

**NRHS**

# Northstar News

Publishers of the Minnesota Rail Calendar

## William Cordes, H Martin Swan 8mm Films



Wm Cordes Films, 1973 Amtrak North Coast HI Midway



H Martin Swan 1966 SP Cascade Leaves Protland

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### Meeting Notice

Next business meeting will be held on,  
**Saturday September 19 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 –  
History of the RPO by David Thompson.

There will be a pre-meeting get-together Sept 19, 2015 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.

NEXT Issue of the newsletter will be available around Sept 1, 2015.

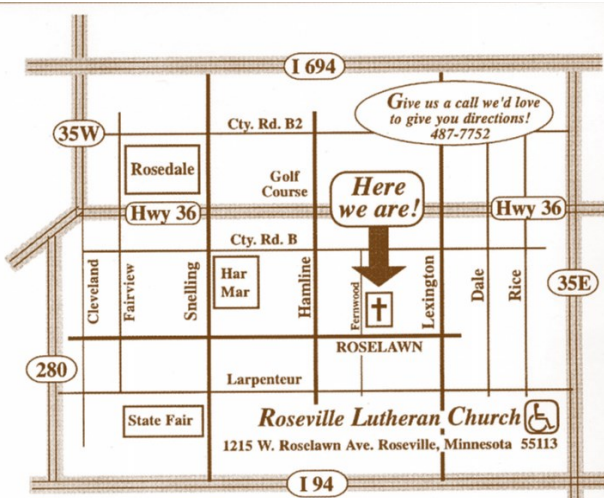
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From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left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



From the Publisher:

The Chapter Picnic will be held in **Maiden Rock WI on July 11 2015, 10:30 AM to 3PM..** Beverages will be provided. **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. **We need at least 20 People to sign-up else the trip will be *cancelled* and we lose our deposit on the bus rental!!**

Please plan on keeping these dates open for a 'fun' time at the Mid-Continent Railway Museum and Picnic!

Thanks to Russ Isbrandt for his excellent program on the history of the Illinois Railway Museum and the program on Pullman Porters. Great Job!



**Barbara Jo Durfee**

## OBITUARY

Longtime member Barbara Jo Durfee passed away on June 1, 2015 visiting her sister out East after a long battle with cancer. She is survived by husband John Hotvet and various Family members. She was a frequent attendee at monthly meetings and at many trips conducted by our chapter over the last few years. A visitation in the Twin Cities is planned for sometime in July. Our condolences go out to her husband John Hotvet and her family.



## 2015 Philadelphia train derailment

On May 12, 2015,

an Amtrak Northeast Regional train from Washington, D.C. bound for New York City derailed and crashed on the Northeast Corridor in the Port Richmond neighborhood of Philadelphia, Pennsylvania. Of 238 passengers and 5 crew on board, 8 were killed and over 200 injured, 11 critically. The train was traveling at 102 mph (164 km/h) in a 50 mph (80 km/h) zone of curved tracks when it derailed. Some of the passengers had to be extricated from the crashed cars. Many of the passengers and local residents helped first responders during the rescue operation. Five local hospitals treated the injured. The derailment disrupted train service for several days. Federal authorities from the National Transportation Safety Board (NTSB) believe that the derailment was most likely accidental, though the train may have been hit by a projectile just minutes before the crash. Officials said that the incident might have been prevented by a computerized speed-limiting system that was operational elsewhere on the Northeast Corridor, but whose activation at the crash site had been delayed due to regulatory requirements. A 1943 train derailment on the same curved section of tracks killed 79 and injured 117. The 2015 crash was the deadliest on the Northeast Corridor since 1987, when 16 people died in a crash near Baltimore.



### Investigators: Train in deadly wreck was speeding 106 mph .

#### Why was Train Speeding up when it was suppose to slow down?

LL & MICHAEL KUNZELMAN Associated Press MAY 14, 2015. Provided by John Goodman

PHILADELPHIA \* In the moment the Amtrak train that derailed at a curve this week was supposed to be slowing down, it was accelerating, investigators said Thursday. How that came to happen has emerged as the central question surrounding the derailment, which killed eight people and sent more than 200 to hospitals Tuesday night in the nation's deadliest train wreck in nearly six years. In the minute or so before the crash, the train sped up from 70 mph until it reached more than 100 mph at a sharp bend where the maximum speed is supposed to be 50 mph, National Transportation Safety Board member Robert Sumwalt said. It's unclear, Sumwalt said, whether the speed was increased manually by engineer Brandon Bostian, who grew up obsessed with trains. (Sounds like a guy flying his airplane into a mountain.) Investigators have found no problems with the track, signals or locomotive. Sumwalt said the train, on a route from Washington to New York City, was on time as it left the station in Philadelphia a few minutes before the crash. Investigators want to know why the train was going so fast. Bostian refused to talk to police on Wednesday, authorities said. On Thursday, Sumwalt said Bostian had agreed to be interviewed by the NTSB and the meeting will take place in the next few days. Separately, the Philadelphia district attorney's office said it was investigating and will decide whether to bring charges. And an Amtrak dispatcher injured in the crash filed what's apparently the first lawsuit stemming from it, blaming Amtrak and seeking at least \$150,000 in damages, his lawyer said. Amtrak, in a statement posted online by CEO Joseph Boardman, called the derailment "a terrible tragedy" and said it was cooperating fully with the NTSB and was responding with every resource it has available. "Amtrak takes full responsibility and deeply apologizes for our role in this tragic event," it said. Bostian's lawyer, Robert Goggin, told ABC News that his client suffered a concussion in the wreck, needed 15 staples in his head and has "absolutely no recollection" of the crash. Goggin also said Bostian, who lives in New York, had not been using his cellphone, drinking or using drugs. As the death toll climbed on Thursday with the discovery of what was believed to be the last body in one of the mangled railcars, Mayor Michael Nutter again appeared to cast blame on Bostian, questioning why the train was going so fast. "I don't think that any commonsense, rational person would think that it was OK to travel at that level of speed knowing that there was a pretty significant restriction on how fast you could go through that turn," Nutter said.

