



NRHS

Northstar News

Publishers of the Minnesota Rail Calendar

Flea Market at St Cloud Train Show



Joe Stark, Russ Isbrandt, John Cartwright April 18 2015 –Dawn Holmberg



Joe Stark, Dawn Holmberg November 2013 –R Tubbesing

Contents

Meeting Notice	P1
Officer Contact Directory	P2
Editors Column	P2
BOD Meeting Summary	P2,3
Obituary	P3
Light Rail Ride Details	P4
Mid-Continent RR Museum report	P4,5
April 2015 Meeting Minutes	P5,6
Santa Fe 4-6-4 web site created	P6
New Minnesota Rails Website	P6
Remembering the Amtrak Arrowhead	P7
MSM Fan Photo Special announced	P7
Oil Train Safety Rules	P7,8
C&NW,MILW,CB&Q Stuff (Electronic Version)	P8-13
Railfan Events	P13

Meeting Notice

Next business meeting will be held **Saturday May 16, 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 –
Russ Isbrandt, Video: Adventures at the Illinois Railroad Museum in Union IL.

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.

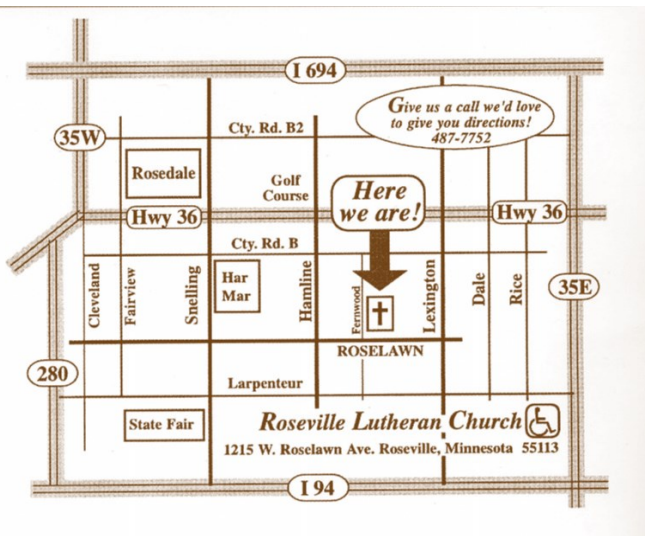
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From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left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



From the Editor:

There is a new look to the newsletter. This is using Microsoft Publisher which is a little easier to format the newsletter.

The next Newsletter will be published the first part of July. Keep in mind the NRHS convention in Rutland ,VT. The following link will give you the page where you can download the convention Registration document. http://www.nrhs.com/sites/default/files/2015_Convention_Registration_Package.pdf

Our BOD met on March 29, 2015 at the Society's Library. Many issues were discussed. Details are summarized below.

Our planned trips this summer will be a ride on the Light Rail June 6 2015. The Schedule is published below. The Chapter Picnic will be held in Maiden Rock WI on July 11 2015. Our annual bus trip will be held Saturday, August 15, 2015 to the Mid-Continent Railway Museum in North Freedom, WI Operation will be behind one their diesels. Restoration of their steam engines is still under way. Sign-up form is included in this newsletter. Please plan on keeping these dates open for a 'fun' time!

Thanks to Jim George for his slide show presentation on his and the late Bill Herzog trip to Colorado. Excellent pictures!

We also would like to welcome new member John Kennedy to the group.

Northstar Railway Historical Society BOD Meeting

2015 March 29 BOD Meeting. Attendees: Dan Meyer, Dawn Holmberg, Gary Rumler, H Martin Swan, John Goodman, Dave Norman, Russ Isbrandt. Jim McLean. Absent: Richard Tubbesing Called to Order 1:00 PM.

Membership: our renewals are less than last year's a trend for most RR historical organizations. This year's chapter membership of \$18 gives full voting rights to the organization. Next year (2016), subscriptions will be reinstated at \$21. Subscribers are not members and not have voting rights, but can participate in all chapter activities and receive the newsletter.

Finances: We are budgeted for a loss in 2015 as we had significant monetary donations last year that contributed to a near break-even year. (Still a minimal loss).

Calendar: Much discussion was made as to the format and costs of the 2016 calendar. To increase our profit from calendar sales, we are looking at reducing the size and have a local printer produce the calendar. This will reduce our costs quite a bit, and should increase our profit margin, and sell more calendars. The Calendar Committee will decide on these issues. Due date for the Calendar production is July 1. The motion was made and passed to Table the discussion on the size and other aspects of the Calendar that the Calendar Committee was advocating. The Calendar Committee was instructed to prepare a proposal to present to a future BOD.

Trips: Three trips are planned for this summer. A Light Rail./Northstar commuter trip in June, picnic at Maiden Rock, WI in July, and a bus trip to the Mid-Continent Rwy Museum in August. Details will be in the next newsletter.

Programs: Programs for May 2015, September 2015 and October 2015 have commitments. Holiday Banquet speaker is still being discussed.

Flea Markets: We will continue to sell material from the Library at selected Flea markets, but at a reduced frequency due to the fact that some flea market revenue barely meet the cost.

Library: We continue to catalog our extensive collection and sell items that we don't deem appropriate for our collection. Room Rental is a major expense of our organization.

Sales: To increase revenue, we need more donations (small ones count!) and to increase the profit from Calendar Sales. DVD's converted from 8mm file, and video files donated should add to our revenue stream. Sales of items on EBay, and thru our web site will facilitate these sales. Meeting was adjourned at 3:35 PM.

