

**NRHS**

Publishers of the Minnesota Rail Calendar

Northstar News

Summer Time is for Train Rides!



L: D&NE #28 at Two Harbors August 2017
—Dawn Holmberg Photo



R: Milw Rd #261 at St Louis Park for run to Glencoe in July 2006
—R Tubbesing Photo

Table of Contents

Meeting Notice	Page 1
Chapter Officers, Editor Column	Page 1, 2
Meeting Minutes May 19 2018	Page 2, 3
Frank Sandberg dies	Page 3, 4
Amtrak presentation with AARPCO	Page 5
Steam Locomotive #28 runs	Page 5
Amtrak Proposal for New Locomotives	Page 5
Chapter Picnic at Maiden Rock, Chapter Train ride	Page 6
#261 to Run Dinner Trains	Page 7
Photos from Wayne Torsett	Page 8
NP Depot Restoration	Page 8
Soo Line #2719 Possible Move	Page 9
RI GP Debut at IRM	Page 10
BNSF closes Hinckley Sub	Page 10
Ramsey County approves Street car Proposal	Page 11, 12
D&SNG to begin Operations, maybe	Page 12, 13
NRHS 2019 Convention News, UP Big Boy Article	Page 14, 15
Minnesota High Speed Rail News	Page 15
Trains Collide, BNSF look at PTC	Page 16
Railfan Events	Page 17

Meeting Notice

Next business meeting will be held on **Saturday Sept 15 2018, 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on age 2.

Program after the meeting – To Be Determined.

There will be a pre-meeting get-together Sept 15 2018 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 newsletter will be out around Sept 5 2018.

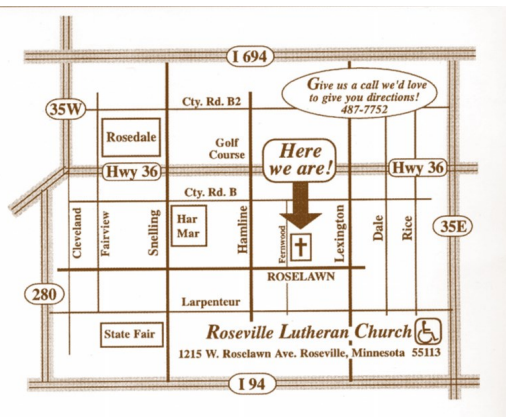
Chapter Picnic is Saturday July 21st 2018 at Maiden Rock Wisconsin. Beverages and Snacks provided, and bring your own meat to grill. Plenty of BNSF action nearby!

Northstar Chapter Officers

President	Dan Meyer	dan@meyer-family.net	763-784-8835
Vice President	William Dredge	williamdredge@yahoo.com	952-937-1313
Past President	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
National Director	Jim McLean	genrrserv@aol.com	612-747-8541
Acting Treasurer	Russ Isbrandt	rmisbrandt@comcast.net	651-426-1156
Secretary	Dave Norman	nevad239@gmail.com	612-729-2428
Trustee	Gary Rumler	nlcdrumler@gmail.com	651-385-8752

Program Chairman	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Newsletter Editor	Committee: Richard Tubbesing, Dawn Holmberg	Tubbesing261@yahoo.com dawn@dholmberg.com	763-757-1304 763-784-8835
Newsletter Distribution	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Calendar Committee	John Goodman Dawn Holmberg Russ Isbrandt	Jhgoodman2001@yahoo.com dawn@dholmberg.com	612-839-0905 763-784-8835
Trip Director	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Chapter Librarian/ Historian	John Cartwright	stationman86@yahoo.com	651-481-8479
Webmaster	Dan Meyer	dan@meyer-family.net	763-784-8835
Chapter Mailbox	Northstar Chapter NRHS	PO Box 120832	St Paul MN 55112
Library Data Base Administrator	Russ Isbrandt	rmisbrandt@comcast.net	651-426-1156

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 Editor:

The program at the last meeting of 1970's films of Amtrak and Steam excursions by Russ Isbrandt was outstanding.

Amtrak has made policy changes on long distance trains and running private cars and has ceased running special trains on non-Amtrak routes. Articles and protests continue to be published. The #261 trip to Duluth in June 2018 was cancelled. What does the future hold for many non-profit groups that have capabilities to run on Amtrak routes?

It is again recommended members take some time to read up on the many issues and comments of current Amtrak policies.

