



**NRHS**

# Northstar News

Publishers of the Minnesota Rail Calendar

## NP returns to the Twin Ports – Photo Special by Steve Glischinski



St Croix Valley Railroad re-engined SD45's in NP Livery  
-Steve Glischinski with an accurate nose NP Emblem  
for one of the units.

EX WC SD45, Nee NP #3617 on the Northshore Scenic RR at Palmers  
(Engine donated to LSRM by CN , Repainted by Northern Plains RR.)  
Engine hoped to be fully operational next year. Photos by Roger Libra

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**Meeting Notice**  
Next business meeting will be held on **Saturday October 17, 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 –  
Railroad Slides by Robert Ball

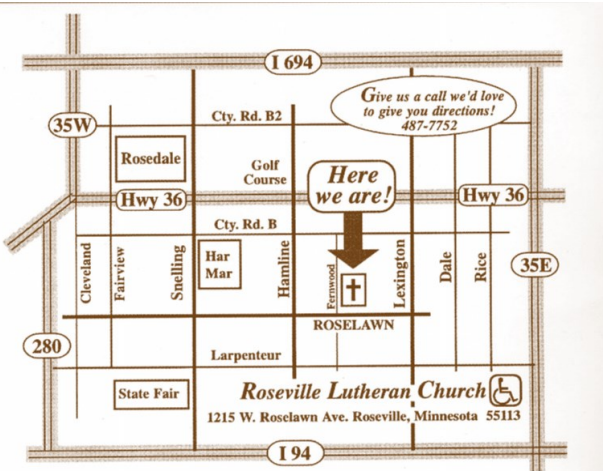
There will be a pre-meeting get-together October 17, 2015 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 4:45 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

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



From the Publisher:

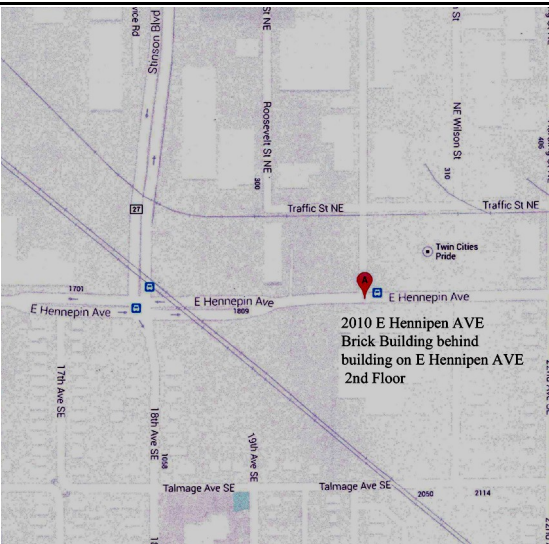
Fall is here, you can feel the chill in the air. Hopefully, we will have some indian summer days ahead. Oct 10 and 11th are the Milw #261 excursions to Superior and Wilmar. I hope you have a chance to ride behind Steve Sandberg's marvelous engine in his vintage passenger cars!

The 2016 Minnesota Rail Calendar is now available. We have reduced the size and price of the calendar but still retains it's excellent quality. You can purchase the calendar at our monthly meetings from Dawn Holmberg.

Also, we have available eleven vintage railroad DVD's from H. Martin Swan and William Cordes film collections. A new C&NW and CRI&P DVD are now available. All DVD's are priced at a bargain price of \$20 each, three \$50. All sales benefit our chapter, The sales help defray the cost of maintaining our extensive collection of railroad material at our library.

**LIBRARY OPEN HOUSE**

The Northstar Chapter NRHS Library will have an open house from 2pm to 4:30pm Saturday October 19, 2015. The library is at 2010 East Hennepin Avenue, the Central Research Building Room 226. (The Building behind the building fronted on Hennepin Ave) 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. We probably will have retired North Western / UP engineer Gary Rumler present showing some of his slides. Gary ran everything from local switch jobs to North Western's intercity passenger trains to piloting the UP 3985. At 4:30pm we will adjourn to Keys Restaurant at Lexington and Larpenteur. Drive straight east on Hennepin / Larpenteur to Lexington. Please join us as the Wednesday afternoon bull session will take place on a Saturday this time. There should be plenty of live action on the BNSF St. Paul Sub.