OBITUARY



**Joseph
Stark**

Stark, Joseph age 80, of New Hope, passed away unexpectedly Sunday, April 19, 2015. A life-long railroad fan, he also worked for and owned Marquette Camera Repair for over 40 years. Joseph is survived by his wife of 57 years, Dorene; son, Steve (Tawnya); daughter, Stefanie; grandsons, Chris (Jody) and Jesse (Mariah); great-grandson, Seth; brother, Fred; sisters-in-law, Audrey, Sharon, Rachel, and LaRue; brothers-in-law, Gary and Terry; nieces; and nephews. Visitation Thursday, April 23 from 4-7 PM. Funeral Service Friday, April 24 at 11 AM with visitation one hour prior ALL at Kapala Glodek Malone, 7800 Bass Lake Rd, New Hope. Inurnment at Fort Snelling National Cemetery. Kapala-Glodek-Malone 763-535-4112

Joe Stark had a wonderful railfan weekend, doing all the favorite things an retired guy should be able to do. On Saturday he attended the St Cloud train flea market and he was sitting there with all his Northstar Chapter NRHS friends. Joe was a handy man, projectionist, and flea market manager and he always did a great job. Joe was an invaluable asset to that organization. On Saturday night Joe attended the Northstar Railway Historical Society meeting. I might add that Joe was also a member of the Lakes & Pines Train Collector's Association and he was a long, long, long time member of Metro. I'm not exactly sure but Joe might have been a founding member. Joe was a founding member of the Minnesota Garden Railroad Society. President Sue Elliot said that on Sunday night the MGRS gave Joe Stark a wooden plaque acknowledging Joe as being one of the original founders of the group. Sue said that Joe had a wonderful time at the banquet, and sadly to say, in the parking lot on the way to his car, Joe passed away.

-Rick Krenske

Joe has meant a great deal to those of us of the Northstar Chapter National Railway Historical Society. He has raised hundreds of dollars arranging for us to sell surplus chapter library materials at local flea markets. In rising at an ungodly hour on flea market Saturdays in order to get a favorable parking spot, he used his minivan as a rolling warehouse schlepping the materials from one flea market site to the next. He was also the principal decision maker when it came to selecting items for sale. What started as a working session cataloging of thousands of railroad related items inherited from the estate of late member, Kurt Peterson, and later donations from other members has turned into an enjoyable social session almost every Wednesday at the chapter library. The thing that makes us saddest of all was Joe's story telling at our Wednesday work sessions and lunches. His company will be sorely missed.

-Russ Isbrandt (All members of the BOD concur with Russ's comments!)

- Trip on the Light Rail Green Line and the Northstar Line Saturday June 6 2015 -

- We leave 28th Ave. Station on the Blue Line in Bloomington (free parking) at 10:35am Sat. June 6th
- Arrive at Target field 11:13am
- Leave Target Field 11:30 am Ar. Big Lake 12:19pm *Pack your own picnic lunch as no food will be provided*
- Leave Big Lake 1:23pm
- Arrive: Target Field 2:12pm.

The rest of the schedule is flexible.

- Leave Target Field on Green Line Train 2:21pm
- Arrive St. Paul Union Depot 3:21pm,
- Leave St. Paul Union Depot 3:31pm
- Arrive East Metro Station (former Dome Stadium stop) 4:21pm,
- Leave East Metro Station 4:34pm
- Arrive 28th Ave Station at. 5:03pm.

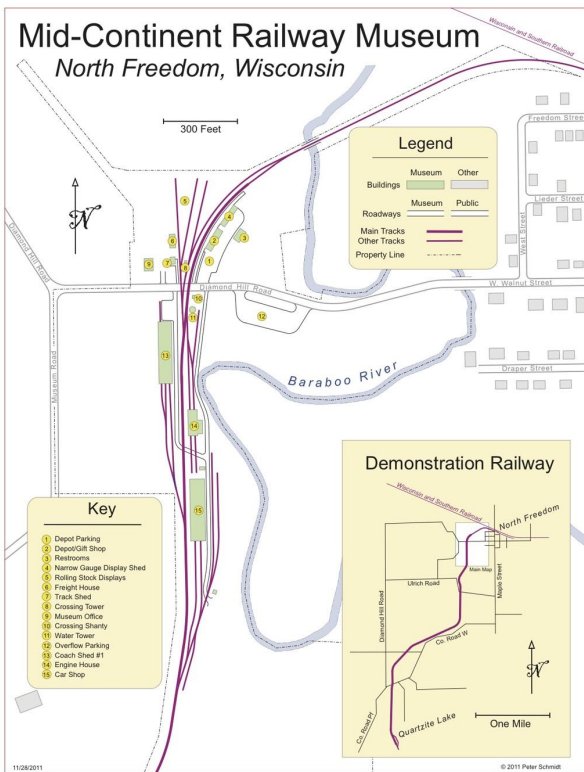
Please Contact John Goodman (Telephone Number and Email address on Page 1) between May 20 2015 and June 1 2015 to confirm Details.

A Ride on the Mid-Continent

From: Tourist Railroads & Railway Museums

By Aaron Isaacs (link provided by Russ Isbrandt)

Any trip back to Minneapolis from Chicago offers the chance to stop at the Mid-Continent Railway Museum to see what's new. However, I hadn't ridden their 4-mile excursion train since I was a kid, so last year it was time. The old Chicago & North Western quartzite mine spur passes through the museum grounds, then into the woods and through farm fields to a runaround at the old mine site. Mid-Continent's chosen mission is to preserve the experience of early 20th century branch line railroading and their train ride does just that. For now it's diesel powered, but the restorations of Saginaw Timber #2 and C&NW #1385 are progressing and it's only a matter of time before steam is back.