Meeting Minutes May 19 2018

The meeting was called to order by Vice President Bill Dredge for absent President Dan Meyer at 6:32 pm at Roseville Lutheran Church. Nineteen members were present providing an organization quorum. Vice President Dredge moved a motion to approve the April 2018 minutes as written in the May 2018 Newsletter. The motion to approve the minutes was made by Frank Wilke and seconded by John Goodman. The motion was unanimously approved by attendees. The Trip Report was given by John Goodman. The August trip to the Osceola and St Croix Valley Railroad will be the August 18 2018. The cost is \$20 for the Marine on the St Croix trip, \$17 for seniors and \$15 for the trip to Dresser WI. The MTM has offered our members a discount which they will charge \$25 for both the Marine on the St Croix and Dresser trips. The Brunch train cost is \$50. The observation car A11 is being checked for working air conditioning. If available in August, charter of this car requires a deposit of \$250. It was decided that the Osceola and St Croix Valley trip be conducted on an individual basis where members can select what trip(s) to ride. The Light Rail – Northstar train ride is planned for June 16 2018 at the 28th street Bloomington Transit Center. The schedule was published in the May 2018 Newsletter. The chapter picnic is scheduled for the Saturday July 21 2018 from 11:00 am to 3:00 pm at Maiden Rock WI. Snacks and beverages will be supplied, but bring your own meat for grilling. John then presented upcoming programs for future meetings. Dave Herbert was present to show on his work as Civil Engineer for the New York Central in New York and Northeast Corridor, and that Russ Isbrandt will show his films of Amtrak trains and Steam Excursions in the 1970's at the May meeting. Fall Meeting programs are still to be determined.

Continued on next page

Continued from previous page: The Library Report was given by Russ Isbrandt. Much of our cataloging of our magazine inventory of railroad magazines is nearing completion. The BOD is considering having another open house at the library this summer. Upcoming participation at future flea markets was discussed. We will participate at the Fall Twin City Model Railroad flea market at the state fair grounds. We will participate at The Train Show at Canterbury Downs Expo Center and considering other fall shows as our 2019 calendar will be available for sale. The Treasurer's report was given by Russ Isbrandt and our Checking account balances are healthy but quite a bit down from last year's balance. John Goodman gave the program report. In the Fall, Greg Smith will present slides from his collection, and that a manager of the Ramsey County Rail Authority will give a presentation, and the Dave Thompson will present a program of the history of Railroad RPO's. Specific dates will be forthcoming. Jim McLean was back from the Philippines and deferred to John Goodman for the NRHS report. John Goodman stated that the NRHS convention activities in Cumberland MD this year is ready, and registration can be done on-line on the NRHS website (due to work by Dawn Holmberg and Dan Meyer with John Goodman getting the convention data of activities on the NRHS website.) John also stated that the 2019 Convention in at Ogden Utah is under way and the 2019 convention in May to celebrate the Union Pacific's 150th anniversary. The 2019 convention attendees will have the opportunity to ride behind UP Big boy #4014. The 2019 Convention hotel chosen was the Radisson Hotel in Salt Lake City. There is a NRHS Board meeting in St Louis in May. The NRHS is in very good financial shape. The Calendar Report was given by John Goodman. We are finalizing the photos for the calendar and hope to have the submission of the 2019 calendar to the publisher sometime in late June. The current 2018 Calendar price has been dropped to 5 dollars. The 2019 calendar is planned to be available sometime in early July. The Newsletter report was given by Richard Tubbesing. It was noted that the next issue will not be out until about July 1st. The Cheer Committee was presented by Marty Swan and that member Mike Mackner has been undergoing dialysis. The web report was not given. It was noted that John Goodman (The nominating committee) should be contacted about running for office and that all BOD positions are open. Former president and parliamentarian Marty Swan confirmed, that solicitation of nominee's should be done by the September meeting, and a final slate of nominee's be announced at our October 2019 meeting and that elections will be held at our November 2019 meeting. A motion to adjourn the meeting was made at 7:50 PM by John Goodman and seconded by Ed. Motion was carried. After a short break, DVD's of film shot by Russ Isbrandt of steam excursions in the 1970's, and early Amtrak trains was shown. Respectfully submitted by Richard Tubbesing for Secretary Dave Norman.

Obituary: FRANK E SANDBERG Jr. Born September 2, 1941 Trains Newswire provided by John Goodman



Frank and Steve Sandberg in England

1941 was a terrible year for wine, just the year before the Germans Panzers had rolled across France and taken Paris, in the wine growing region of Bordeaux production had slowed to almost a halt due to the war. In many of the famed vineyards such as Chateau Angelus, Chateau Pichon Longueville & Chateau Lafite Rothchild German officers would simply disappear, never to be seen again. Years later it was reported that French Resistance would secretly capture German officers and dump their bodies in the fermentation tanks, no one every figured out whatever happened. Maybe this is why Frank would never let anyone drink that rare bottle of 1941 he cherished in his wine cellar.

