events where we might want have a table. John Cartwright gave a report on the chapter library. We are working on creating DVDs based on 8mm movies from the Bill Cordes collection and from Marty Swan. Chapter representative Jim McLean attended the recent national NRHS board meeting. He said that he did not expect any major changes at the national level. John Goodman reported on programs for upcoming meetings. This month, Rob Mangels will present the program. Next month, John Hotvet. John said that he had several more programs lined up. John also reported on possible trips and events for the chapter. One of the ideas discussed was a trip to the excursion railroad at North Freedom, WI. The discussion included a question about whether or not they will have a steam locomotive restored and operational this summer. Other possibilities were also discussed. John said that he would look into them and see what we can do. Duluth was another suggestion. A picnic at Maiden Rock was a popular suggestion. A combination light rail and Northstar trip was also of interest. John also mentioned that he is National Convention Chairman for the national NRHS and they are planning to have the 2016 convention in Denver. Marty Swan if the Cheer Committee was not present to give a report in person, but 3 cards had been sent out. There was no Old Business. There was no New Business. There was a call for anyr announcements. The chapter will have a table at the Twin City Model Railroad Museum Flea Market in May. The March issue of Northstar News will only go out ti those who have paid their 2015 chapter dues. We have been invited to participate in National Train Day in May. The Twin City Division of the National Model Railroad Association will be holding a special event next Saturday. A motion to adjourn he meeting was made, seconded, and carried at 7:01 p.m. After a brief break, a program featuring guest speaker Rob Mangels took place..He has worked for number of different railroads has been a consultant, and has been involved with many rail preservation efforts. He has been an engineer on restored Milwaukee Road steam locomotive #261.His talk included a description of an interesting trip to Mexico to look at some historic rail equipment there. Respectfully submitted, Dave Norman, Secretary, Northstar Chapter NRHS

NRHS News –New Mailing address and NRHS News available

On Sun, Mar 1, 2015 at 1:06 PM, A Weber <aweber@mail.win.org> wrote: (Effective 4/15/2015 !)

-In preparation of ending the agreement with Fernley and Fernley on April 15th 2015 we have established a new mailing address: National Railway Historical Society c/o John K Fiorilla, Esq Capehart & Scratchard PA P.O. Box 5016

Mt. Laurel, NJ 08054. Please direct all correspondence and written inquires to our new address. From there they will be forwarded to the appropriate volunteer. Please spread this new address to all that need it. Al Weber

- The 2015 NRHS Spring Conference will be held jointly with ATRRM in York, PA, April 16 - 19, 2015.

- The **February 2015 NRHS News** is now out on the NRHS web site. The link to this issue is: <https://admin.nrhs.com/NRHSNews/>



2/6/2015 News: Amtrak T&I Committee unveils passenger-rail reform bill

(provided by John Goodman) The House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.) and other committee leaders yesterday introduced the [Passenger Rail Reform and Investment Act of 2015](#) (PRRIA), which would address infrastructure needs, transparency and other issues for Amtrak. "By compelling Amtrak to operate more like a true business, cutting red tape, and opening the door to more private sector resources, we can make some long overdue improvements to passenger rail transportation in the United States," Shuster said in a press release. Also introducing the bill were T&I Ranking Member Peter DeFazio (D-Ore.); Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Jeff Denham (R-Calif.); and Subcommittee Ranking Member Michael Capuano (D-Mass.). The same legislation was introduced in the House in the last Congress, and the committee approved it unanimously. Among key points, the bill would:

- eliminate Amtrak's losses in food and beverage service;
- mandate Amtrak carry out a business case analysis for all major procurements;
- eliminate the railroad's "black-box accounting" and require "transparent bookkeeping," and provide states and Congress greater insight into Amtrak's accounting;
- create station development opportunities for the private sector;
- open new revenue streams through right-of-way development;
- help advance large infrastructure projects through state partnerships;
- "improve" management of the Northeast Corridor;
- require Amtrak to evaluate long-distance routes; and
- streamline environmental reviews and accelerate project delivery.