Officials believe they have accounted for all 243 passengers and crew membersthought to have been aboard, Nutter said. Forty-three remained hospitalized Thursday, he said. Amtrak, meanwhile, said limited train service between Philadelphia and New York should resume on Monday, with full service by Tuesday. Amtrak carries 11.6 million passengers a year along the Northeast Corridor, which runs between Washington and Boston. Bostian was obsessed with trains while growing up, talked about them constantly and wanted to be an engineer or a conductor, friends said. "He would go on vacation and bring back subway maps," said Stefanie McGee, a friend from Tennessee. "He would go places with his family, and he would talk about the trains instead of the places." Bostian graduated from the University of Missouri-Columbia with a bachelor's in business administration and management in 2006. He became an Amtrak engineer in 2010, four years after landing a job as a conductor, according to his LinkedIn profile. Old friends and college classmates described him in glowing terms. "I have nothing but good things to say about Brandon," said Will Gust, who belonged to the Acacia fraternity with Bostian in college. "He is a very conscientious person, one of the most upstanding individuals that I know, just a really good quality person." McGee, the friend who is now city clerk in Bostian's hometown of Bartlett, a suburb of Memphis, said he "talked about trains constantly" while growing up and always wanted to be an engineer or a conductor. A Bostian met up with college friends a few years ago in New York and told them he was working on trains. "Oh, yeah, he loved his job," said Justin Scott, another fraternity member with Bostian.

On an online forum for train enthusiasts called trainorders.com, a user who signed at least two posts "Brandon Bostian" or simply "Brandon" commented on a wide range of industry issues, including safety. A couple of posts under the handle "bwb6df" lamented that railroads hadn't been fast enough to adopt positive train control, GPS-guided technology that can prevent trains from going over the speed limit. "They have had nearly a hundred years of opportunity to implement SOME sort of system to mitigate human error, but with a few notable exceptions have failed to do so," the writer posted in 2011. The same user said in 2012: "It shouldn't take an act of Congress to get industry to adopt common-sense safety systems on their own." It's unclear whether the author of the posts was Bostian. In a message posted Wednesday, the site's administrator refused to release any information, citing privacy reasons. Amtrak has equipped most of its heavily used Northeast Corridor with positive train control, but it was not in operation along the section where the accident took place because it was still being tested, said Boardman, the CEO. However, Boardman vowed on Thursday that the technology will be in operation along the entire Northeast Corridor by the end of 2015, the deadline set by Congress.

On Tuesday, the job Bostian loved so much had him operating Amtrak's Train 188 from Washington to New York. "He remembers coming into the curve," said Goggin, his attorney. "He remembers attempting to reduce speed, and thereafter he was knocked out." But Goggin said the engineer doesn't recall anything out of the ordinary and doesn't remember applying the emergency brakes, as investigators say was done. He said Bostian's cellphone was off and stored in his bag before the accident, as required. Goggin said that his client "cooperated fully" with police and told them "everything that he knew," immediately consenting to a blood test and surrendering his cellphone. Within hours of the wreck, Bostian's Facebook profile picture was changed to a black rectangle.

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

-A nice day was had as nine members rode the Blue Line from Bloomington exiting in Minneapolis where we boarded the North Star Train to Big Lake. We had to wait to board as there were about 500 Twins fans exited the train after its arrival at Target Field. After returning from Big Lake to Target Field, we boarded the Green Line Light Rail train to St Paul Union Depot. We returned to Minneapolis and boarded the Blue Line train back to Bloomington. Someone mentioned we rode a distance about 120 miles that day. Pictures by Dawn Holmberg. .



Boarding the Blue Line in Minneapolis



Green Line arrives at Target Field



Green Line Train at SPUD



Passing BNSF Train at Big Lake MN Northstar Station



Group Picture at Big Lake MN

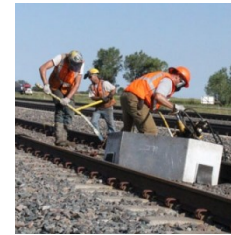
## **Illinois Railway Museum, Union Illinois August 2 2015**

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 their Vintage Transport Extravaganza. 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 bus. That pretty much leaves coordinating individual trips and car pools as the only logical possibility. The most attractive date we have found this summer to visit IRM is Sunday, August 2nd, when IRM has there 25th Annual Vintage Transport Extravaganza. There is a large gift shop with lots of souvenirs and many interesting railroad books. There is a diner for lunch and snacks. 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](mailto:nevad11@yahoo.com)





## Union Pacific plans \$79 million investment in Minnesota, Iowa and Colorado



On Tue, May 12, 2015 at 10:35 AM, from Moen, Robert Written by Mischa Wanek-Libman, editor • inShare