1941 was good year for railroading and a great year to be born into a railroading family. Born September 2, 1941 Frank E. Sandberg Jr. was the given name, but for those who know the Minnesota native well, it's "Sandy". From the time he was big enough to reach the throttle, a week never went by that he didn't help his Dad (a 53 year Milwaukee Road Engineer) switch the back lead, L-2, S-2 & S-3 were everyday conversation for a young boy and his father. As he grew older his interest in Railroading increased, fueled immeasurably by his ability to ride trains for free on his father's rail pass and his soon to be wife Judy Casey. Frank and Judy soon married and it was common to see them out chasing steam excursions such as the CB&Q #5632 or driving all night to Duluth to watch the DM&IR steam ore, Judy would drive the car and Frank would take the pictures. They were a great team! In 1961 both Frank & Judy were founding members of the Minnesota Transportation Museum and at the age of 17 in 1958 instrumental in the preservation of Twin Cities Street Car #1300 now operating at Lake Harriet.

Frank was a founding member of the National Trade organization named the Tourist Railway Association and went on to serve as the Minnesota Transportation Museum's President during the 1980's. Early on Frank was a numbers guy, after graduating from Roosevelt High School in South Minneapolis Frank attended Dunwoody College. Starting his career as a draftsman and moving on to be a design Engineer for Remmele Engineering in St. Paul. In 1983 Frank and fellow Remmele employee Darrel Johnson started Con-Tek Machine, after designing everything from Fighter Jets to Pizza Ovens Frank retired and sold his business in 2015. Described by many people as a very giving man, Frank was a very generous always quick to pick up the dinner tab or take care of a friend or family member in need. Many of you know Frank for his love & support for the Milwaukee Road #261. This afternoon my friend, my father and mentor passed away quietly with his family by his side. He leaves behind a fantastic legacy of railfan history and memories, Frank was an avid wine collector and loved to travel. He loved riding in the jump seat behind me as I ran the 261, one time leaning over my shoulder at 75 mph and whispering in my ear "I told you she likes to roll", we both smiled and didn't say another word. *Continued on next page:*

Continued from Previous page: The entire family: Cathie, Rob, Jason Julie, Megan and Anna are grateful to have been surrounded by such a wonderful man. We want to thank all of our Friends and Family for there support at this time. Dad, I will miss you and say hello to mom for me.

Steve Sandberg

President & Chief Operating Officer **The Railroading Heritage of Midwest America/North Star Rail**

More On Frank Sandberg

Trains Newswire by Steve Glischinski June 14 2018 provided by Rick Kenske

SHOREVIEW, Minn. – Frank E. Sandberg Jr., an early activist in rail preservation and father of Friends of the 261’s President and Chief Operating Officer Steve Sandberg, died June 13 of complications following a heart attack. He was 78. An early advocate of rail preservation, he and his late wife Judy were founding members of the Minnesota Transportation Museum in 1962, which preserved and operated Twin City Rapid Transit Co. streetcar No. 1300. He was also a founding member of the Tourist Railway Association, and went on to serve as museum president during the 1980s, where he spearheaded the rebuilding and return to operation of Northern Pacific 4-6-0 No. 328.

Born Sept. 2, 1941, Frank E. Sandberg Jr. was his given name, but for those who knew the Minnesota native well, it was “Sandy.” He was born into a railroad family: his father, Frank Sr., was an engineer for the Milwaukee Road for 53 years, running trains between Minneapolis and La Crosse, Wis. His father often took his son to work, and he got to ride several classes of Milwaukee Road steam, including S3 class 4-8-4s such as No. 261. As he grew older his interest in railroading increased, and with his high school sweetheart Judy Casey they photographed steam locomotives around the country, with Judy driving the car while Frank made photographs. After their marriage daughter Cathie and son Steve were born, with Steve picking up his father’s interest in railroading.