Northern Pacific 'Galley Proof' Timetables Donated by Mr. and Mrs. Jim Love of St Paul.

Following is Timetable No 41 Effective Jun 27th 1897. This shows scheduled trains from Northtown Jct in Minneapolis to Staples MN. Here are some examples: There are three departures of Freights, #57, 55 and 53, and three Passenger trains, #1 the Pacific Mail, #3 the Dakota Express, and Train #5 the Fargo Accommodations. Trains in the opposite direction (East Bound) were trains #54 and #58, as well as Passenger trains #2, #4, and #6. This also shows three first class trains between St Paul and Minneapolis passenger depots, and two third class trains between St Paul and Minneapolis. For example, Train #1, the Pacific Mail, left St Paul at 4:40 pm and arrived at Staples 9:15 PM, about 4 and 1/2 hours duration. Express Freight #55 left Northtown Junction at 8:00 PM and arrived at Staples 3:30 AM, an 8 and 1/2 hour time. The Minnesota Division Second District between Staples and Fargo ND shows the same number of trains (same train numbers) and train #1 left Staples at 9:20 PM and arrived at Fargo 12:50 AM. Freight Express #55 left Staples at 7:15 AM and arrived at Fargo at 2:30PM.

Front and back Pages, and 2 of 4 pages of timetable shown below..



Table titled 'MINNESOTA DIVISION - Second District' showing West Bound train schedules. Columns include Way Freight No. 57, Express FRT No. 55, Express FRT No. 53, Stations, Time Table No. 41, Pacific Mail No. 1, Dakota Ex. No. 3, Fargo Accom. No. 5, and Black Hills Ex. No. 9. It lists stations from Staples to Fargo with arrival and departure times.

Table titled 'MINNESOTA DIVISION - Second District' showing East Bound train schedules. Columns include Black Hills Ex. No. 9, Express FRT No. 54, Way Freight No. 58, Stations, Time Table No. 41, Atlantic Mail No. 2, Dakota Ex. No. 3, Fargo Accom. No. 5, and Black Hills Ex. No. 9. It lists stations from Fargo to Staples with arrival and departure times.

NORTHERN PACIFIC RAILWAY COMPANY. MINNESOTA DIVISION. No. 4A TIME TABLE No. 4A. TO TAKE EFFECT AT 2:00 A. M. (CENTRAL OR 90th MERIDIAN TIME.) SUNDAY, JUNE 27th, 1897. For the government of employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

AUTHORIZED SURGEONS, MINNESOTA DIVISION AND BRANCHES. LOCATION OF SURGEONS (S): DR. W. L. CLARKE, Asst. Surgeon, Highland Hospital. DR. C. E. BRIDGEMAN, 101 West Fourth St., St. Paul. DR. J. A. QUINN, 205 Wabasha St., St. Paul. DR. L. L. MANN, 1400 Broadway, St. Paul. DR. W. L. CLARKE, Asst. Surgeon, Highland Hospital. DR. C. E. BRIDGEMAN, 101 West Fourth St., St. Paul. DR. J. A. QUINN, 205 Wabasha St., St. Paul. DR. L. L. MANN, 1400 Broadway, St. Paul. DR. W. L. CLARKE, Asst. Surgeon, Highland Hospital. DR. C. E. BRIDGEMAN, 101 West Fourth St., St. Paul. DR. J. A. QUINN, 205 Wabasha St., St. Paul. DR. L. L. MANN, 1400 Broadway, St. Paul.