At the North Freedom depot. Today's consist is a pair of steel open platform commuter coaches from the Chicago & North Western and the Lackawanna, trailed by a caboose.



All that remains of the quartzite mine is a runaround track and overgrown excavations.



Back at North Freedom, getting ready for the next trip.



Saginaw Timber 2-8-2 #2 sits outside the car shop. This was over a year ago, so it has since been steamed.

Minutes of the April 18, 2015 Northstar Chapter, N.R.H.S. membership meeting.

President Dick Tubbesing called the meeting to order at 6:34pm at the Roseville Lutheran Church. Twenty-three members and guests were present. Introductions went all around.

Secretary's report. Jim McLean moved and Marty Swan seconded that the March 2015 meeting minutes be approved as printed in the April edition of the Northstar News.

Board meeting report. Dan Meyer gave an overview of the meeting discussions, since David Norman's notes are not yet available. Dick Tubbesing missed the meeting; Jim McLean was a bit late. The Board discussed the Chapter's financial situation. The Board decided to re-instate subscriptions to the Northstar News next year. All Chapter members must also be members in the National organization. There was much discussion about the calendar and the Library.

National Representative report. Jim McLean had nothing to report. He will be in the NRHS Board meeting conference call tonight during the Northstar meeting.

Treasurer's report. Russ Isbrandt gave the treasurer's report. Since the last Chapter meeting, we have about \$312 in income and \$645 in expenses. There have been about \$296 in donations year-to-date. The calendar account had about \$62 in income and no expenses since the last Chapter meeting.

Trip report. Since John Goodman was in York, PA for the NRHS Board and Advisory Council meetings, Dick Tubbesing gave the report. There are three planned activities for the summer. On Saturday, August 15, we plan to go to the Mid-Continent Railway Museum in Wisconsin by motor coach. Parking is at the Northstar Library parking lot, departing at 7:45am, returning by around 8:30pm. The ticket price will be \$79. The train ride will be diesel-powered and run about one and a half hours. We will have about an hour and a half to visit the museum. There will be a quick lunch stop at the Burger King in Wisconsin Dells with a dinner stop planned at a truck stop in Tomah. Both meals are individual settlement. We are aiming for 25 people. An order form will be in the next newsletter. The Picnic is planned for Saturday, July 11 in Maiden Rock, WI., from about 10:30am to 3pm. Attendees are to bring meat to grill. The Chapter will provide pop and chips. A Metro Transit light rail tour is planned for Saturday, June 6th. It is to be similar to last year's event. It has not been determined if we will also ride on Northstar Rail.

Webmaster report. Dan Meyer had nothing to report.

Dick Tubbesing has been working for the last six months to create DVDs to sell from material from Marty Swan and the Bill Cordes movies. He hopes to have some discs ready to sell at the Fairgrounds flea market on May 9th. He hopes to have some discs ready to sell at the Fairgrounds

Flea Market on May 9th.

Programs. Dick Tubbesing outlined upcoming meeting programs. Tonight's program is by Jim George of his trip with Bill Herzog to Colorado. [The listing in the newsletter was incorrect]. May - Russ Isbrandt is scheduled to give a video on the Illinois Railway Museum. September - Mr. Thompson is scheduled to give a program on the history of the RPO. October or November - Ross Hammond is scheduled to show slides from his collection. One of those two months is open. It has not been determined who will give the program at the Holiday Banquet.

Cheer Committee. Marty Swan reported that former member Ben Presnell fell and broke his hip. He now has a new hip, but is not doing well.

Flea Market Sales. Joe Stark [in what unfortunately turned out to be his last] reported that we signed up for two tables at today's St. Cloud flea market. John Cartwright covered the cost and used one of the tables for his prints. This was the first flea market of the season for us. We had \$70 in sales, mostly VHS tapes and a few books. We also sold three calendars.

Library Committee. John Cartwright had nothing new to report. The next Saturday open house will be in the Fall. We have it open every Wednesday. We continually catalog items and find new items to catalog. There are some interesting railroad promo brochures from the 1950s to sort.

Old Business None.

New Business. Dick Tubbesing thanked Dawn Holmberg for taking tonight's meeting minutes, due to David Norman attending another event. He also thanked Dan Meyer and Dawn for proofreading the newsletter. Gary Rumler has a lot of railroad documents in his collection that he is willing to have scanned and made available on DVDs if anyone is interested.

Adjournment. Marty Swan made the motion and Jim McLean seconded to adjourn the meeting at 6:52pm. After a short break, Jim George gave a digital image presentation on his trip to Colorado with Bill Herzog in 2010, including a visit to Royal Gorge. Afterwards, Dick Tubbesing showed some railroad video clips. Respectfully submitted by Dawn Holmberg, filling in for David Norman.

New Website Dedicated to Santa Fe 4-6-4 No. 3463 Launched.



New website dedicated to Santa Fe 4-6-4 No. 3463 launched. April 17, 2015 (by Rick Krenske)

NEW BRIGHTON, Minn. * The Coalition for Sustainable Rail has launched an online repository dedicated to former Atchison, Topeka & Santa Fe Railway 4-6-4 No. 3463. The website, www.santafe3463.org, provides detail on the history of the engine, its service, and the planned overhaul of the locomotive. The nonprofit Coalition is attempting to reconstruct No. 3463 into a test bed for future advanced biofuel modern steam locomotives.