Sandberg is probably best known for his work with the Friends of the 261, the non-profit organization which owns and operates Milwaukee Road 4-8-4 No. 261. In the early 1990s Steve and several private investors formed North Star Rail Inc. to restore No. 261, which was on display at the National Railroad Museum in Green Bay, Wis. The engine was moved to Minneapolis for rebuilding, and Frank served as a sounding board and mentor for his son as the rebuilding process went forward. The Friends was formed by Frank and Judy to serve as a support group for 261 operations, and in 1995 took over direct marketing and operation of the 4-8-4. The group purchased the locomotive from the museum in 2010. The Friends was based out of the Sandberg’s home, where a special telephone line was installed so passengers could call in to ask questions and order tickets. A mechanical engineer by trade, Sandberg would hand draw passenger seating charts for excursion trains, and Frank and Judy would organize and mail out tickets for each excursion. He was aboard virtually every 261 trip, frequently riding in the cab. “He loved riding in the jump seat behind me as I ran the 261, one time leaning over my shoulder at 75 mph and whispering in my ear ‘I told you she likes to roll,’” Steve Sandberg said. “We both smiled and didn’t say another word.” Friend Robert M. Ball recalled a number of conversations with Sandberg about family and children. “One day when the 261 was first steaming up I said to him ‘You must be really proud of Steve’ and he said with real fervor “Everyday!” We proceeded to have a good talk about family and I knew from that conversation he really loved them all,” Ball said. Friends of the 261 trips were Sandberg family affairs that included Frank, Judy and Steve, daughter Cathie and various grandchildren and in-laws working in the concession car and providing first class service. Cathie caught the railroad bug as well: she works for railroad maintenance equipment and services provider Loram Maintenance of Way Inc.

A successful businessman, Sandberg began his career as a draftsman and moved on to be a design engineer for Remmele Engineering in St. Paul, Minn. In 1983 he and fellow Remmele employee Darrel Johnson started engineering and manufacturing company Con-Tek Machine, which grew rapidly. Sandberg would work with his son on engineering and machinery issues that would come up with No. 261, and parts and even boiler tubes from No. 261 and other steam locomotives were sometimes stored at Con-Tek. Sandberg retired and sold the company in 2015. Sandberg helped support restoration projects for railroad heritage organizations including Minnesota Transportation Museum; the Minnesota Streetcar Museum, a spin-off created in 2005 where he was member No. 3; the Lake Superior Railroad Museum; and, of course, Friends of the 261. With the success of his business, Frank and Judy (who died in 2014) were able to travel the world, riding trains on several continents, often bringing their children and their families along. An avid wine collector, he maintained an extensive collection of wine at his home. Sandberg’s railroad legacy is large, but if you asked what he was most proud of, he would say “family.”



Amtrak Presentation Raises Concern Over Future of Southwest Chief

AAPRCO Sunday, June 24, 2018 Provided by John Goodman

Dear AAPRCO Member,

The attached presentation by Amtrak President and CEO Richard Anderson makes clear the dire threat that the Southwest Chief and the entire long-distance network now face. (Link to the document [here](#).)

Slide 5--by showing only ridership and not revenues by segment--understates the significance of the travelers making longer trips. The proposed bus bridge between Albuquerque and either La Junta or Dodge City would be unworkable -- train ridership would drop severely and service would be abandoned.

Moreover, this presentation contains the seeds of further attacks on Amtrak's long-distance network. Slide 9 shows that the *California Zephyr* has a bigger operating loss than the *Chief*, and the *Cardinal* and *Sunset Limited* have bigger operating losses per rider. (No mention of passenger-mile statistics which cast long-distance trains in a more favorable light.) Slide 11 shows the cost of re-equipping the rolling stock over 5 years -- a cost that has parallels for all long-distance routes.

As well, there is no acknowledgement of the impact of connecting revenues on other routes, or the costs associated with setting up Chief-only terminals at Albuquerque and La Junta Or Dodge City. Ross Capon AAPRCO Washington Representative



D&NE No. 28 on a chartered photo freight at Palmers in September 2017. Steve Glischinski

Duluth Steam Operations Planned for Five Late-Summer Weekends

By [Steve Glischinski](#) | May 24, 2018

Provided by Rick Krense

DULUTH, Minn. – The North Shore Scenic Railroad and Lake Superior Railroad Museum have announced dates Duluth & Northeastern 2-8-0 No. 28 will operate this season. The Consolidation was returned to service in 2017 following a seven-year restoration effort.

No. 28 will power excursions between Duluth and Two Harbors, Minn., through five weekends in August and September. Trips will operate Aug. 17-19, Aug. 24-26, Aug. 31-Sept. 3, Sept. 7-9, and Sept. 14-16. Trains depart Duluth at 10 a.m. and lay over in Two Harbors for two hours. Return to Duluth is at 4:30 p.m. Tickets are \$54 for adults and \$29 for children ages 3 to 13. American Locomotive Co.'s Pittsburgh Works built the engine in 1906 for the Duluth, Missabe & Northern as No. 332.

It was operated by successor Duluth, Missabe & Iron Range until 1955, when it was sold to short line Duluth & Northeastern based in Cloquet, which renumbered it 28. The locomotive remained in service on D&NE until 1964. It was donated to the museum in 1974. This spring the museum is planning to conduct wheel work on No. 28. An inspection over the winter revealed that both tires on the number three axle driving wheels are not in proper position on the wheel. This spring the tires will be moved back into proper position, and a hub liner will be replaced while the wheel is off the locomotive.