## October 4, 1931: First “Trolley Buses” in Duluth

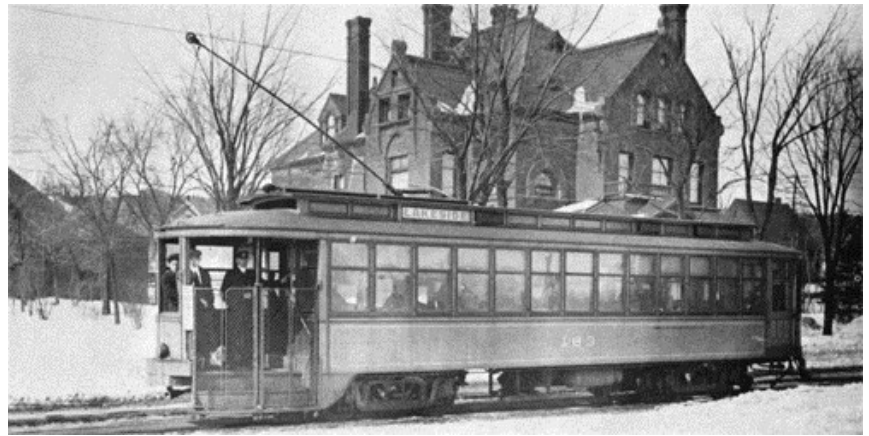
by [ThisDay](#) • Published October 4, 2015 [zenithcity.com](#) -Provided by Chuck Lavallee

On this day in Duluth in 1931, the Duluth Superior Transit *Company put new* vehicles into service: “trackless trolley buses” powered by overhanging wires once used for traditional streetcars. The new buses rode on truck tires, not rails, and could maneuver within 14 feet of the overhead wires. The initial route of the buses, which had room for 36 passengers served the Lakeside/Lester Park neighborhoods, running on Superior Street between Forty-fifth and Sixty-first Avenues East, connecting to traditional streetcars at Forty-fifth Avenue East. [here](#).

It was the beginning of the end for streetcars in the Twin Ports. By the end of the year, all streetcar lines in Superior were gone. Over the next four years, buses would replace streetcars throughout the Zenith City. The last remnant of Duluth and Superior’s once extensive street railway system, the Seventh Avenue West Incline, was dismantled after its last day of operation, Labor Day, 1939. Read the entire history of Duluth’s street railway system at <http://zenithcity.com/zenith-city-history-archives/duluth-parks-landmarks/duluths-streetcar-railways/>



A Duluth trolley bus in 1939. (Image: Duluth Transit Authority.)



A streetcar along Superior Street at 13th Avenue East. (Image: Duluth Public Library)

## Minnesota Plans St. Paul to Eau Claire Passenger Rail Line

[Hudson Newsroom](#) on Sep 13, 2015

-Provided by John Goodman

A Passenger train with four roundtrips daily between St. Paul and Eau Claire is in a Minnesota Department of Transportation plan to be implemented within the next 20 years.

But the planned passenger line won’t happen without local and area support and involvement, according to the St. Croix Valley Rail Group, which advocates for the restoration of passenger rail service to St. Croix County.

The nonpartisan group comprised of 50 citizens from Hudson, River Falls and New Richmond has scheduled two public programs on Minnesota’s plan that took place on Wednesday, Sept. 23. The first was at 5:30 p.m. at the River Falls Public Library, 140 Union St. The second was at 7 p.m. at the Hudson House Grand Hotel, 1616 Crest View Drive.

The featured speakers will be Minnesota transportation planner Dave Christianson and Scott Rogers of Eau Claire, director of the Eau Claire Chamber of Commerce and chair of the West Central Wisconsin Rail Coalition. “Historically, transportation availability determines economic prosperity,” the St. Croix Valley Rail Group said in announcing the meetings.

“A passenger train is critical to our future economic viability, including business prosperity, housing values and population growth.” The group cites a Washington Post story saying that mass transit is now considered an economic development tool to attract millennials, along with their employers. The group says it believes the Eau Claire line is likely to happen because it is in the interest of the Twin Cities and Minnesota to connect with its biggest regional economic partner.

“There are many cities in both Minnesota and Iowa that want MinnDOT’s attention and inclusion in passenger rail. It is unlikely MinnDOT would spend time and money on a passenger rail line that is a long shot to happen,” the group said in its meeting announcement. The group also is advocating for a train station in the Hudson area.





## UP: Boiler Work Nearly Complete on 844

—From John Goodman

September 18, 2015 CHEYENNE, Wyo.

Union Pacific officials say boiler repair work on famed Northern-type locomotive No. 844 is almost complete.

The information comes from a "Community Ties" article on the railroad's website published on Friday. The article quotes Ed Dickens, the railroad's senior manager heritage operations, saying that the steam shop crews have performed boiler ultrasound tests and made precision cuts on internal pieces of the boiler, such as braces.