The group purchased the engine, which is on display in Topeka, Kan. in 2011, but a move of the locomotive for reconstruction is on hold following a challenge to the ownership of the engine. The group has requested a legal determination following that claim.

Since late 2012, the Coalition has released a series of informational white papers on topics ranging from biofuel research in West Africa to the history of modern steam worldwide. CSR says the new site is a multimedia, one-stop location about the Santa Fe's 3460-class locomotives and No. 3463.

"We owe a great deal of thanks to the Center for Railroad Photography and Art and Kalmbach Publishing for use of the outstanding images of the 3460-class," says board member Warren Scholl. "Between many pictures that have seldom, if ever, been published and easy-to-understand diagrams, this new website provides a unique tool to those interested in railroad history, advanced steam, and locomotive 3463."

This February, Coalition leaders were able to share a preview of the site with Topeka Mayor Larry Wolgast. The mayor was impressed with the cosmetic stabilization work the group has already undertaken and the proposed operation of the steam locomotive.

"The work CSR has already performed in cleaning up the 3463 is a welcome sight to see," Wolgast says. "As sad as it may be to see 3463 roll out of town for rebuilding, I am looking forward to seeing the refurbished engine steam into Topeka again soon."

New Minnesota Rails Website

Sent: Wednesday, April 22, 2015 8:08 AM -From Rick Krenske

RAILS: via news release, The 17 freight railroads operating in Minnesota today launched a new issue advocacy website and outreach campaign to educate citizens and lawmakers about the positive impact of railroads in our state. Unfortunately, Governor Mark Dayton and some Minnesota legislators have proposed nearly \$100 million per year in new taxes that would fall on rail customers and consumers, via a railroad property tax hike and a railroad grade crossing tax. The proposed tax increases would have a major impact on shippers, farmers, grain companies, mining companies, retailers and others that use rail as a cost-effective way to move goods with those costs passed on to railroad customers and ultimately consumers. The new advocacy website can be found at <http://www.mnrailroads.com>. In addition, radio ads and online ads will begin running across Minnesota this week.

History Flashback - The Arrowhead From Rick Krenske Metro News April 16 2015

It was 40 years ago today, Tuesday, April 15, 1975, that Amtrak operated the first Arrowhead passenger train from Minneapolis to Superior, Wis. Sponsored by the State of Minnesota mainly because of Rep. Willard Munger of Duluth, the train made a special inaugural trip on April 15, with regular service beginning the next day. Gov. Patrick Lucey of Wisconsin rode the first train as far as Bethel, where he and other officials got off and Gov. Wendell Anderson of Minnesota got on after flying into Bethel by helicopter. The train left the Minneapolis GN Depot at 1:30 pm after speeches, including one by Amtrak President Paul Reistrup.

The first train was longer than normal with six cars and carried an ex-Great Northern full length dome "Ocean View" - which is still used by Amtrak today. Power was AMTK E8A 33 (ex-BN 9936, Burlington 9943B) and E9A 411 (ex-UP 904).



Picture by Valmont –Train Orders.com



Picture by David Shauer Nemidji Bridge 1981

**Fan Photo Excursion Saturday, June 27 8:30 AM to Noon \$25 per passenger**

Start with a "carbarn breakfast" (coffee and donuts) with the crew. Then board historic TCRT 1300. We'll be making several photo stops and video run-bys along the Como-Harriet right-of-way. Then we'll switch to the beautiful PCC 322 and repeat the sequence. You'll be able to photograph both cars at the station and on the pedestrian overpass. This is a unique opportunity to shoot these wonderfully restored streetcars. Tickets available in the Linden Hills Station or online.

Metro News - Oil Train Safety Rules Issued

From Rick Krenske Saturday April 18 2015 By Joan Lowy Associated Press

Oil train safety rules issued. Transportation Dept. releases guidelines on speed, inspections and tanker cars.

An emergency order requiring trains hauling crude oil and other flammable liquids to slow down as they pass through urban areas and a series of other steps to improve the safety were announced Friday by the Department of Transportation. The Obama administration has been under intense pressure from members of Congress as well as state and local officials to ensure the safety of oil trains that traverse the country after leaving the Bakken region of North Dakota. To get to refineries on the East and West coasts and the Gulf of Mexico, oil shipments travel through more than 400 counties, including the Twin Cities and other major metropolitan areas. There have been a series of fiery oil train explosions in the U.S. and Canada in recent years, including one just across the border in Lac-Megantic, Quebec, that killed 47 people. Major freight railroads have already limited oil trains to no more 40 mph in "high threat" urban areas under a voluntary agreement reached last year with Transportation Secretary Anthony Foxx. But Friday's order makes the speed limitation a requirement and extends it to trains carrying other flammable liquids like ethanol. However, investigators have said the trains in most of the recent accidents were traveling at less than 40mph but still derailed.