The 27-mile North Shore Scenic Railroad between Duluth and Two Harbors is a former Duluth, Missabe & Iron Range line No. 28 once operated over in regular service. For more information, go to www.northshorescenicrailroad.org.

AMTRAK

Amtrak Asks for Proposals to Rebuild or Replace as Many as 75 Locomotives

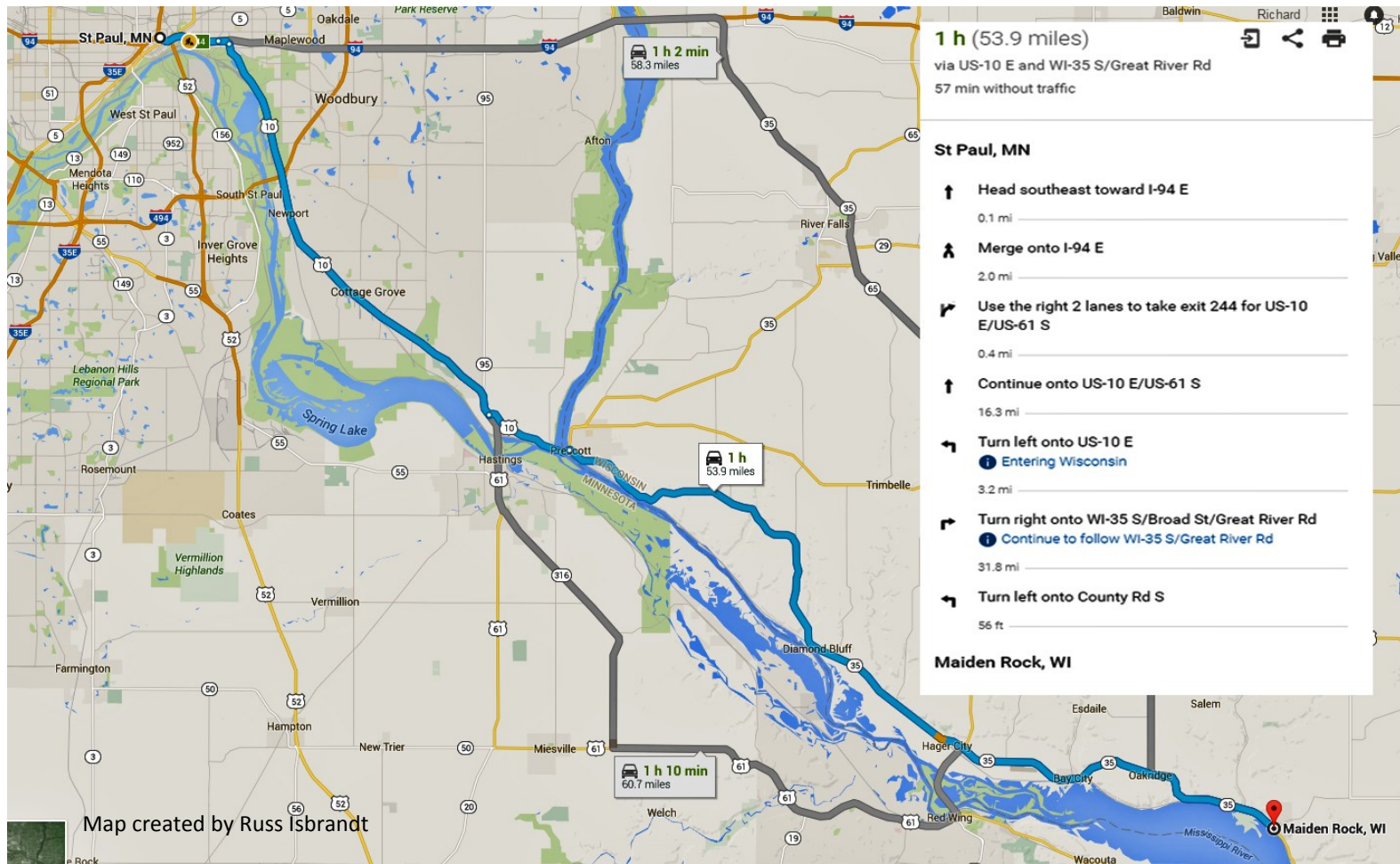
June 1, 2018 Trains Newswire

WASHINGTON — Amtrak officials say they're looking to replace or upgrade as many as 75 locomotives and have deals in place this year. Amtrak CEO Richard Anderson says the passenger railroad issued a request for proposals June 1 with an eye to having the latest safety features and the lowest emissions possible.