The next step after the boiler is reassembled, says Dickens, Dickens says, is to perform a hydrostatic test to see if the boiler can withstand enough heat and pressure to operate safely on UP routes.

No. 844, a 4-8-4 locomotive, last saw service in 2013. In June, Dickens told *Trains* Editor Jim Wrinn that he expects the locomotive to return to service later in 2015 or early in 2016.

For more information, visit the Union Pacific website.



## Latest Amtrak Viewliners

Roy Wullich: Fri, Sep 11, 2015 -provided by John Goodman [Sleeper, diner, and a dorm bag.](#)

The second move of the new Viewliner II from CAF in Elmira Heights, NY was made starting this morning. I arrived at the CAF gate at 7:30am as the NS pilot crew was on duty 6am in Binghamton. The first movement in the plant was around 9:30am and I waited to 11:15 and nothing was moving. Had some errands to get done so I left later returning to Elmira Yard in time to get them pulling down the lead. In the train was P42 79, Diner 68000 ALBANY, Sleeper 62500 PORTAGE RIVER, Bag-Dorm 69000, Cafe 48154 and GP38-3 520. NS was doing a crossing renewal so the Special at "ELMIRA" until the MofW cleared. Finally on the move crossing the Chemung River in Elmira, NY shortly after 1pm.



NS 056 Amtrak #79 Elmira Yard Lead



Diner #68000 Albany



Sleeper #62500 Portage River



Diner #68000 Albany



Sleeper #62500 Portage River



Baggage Dorm #6900 Elmira NY



NS 056 AMTK 79 crossing Chemung River Elmira, NY



Amtrak train #79 Elmira NY

## Here's how to Win a 2016 Photo Calendar -provided by John Goodman

We've chosen some amazing train photos submitted by BNSF employees for the 2016 photo calendar. Here's how you can make sure you get one! Friends of BNSF has a limited supply of the calendars, so we send them to the members with the most activity on the Friends website during the year. After you log in, the website keeps track of your activity and gives you points for things like viewing pages, rating articles, posting comments or uploading photos into the Member Photos Gallery. One great way to earn points is by using the Invite a Friend box in the right column of the Friends home page to send invitations to other people to join the site. We'll be determining the mailing list during the second week of September, and that's coming up fast, so don't delay! Come back and see us on the website [www.friendsofbnsf.com](http://www.friendsofbnsf.com) to get your name on the list. Calendars will be shipped in November.



## Alleged Graffiti Artists Caught with Paint, Model Freight Car.

From the TRAINS Newswire: September 17, 2015 -provided by Rick Krenske

HASTINGS, Minn. – When police nabbed two Minnesota men for vandalizing freight cars, they say they also found a freight car model with a hand-painted design.

KSTP TV in Minneapolis reports that police responded to calls for two men jumping between freight cars. Police say Canadian Pacific employees followed the men and wrote down their license plate number when they fled. When police caught up with the car, police say the driver told them he was taking photos in an old lot near the freight cars, but that the driver also had paint on his hands and 20 to 25 cans of spray paint in the trunk of his car.

They also found a model freight car with a hand painted design on it, a drawing notebook, and masking tape, police say.

Police identified the driver as 21-year-old William Timothy Fischer. They say a passenger in the car was 20-year-old Lucas Adkins Lamm.

The railroad tells the TV station that one freight car had \$500 in damage and another car had \$2,500 in damage.

Police charged Lamm and Fischer each with first-degree criminal damage to property, a felony. If convicted, they each face up to five years in prison and up to \$10,000 in fines.

Lamm and Fischer both made their first court appearances Sept. 10. Lamm's next court appearance is scheduled for Dec. 8, and Fischer's is scheduled for Oct. 5.

The original story appeared [on the station's website](#).

## Metro News - SD70ACe-T4

From:"Rick Krenske"

Date:Wed, Sep 16, 2015 at 8:07 am

EMD's prototype SD70ACe-T4 is on its way to Minneapolis for the Railway Supply Institute show in early October 4th - 7th, 2015. The locomotive is tarped so there will be no good looks until its unveiling at the show. The routing is NS from Muncie to Chicago, and then BNSF to Minneapolis. If this is like past shows, large items are displayed at Northtown Yard. A posting on Trainorders followed by a confirmation by Chris Toth, and then a photograph of the tarped locomotive on a NS freight. The locomotive is traveling as EMDX 1501.