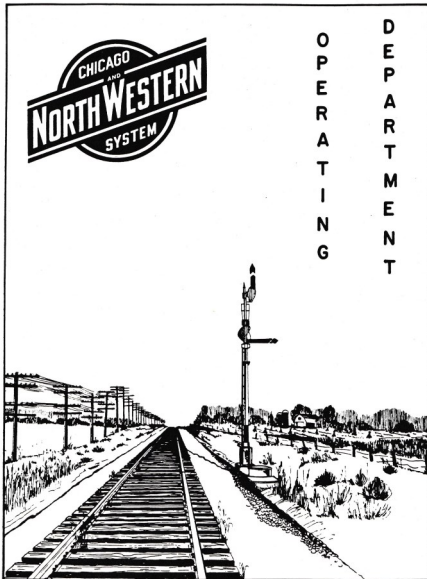
The voluntary agreement also applied only to trains that used older tank cars that are easily ruptured in crashes. The new order includes tank cars constructed since 2011 that were designed to replace the older cars but which have also repeatedly ruptured in crashes, spilling their contents. So far this year, there have been four oil train derailments resulting in huge fireballs, two in the U.S. and two in Canada. All involved the newer tank cars known as 1232 cars. The department has also issued an advisory to railroads to strengthen procedures for checking for flaws in train wheels that can cause a crash. A broken train wheel is suspected of causing the March 5 derailment near Galena, Ill., of a train hauling 103 cars of Bakken crude. The department also wants inspectors with the highest qualifications to conduct brake and mechanical inspections before trains carrying oil and other hazardous liquids depart. Railroads were also asked to put a system in place to quickly provide investigators with key information on trains and their contents in the event of an accident. Railroads were also notified that the department is working on regulations requiring them to provide more detailed information on the trains and their contents than currently required, including any testing and analysis of the crude oil before the tank cars were filled. Tests results of crude from the Bakken region show it is often far more volatile and likely to ignite than other types of crude oil. However, the American Petroleum Institute says Bakken crude is similar to other light, sweet crudes. The new directives "build on the many practices and protocols the industry has applied for years for safely moving and handling hazardous materials by rail, including flammable liquids," Edward Hamberger, president of the Association of American Railroads, said in a statement. Foxx said the safety measures "are a result of lessons learned from recent accidents" and promised further action. Besides the steps announced Friday, the department has proposed a more comprehensive series of regulations to address oil train safety, including a stronger tank car design and better train braking systems. The proposal is under review at the White House, and final regulations are expected to be released in the next few weeks.



-Operating Department 1986 Plans part 2 from Gary Rumler's collection

Engineering Production,

Unit costs



ENGINEERING PRODUCTION				
		1972-1980	1981	1982
		AVERAGE	ESTIMATE	ESTIMATE
SURFACING MILES				
4R		123	225	10
RTA		30	100	100
DOT		10	213	85
CNW		2,067	3,027	3,315
	TOTAL	2,230	3,565	3,510
CROSS TIES				
New				
4R		67,000	60,000	9,000
RTA		28,000	40,000	81,000
DOT		3,000	50,000	94,000
CNW		406,000	510,000	786,000
	TOTAL NEW	504,000	680,000	940,000
Usable				
4R		2,000	8,000	-
RTA		-	-	-
DOT		-	-	-
CNW		288,000	468,000	400,000
	TOTAL USABLE	290,000	476,000	400,000
	TOTAL TIES	794,000	1,156,000	1,340,000
CWR				
New				
4R		38	88	7
RTA		5	-	25
DOT		-	-	-
CNW		13	52	100
	TOTAL NEW	56	140	132
Usable				
4R		2	7	-
RTA		-	-	-
DOT		4	29	84
CNW		84	87	138
	TOTAL USABLE	90	123	222
	TOTAL RAIL	146	263	354
INVESTMENT IN ROADWAY MACHINES AND WORK EQUIPMENT				
		\$6,100,000	\$10,700,000	\$11,300,000
CAPITAL IMPROVEMENTS				
ENGINEERING EXPENDITURES				
4R		11,850,000	31,100,000	3,200,000
RTA		641,000	1,600,000	5,800,000
CNW		31,629,000	70,517,000	96,919,000
	TOTAL	\$44,120,000	\$103,217,000	\$105,919,000

UNIT COSTS	
Renew 1 mile rail	\$228,000
Surface 1 mile track	\$ 8,000
"BUC" 1 mile track	\$ 33,000
"SBC" 1 mile track	\$ 8,700
Rail Grind 1 mile track	\$ 400
Material cost concrete cross tie with fasteners	\$ 70
Material cost wood cross tie with fasteners	\$ 22
Cost per weld @ Tama, Iowa	\$ 34
Number of welds for 1981	75,500
Cost to renew 1 wood tie	\$ 27.50



C&NW ALCO S-1 or S-3's in Yard

City of San Francisco Clinton IA

ALCO RSD5 Waseca MN

Pictures from Gary Rumlers Collection

Ballast: 1981 Activity,

Ballast 1982 Projections,

Effect of Installing New Rail

BALLAST* 1981 Activity

Origin	Shipments, Net Tons (Projected)
Rock Springs: Ballast	633,000
Screenings	135,000
Total Rock Springs	768,000
Sioux Falls: Ballast	424,000
Various: Ballast	296,000
TOTAL	1,488,000

* Ballast size 1-1/2" X 3/4" - Sioux Falls and Various
 2-1/2" X 1/2" - Rock Springs
 Screenings 1/2" to #4

BALLAST: 1982 Projections

USE	Program	Carloads	MT
	4R	300	21,000
	NTA	900	63,000
	D.O.T.	3,700	259,000
	Rock Island	300	21,000
	CNW	19,700	1,379,000
	TOTAL	24,900	1,743,000

SOURCE	NET TON SHIPMENTS
Rock Springs: Rock	833,000
Screenings	167,000
TOTAL	1,000,000
Sioux Falls:	400,000
Various:	350,000
TOTAL	1,750,000

(100,000 MT/Month Apr-July
 150,000 MT/Month Aug-Nov.)