"Our diesel locomotive fleet is nearing the end of life expectancy and we must act now to modernize Amtrak for the future," Anderson says in a news release. "We expect that any new, state-of-the art locomotive will offer improved reliability, a smoother ride, improved safety features and make major contributions towards lowering emissions and we'll also consider how rebuilding options of the current fleet could achieve these goals." The request for proposals for "railway and tramway cars" is available on the Amtrak website.

Annual Chapter Picnic Maiden Rock WI Saturday July 21 2018 10:30am to 3:00pm

The Northstar Railway Historical Society will hold its annual picnic at Maiden Rock WI. (see map below) Beverages and snacks will be provided. Bring your own meat to grill. Expect lots of BNSF trains on its Twin Cities to Chicago mainline.!



Annual Train Ride at the MTM's Osceola and St Croix Valley RR Saturday Aug 18 2018

Our annual summer train ride will be held at Osceola Wisconsin. We can ride the train to Marine on the St Croix across the St Croix River and the train ride to Dresser Wisconsin. Our group should meet at the Osceola Station at 10:30 am to get a group discount of \$10 for both trips. Transportation to Osceola is on your own. The Marine on the St Croix leaves at 11:00am, and the train to Dresser Wisconsin departs Osceola at

1:15pm. Lunch is on your own. There are picnic tables at the Osceola Station and you can bring your own lunch if you choose to do so.



By Steve Glischinski | June 25, 2018 Provided by Rick Krense



No. 261 heads west on Twin Cities & Western trackage at Augusta, Minn., in September 2017.

MINNEAPOLIS – The Friends of the 261 will operate excursions pulled by Milwaukee Road 4-8-4 No. 261 on the Twin Cities & Western Railroad Sept. 8-9. The locomotive has traveled the route several times before, so the Friends have come up with a different strategy to attract new passengers – gourmet food and dining.

While the trips will still cater to railroad enthusiasts, the Friends also hopes to tap into the growing number of people that look for unusual food and wine events. For them, the attraction is being able to experience fine food, wine, and cocktails on board a moving train; the fact it is being pulled by a steam locomotive is just an added attraction. As such, the train has been named the “Gourmet Express.” Any money earned from the trips will go to equip No. 261 with positive train control equipment.

The Friends will have chefs aboard the train to prepare meals, and is contacting wine makers to conduct wine tastings. The train will be made up of mostly first class cars, although some coaches will also be carried, along with two open

door baggage/concession cars.

The schedule reflects the dining theme. Rather than leaving early in the morning, the Sept. 8 train will depart at 1 p.m. and return at 8 p.m. so passengers can enjoy afternoon and evening meals. On Sept. 9 the train will depart Minneapolis at 10:30 a.m. returning at 5 p.m. offering a brunch during the trip.

The train will include Premium Class, Dome Class, Presidential Class, First Class, and coach seating. Premium Class includes seating in Milwaukee Road Skytop observation car *Cedar Rapids*. Dome Class features seating in Milwaukee Road Super Dome 53 or newly restored Western Pacific ex-California Zephyr Budd dome *Silver Palace*, where passengers can have a meal under glass. Premium Class also includes complimentary meals, hors d’oeuvres, beverages and reserved seating, while First Class includes complimentary meals, snacks and beverages in lounge cars. Presidential Class features seating in former railroad business cars *Lamberts Point* or *Milwaukee*. The Twin Cities & Western main line was once the route of Milwaukee Road’s famed *Olympian Hiawatha* that traveled from Chicago and the Twin Cities to Seattle/Tacoma. The line has not seen regularly scheduled passenger train service since 1969. No. 261 operated over this trackage when it was in regular service for the Milwaukee Road between 1944 and 1954. The trips will head west from Minneapolis through Hopkins, Norwood, and Glencoe with No. 261 leading, but since there is nowhere to turn the steam locomotive a TC&W diesel will pull the train east to Minneapolis.

The Friends previously scheduled a positive train control fundraising trip from Minneapolis to Duluth over BNSF Railway on June 9-10, but was forced to cancel the trip when Amtrak changed its charter train policy earlier this year.