While the bill addresses "commonsense reforms," it neglects to address key funding questions for Amtrak, according to the National Association of Railroad Passengers (NARP). The bill would cap Amtrak's authorization at \$1.41 billion in fiscal-year 2016, then gradually increase it to

\$1.46 billion in FY2019. The bill also contains \$300 million per year in infrastructure investments, with 50 percent reserved for the Northeast Corridor. That falls "woefully short" of Amtrak's most basic needs, NARP officials said in a press release. "A successful rail reauthorization must allow the U.S. passenger-rail network to grow," said NARP President Jim Mathews. "The American people are already voting for more trains with their wallets, setting 11 Amtrak ridership records in the past 12 years."

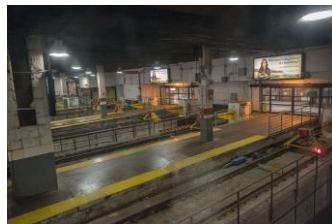
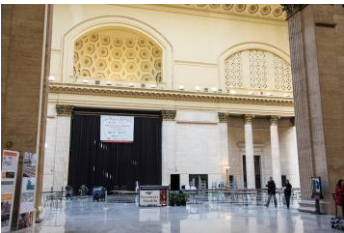


Exhaust fumes foil Amtrak plans for shorter consists (provided by john goodman)

On Tuesday, February 3, 2015 4:57 PM, "Gene Poon sheehans@ap.net [All_Aboard]" <All_Aboard@yahoo.com> wrote: Among the cars eliminated on several Amtrak Superliner trains when they were shortened for the 2015 winter season were baggage cars and Transition Sleepers. The remaining passenger cars then would have had a Coach or a Sleeping Car right behind the engines. They have a high level door...right above the roof level of the diesel locomotives, where the exhaust pipes are. And that's where the problems started. Nobody thought, "What happens to the diesel exhaust?" The answer: it leaked past the high-level door at the end of the Superliners. Both passengers and employees (who were assigned their dormitory rooms in the front, when a Sleeper was in that location) complained. Some got sick and were hospitalized. The short-term solution was to move the Lounge car to the lead position. This was done on the California Zephyr. The long-term solution would be a cover over the high-level door to deal out the diesel fumes. Amtrak has some fabric covers meant for the purpose, but apparently not enough. They also apparently have rigid shields that can be mounted on the front-end car's diaphragm. But some trains are to get the baggage car and Transition sleeper (both have LOW level end doors) back. Maybe somebody at HQ should have a red face for not thinking of the problem. Those with low level corridor mentality wouldn't consider the possibility.

RPCA Conference in Reno Nevada (Part 1) -by Dan Meyer, Pictures by Dawn Holmberg

Our trip to Reno for the RPCA Conference in January 2015 began a year in advance, and we finally made reservations sometime in November. Our itinerary was to fly to Chicago, board the California Zephyr and ride it to Reno where my Aunt and Uncle would pick us up. We would then stay with them at their home in Lake Tahoe, Nevada for a couple days when we would then join the conference at the Atlantis hotel. Our flight from MSP to Chicago's Midway airport was mostly uneventful. We checked our bag and boarded our 7:30 am flight, departing and arriving on time. There was a bit of a mix-up with baggage; the monitors indicated baggage was on a different baggage claim area than where it was actually found. We had plenty of time, and we had what we needed for our trip in an overnight bag, so we were not too concerned. Once we found our bag, we wheeled it out to the Orange line CTA station, and were on our way to downtown Chicago within 15 minutes of purchasing tickets. One minor issue was trackwork downtown in the 'Loop', so the train was routed counter-clockwise instead of clockwise. For us, this meant an extra couple minutes on the train before arriving at our stop. It was a good thing it was mid-morning, as it would have been ugly man-handling our baggage down the stairway from the elevated platform down to street level in rush hour. The CTA's web site said the station is handicapped accessible, but I didn't see the elevator so I just went down the stairs. We walked past the Sears Tower, and a couple minutes later we were inside Union Station.