## Milwaukee Road 261 and the CP Holiday Train to Reunite in St. Paul.

From the TRAINS Newswire ST. PAUL, Minn. September 9, 2015

– The Union Depot in St. Paul has released plans for December, which includes Milwaukee Road 4-8-4 No. 261 and a visit by Canadian Pacific's *Holiday Train*.

The Friends of the 261 and the Union Depot are sponsoring the *North Pole Express* at the Depot Dec. 4 to 6 and Dec. 10 to 13 with multiple trips each day. Trains will travel a short distance from the loading platform to the east end of the depot property, where a stage will be set up and Santa Claus will board the train to visit with children. At the conclusion of the ride children will be served hot chocolate and cookies in the depot waiting room.

The Canadian Pacific Holiday Train will join No. 261 at the depot on the evening of Dec. 11. CP's annual Holiday Train program is a rolling fundraising event that travels across Canada and the United States raising money, food, and awareness for food banks and hunger issues, while hosting free holiday concerts along the way. Since 1999, the program has raised nearly \$9 million and 3.6 million pounds of food. There are two *Holiday Trains* decorated with thousands of colorful LEDs and haul a modified boxcar that has been turned into a traveling stage for performers.

More information on the No. 261 trips are available by [visiting the organization's website](#).





The Canadian Pacific Holiday Train and Milwaukee Road No. 261 appear together in this undated photo

## BNSF Completes Track Expansion in Twin Cities.



From Trains Newswire September 10, 2015 -Provided by Rick Krenske

MINNEAPOLIS — The opening of a new double-track segment on BNSF Railway's busy Midway Subdivision connecting St. Paul and Minneapolis contributes to expedited intermodal schedules beginning in mid-September, the railroad says.

"This completed double-track will help ease congestion through the Twin Cities by providing significant additional capacity," BNSF says in a customer-service update. The two miles of new track and the upgraded parallel main went into service on Sept. 1 between St. Anthony and Minneapolis Junction.

The Midway Sub was once a two- and four-track main when it was part of the Great Northern but over the years was cut back to one main with sidings. It handles much of the traffic through the Twin Cities and has been called one of the five biggest rail bottlenecks in the area by the magazine *Twin Cities Business*. Amtrak's *Empire Builder* also uses the line.

Earlier this year BNSF said it would spend \$326 million on maintenance and added capacity in Minnesota. This followed a troublesome 2013 and early 2014 when capacity constraints across the region compounded by a rough winter incurred the wrath of grain and coal shippers and their friends in Congress.

Since then BNSF has spent about \$3.5 billion on various projects across its Northern Region.

BNSF also has announced new weekly schedules for domestic intermodal expedited shipping adding a seventh day westbound from Chicago and St. Paul to the Northwest and a sixth day eastbound. The schedule takes effect Monday and is attributed to both customer demand and capacity upgrades across the Northern Transcon.

Expedited trains average about 800 miles a day while standard service covers about 600 miles, according to BNSF.

## Metro News - St Paul Union Depot River Balcony -From Rick Krenske Tue, Sep 15, 2015

Could this be a new railfan spot too? Or will trains run under the "river balcony"? This should be interesting! **Design for 'river balcony' to be unveiled.**

City planners are almost ready to unveil the design for a pedestrian "river balcony" — an elevated walking path— above the Mississippi River in downtown St. Paul, and they're asking for public feedback. A conceptual design developed jointly by the city of St. Paul and the University of Minnesota's Metropolitan Design Center will be on display from 5 to 7 p.m. Sept. 24 during an open house at the Union Depot. St. Paul Mayor Chris Coleman and two design center fellows will deliver remarks at 6 p.m. The river balcony would extend from the Science Museum of Minnesota to the Union Depot transit hub. The open house will feature a large tabletop model and a 3D digital model. A preliminary drawing is at [stpaul.gov/riverbalcony](http://stpaul.gov/riverbalcony). The river balcony is part of the city's Great River Passage Plan, a master plan for St. Paul's 27 miles of riverfront. Union Depot is at 214 Fourth St. East.