**Union Pacific has outlined details of its capital investment program in Minnesota, Colorado and Iowa with a planned \$79 million investment in the three states.** The railroad says its \$27 million in planned improvements in Minnesota covers a range of initiatives, but the majority of the plan, \$26 million will be used to maintain track. The railroad will also invest \$231,000 to enhance signal systems and nearly \$475,000 to maintain or replace bridges. The railroad also has key project planned this year in the state that include \$7 million to be spent in three rail yards in the South St. Paul area to replace 19,000 ties, install 6,500 tons of ballast and replace two switches and \$5.3 million for the rail line between Worthington and Minnesota/Iowa border to replace 34,800 railroad ties and install 11,000 tons of rock ballast. In addition, crews will repair the surfaces at 24 road crossings. Union Pacific will spend \$20.5 million in the rail line between Dotsero and near Palisade, Colo., to replace 141,300 ties, install 53,000 tons of ballast and replace more than three miles of rail in various curves. In addition, crews will repair the surfaces at 40 road crossings. UP previously announced \$41 million will be spent to improve the state's infrastructure with \$34 million committed to maintain track, \$860,000 to enhance signal systems and nearly \$6 million to maintain or replace bridges in the state. In Iowa, UP will invest \$31.5 million in the rail line between Nevada and near Mason City to replace more than 57 miles of rail, repair the surfaces at 67 crossings and replace 16 switches. The railroad previously announced plans to perform \$105 million in track maintenance; \$1.5 million in signal systems enhancement and \$2.8 million for bridge work in the state. The \$79 million in work among the three states is part of UP's planned \$4.2 billion total capital investment plan for 2015. In addition to Iowa, Colorado and Minnesota, Union Pacific has also detailed state investment plans for Wyoming, Nebraska, Missouri and Illinois.



## Amtrak has reinstated connections to the eastbound Empire Builder at Chicago:

On Saturday, May 2, 2015 6:52 PM, "[VerMontanan@aol.com](mailto:VerMontanan@aol.com) [All Aboard]" <[All\\_Aboard@yahoogroups.com](mailto:All_Aboard@yahoogroups.com)> wrote:

"Effective today, May 1, 2015, due to improved timekeeping, connections in Chicago from trains 8/28/808, the eastbound Empire Builder, are restored to:

- Train 383 to Quincy - departs 555p                      - Train 354 to Detroit and Pontiac - departs 600p
- Train 370 to Grand Rapids - departs 630p (new time effective May 4, 2015)
- Train 30 to Pittsburgh and Washington - departs 640p

And all departures thereafter." It looks like the closest connection that will now be ticketed is 2 hours from the arrival of train 8 at 355 PM to the 555 PM Illinois Zephyr for Macomb and Quincy. The major connections that again are available are to train 30 (Capitol Limited) and the evening Wolverine service at 630 PM for Michigan cities. Amtrak will as of yet not guarantee same-day Chicago connections to train 50, the Cardinal (Chicago to New York via Charleston, WV and Washington, DC) as this is just a 1 hour, 50 minute layover. This is good news as the general consensus is that the the main reason for the decline in Empire Builder ridership in 2014, even more than late trains, was the inability to make same day connections in Chicago (and Portland). Train 8 arriving Chicago today (May 2), arrived Chicago at 638 PM, 2 hours 43 minutes late (the Illinois Zephyr was not held). --Mark Meyer



## City agrees to sell Soo Line 4-6-2 to Lake Superior Railroad Museum.

**From:** Rick Krenski picture by Dawn Holmberg.

**Sent:** Friday, June 12, 2015 9:42 AM

From the TRAINS Newswire:

By Steve Glischinski | June 10, 2015.

EAU CLAIRE, Wis. \* After a long evening filled with discussions, tabled motions and last minute negotiations, Eau Claire City Council members say they will sell Soo Line 4-6-2 No. 2719 to the Lake Superior Railroad Museum, with one big condition. Under terms of the resolution passed by the City Council Tuesday evening, the City will purchase the locomotive from the Eau Claire-based Locomotive & Tower Preservation Fund and immediately sell it to the railroad museum. The city retains repurchase rights for three years for any reason and at any time. As part of the agreement, the museum said it would design and pay for signage at Eau Claire's Carson Park, where the engine was displayed for decades, giving the history of the engine, its significance to local rail history, and its current location.

Soo Line management gave the locomotive to the city in 1960. The city sold it to Eau Claire's Locomotive & Tower Preservation Fund in 1996. The preservation fund restored the locomotive to operating condition, but leased it to the Lake Superior museum in 2006 because no railroad near Eau Claire was willing to let the engine operate over its tracks. The city retained an option to repurchase No. 2719 from the preservation fund for \$1 and return it to Eau Claire. That option would have expired June 30. The city plans to sell the locomotive to the museum for \$2.

Restoration and recent history.

The Locomotive & Tower Preservation Fund restored the locomotive in the 1990s by raising its own funds and with money from the Federal Intermodal Surface Transportation Efficiency Act. Since state and federal monies were involved, the city of Eau Claire was approached and sponsored the project. The contract to rebuild the engine was between the city and the contractor.

Restoration was completed in 1998, and for the next four years, the engine made several trips over Wisconsin Central and short line Wisconsin Great Northern. But when Canadian National purchased WC in 2001, main line trips came to an end. It was stored in the Union Pacific roundhouse in Altoona, Wis., until the building was torn down in 2004. The engine then sat outside in UP's Altoona Yard until it was leased and moved to Duluth in December 2006. The engine returned to service in 2007, and made regular trips on the museum's 26-mile North Shore Scenic Railroad between Duluth and Two Harbors, Minn.

On Sept. 14, 2013, the Pacific-type engine made its last run when it came due for its federally mandated 1,472-day inspection. Since it does not own the locomotive, the museum decided to focus its efforts on another steam engine in its collection, Duluth & Northeastern 2-8-0 No. 28, and No. 2719 was stored. The museum says when No. 28 comes due for its federally inspection in 15 years, No. 2719 will be returned to service in its place.