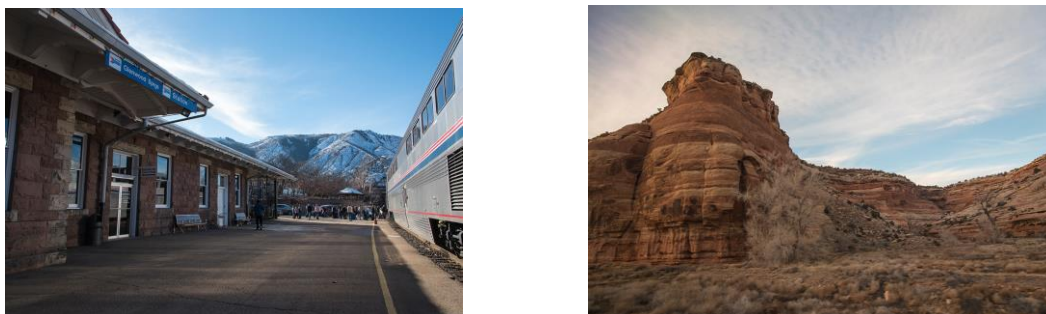


Checking in with the Metropolitan Lounge (Amtrak's waiting area for first class passengers), we checked our baggage and went outside to look for lunch. Nothing looked all that great in the food court, so we went with a place in Union Station that we have visited before; the Metro Deli. After lunch we looked around the Grand Hall and noted the train status screens and clock were missing from the middle of the Great Hall, and remnants of a temporary ticketing area due to a burst water pipe were still visible. Heading back to the Metropolitan Lounge, we retrieve our bags and look for chairs near a power outlet. It was still pretty early – 2 hours or so before boarding time, so we plugged in our laptop computers to check e-mail and Facebook using Amtrak's free wi-fi. Passengers for the Texas Eagle were escorted out to their train around 1:15, and we were escorted out to the 'Zephyr' a few minutes later. Our sleeping car ended up being the rear car on the train, and the train was quite short compared to a summer consist. From the back to the front, the all-superliner consist was: two sleeping cars (with a number of rooms being used as crew dorm space), the dining car, two coaches, a lounge and two locomotives. It was neat to be able to stand in the front of the lounge and look out over the locomotives! Departing on-time, We enjoyed the view out the window. After a little while I got to work figuring out how to share my cell phone's internet connection between Dawn and I. I was successful, but later that evening I had to explain to another passenger that the wireless network that used the word 'Amtrak' was my personal connection. I changed the name to something more unique after that. On the other hand, this does demonstrate that if Amtrak equipped their trains with wi-fi, it would be appreciated. Somehow, our dining car steward got left behind in Chicago, so a coach attendant was pressed into service as a dining car steward. As she flew to Omaha to meet the train we took a 5:30 dinner reservation. Somewhere around Burlington, IA we went to diner. The strange thing was we were the only ones being served in the diner; everyone else had later reservations. In any case it was pretty neat! After dinner we went back to our room; we played around a little more with our computers, listened to the scanner and looked out the window to the extent that we were able to see things in the dark. Somewhere west of Osceola we put everything away, had our beds made up, and went to sleep. Waking up somewhere between Fort Morgan and Denver, we got up and dressed, enjoying the railyards approaching Denver. As usual, the train backed into the depot and we arrived a few minutes early. We had plenty of time to get off the train and stretch our legs, enjoying the new platforms and peeking inside Denver Union Station which has been remodeled into a very nice hotel... and yes, Amtrak still has a ticket office and waiting area inside. There was a lot less computer time on this day, as we would travel thru the majestic Rocky Mountains for most of the day! We departed Denver on time, and once we were under way I again

walked up to the lounge car to look out the front window as we approached the Big 10 Curves. I was a bit surprised no one else had the window staked out, but there I was enjoying the view while everyone else was content to look out the side windows of the lounge. The only notable thing was we had seen very little snow. Once we made it up to 7,000 or 8,000 feet there was snow, but again not as much as I expected. I made my way back to our car on the rear of the train before Moffat Tunnel, where we were requested to stay in our car for the duration of the tunnel. Dawn and I watched the light from the east portal recede, and a few minutes later took a picture of the west portal as we exited the tunnel. We also saw a lot more snow here! There were many folks downhill skiing on this Sunday morning, enjoying the nice weather at Winter Park.



Alas, the snow did not last. Within an hour we were low enough so there was little to no snow on the ground. This did not diminish the scenery at all! We passed thru beautiful Frasier and Gore canyons, had a brief stop in Glenwood Springs, and then passed thru Glenwood Canyon on the way to Grand Junction. After enjoying mile after mile of beautiful scenery, we arrived a bit early in Grand Junction. There is a very nice station at Grand Junction, but Amtrak does not use it. We did get off the train to stretch our legs and enjoy the fresh air, and we were on our way on-time at 4:10 pm. Since this train is the California Zephyr, there was even more fine scenery just ahead. We have heard that someone has painted a line on side of Ruby canyon where the Colorado/Utah border is located just west of Grand Junction. We took our place at the back door and watched for this landmark, but either we missed it or it no longer exists. The scenery continued to be awesome!