For more information and to buy tickets, go to www.261.com



Senators Grill Amtrak Exec at Senate PTC Hearing

May 17, 2018 Mark Meyer via Groups.io

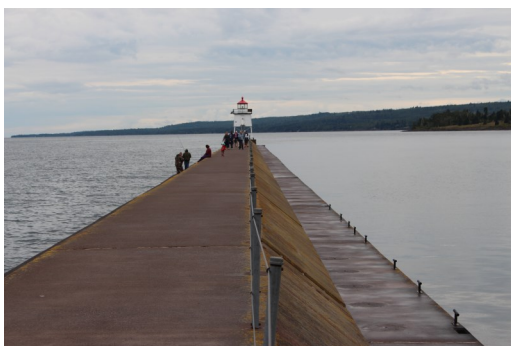
In a hearing mostly about railroads being prepared for the PTC installation "deadline" at the end of 2018, there was this: Senators also peppered Amtrak executive Stephen Gardner with questions about Amtrak’s recent service decisions that have had some passenger advocates up in arms, like the elimination of some ticket agent jobs and changes to on-board meals. Sen. [Steve Daines](#) (R-Mont.) point-blank asked if Amtrak plans to cut service on the long-distance Empire Builder line (earlier in the day, his colleagues similarly questioned Amtrak board member nominee Joseph Gruters about the Southwest Chief line). Gardner said Amtrak doesn’t plan to move from daily to tri-weekly service, and that “any conversations about the broad future of the network, I think, is best placed in our reauthorization context as we approach the next reauthorization.”

This is open to interpretation. Given that this is an election year, and that the end of the fiscal year is September 30, it's reasonable to assume that Amtrak funding (and everything else) will probably continue beyond September 30 as part of a continuing resolution. At least the questions from the Senators let Amtrak management know that people are paying attention. And hopefully Senator Daines will keep in mind that a big part of the reauthorization "context" needs to include funding for new equipment for long distance trains, because without it, even if operating funding is secured, they are headed to oblivion (some Superliners are 40 years old!) For more info, here is link to the Politico report: <https://www.politico.com/morningtransportation/> --Mark Meyer

Photos from the Archives of Member Wayne Torseth



The Abraham Lincoln Funeral car was on display at the Lake Superior RR Museum in Duluth in August 2016



The Two Harbors Pier and Light House, and view of the Two Harbors Ore Dock in 2016 (from a chapter trip to Duluth)

Effort Underway to Save Former Northern Pacific Depot By Steve Glischinski | June 27, 2018



The former NP Blueberry, Wis., depot in October 1975.

BLUEBERRY, Wis. – The Old Brule Heritage Society is raising funds to preserve the former Northern Pacific Railway depot in Blueberry. The depot, built in 1900, once sat along the 63-mile Northern Pacific line from Superior to Ashland, Wis. The Society has already received a \$5,000 grant from the Northern Pacific Railway Historical Society to aid in the preservation of the structure.

Brian Paulson of the Society is leading the effort to save the building, which was sold by the NP in the 1960s and moved away from the tracks where it became an antiques shop. Janell and Greg Mussman, who own the property the depot now sits on, gifted it to the non-profit heritage society in December 2017.

The Society plans to add the 16-by 36-foot building to its Davidson Windmill site along state Highway 13 near Amicon Falls State Park in the town of Lakeside. The group estimates it will cost \$3,000 to move the depot, but adding in site preparation, a foundation and restoration work could raise the total to about \$15,000. The building will house a display of artifacts and photos from the area once restoration work is completed. NP constructed the Ashland line between 1883 and 1885. NP successor Burlington Northern abandoned the Ashland line in 1985 and the right-of-way is now part of the Tri-County Corridor Trail. The Duluth, South Shore & Atlantic had trackage rights over the line after it abandoned its own line into Superior in 1934; successor Soo Line dropped the rights in 1972. For more information, go to www.oldbrule.org

Wisconsin City Approves Soo Line 2719 Resolution By Steve Glischinski | June 27, 2018 Trains Newswire

Provided by Rick Krenske Metro news



Soo Line No. 2719 pull a photo charter on the North Shore Scenic Railroad on Sept. 8, 2011.

Steve Glischinski

EAU CLAIRE, Wis. – With only one “no” vote, the Eau Claire City Council has approved a resolution that would return Soo Line 4-6-2 No. 2719 to the city from the Lake Superior Railroad Museum in Duluth, Minn. The resolution, passed Tuesday evening, states that the city will seek an extension of the right to purchase the locomotive until Feb. 1, 2019, with an additional 120 days to move the locomotive from the museum. If the museum will not agree to the extension, the city would purchase the locomotive immediately.

The Pacific was on display in Carson Park in Eau Claire from 1960 until 1996, when it was removed and the nonprofit Locomotive & Tower Preservation Fund, which purchased the engine from the city, began restoration work. It was returned to service in 1998. The engine moved to Duluth in 2006, and operated on the museum’s North Shore Scenic Railroad from 2007 until it came due for its mandatory federal inspection and overhaul in September 2013.