Nitty gritty and what's next.

On Tuesday, City Council members said they wanted to give local groups more time to develop viable proposals to restore and return the engine to the Eau Claire area. While no such proposals have currently been put forward, council members indicated they had heard from constituents that they wanted more time to do so. As a result, two council members offered an amendment that called for the preservation fund and the museum to continue their lease agreement for three to five years to allow local groups more time to return the engine to the city. However, Eau Claire City Attorney Stephen Nick pointed out there were several legal problems with the wording of the amendment. The council tabled discussion, and Nick quickly conferred with Lake Superior Executive Director, Ken Buhler, who says the museum could not agree to a lease. Instead, Nick and Buehler agreed to the three-year buy back arrangement. The council then resumed discussion and approved the resolution and amendment by unanimous vote. The Board of Directors of the Lake Superior Railroad Museum must still approve the agreement before it is final.

## House measure would cut Amtrak by \$242M

**from:** Rick Krenski **Sent:** Wednesday, June 10, 2015 8:58 AM

WASHINGTON \* Legislation that would cut Amtrak's budget by \$242 million was working its way through the House, though there's new funding for video cameras inside locomotive cabs to record train engineers to help investigators get to the bottom of crashes such as last month's deadly derailment in Philadelphia. Amtrak announced last month it will install the cameras after years of delays. The measure advancing Tuesday contains \$9 million approved last week to fund the inward-facing camera initiative in the budget year starting in October. Amtrak is among many domestic programs whose budgets are cut or frozen by the GOP measures as automatic spending curbs known as sequestration are again hitting federal agencies after two years of relief. House Republicans also unveiled crunching cuts to the Environmental Protection Agency Tuesday morning even as a Senate panel gave initial approval to a huge measure awarding the Pentagon with a 7 percent increase.





## Railroad history: Hiawatha

**From:** Rick Krenski **Sent:** Saturday, May 30, 2015 8:57 AM

Posted by: [Joseph.Lechner@mvnu.edu](mailto:Joseph.Lechner@mvnu.edu) jlechner2001

Swift of foot was Hiawatha; He could shoot an arrow from him, And run forward with such fleetness, That the arrow fell behind him! Strong of arm was Hiawatha; He could shoot ten arrows upward, Shoot them with such strength and swiftness, That the tenth had left the bow-string Ere the first to earth had fallen! - from The Song of Hiawatha by Henry Wadsworth Longfellow. The streamliner era was off and running in 1935. Three Chicago-based railroads competed intensely for passenger traffic on the heavily-traveled Chicago-Twin Cities route. C&NW introduced its 400, so called because the train ran 400 miles in 400 minutes. CB&Q countered with its Twin City Zephyr, a bigger and better version of the Pioneer Zephyr that debuted in 1934. The Chicago, Milwaukee, St. Paul & Pacific Railroad entered this contest by ordering a pair of A-class Atlantics from the American Locomotive Company. #1 and #2 were 3000-horsepower, oil-fired steamers that could haul nine-car trains and attain 110 mph on straight level track. Eighty years ago today, the Class A's entered regularly-scheduled service between Chicago and St. Paul on a 6½ hour schedule. They hauled lightweight streamlined trains in matching orange, maroon and silver livery. CMStP&P dubbed its new trains Hiawathas. Their logo featured the silhouette of a swiftly-running Indian launching an arrow

## NRHS Convention Rutland Vermont June 2015



Vermont Railway Train-  
At Ludlow VT Depot ,  
Dawn Holmberg



Vermont Railway GP38  
On Bridge near Ludlow,  
VT , Dawn Holmberg



Vermont Railway GP38's  
Train Photo Runby ,  
Dawn Holmberg



Vermont Railway excursion  
train, Dawn Holmberg



Vermont Railway ALCO RS1  
#405 at Rutland Depot ,  
Dan Meyer



1st Class excursion cars at Rut-  
land Depot, John Goodman



Amtrak 'Ethan Allen' train  
at Rutland Center Depot,  
Dan Meyer



Waiting to Board Vermont  
Railway train, Dawn  
Holmberg



Iowa Pacific Dome on Excur-  
sion Train, Dawn Holmberg



Depot at North Bennington,  
VT. Dan Meyer



Vermont Railway Excur-  
sion train, John Good-  
man



Old Rail-  
way  
Bridge  
near Rut-  
land VT,  
Dawn  
Holmberg

## Former Rock Island Swing Bridge Gets New Life as Trail

From Trains Newswire -By Steve Glischinski June 19, 2015

INVER GROVE HEIGHTS, Minn. – A portion of a former Chicago, Rock Island & Pacific swing bridge over the Mississippi River has found a second life as a trail in Inver Grove Heights. On Thursday the city dedicated a new trailhead at the bridge with bands, food, and historic photos of the bridge. The trail is part of Inver Grove's Swing Bridge Park.

The double-deck bridge was constructed in 1894 and connected Inver Grove Heights on the west side of the river with Newport on the east bank. Rock Island trains used the top deck with cars on the lower portion. The bridge gave Rock Island passenger and freight trains access to depots and freight yards in the Twin Cities area thanks to trackage rights over the Burlington and Milwaukee Road from Newport into St. Paul, where the Rock used rights over other railroads to make connections. The bridge saw such famous passenger trains as the *Twin Star Rocket*, *Zephyr Rocket* and the *Plainsman*. The latter was the last passenger train to use the bridge in July 1969.