We again took 5:30 dinner reservations, and again we were the only customers being served in the diner. We enjoyed our meal, and received updates on the NFL evening playoff game from the dining car steward while enjoying dessert while traveling thru the desert. We went back to our room, checked e-mail for a bit, and went to bed. We woke up in plenty of time to eat breakfast, pack up and get ready for our arrival at Reno. As it turns out, we were about 30 minutes early. My Aunt and Uncle were waiting for us. On the way to their car we walked thru a casino that has a full size replica of a silver mine headframe. After passing thru the rest of the casino, we loaded up their car and headed toward their place on the southeast side of Lake Tahoe. But first, a little sightseeing. We stopped in downtown Carson City, the capitol of Nevada. The government buildings are much less imposing than most other states, but impressive in their own way. Our next stop was the Nevada State Railroad Museum. They have a very nice indoor display area, and also a very interesting shop and grounds. Their pride and joy is a beautiful fully-restored to operating condition McKen motor car.



Like most museums, it is not just a display item and they allow you to board the car and look around. Their was a small group of us, maybe 10 people in all, and the docent did a fine job explaining everything about the car. We really enjoyed the tour! From the museum, it was a 40 minute or so ride to their home. It was good to get settled and cleaned up after a two-day ride on the train. We really enjoyed the couple of days spent visiting with my relatives. They showed us the sights around the South Lake Tahoe area; beautiful Emerald Bay and Fanette Island, Eagle Falls, Heavenly Valley ski area and more. What was very unusual was the lack of snow. Typically there is three feet of snow in the area; during our visit there was only a trace of snow on the ground, except at higher altitudes. A couple days later we again loaded up our belongings and we were chauffeured north. Along the way we stopped for brunch at a neat little diner called the "Red Hut Cafe", a small chain of cafe's in the Carson City / Reno / South Lake Tahoe area. It was delicious! Next month will be a report about the RPCA conference, and the activities associated with it including a trip over Donner Pass in a full dome, and a visit to the Western Pacific Railroad Museum in Portola, California.

Special Edition! **Duluth Depot Dispatch** News of Duluth, Minnesota February 2015

THE #28 RETURNS!!!



Above photo shows the #28 as it is shoved into the yard of the Lake Superior Railroad Museum on the evening of February 3rd, 2015, returning from its 3 year visit to its home shop in Cloquet where it was extensively restored.

As a late winter's dusk descended on Duluth, engines #4211, an F9A, and #193, an SD18 gently pushed Steam Engine #28 back into her yard at the Lake Superior Railroad Museum.



It is the intention of the Museum's Board of Directors to run #28 on the North Shore Scenic Railroad!

Generous donors like you, SAPPI Paper Company, CTRR and the BNSF Foundation all worked together to keep this project moving forward. Most of the "heavy lifting" has already been done and now volunteers, working with our shop personnel and other volunteers from the Friends of #261, will carry out the rest of restoration of this historic steam locomotive that spent her entire life working on railroads here in Northeastern Minnesota and was the last running steam engine on a common carrier in Minnesota.

About the #28

The Pittsburgh Locomotive Works built Duluth & Northeastern #28 in 1906 for the Duluth, Missabe & Northern as #332. It was a typical slow freight Consolidation type engine of the early 1900s, and an example of the most numerous steam locomotive designs in the United States. By the time the last 2-8-0s were delivered in the 1940s, more than 33,000 had been delivered. The DM&NE used the locomotive to pull iron ore trains until larger locomotives replaced it. It was then used in yard and local train service. Number 332 was sold to the Duluth & Northeastern in 1955 and renumbered #28. The D&NE used it to pull freight trains on its 12-mile line between Cloquet and Saginaw, MN. The D&NE was one of the last railroads in the U.S. to use steam power, using #28 and four other steam locomotives until 1964 when diesel locomotives replaced them. They kept #28 for special excursions out of Cloquet. It was the last steam locomotive operated in freight service by a common-carrier railroad in Minnesota. The engine was cleaned, repainted and donated to the museum in 1974.