EFFECT OF INSTALLING NEW RAIL

100 miles new CWR will produce --

First Cascade

75 miles usable CWR for main line and branch lines
 5 miles usable CWR for yard tracks
 5 miles for main line detected and service failures
 5 miles scrap - cropped ends
 10 miles scrap - shorts, curve worn, wheel burns, etc.

Total 80 miles usable CWR which will produce

Second Cascade

50 miles usable CWR for main line and branch lines
 7 miles usable side track and yard tracks
 3 miles scrap - cropped ends
 20 miles scrap - shorts, curve worn, defects, etc.

Total 50 miles usable CWR

Typically 100 miles of new CWR will generate 130 miles of usable CWR.

Ballast,

Engineering Bridges,

Future Projection

into 1982 with approximately 500 miles now proposed -- and more under consideration dependent upon possible coordinations and agreements with other carriers.

The branch line abandonment program has not only contributed to our profitability but has recovered valuable rail, tie and bridge material for use elsewhere on the system.

Bridges

Bridges on the line Fremont-Proviso-Pleasant Prairie are capable of carrying loads of 315,000# or more. During the past three years the following work has been completed:

Bridge No.	Description	Year
S-93	Replaced 6 span P.B. with 2-40' WF beam spans with concrete ballast deck	1981
S-84	Install pipe and replace 2 spans P.B.	1980
S-72	Raise bridge and shorten DPG on west end to improve vertical alignment	1979
S-71	Replace 58 spans P.B. with pipe and fill	1981
S-68	Replace 36 spans P.B. with pipe and fill	1979
506	Replace 4 spans P.B. with pipe and fill	1980
505	Replace 5 spans P.B. with pipe and fill	1980
504	Replace 6 spans P.B. with pipe and fill	1980
503	Replace 8 spans P.B. with pipe and fill	1980
502	Install pipe and replace 11 spans pile bridge	1980

Des Moines River

615	New deck with 136# CWR on EBT 1980) and fire proofing New deck with 136# CWR on WBT 1981)	
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Bridge No.	Description	Year
228	Reinforced deck girders and installed new concrete ballast deck slabs - 136# CWR on 16 spans DPG bridge	1980
112	Replaced 5 span pile bridge with 2-30' wide flange beam spans with concrete ballast deck EB & WB	1981

Mississippi River

0 1/2	New deck and fireproofed EB track	136# CWR	1980
0 1/2	New deck and fireproofed EB track	136# CWR	1981
0-3/4	New deck and fireproofed EB track & 136# CWR includes D-E clips and Conley Joints on steel ties		1981

Ballast

Ballast used on high speed, heavy density lines is a quartzite material crushed to 2 1/2" maximum size and obtained from either a company owned quarry at Rock Springs, Wisconsin or a commercial quarry at Sioux Falls, So. Dakota.

In 1981 almost 800,000 tons of ballast will have been shipped from Rock Springs and approximately 420,000 tons from Sioux Falls. The physical properties of material from either source are equal. At present, Sioux Falls ballast is used primarily on the Iowa, Central and Twin Cities Divisions. Rock Springs ballast is used on the Iowa, Illinois, Chicago, Suburban and Wisconsin Divisions.

During the winter shut down at Rock Springs and in early spring next year, washing facilities will be installed so that in 1982 ballast will be washed and "fines" eliminated. In addition, productivity of the plant will be increased during the year by acquisition of additional equipment to provide for a 1.2 million ton annual capacity.

Line Abandonments

Between 1972 and 1980, 2,545 miles of main and branch line track were retired.

The program of removing unprofitable lines has been accelerated in 1981, and authority to abandon more than 1,000 miles of track has been obtained. This will continue

Projections (cont)

California Jct.-Missouri Valley - Construct 2nd Main Track, 7 miles.
 W. Missouri Valley-Honey Creek - Construct 2nd Main Track, 7 miles.
 E. Missouri Valley-W. Denison - Construct 2nd Main Track, 36 miles.

Bridges

In addition to upgrading the WB track over the Mississippi River bridge at Clinton, Iowa in 1982 with CWR, Conley Joints on steel ties and D-E rail clips, the following outlines work to be done in 1982-1984, most of which is between Blair and Fremont.

Bridge No.	Description	Year
S-72	Erect WF beam span to replace DPC at east end	1983
S-76	Erect WF beam spans to replace 4 spans P.B. and 1 - 36' I.B. span	1984
S-85	Erect WF beam spans to replace 5 spans P.B. and 1 - 35' DPC	1983
S-87	Erect WF beam spans to replace 11 spans P.B.	1984
S-94	Erect WF beam spans to replace 7 spans P.B.	1983
S-95	Erect WF beam spans to replace 6 spans P.B.	1984
G-143	Pipe and fill to replace 17 spans P.B.	1982
G-144	Erect WF beam spans at each end of truss to replace 2 spans P.B.	1982
G-145	Pipe and fill to replace 8 spans P.B.	1982
P-1403	Construct I.B. spans on H-Piles over North Ave.-Proviso	1982

Centralized Traffic Control

Centralized Traffic Control

The CNW received FRA approval to complete the installation of Centralized Traffic Control in the Fremont to Proviso corridor, linking with existing CTC at the eastern and western extremities of the corridor. FRA approval includes:

1. Installation of a traffic control system between Chicago and East Council Bluffs.
2. Discontinuance of the ATC System between Chicago (Geneva, IL) and Council Bluffs after the proposed traffic control system (CTC) is installed and in operation.