**A Rock Island transfer move crosses the Inver Grove bridge on March 5, 1980. -Steve Glischinski**



A trailhead was dedicated at the Inver River bridge on Thursday, June 18.

The Rock continued to use the bridge until the railroad was liquidated in 1980. The JAR Company began operating the lower portion of bridge as a toll facility for vehicles until the Minnesota Department of Transportation closed the bridge due to structural issues in 1999.

In November 2008, a portion of the structure collapsed on the Washington County (west) side and Washington and Dakota County's began demolition of the bridge in January 2009. In March 2009 Minnesota Gov. Tim Pawlenty signed a demolition moratorium that stopped the counties from demolishing the bridge. In October 2009 the City of Inver Grove Heights took ownership of the structure and hired SEH Inc. as engineers to design a 670-foot pier by reusing parts of the original bridge. Today the bridge decks and remaining structure have been refurbished at a cost of \$2.3 million.

The city expects the bridge will draw visitors to the area and help with its efforts to revitalize the nearby Concord Boulevard neighborhood. It will connect with the Mississippi River Regional Trail now under construction that will extend 27 miles along the Mississippi River from St. Paul to Hastings, Minn. The bridge is also inside the National Park Service's Mississippi National River Recreation Area.





## Algoma Central passenger service halted over weekend, funding may be threatened

From Trains Newswire June 23, 2015

SAULT STE. MARIE, Ontario – The new operator of the Algoma Central Railway's local passenger service in northern Ontario, a company selected late last year by a working group of local stakeholders and by owner Canadian National, was forced to temporarily cease operation of the train on Friday morning after an alleged rules violation, while a group that had supported preserving the service is questioning the financial viability of operator Railmark Canada Ltd., an Ontario-based subsidiary of Michigan-based Railmark Holdings Inc.



The chalkboard sign at the Algoma Central's Hawk Junction station on June 19. **Malcolm Kenton**

At about 10:30 a.m. on June 19, a Canadian National employee made an allegation that the Railmark Canada crew, on the previous day (its first day of operating the Algoma Central's thrice-weekly passenger train between Sault Ste. Marie and Hearst), violated a rule in negotiating a siding with a CN freight train. The allegation was not formally registered with Transport Canada until 23 hours after the incident. Since last month, CN employees had continued to operate the trains under Railmark's oversight, with Railmark employees gradually taking their place.

The allegation resulted in a federally mandated 48-hour investigation period by Transport Canada, during which time neither crew involved could legally operate a train. Since Railmark has only one qualified operating crew, there was no extra crew available to relieve the outlawed crew.

This immediate and unplanned annulment of the southbound passenger train on Friday morning stranded several would-be passengers who were staying in remote wilderness lodges along the line that are only served by the train and by bush planes and were looking to make their way home. A few were able to procure last-minute rides in bush planes upon being notified of the train's annulment, and others were rescued on Saturday by CN employees driving hi-rail trucks.

Transport Canada's investigation report should be released later today. CN towed the stalled passenger train consist down to Sault Ste. Marie on Saturday, and Railmark anticipates being able to run the scheduled northbound train on Thursday once its crew has been cleared to resume service.

Meanwhile, the Sault Ste. Marie city council, at its meeting Monday evening, voted unanimously not to sign a formal funding agreement with Railmark Canada because the company has failed to secure a line of credit from the bank, which the Council had previously stipulated was a precondition for signing the agreement. The vote also means that the City and the Algoma Central Railway Passenger Service Stakeholders Working Group will also continue to explore other operators and urge the federal government and CN to continue to assist with keeping the service alive. Railmark will continue to be one of the operators considered. Tom Dodds, head of the Economic Development Corp. and interim chair of the Working Group, made the recommendation to the council. Under the agreement, Railmark would have received a federal subsidy to operate the Sault-Hearst passenger train. Under Canadian law, the form of federal grant that is subsidizing the ACR passenger operations can only be administered by a municipality or a First Nation, and the City of Sault Ste. Marie is currently the administering municipality.

CN selected Railmark to run the service from among three competing bids last fall. This was after what the working group described as a "thorough analysis of (Railmark's) bid" prior to final negotiations with CN taking place in January and after "due diligence" being undertaken on CN's part before it signed a deal with Railmark as a third-party operator in March. The City Council approved the initial deal with Railmark late last year, but an election that took place since then installed new leadership on the Council.

CN has made it clear that absent another operator, it has no interest in operating the Sault Ste. Marie-Hearst passenger service.

"[The Council's decision] was something I was expecting," Railmark Holdings CEO B. Allen Brown tells SooToday. "I'm really disappointed because we're working very hard, we're just a little bit away from the finish line [securing the line of credit].

"I intend to return to Michigan to get the rest of the requested financial information together and finish the process," Brown adds. "I'm not a quitter," he added.

"We're very pleased that the city is willing to work with us to find a positive solution and that the Council is considering our recommendations," says Linda Savory-Gordon, a professor at Algoma University, a director of the Coalition for Algoma Passenger Trains, and a member of the Working Group. "We hope that the city will continue to support our joint efforts with CN and Transport Canada."