Above shows the flue tubes as they arrived in August of 2014 thanks to the help of generous donors like you. Photo on the left shows where they will go, as the tubes are needed to heat the water that will turn to steam and pull trains again on the Lakefront line. (Photo by Dave Schauer)

After spending almost three years in the shops of the Cloquet Terminal Railroad undergoing the bulk of the work to get the engine running again, the #28 is now here and will be refueled and painted in the Lenard Draper Maintenance Facility at the Museum.

Accompanying the locomotive

Rail Project in Crystal MN Tue, Jan 27, 2015 3:25:41 PM From Rick Krenske

Reported Rail Project Could Block Traffic in Crystal. <http://youtu.be/mYTG50SGcGQ> <<http://youtu.be/mYTG50SGcGQ>>

Travel often enough down West Broadway or Douglas Drive in Crystal, and it's likely that at some point, you'll encounter a train.

As it stands, those are the only two roads in the city where that's a concern for drivers, but that could soon be changing. Crystal Council Member Jeff Kolb says nearby property owners notified the city that Canadian Pacific -- with a line going east and west -- wanted to connect with the Burlington Northern Santa Fe line, which goes north and south. "The railroad has eminent domain authority, meaning that they can condemn and purchase this property on their own without any involvement whatsoever from the city," Kolb said, while standing in the parking lot of Thomas Auto Body and Collision in Crystal. Crystal city officials say the trains running on the BNSF line are much shorter and less frequent than those running on the CP line. But if this project goes through, that number of trains on the BNSF line would increase, and that would cause significant problems for both traffic and emergency vehicles. "It sounds as though this is something they'd like to do in 2015," said Patrick Peters, Crystal's community development director. Peters says a typical freight train on the CP line is about 4,000 feet long, or a hundred cars, which means that Douglas Drive, West Broadway, Corvallis Avenue and another chunk of West Broadway could all be blocked at the same time. "So what that means is that police responding to an emergency or a call would not be able to access the northern or eastern part of the city during the time those at-grade crossings are blocked," Peters said. Ultimately, there's not much the city can do, but they're trying to keep people informed. "Although there are a lot of things we don't know now, we do anticipate there will be a period for public comment and we wanted to make sure we got the information out as soon as possible," Kolb said. If the project does go through, Crystal officials say something would have to get done so emergency services aren't affected. The city has been in talks with local lawmakers about possibly elevating those train tracks.



-C&NW 1954 Steam Engine Retirement

From the Mechanical Department - Provided by Gary Rumler

CHICAGO AND NORTH WESTERN RAILWAY SYSTEM
Mechanical Department

November 11, 1954

DISTRICT MASTER MECHANIC
MASTER MECHANICS
SUPT. OF SHOPS
GENERAL FOREMEN - LOCO.
FOREMEN - LOCO.
ASST. FOREMEN - LOCO.
MECHANICS-IN-CHARGE - LOCO.

Please be referred to our general letter of October 12, 1954 with reference to the permanent retirement of 21 steam locomotives.

APE C-6679 was issued November 10, 1954 formally authorizing the permanent retirement of the 21 locomotives enumerated below:

CLASS	LOCOMOTIVE NUMBER
D	395
E	547
E	565
E-8	546
E-8	643
E-2	2903
H	3012
H-1	3029
J	2308
J	2310
J	2354
J-8	2367
J-8	2389
J-8	2424
J-8	2455
M-3	2617
M-3	2627
R-1	1429
R-1	1146
R-1	1330
R-1	1419

Rec'd 11-15-54

November 11, 1954

General Letter - Page 2

These locomotives are to be considered permanently out of service November 30, 1954. They must, therefore, be subsequently dropped from all reports with exception of the usual monthly "Out of Service" reports until final disposition is made at which time you will be advised in the usual manner.

Further instructions pertaining to the disposition of this lot of locomotives will be issued by this office in the near future.

Please be governed accordingly.