— *Frederick Melo*



## Minneapolis City Council Transportation Committee Approves SWLRT Plans.

By [Janet Moore](#) Star Tribune September 15, 2015

City Council to vote Sept. 25; Hopkins and Eden Prairie votes expected tonight

The Minneapolis Transportation and Public Works Committee on Tuesday voted in favor of the \$1.77 billion Southwest light-rail line, despite concerns by several area residents about the safety of the state's largest transit project.

The measure will now be taken up by the full City Council on Sept. 25.

The city approved the line last year, but another round of voting was required after the project budget increased by \$341 million last spring. That prompted officials to delete one station in Eden Prairie and defer another at Town Center, and make other cuts along the line as well. State law requires municipalities along the route — Minneapolis, St. Louis Park, Eden Prairie, Hopkins and Minnetonka — to hold a public hearing and vote again if significant changes are made to the original plan.

The 14.5-mile line will ultimately link downtown Minneapolis to Eden Prairie, and is slated to open in 2020.

Several people who live near the line's route through the Kenilworth corridor, which bisects Lake of the Isles and Cedar Lake, raised concerns about the safety of running freight trains near passenger rail in that area. Rep. Frank Hornstein, DFL-Minneapolis, said more study is needed to fully determine what effect freight trains using the light-rail corridor will have on the 19,000 residents who live nearby.

Others questioned whether constructing tunnels to encase the trains would foul the lakes, and some expressed concern about the noise and disruption that will occur while the line is being built. Some said the environmental studies by the Metropolitan Council, the regional planning agency overseeing the project, are flawed.

A few people spoke in favor of the project. Steve Cramer, who heads the Downtown Council, said it will be an important link from downtown Minneapolis to other areas.

On Monday evening, the Minnetonka City Council approved the project. Votes are scheduled for Eden Prairie and Hopkins Tuesday night, and another vote is planned for St. Louis Park on Monday.

RENEE JONES SCHNEIDER The Kenilworth Trail alongside a current freight train track that has been a proposed route for the Southwest Corridor light-rail line.



### Metro News - **Too Much Oil Means Fewer Trains**

From: "Rick Krenske" Date: Sat, Sep 12, 2015

With so much oil now available, and production being cut, that should mean fewer oil trains coming through Minnesota.

#### **U.S. oil production seen tumbling, but low prices may hold on.**

*Associated Press*

Oil supply from the United States, Russia and other countries outside of OPEC is expected to drop sharply next year — possibly the steepest decline since the Soviet Union collapsed — because of low prices, the International Energy Agency forecast Friday.



Continued. In its latest monthly report, the IEA says non-OPEC production is expected to drop nearly half a million barrels to 57.7 million barrels a day in 2016. But a prominent investment firm questions whether even a cut that steep will shrink the glut of oil on the market enough to boost the price.

Amid booming U.S. production and high OPEC output, the benchmark price of oil plunged from over \$100 last year to about \$45 this week. Global oil demand has grown, but at a slower pace, and analysts have said big production cuts are needed to balance the market.

Producers in the U.S., who need a higher price per barrel than OPEC countries to break even, have started to cut back. The U.S. Energy Department estimated this week that production fell by 140,000 per day in August. The decline is expected to widen in the coming months, and production should average 400,000 barrels a day less in 2016 than in 2015.

Overall, non-OPEC production should drop the most since 1992, when non-OPEC output shrank 1 million barrels after the USSR fell apart.

Low oil prices are also sparking an increase in demand, IEA said. With pump prices well below \$3 a gallon in most states, gasoline demand in the U.S. is at an eight-year high.

The IEA does not provide a forecast for oil prices. In its report earlier this week, the U.S. Energy Department said it expects U.S. oil to average \$49 per barrel this year and \$54 per barrel in 2016, about \$5 below the estimated average for Brent crude, the benchmark for many international types of crude.

Goldman Sachs, however, said Friday that the glut in oil is greater than previously thought, and slashed its forecasts for the U.S. benchmark price of oil for next year to \$45 a barrel from \$57 a barrel previously.