## BNSF shares annual economic development results

From Trains Newswire June 22 2015



BNSF web site



-Photo by Kevin Willie (Facebook)



Photo by Brandon Smith

FORT WORTH – BNSF Railway has shared its 2014 economic development results. During the year, the railroad worked with its customers and state and local economic development organizations to build or expand 138 rail facilities in communities across its network. BNSF customers invested close to \$1.5 billion in these projects, according to the railroad. That marks the fourth consecutive year they spent more than \$1 billion in rail projects to support growth in their business. The rail industry as a whole is an indicator of the health of the economy. The diversity of expansion our customers achieved in 2014 is a confirmation of the economic development potential of rail and the value proposition offered by BNSF's freight rail services," says Steve Bobb, BNSF executive vice president and chief marketing officer. Agriculture economic development projects undertaken by BNSF's customers in 2014 included facilities in Colorado, North Dakota, South Dakota, Minnesota, Montana, Nebraska, Texas, Washington, and Wisconsin. A total of 13 of the 138 rail facility projects were completed and began shipping and receiving agricultural products. These agricultural projects represent an investment of approximately \$158 million by our customers in long-term facilities that support BNSF's network. In response to the continued demand for crude oil from the Bakken, Niobrara, and Permian Basin U.S. shale formations, BNSF also worked with customers in locating and completing 11 crude oil terminals in California, New Mexico, Texas, Utah, Washington, and Wyoming. These terminal and expansion investments exceeded more than \$350 million. Highlights of supply chain solutions BNSF helped its customers achieve in 2014 include:

- Completion of BNSF's Logistics Center in Sweetwater, Texas, which supports customers across several industries, such as agriculture, sand, pipe and aggregate. As part of this project BNSF invested \$28 million to replace existing track and add 40,000 feet of new track at the site.
- Creation of a Bison Rail and West Electronics Inc. Transload rail operation in Poplar, Mont. Located on the Fort Peck Reservation, this project turned a once unused section of train tracks into a shipping port owned and operated by the Tribes. The Bison Rail is a rail spur off the BNSF mainline that connects to a 2,600-foot track extension.
- Installation of a railroad unloading track capable of storing a million gallons of propane to resupply the existing 1.5 million gallon terminal facility in Benson, Minn. This facility is owned by Alliance Midstream LLC, an affiliate of Dooley's Petroleum Inc. The construction of this terminal proved critical in providing timely propane delivery while ensuring storage to adequately supply home heating and serve agricultural needs this past fall and winter.

### BNSF 'expedited' service coming to Northern Transcon

FORT WORTH, Texas – Fast freights are slated to return to BNSF Railway's Northern Transcon in September.

The Fort Worth, Texas-based, railroad said on Tuesday that it will roll out new service schedules for domestic intermodal customers across its Northern Transcontinental route to and from Chicago, St. Paul, Minn., and the Pacific Northwest. The new schedules take effect Sept. 14 and include expedited services. Expedited trains will run seven days a week for westbound traffic and six days a week for eastbound traffic, which is one day more than is currently offered in the marketplace for this region. BNSF says it will also be the only railroad to offer expedited service to and from Seattle./ BNSF intermodal service took a hit following congestion problems and brutal winters in 2013 and 2014. The railroad dropped all "Z" premium service from the route when it could no longer meet the train's schedules. Since then, BNSF has invested heavily in capital improvements along its Northern Corridor route. Railroad officials say that due to its investments along the corridor it is able to offer domestic intermodal service schedules to meet customers' needs. "From 2013 through the end of this year BNSF will have invested nearly \$3.5 billion in our Northern Region to maintain and improve our rail network to better serve our customers' transportation needs," says Katie Farmer, BNSF consumer products group vice president. "BNSF is now running quicker and more consistently. The added capacity and maintenance work we regularly conduct is progressing as planned and will generate significant benefits to our customers for years to come."

BNSF offers two primary intermodal services, "expedited" and "standard." Standard service averages about 600 miles per day, while expedited service averages about 800 miles per day.



## North Carolina Transportation Museum festival features N&W 611



SPENCER, N.C. – The North Carolina Transportation Museum will hold its Rail Day Festival this Saturday, June 20. The event will feature multiple train rides, a visit from recently restored Norfolk & Western Class J No. 611, and a partnership with UNC Charlotte focusing on the future of rail and other forms of transportation.

In partnership with UNC Charlotte's Energy Production and Infrastructure Center, the Festival will feature multiple forms of transportation, and displays from the university. Steam, diesel, and gas powered vehicles will be moving throughout the site, as representatives from UNC-Charlotte show off maglev technology that will consume less fossil fuel and make transportation safer and affordable in the future.

Following its restoration at the museum, No. 611 returns for "At the Throttle" rides, views inside the cab, and photo opportunities. Those who purchased 611 "At the Throttle" rides can operate the iconic locomotive for a half hour at a time.

Visitors will have the chance to take three different train rides. The museum's regular passenger train will cover the 57-acre historic site pulled by the N&W GP9 620, while a Caboose Train will be pulled by the Southern FP7 No. 6133. There will also be a limited number of tickets for caboose rides behind No. 611.

Admission is \$6 for adults, \$5 for seniors and active military, \$4 children 3-12. Admission plus the passenger train ride is \$12 for adults, \$10 for seniors and active military, and \$8 for children 3-12. Admission plus rides on the regular passenger train and the caboose train are \$18 for adults, \$16 for seniors and active military, and \$14 for children 3-12. Ages two and under are free. Class J 611 caboose rides are \$10 per person. Rides on the museum's turntable are \$1. The event runs from 9 a.m. to 5 p.m. Shuttle service will be provided to the museum from the Salisbury Station for those riding Amtrak to the event. More information and tickets are available at <http://www.nctrans.org>.



## Norfolk & Western business car restoration underway

Trains Newswire June 23 2015

MINNEAPOLIS – The Friends of the 261 has begun restoration of former Norfolk & Western business car Lamberts Point. The nonprofit Friends used the car for several years on charters and excursions pulled by Milwaukee Road 4-8-4 No. 261. Now the group is moving ahead to restore the car closer to its original N&W appearance.