J. C. Stump
Chief Mechanical Officer

cc: HHM WPM WWM EHW WCS
BGW FRE CNR DWA HWM
HRS MHC LEL RCG BWP
WHM WKF EHL HWP JRM
JLR FPT RGL EJC MAJ
EK PO WM



611's Hydrostatic Test Complete! Superheaters installed and side rods tested, cleaned and polished –from Walter Alexander Roanoke Chapter NRHS

The Virginia Museum of Transportation, Inc., announces that the 611 mechanical crew, led by Scott Lindsay, our chief mechanical officer and president of Steam Operations Corporation, has completed the hydrostatic test of the boiler required by federal regulations. "The restoration is progressing quickly," said Beverly T. Fitzpatrick, Jr., VMT's executive director. "We expect the Norfolk & Western Class J 611™ to return to her home in Roanoke in mid-2015." Fitzpatrick said that the 611's Homecoming and excursion schedule is being developed with the help of Norfolk Southern. "We appreciate Norfolk Southern's interest in 611's restoration and all the help they are Providing to make her Homecoming a celebration that will be remembered for a long time." The Virginia Museum of Transportation hopes to announce her Homecoming and early excursion schedule in a few weeks. "But with any restoration as thorough and complex as 611's, it's important to remember that the unexpected is expected," Fitzpatrick said. "The mechanical team in Spencer, North Carolina, is working seven days per week to make this happen safely. We are so proud of their hard work and dedication to this restoration." Fitzpatrick also credits the team at the North Carolina Transportation Museum (NCTM) in Spencer, North Carolina, for the success of the restoration to date. "The team at the NCTM has welcomed the 611 and has been so helpful to us throughout the restoration. We are so thankful for all they have done for us!" In other restoration news: -The superheaters were installed! -Side rods are being cleaned, tested, repaired and polished to a shine! -Volunteers have donated almost 7,000 hours of work with no safety incidents! -Thank you to the incredible team of dedicated volunteers and the mechanical team for helping our dream come true!

Historical RR Timetables available (Repeat from last month)

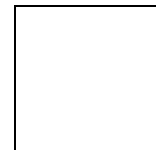
The Northstar Railroad Historical Society now has their collection of historical RR employee and public timetables available in digital (.pdf) format. Thanks to **John Gaertner** for all his work in scanning these in. We have a 21 page index of timetables available on our website. We can also send you 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 and remit your check to **Northstar Chapter NRHS PO Box 120832 St Paul MN 55112**.



Railfan Events (Thanks to Rick Krense, Joe Stark, Bill Dredge)

<u>Hennepin Overland Model Railroad Historical Society Open House</u>	Every Saturday and Sunday Until the end of April 2015 1 – 4 PM	2501 E 38 th St Minneapolis MN (5 blocks W of 38 th St Blue Line Station)	\$7 donation Adults \$20 donation Family Children under 3 free
<u>LaCrosse & Three Rivers Railroad club's 334th Annual Model Railroad Show</u>	Saturday and Sunday March 21, 22 2015	La Crosse Center 2 nd and Pearl Street LaCrosse WI	\$6 admission Adults, Children under 11 free
<u>Granite City Train Show</u>	Saturday April 18, 2015	National Guard Armory 1710 Veteran's Drive St Cloud MN	\$6 Admission Adults, Children under 10 free,
<u>Great Minnesota Train Expo</u> www.gmte.net	April 25-26 2015 9-5 PM	Eagan Civic Center Arena 3870 Pilot Knob Rd Eagan MN	\$5, Children under 8 free
<u>4th Annual Model Railroad Train Show</u> <u>Southern Valley Railway</u> Email: RochPlain@yahoo.com	Aug 15,16 2015	P.E.M High School Gym 500 West Broadway Plainview MN	\$5 Children under 12 free

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U.S. Steel site cleanup could disrupt or end sightseeing train in western Duluth.

A front page article in Sunday's Duluth News Tribune (provided by David Shauer)

By Peter Passi on Feb 22, 2015.