Goldman analysts now believe it will take a dramatic drop in production to get supply back in line with demand and spur higher prices.



### 1985 Train Orders Mankato sub -From the Gary Rumler Archives

ST PAUL, MN JULY 4, 1985  
C&E RCADA MANKATO  
GIVE ADRC A UNITS 6577-4197-4440 AT MEETING POINT.

WCS 330AMGZ

STOCK CODE 01512 Rev. 4/83  
**CHICAGO & NORTH WESTERN TRANSPORTATION COMPANY**  
 TRAIN ORDER NO. 245  
 DISPATCHERS OFFICE ST PAUL JULY 3 19 85  
 TO: C&E EXTRA 6582 EAST  
 TO: .....  
 TO: .....  
 TO: .....  
 AT: MANKATO

EXTRA 6582 EAST TAKE SIDING ON YARD TRACK AT WASECA  
 AND MEET EXTRA 6576 WEST AT WASECA  
 WCS

STOCK CODE #02000 REV. 3-82  
 Chicago and North Western Transportation Company  
**CLEARANCE**  
 To C & E Extra 6582 East AT Mankato July 4 1985  
 I have 7 orders for your train.  
 (If no train orders, operator must write "No" in space provided above)  
 Orders: No. 743 No. 747 No. 744 No. 738 No. 245 No. 203  
 No. 202 No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_  
 No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_  
 No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_  
 No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_  
 No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_ No. \_\_\_\_\_  
 This form is authority to pass Train Order signal at Stop.  
 Do not leave before \_\_\_\_\_ M (Rules 91 and 91(A)).  
 Time 3:23 A M OK WCS R. J. [Signature]  
 Chief Train Dispatcher Operator  
 (See Rule 219)

EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER.  
 COMPLETE TIME ..... M ..... OPR.

Give ADRC A Units at Meeting Point

Train Order Xtra 6582 E take Siding at Waseca meet with Xtra 6576



# More Pictures from the Railfan Weekend Sept 11th and 12th on the St Croix Valley RR and at the Lake Superior Railway Museum –Photos by Roger Libra



St Croix Valley SB w/BNSF transfer N of Rush City MN



St Croix Valley SB North of Pine City MN



St Croix Valley ex-SD45's on Snake River Bridge Pine City MN



St Croix Valley units head for Hinckley for BNSF interchange



Night Photo session at the LSRM



NP SD45 leads an ore train at Highway 61 overpass near Marbles



SB rearranged train with SOO #2500 powers the ore train across the Knife River Bridge, 5 miles South of Two Harbors.



### Pictures from the John Goodman Slide Collection



NP Passenger train (Mainstreeter?) at Fargo ND in 1968



DRG&W California Service trains at Ogden, Salt Lake City UT , Grand Jet CO, Denver CO -California Zephyr cars September 1970



November 1966  
CB&Q Zephyr  
Winona Jct WI







**Soo Line Slides from the Kurt Peterson Collection**  
**Most slides not documented. Can you identify the location?)**



Soo Laker

Soo Winepegger at SPUD



Soo Laker Forest Park IL



## F7s Now Running Among the Pines of Northern Wisconsin

From: "Rick Krenske" :Wed, Sep 30, 2015 By [Steve Smedley](#) | September 24, 2015

WASHBURN COUNTY, Wis. — The sight of Wabash painted F7s cutting through pine forests in the Northwoods of Wisconsin has come to fruition with the Wisconsin Great Northern Railroad taking delivery of the two locomotives and the passenger train set from the defunct Columbia Star Dinner train operation in Missouri. The two locomotives have received repairs and will see use in storage car moves and eventually passenger service on the popular railroad based out of a new station and yard at Dilly Lake Road south of Trego, Wis.

The train had once operated as the Grand Traverse Dinner Train out of Traverse City, Mich., before moving to Missouri. The locomotives are former Great Northern, rolling out of EMD in the early 1950s. They were repainted in 2010 by Transco at a former Chicago Great Western shop building in Oelwein, Iowa.