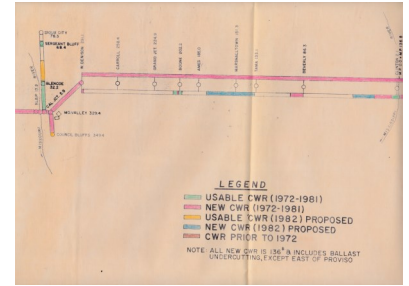
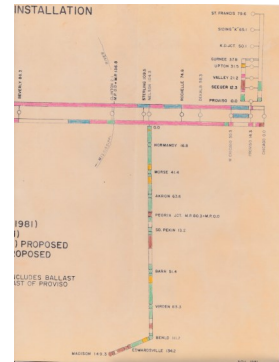
The above plan stipulates that ATC must be retained in the Chicago Geneva commuter passenger territory. Consideration is now being given to modifying the proposal by providing CTC "island" initially at locations such as Clinton, Beverly, Marshalltown and expanding the system later as traffic demands require.

Second Main Track

The impact of increased traffic from Western Coal will be considered as part of the analyses for installing a CTC island and a 2nd main track in the W. Denison-Fremont/Council Bluffs corridor.

Following are recommendations of projects which will be progressed as increased traffic develops.

1986 CWR Maps



Midland Continental RR (an obscure Shortline in North Dakota.) From Slides taken by JOE STARK



1966 March Nortonville ND ALCO RS-1



1966 March Nortonville ND ALCO RS-1



1966 March Nortonville ND Caboose and Train



1984 September Wimbleton ND Caboose

From the Gary Rumler Collection:

1983 C&NW Agreement with the Mid-Century Railway Museum

May 1 1971 Amtrak notice of end-point cities and Routes

May 1957 Special Boy-Scout Movement Winona to Rochester MN

DBS
RJK
FJK
CS First 515
CS 2nd 515

WINONA-
First 515 out Chicago July 22 handling Boy-Scout movement consisting of 15 cars will have diesel 35010b-5002b through to Rochester where train terminates and crew dead-head to home terminal. Regular No 515 out Winona with regular equipment will pick up at Rochester two prr coaches that are released changing power using the two units in on first No 515 and leave the one unit in on regular No 515 to be returned as second unit in multiple service Rochester to Chicago on No 514 same date. The two PRR coaches are to be billed to Co Bluffs. Waseca arrange to order No 84 July 23rd on time arranging their work to be at Rochester to do the necessary switching. Mankato will cut off the two PRR-coaches and handle them to Cobleskill. Mankato put the Breakings baggage car on the rear of No 515 out Mpls to be set out at Brookings one baggage car and one PRR-coach will go through Huron to Rapid City in addition to regular equipment. Joint, all concerned.

ASR 515pm est

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

ROCHESTER MINN
401 2ND AVE NW
JUNE 6 1957

TO WHOM IT MAY CONCERN:

WILL YOU BE SO KIND AS TO MAKE THE FOLLOWING PUBLIC ANNOUNCEMENT.

"THE CHICAGO NORTHWESTERN RAILROAD IN A JOINT EFFORT WITH THE MID-CENTURY HISTORICAL SOCIETY OF NORTH FREEDOM WISC. WILL BE OPERATING A STEAM ENGINE TRAIN OVER THE CNM RAILROAD. TRAIN CONSISTS OF CNM STEAM ENGINE 1305 OPERATING, TENDER, WATER CAR, TWO F-7 DIESEL ENGINES, TOOL CAR, 3 CARS COAL, CNM SLEEPER CAR 410 AND CNM BUSINESS CAR 403. TRAIN IS SCHEDULED TO ARRIVE ROCHESTER 1040 AM SUNDAY JUNE 12TH AND DEPART 1110 AM. TRAIN WILL BE STOPPED BETWEEN 6TH AVE NW AND 11TH AVE NW FOR SERVICING OF ENGINE. PUBLIC IS INVITED TO OBSERVE AND TAKE PICTURES."

THANK YOU

R. J. SCHULTZ AGENT
CNM TRANSPORT CO
R. J. Schultz

PS ADD ON FOLLOWING. TRAIN WILL LEAVE WINONA 800 AM
LESTON 915 AM DEPART 930 AM
QUINTANA 1235 PM DEPART 1250 PM
MPLS 1255 PM

PUBLIC NOTICE of TRAIN SERVICE

Starting May 1, 1971, the National Railroad Passenger Corporation (NPRC) will be responsible for operating direct passenger service along a unified railroad network in the United States.

Established by Act of Congress, we are a private corporation charged with giving the American people modern, attractive, efficient rail service. We intend to do just that as all routes of our system as rapidly as possible. But the improvements we all know are necessary cannot happen overnight and we ask your patience and understanding in the months ahead.

Initially, the NPRC inventory network is made up of routes linking 21 pairs of cities designated by the Secretary of Transportation. We will make additions to our basic system at any time it proves economically feasible to do so—or if a state or regional agency is willing to reimburse the corporation for at least two-thirds of the loss incurred by the added service.