The pending Superfund cleanup of the former U.S. Steel site in Duluth's Morgan Park neighborhood threatens to derail the **Lake Superior & Mississippi Railroad's** operations temporarily, and perhaps even end them forever. The LS&M is a volunteer-run nonprofit organization that takes sightseers along a riverfront route from West Duluth to Gary-New Duluth and the Oliver Bridge. It is one of two excursion rail services operating in the city, not to be confused with the North Shore Scenic Railroad, based at the Depot in downtown Duluth. Often overshadowed by its northern competitor, the LS&M Railroad remains a relatively undiscovered local treasure, according to Brad Massengill, president of the operation. Massengill said 84 percent to 90 percent of LS&M's riders are from communities other than Duluth. "There are people in the Duluth area that don't know we exist, and we've been there 35 years, 10 years longer than the other railroad, but downtown's where all the action is," he said. **Massive cleanup.** Work on the U.S. Steel site probably won't begin until this fall at the earliest, but Susan Johnson,

project manager for the Minnesota Pollution Control Agency, said it will necessitate the removal of tracks for two to three years. The cleanup site includes about 500 acres of land and 100 acres of contaminated waters, mostly in the St. Louis River. The MPCA is concerned about sediments that contain heavy metals and polycyclic aromatic hydrocarbons, largely a byproduct of coal being converted to coke on the site for many years. The U.S. Steel Duluth Works mill operated from 1916-81 producing coke, iron and steel. It was one of the city's largest employers, producing as many as 715,000 tons of steel per year at its peak during World War II. Based on a preliminary analysis, Johnson estimates that the now-abandoned site contains about 1.7 million cubic yards of contaminated sediments. She said the size of the project dwarfs the recent cleanup at nearby Stryker Bay, where about 600,000 cubic yards of polluted material was found. Some of the materials probably will be dredged and removed, while others probably will be capped on site, Johnson said. The MPCA is exploring four cleanup options that range in estimated cost from \$62 million to \$80 million. The Environmental Protection Agency probably will pick up a little more than half the tab, but U.S. Steel will be expected to pay the remainder, Johnson said. A successful cleanup could open new opportunities for economic development on the long-fallow site, greatly reduce possible public health risks and make the riverfront more accessible, said Jim Filby Williams, director of public administration for the city of Duluth. "The most important thing for this community and for the neighborhoods surrounding U.S. Steel is for all of us to unite behind the goal advancing the cleanup of that site," he said. Massengill apparently has made his peace with the temporary disruption of LS&M operations, saying: "We're not opposed to the cleanup at all. It's got to be done." What concerns him more are the long-term prospects for the railroad. "They're going to tear the tracks out, which they need to do to clean up the mess. But are they going to put the tracks back for us?" he asked. "If they don't, that's the end of our little railroad, because we'll only be able to go for a mile, and that's not much of a ride for tourists." **Competing interests.** Although LS&M operates the train service on tracks running through the former U.S. Steel site, the corridor and rails it uses actually belong to the city of Duluth. "The city has for some time recognized the value of the Lake Superior & Mississippi Railroad to that nascent tourist economy along the river," Filby Williams said. "We certainly appreciate and admire the volunteers who put in an enormous amount of hard work to make that operation go. For those reasons, the city has given and is currently giving them significant support, including financial support to help defray annual operating costs and, on occasion, capital funding to contribute to the cost of repairing old bridges or what have you." This year, the railroad will receive \$20,000, a sliver of the proceeds Duluth expects to garner from its tourism taxes. Yet Filby Williams pointed to other possible competing uses for the 5-mile-long riverfront rail corridor. "The City of Duluth's Trail & Bikeway Plan identifies that area of Duluth as an area underserved by high-quality accessible multiple-use trails, and that council-approved document, vetted by enormous numbers of citizens through many public meetings, recommends the extension of the Western Waterfront Trail in the right of way from Riverside to at least Boy Scout Landing," he said. Filby Williams said more public discussion is needed, but he said city administrators look to the plan for guidance and noted that it "nowhere referenced retaining the rail line and emphatically emphasized the value of that space for bike and pedestrian use." In portions of the corridor, there may be room to run a recreational trail and railroad tracks side by side, but Filby Williams said the existing rail bed would need to be widened in other areas to accommodate both uses. That probably would be an expensive endeavor, and he said it could run afoul of regulations in sections where it would impact wetlands. "Whether and where the railroad can resume operations after the cleanup depends on two things," Filby Williams said. "One is just the practical implications of the selected cleanup scenario. And number two is really the community's decision about what specific use or combination of uses for this truly unique 5-mile stretch of uninterrupted, publicly owned river frontage will maximize the public benefit." As the