Restoration work is underway at the Friends shop in Minneapolis. The newer modern roof is being removed, which has exposed the original clerestory roof underneath. The roof will be repaired and restored to its original appearance. The Friends will also perform interior updates and other repairs before repainting and lettering the car for N&W.

Pullman built the car for N&W in 1918. It features cherry woodwork with brass fixtures throughout the car, which includes two large bedrooms, a dining room and lounge. Donations can be made at [www.261.com](http://www.261.com).



## 1992 Circus World Roster -Baraboo Wisconsin -Gary Rumler Collection

Show Cars							Non-Show Cars							Show Cars						
CNM#	Car User	Car Type	Builder	Built	Use Notes	Body Length (feet)	CNM#	Car User	Car Type	Builder	Built	Use Notes	Body Length (feet)	CNM#	Car User	Car Type	Builder	Built	Use Notes	Body Length (feet)
1	Ringling Bros. and Barnum & Bailey Circus	Advertising Car No. 1	Unknown	c.1944	ex-U.S. Army hospital car	85	47	Sleeper-Buffer-Lounge "The Delevan"	Pullman	c.1925	NYC/NC "Dover Bay"	82	44	James E. Strates Shows	Stock Car	Warren?	c.1929	ex-Ringling Bros. Barnum & Bailey		70
349	Ringling Bros. and Barnum & Bailey Circus	Stock Car (performing horses)	Warren	c.1929			48	Dining Car "The Janesville"	Pullman?	c.1925	ATSF #1407		47	James E. Strates Shows	Stock Car	Warren	?	ex-Clyde Beatty Circus		70
235	Ringling Bros. and Barnum & Bailey Circus	Flat Car	Warren	c.1929			46	Observation "The Baraboo"	Pullman	c.1925	Pullman "Monte Baldo"	83 1/2		Royal American Shows #35	Flat Car	Thrall		ex-Ringling Bros. Barnum & Bailey		
355	Ringling Bros. and Barnum & Bailey Circus	Flat Car	Warren	c.1929			43	Open Air Coach "The Dorchester"	CNStP&P?		ex-CNStP&P baggage car	65	50	World of Mirth (WOM)	Flat Car	Mt. Vernon	?	some WOM Mt. Vernons are ex-Sparks Circus reportedly		70
3	Ringling Bros. and Barnum & Bailey Circus	Coach	Unknown	c.1912	ex-John Robinson, Hagenbeck-Wallace, Al G. Barnes		45	Open Air Coach "The Woonowoc"	CNStP&P?		ex-CNStP&P baggage car 1907	65	51	World of Mirth	Flat Car	Mt. Vernon	?			70
10	Miller Bros. 101 Wild West	Flat Car	Mt. Vernon	?	used on Bill Names Shows			Baggage Car	CNStP&P?		ex-CNStP&P baggage car		52	World of Mirth	Flat Car	Warren	?			72
20	Miller Bros. 101 Wild West	Flat Car	Mt. Vernon	?	used on Bill Names Shows		1	Refrigerator Car			ex-Walter H. Knapp		53	World of Mirth	Flat Car	Warren	?			72
30	Cole Bros. Circus	Elephant Car	Unknown	?	used by Tony Diano		2	Refrigerator Car			ex-Swift's Premium		54	World of Mirth	Flat Car	Warren	?			70
49	Col. Tim McCoy Wild West	Stock Car	Warren	1938	used on World of Mirth	72	3	Refrigerator Car			ex-Swift's Premium		55	World of Mirth	Flat Car	Warren	?			72
42	Royal American Shows #104	Box/Stock Car	Unknown	?		72	4	Refrigerator Car			ex-Swift's Premium		56	World of Mirth	Flat Car	Warren	?			72
							21	Caboose, Bay Window			ex-C&NW 10976		57	World of Mirth	Flat Car	Warren	?			72
													58	World of Mirth	Flat Car	Warren	?			72
													59	World of Mirth	Flat Car	Warren	?			72
Preliminary - 6/19/92							Preliminary - 6/19/92							Preliminary - 6/19/92						

CNM#	Car User	Car Type	Builder	Built	Use Notes	Body Length (feet)
60	World of Mirth	Flat Car	Warren	?		72
61	World of Mirth	Flat Car	Warren	?		70
62	World of Mirth	Flat Car	Mt. Vernon	?		70
63	World of Mirth	Flat Car	Mt. Vernon	?		70
64	World of Mirth	Flat Car	Mt. Vernon	?		70
65	World of Mirth	Flat Car	Mt. Vernon	?		70
66	World of Mirth	Flat Car (cut down stock car)	Warren	1938	ex-Col. Tim McCoy Wild West	70
67	Royal American Shows	Flat Car	Warren	?	ex-RBBB?	70
68	Royal American Shows	Flat Car	Warren	?	ex-RBBB?	70
244	Royal American Shows	Flat Car	Warren	?	ex-RBBB #244	
75	Foley & Burk	Flat Car	Warren	?	ex-Buck Jones Wild West	70

Preliminary - 6/19/92

CNM#	Car User	Car Type	Builder	Built	Use Notes	Body Length (feet)
60	World of Mirth	Flat Car	Warren	?		72
61	World of Mirth	Flat Car	Warren	?		70
62	World of Mirth	Flat Car	Mt. Vernon	?		70
63	World of Mirth	Flat Car	Mt. Vernon	?		70
64	World of Mirth	Flat Car	Mt. Vernon	?		70
65	World of Mirth	Flat Car	Mt. Vernon	?		70
66	World of Mirth	Flat Car (cut down stock car)	Warren	1938	ex-Col. Tim McCoy Wild West	70
67	Royal American Shows	Flat Car	Warren	?	ex-RBBB?	70
68	Royal American Shows	Flat Car	Warren	?	ex-RBBB?	70
244	Royal American Shows	Flat Car	Warren	?	ex-RBBB #244	
75	Foley & Burk	Flat Car	Warren	?	ex-Buck Jones Wild West	70