On May 1, the end-point cities and routes will be:

1. New York to Buffalo via Albany, Utica, Syracuse, Rochester.
2. New York to Boston via Stamford, New Haven, New London, Providence via New York, Stamford, New Haven, Hartford, Springfield, New.
3. New York to Washington via Newark, Trenton, Philadelphia, Wilmington, Baltimore.
4. New York to Miami, Tampa-St. Petersburg, via Philadelphia, Washington, Richmond, Raleigh, Columbia, via Charleston, via Savannah, Jacksonville via Orlando, Winterland, West Palm Beach.
5. New York to New Orleans via Philadelphia, Washington, Lynchburg, Charlotte, Atlanta, Birmingham.
6. New York to Chicago via Philadelphia, Harrisburg, Pittsburgh, Canton, Fort Wayne.
7. New York to Kansas City via Philadelphia, Harrisburg, Pittsburgh, Indianapolis, St. Louis, Jefferson City.
8. Washington to St. Louis via Baltimore, Harrisburg, Pittsburgh, Columbus, Indianapolis, York, Harris.
9. Washington to Chicago, via Baltimore, Harrisburg, Pittsburgh, Canton, Fort Wayne.
10. Norfolk/Denver/Minneapolis to Cincinnati via Richmond, Charlottesville, Duffin Forge, Charleston, Kenner.
11. Denver to Chicago via Ann Arbor, Jackson, Battle Creek, Kalamazoo.
12. Chicago to St. Louis via Bloomington, Springfield, Alton.
13. Chicago to Cincinnati via Kankakee, Lafayette, Indianapolis.
14. Chicago to Miami and Tampa-St. Petersburg via Lafayette, Indianapolis, Louisville, Nashville, Birmingham, Montgomery, Bristow, Orlando, West Palm Beach.
15. Chicago to New Orleans via Kankakee, Chicago, Uniontown, Erie, Cincinnati, Columbus, Memphis, Jackson.
16. Chicago to Houston via Galesburg, Ft. Madison, Kansas City, Wichita, Chicago City, Fort Worth, Temple, Los Dallas as soon as possible after May 1, 1971.
17. Chicago to Seattle via Milwaukee, Minneapolis, Winnetka, Tampa, Grand Forks, Minnetonka, Dulac Park, Sand Point, Spokane, Pella, Tazewell.
18. Chicago to San Francisco/Oakland via Columbus, Chicago, Lincoln, Denver, Grand Junction, Salt Lake City, Vernal, Vancouver, Reno, Sacramento.
19. Chicago to Los Angeles via Galesburg, Fort Madison, Kansas City, Omaha, Neodesha, Hutchinson, La Junta, Albuquerque, Gallup, Flagstaff.
20. New Orleans to Los Angeles via Beaumont, Houston, San Antonio, El Paso, Tucson, Phoenix.
21. Seattle to San Diego via Portland, Vancouver Falls, San Francisco/Oakland, Santa Barbara, Los Angeles, Fullerton.

Information on train schedules and frequencies will be made public prior to May 1 at all terminal cities and enroute stations.

National Railroad Passenger Corporation
904 1 1st Ave. N.W.
Washington, D.C. 20540

Milwaukee Road Pictures from the Greg Smith Collection (seen at his slide shows!)



Baldwin S12 Switcher in Mpls



Baldwin AS-616 switchers in the Twin Cities



Milw Hiawatha St Paul Union Depot



Milw FP45 led Hiawatha at Mpls Depot



From Gary Rumler's Collection



Denver Zephyr 1962 Commerce City CO



Zephyr in Red Oak IA in 1958



Famous CB&Q #5632 March 1966

–Photo by Russ Porter

Illinois Railway Museum, Union Illinois August 2 2015

There has been a discussion from time to time about some of us from the Northstar Chapter taking a group trip to the Illinois Railway Museum this summer, preferably the setting the schedule so we can be at IRM for the Vintage Transport Extravaganza. To increase the chances of such a trip happening (and to give any interested members who might not have heard about the proposed trip a chance to join us) I am submitting the following item for the May issue of Northstar News and also hope that there will be a brief discussion at the May Membership meeting.

(Note that I am listing myself as a contact for people interested in the trip, but if you are willing to have yourself listed as the contact or if Russ is willing to do it, that would be OK with me -- just so someone does it.)

Proposed Trip to Illinois Railway Museum

Recently, there has been a discussion among some of the active members of the chapter about the possibility of a group trip to the Illinois Railway Museum this summer. There is no way we could get enough people to sign up for such a trip to make it practical to charter a bus and renting a van or minivan.

A bus has some possible insurance complications, so that pretty much leaves coordinating individual trips and car pools as the only logical possibility.

The most attractive day we have found this summer to visit IRM is Sunday, August 2nd, when IRM has their 25th Annual Vintage Transport Extravaganza. Vintage automobiles, trucks, and other items will be on display. Of course, IRM will be operating steam and/or diesel trains, streetcars, interurbans, etc. Also, there will be lots of equipment on display, both on outside storage tracks and in the various storage yards. There is a large gift shop with lots of souvenirs and many interesting railroad books. There is a diner for lunch and snacks.

We haven't firmed up all the details yet, but because of the distance and travel time involved, we would probably spend two nights in a motel. There is one at Woodstock IL, not too far from IRM. Perhaps we would leave on Saturday morning, return to the Twin Cities on Monday.

If you would be interested in joining us, you can call me, Dave Norman, at (612) 729-2428 or e-mail me at nevad11@yahoo.com

Twin City Rock Island Pictures from the Greg Smith Collection



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

4 th Annual Model Railroad Train Show Southern Valley Railway Email: RochPlain@yahoo.com	Aug 15,16 2015	P.E.M High School Gym 500 West Broadway Plainview MN	\$5 Children under 12 free
<u>Amtrak 'Train Day' now called AMTRAK DAY.</u>	Saturday May 9 2015 11 am – 4 pm	St Paul Union Depot 4 th St St Paul MN	Free
Twin City Model Railroad Museum Hobby Show and Sale	Saturday May 9 2015 9:00 Am – 3:00 pm	Minnesota State Fairgrounds Education Building in St Paul	\$6 Children 7 and under Free

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