project begins to take clearer shape, Filby Williams said talks continue. "We need to negotiate with U.S. Steel to grant them permission to remove the rail line during the cleanup period and then to require them to restore that impacted area to some agreed-upon condition following cleanup," he said. Filby Williams added that the city will ask for cash compensation from U.S. Steel and seek public input on how to spend it. Meanwhile, railroad supporters are left to wait anxiously on the sidelines, said Lynne Harrington Hall, LS&M's vice president of operations. "We cannot go to the meetings, because the city of Duluth is representing us," she said, expressing frustration with the uncertainty facing her nonprofit. Hoping for the best. Regardless of the city's long-term plans for the rail corridor, Massengill pledged that he and other volunteers will step up again to offer the service this summer until work at the U.S. Steel site forces them to call it quits. The railroad's murky future already is taking a toll, according to Massengill. "We're running in the red, so we're looking for donations from people, anything we can get," he said. "But how can you get people to contribute when you say, 'I don't know that we'll be here next year?'" Filby Williams said the community ultimately may need to do a cost-benefit analysis, weighing the merits of using the corridor for bicyclist and pedestrian use versus maintaining a rail operation that serves about 10,000 riders per year. Massengill contends the true potential of LS&M's service has yet to be realized, pointing to the integral role it could play as part of Mayor Don Ness' push to develop tourism along the city's St. Louis River corridor. "You'd think it would be a no-brainer," he said. "I do believe we have a very pretty ride. We're not going through town. We go through the country and the islands and the river and the birds. It's a different ride that lets people see a different side of Duluth. And it would help bring tourists down to Spirit Mountain and the zoo and to the campgrounds and the parks in the area," Massengill said. He pointed out that the rail service also provides people with disabilities ready access to the beauty of Duluth's riverfront, and some of those same individuals might be hard-pressed to reach the area by trail. Even if the railroad tracks are replaced after the cleanup at the former U.S. Steel site, Filby Williams said it's not clear that LS&M would be able to sustain itself through disruption of service lasting two to three years. Massengill acknowledged as much. "It is a hard question," he said. "Will I have volunteers two to three years from now to run this operation? Quite frankly, to be honest, I can't tell you. We're dedicated. We're trying to hang on, but some of our members are getting long in the tooth. We're mainly a bunch of retired people, and the next two to three years we will try to continue to run, but you're only talking like a mile run, and we don't expect to have a lot of riders." Massengill still contends it would be unwise to rule out LS&M's feisty survival. "All I can say is we've got a 35-year history of sticking it out and making this thing go," he said. Yet these are trying times, according to Massengill. "We, as a group, love this little railroad and what we do and the history," he said. "They may look at us like a bunch of old guys playing with their toys. But there's more to it, because I've got to tell you there's a lot of work that goes into it, and it ain't play, 70-year-old guys out fixing track on a 90-degree day is not fun." "So you see us when we're toot-tooting on the line, but you don't see us Monday through Friday fixing track like they did in the old days, and those were 20-year-old kids back then. It's a labor of love, and we just like to give back to the community." Filby Williams offered assurances that there will be more time for the community to consider the best course forward after the Superfund cleanup. "We're not rushing to a conclusion, because we don't really have a full picture of U.S. Steel's and the agencies' plans for the site," he said. "But in the meantime, one thing that we're trying to do is to preserve the community's opportunity to make a choice about how to use this property, whether it's for rail or trail, or for rail and trail." Over the last couple of years I've been involved in meetings with the State of Minnesota, the city of

Duluth and the mayor's office about a business venture involving the LS&M tracks and some of the right of way owned by the state of Minnesota and became aware of the clean-up specifications. This article isn't giving the reader the full information. Long story short, its not just the removal of the tracks but the removal of the right of way beneath the tracks. The money provided to pay for the clean-up of the right of way does not include replacing it. Example is the bay northeast of the Oliver Bridge. Once the right of way is removed (up to 20' below the surface of the water), estimates place a cost of \$5,000,000.00 to replace it. Duluth doesn't have money like that available and to try and use the federal grant process just doesn't fit any of the programs presently available. It's hopeful that somehow the money will become available. Turning the right of way into another trail won't generate any real financial gain to the city but the small neighborhoods located next to the tracks would prefer the trail over the trains (nimbly's) and they have a lot of voices including some political clout. One thing that upsets me is no one wants to talk about the Munger Trail that already parallels some of the LS&M tracks and the dual purpose trail using the old DW&P right of way both existing in far west Duluth. Mark Arnold * Carlton, MN