Greg Vreeland has owned the Wisconsin Great Northern since 1997 and operates the 19.5-mile line, operating on two former Chicago & North Western Railroad segments, along with contract switching services on the Canadian Nationals six-mile long Hayward branch, serving Johnson Timber Corporation and Louisiana Pacific's smart board plant at the end of the line that once ran to Ashland, Wis.

"In all probability they will be repainted, although they have good paint and are attractive the way they are. They ultimately will reflect the Wisconsin Great Northern Railroad, but I have no immediate and urgent plans to repaint them," Vreeland says.

The train and locomotives are expected to one day carry passengers on the popular railroad. Pictures by Steve Smedley.



Seen from the cab of Wisconsin Great Northern Railroad F7 No. 423, the two former Columbia Star Dinner train locomotives prepare to pose as a triple header at Dilly Lake Road South of Trego, Wis., on Sunday, Sept. 13



Noted rail photographer and author, Harold Edmondson, uses his omnipresent step stool as he photographs three F7s on the Wisconsin Great Northern Railroad. The former Columbia Star Dinner train locomotives pose as a triple header at Dilly Lake Road south of Trego, Wis



Wisconsin Great Northern Railroad operated a photographers' special for organizer and author Steve Smedley. The former Columbia Star Dinner train locomotives roll along as they reposition storage cars north of Trego, Wis., on Sunday, Sept. 13

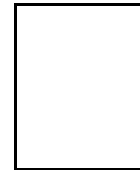


F-Units photography by Brandon Smith -Facebook

**Railfan Events (Thanks to Cy Svobodny, Russ Isbrandt)**

<b>Woodbury Model RR Train Show &amp; Sale</b>	Saturday October 17 2015 9:30 AM – 3:00 PM	Woodbury High School 2665 Woodlane Drive Woodbury MN	\$5 Kids 11 and under free
<b>Steam Excursion with Milw Rd. Locomotive #261</b>	Oct 10th 2015 to Superior WI Oct 11th 2015 to Wilmar MN	Harrison St., Minneapolis, MN (#261 Shops)	See www.261.com for trip details and options
<b>West Wisconsin Railroad Club 14th Annual Train Show</b>	Oct 10 2015 10 AM - 5 00 PM Oct 11 2015 10 AM - 4:00 PM	Eau Claire Indoor Sports Center 3456 Craig Road Eau Claire WI 715-830-1204	\$5 Children \$3 Kids under 5 free
<b>Great American Train Show</b>	November 7th, 2015 November 8th 2015 10 AM -5 PM	Canterbury Downs Expo Center Shakopee MN	\$7 Kids under 5 Free
<b>Lakes and Pines Train Collectors Association Train Show and Swap Meet</b>	November 8th, 2015 12:15 PM to 2:30 PM	John P Murzyn Hall 530 Mill Street NE Columbian Heights MN	\$2 Kids under 12 free
<b>Granite City Train Show and Flea Market</b>	November 14th 2015 9 AM - 3 PM	1710 Veterans Dr., St. Cloud, MN	\$6, Children under 12 free
<b>Trainfest (Model Railroad Exposition)</b>	November 14, 15 2015 9:00 AM – 5:30 PM	Wisconsin Exposition Center at Wisconsin State Fair Park 8200 W. Greenfield Avenue West Allis (Milwaukee), WI 53214	Adults \$11 Children \$2
<b>North Metro Model Railroad Club Flea Market</b>	Saturday December 12 2015 9 AM - 2 PM	Coon Rapids VFW Coon Rapids Blvd Coon Rapids MN	\$5 (unconfirmed)
<b>Twin Cities Model Railroad Club Night Trains</b>	Every Saturday Nite November 7th 2015 to February 27 2016 6 PM—9 PM	Bandana Square 1021 Bandana Blvd E Suite 222 St Paul MN	\$10 Children under 4 free

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# Historical Railroad Films & Video now on DVD \$20 / 3 for \$50



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**These are 1960's and 1970's historic 8mm films from the Wm. Cordes and H. Martin Swan collections converted and edited to DVD. Contact R Tubbesing Tubbesing261@yahoo.com For more info. Preview of DVD's on Youtube (link —> <https://youtu.be/4ErQ2iQcAB0>)**

**Also, the 2016 Minnesota Rail Calendar is now Available.**