Preliminary - 6/19/92

## C&amp;NW Track Abandonments March 26, 1984 and May 21, 1983 -Gary Rumler collection

NOTICE TO EMPLOYEES CONCERNING  
INTENDED TRACK ABANDONMENTS

March 26, 1984

The Chicago and North Western Transportation Company has published a System Diagram Map indicating, by category, lines, or portions of lines, for which the C&NW has either filed, or intends to file, an application with the Interstate Commerce Commission for a certificate of public convenience and necessity permitting abandonment of those lines.

The Chicago and North Western Transportation Company hereby gives notice to its interested employees that the Company has filed, or will in the immediate future file, application for certificates of abandonment of the following lines of railroad:

1. **Boone - Ericson.** A line of railroad extending on the Hope Subdivision from M.P. 44.2 to M.P. 47.2. The C&NW estimates that no employees will be adversely affected.
2. **Des Moines - Ankeny.** A line of railroad extending on the former Fort Dodge, Des Moines & Southern Railway Company at Swanwood from M.P. 76.3 to M.P. 78.0. The C&NW estimates that no employees will be adversely affected.
3. **Ripley - Grand Junction.** A line of railroad extending on the Perry Subdivision from M.P. 266.5 to M.P. 260.5. The C&NW estimates that no employees will be adversely affected.
4. **Highland Park - Des Moines.** A line of railroad extending on the former Des Moines and Central Iowa Railway from M.P. 1.5 to M.P. 0.0 and M.P. 3.8 to M.P. 1.5. The C&NW estimates that no employees will be adversely affected.
5. **Roseport - Randolph.** A line of railroad extending on the Roseport Subdivision from M.P. 513.3 to M.P. 498.6. The C&NW estimates that no employees will be adversely affected.
6. **Des Moines - St. Joseph.** A line of railroad extending on the Kansas City Subdivision from M.P. 214.5 to M.P. 64.0. The C&NW estimates that this abandonment will affect, although not necessarily adversely, one Signalman, one Maintenance of Way employee and one Lineman-Electrician.
7. **Maple River - Ida Grove.** A line of railroad extending on the Wall Lake Subdivision and the Lake View Spur Track from M. P. 0.0 to M.P. 38.0 and M.P. 0.9 to M.P. 1.3. The C&NW estimates that no employees will be adversely affected.
8. **Fond du Lac - Clyman Junction.** A line of railroad extending on the Clyman Subdivision from M. P. 175.4 to M.P. 140.8. The C&NW estimates that no employees will be adversely affected.

(Page 1 of 2)

TO:

M. E. Headley  
AVP - Stations & Customer Service

FROM:

P. A. Lundberg

SUBJECT:

Abandonment of Trackage Described on System Diagram Map

In Oregon Short Line R. Co. - Abandonment - Goshen, 360 I.C.C. 91 (1979), the Interstate Commerce Commission decided upon the employee protective conditions that it will order in all abandonment cases, including the above described matter. Oregon Short Line III requires that a railroad contemplating an abandonment, "shall give at least ninety (90) days written notice of such intended transaction by posting a notice on the bulletin boards convenient to the interest employees of the railroad..."

Accordingly, enclosed herewith are copies of a "Notice to Employees Concerning Intended Track Abandonments." Please arrange to post these notices to all employee bulletin boards seen by employees whose work involves the trackage to be abandoned as well as at all bulletin board locations throughout the consolidated seniority districts. These notices should remain posted for a minimum of ninety days and the officer or employee responsible for maintaining the bulletin board must insure that the notice remains posted for the full ninety days. If the notice is removed, another must be posted.

Once these notices have been posted, please write to us and tell us when and where these notices have been posted.

Oregon Short Line III requires that a railroad cannot make any changes effecting an abandonment until a minimum of ninety (90) days has expired from the posting of this type of employee notice. Therefore, please do not take any steps effecting this abandonment until after the Labor Relations Department has advised the Law Department that the Company has fully complied with the procedural requirements of Oregon Short Line III.

P.A. Lundberg  
Vice President - Labor Relations

Enclosures

cc: J. W. Conlon  
K. W. Busath  
S. F. Gassner  
J. H. Koch  
J. E. Biebel  
J. M. Raaz  
J. M. Harvieux

With Enclosure



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Youtube (link below).**

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**Also, the 2016  
Minnesota Rail  
Calendar should be  
Available by the End of  
July!**

## Railfan Events (Thanks to Rick Krenske, Bill Dredge)

<u>4<sup>th</sup> Annual Model Railroad Train Show</u> Southern Valley Railway Email: <a href="mailto:RochPlain@yahoo.com">RochPlain@yahoo.com</a>	Aug 15,16 2015	P.E.M High School Gym 500 West Broadway Plainview MN	\$5 Children under 12 free
<u>Twin Cities Model Railroad Club Model RR Show and Flea Market</u>	Sept 19th 2015 9am—3pm	Education Building Minnesota State Fair Grounds St Paul MN	\$6 Children under 12 free
<u>Granite City Train Show and Flea Market</u>	Nov 14th 2015 9am—3pm	1710 Veterans Dr St Cloud MN	\$6 Children under 12 free

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