In 2015, Eau Claire regained title to the engine and considered moving it back to Wisconsin. Due to the cost of the move and erecting a shelter for it, the city instead elected to sell it to the Lake Superior Railroad Museum for \$2, but with a stipulation it could repurchase the engine within three years. That three-year term is up Aug. 3.

The original resolution was amended to specify that there would be no conditions that would allow reopening of the contract to provide for curatorial standards as a consideration for bringing back the engine. The museum’s legal counsel believes that if the contract were extended it could be reopened and changes made. Concerned about the future of No. 2719, the Museum had hoped the city would consider curatorial standards in the contract extension. A memo to councilors listed the following:

Four sided/indoor environmental protection

Security and Safety concerns for the artifact and the public

Monitoring of the artifact

Insurance and Legacy Preservation (Review of the National Register Designation)

Presentation and Interpretation of the artifact

The proposals were unanimously rejected. During the discussion of the proposal, the sponsor of the resolution, Dave Strobel, commented that once the city buys the engine back from the Museum, then they could do anything they wanted with it. Strobel said the city could sell it for what it is worth (a million dollars was referenced), find other parties who would then run the engine out of Eau Claire or elsewhere or even scrap it, although scrapping is highly unlikely. He further mocked the original purchase price paid by the Museum (\$2) saying he wouldn’t sell his toy train for that amount.

The ball is now in the Lake Superior Railroad Museum’s court. The museum’s board of directors will meet next week to discuss the issue. If the board decides not to grant the contract extension and the city buys 2719 back Aug. 3, costs for the city could escalate. Since it would no longer be museum property, storage fees could be charged. When the engine is moved, the museum would incur costs in moving equipment, switching out the steam locomotive, and wages for employees involved in preparing the engine for the move that would have to be covered by the city.

If No. 2719 is returned to Eau Claire, it is unlikely it would ever run again. The Lake Superior Railroad Museum currently operates Duluth & Northeastern 2-8-0 No. 28, which was restored to service in 2017. Lake Superior Railroad Museum Executive Director Ken Buehler says that the museum’s plan was to restore No. 2719 to service when No. 28 is due for its federally mandated inspection and overhaul.

Rock Island Geep Will Debut July 7 at Illinois Railway Museum

June 28, 2018 Trains Newswire Provided by Rick Krenske



Illinois Railway Museum has restored Rock Island GP7R No. 4506 to its late 1970s appearance.

UNION, Ill. — Illinois Railway Museum will roll out restored Chicago, Rock Island & Pacific GP7R No. 4506 at 10 a.m. July 7, the museum tells Trains Newswire.

The museum restored it to its final appearances as a Rock Island unit in the bankruptcy blue and white paint scheme of the late 1970s. The museum acquired the unit in December 2007 as Chicago & North Western No. 4160.

“At that time it was going to be a parts loco, with its major components going to various other locos in the collection to make them complete and operational,” says James Kolanowski, diesel department curator. “In 2008 some members started working on 4160 to free up its seized engine and see if the loco could be made operational.

And that happened later that year. Over the next few years it had been talked about keeping the 4160 in the collection but restoring it as RI 4506. There were no other Rock Island GPs preserved or restored. The blue and white scheme was chosen because there was virtually no backdating to be done to go to that scheme.” Cosmetic restoration started in June 2017.



Washouts Close BNSF Hinckley Subdivision

By Steve Glischinski | June 20, 2018 Trains Newswire Provided by Rick Krenske

DULUTH, Minn. — BNSF Railway has closed its Minneapolis to Superior, Wis., Hinckley Subdivision following washouts near Holyoke, about 5 miles from the Wisconsin state line. It was the second closing of the line in the past three days.

BNSF’s spokeswoman Amy McBeth tells Trains News Wire that the track and an adjacent county road near Holyoke are washed out. “In addition to the track washout we had a few other areas of scour that we are addressing. Crews have been working in the area, bringing in new culverts, rip-rap and ballast to make the needed repairs,” McBeth says The line is estimated to reopen June 21.

BNSF is detouring trains between Superior and Minneapolis, with southbound trains running west from Superior to Staples via the Brainerd Subdivision, and then east to Minneapolis via the Staples Subdivision.

The line was also closed from early on June 17 until around 2 a.m. June 18 after 300 feet of track was washed out at milepost 30, near Holyoke, also taking out a box culvert. The track was out of service for about 18 hours, but then was closed again with the latest washout.

The former Great Northern Hinckley Subdivision is the only remaining intact route between the Twin Cities and Twin Ports. Canadian Pacific and Union Pacific trains also use the route via trackage rights.

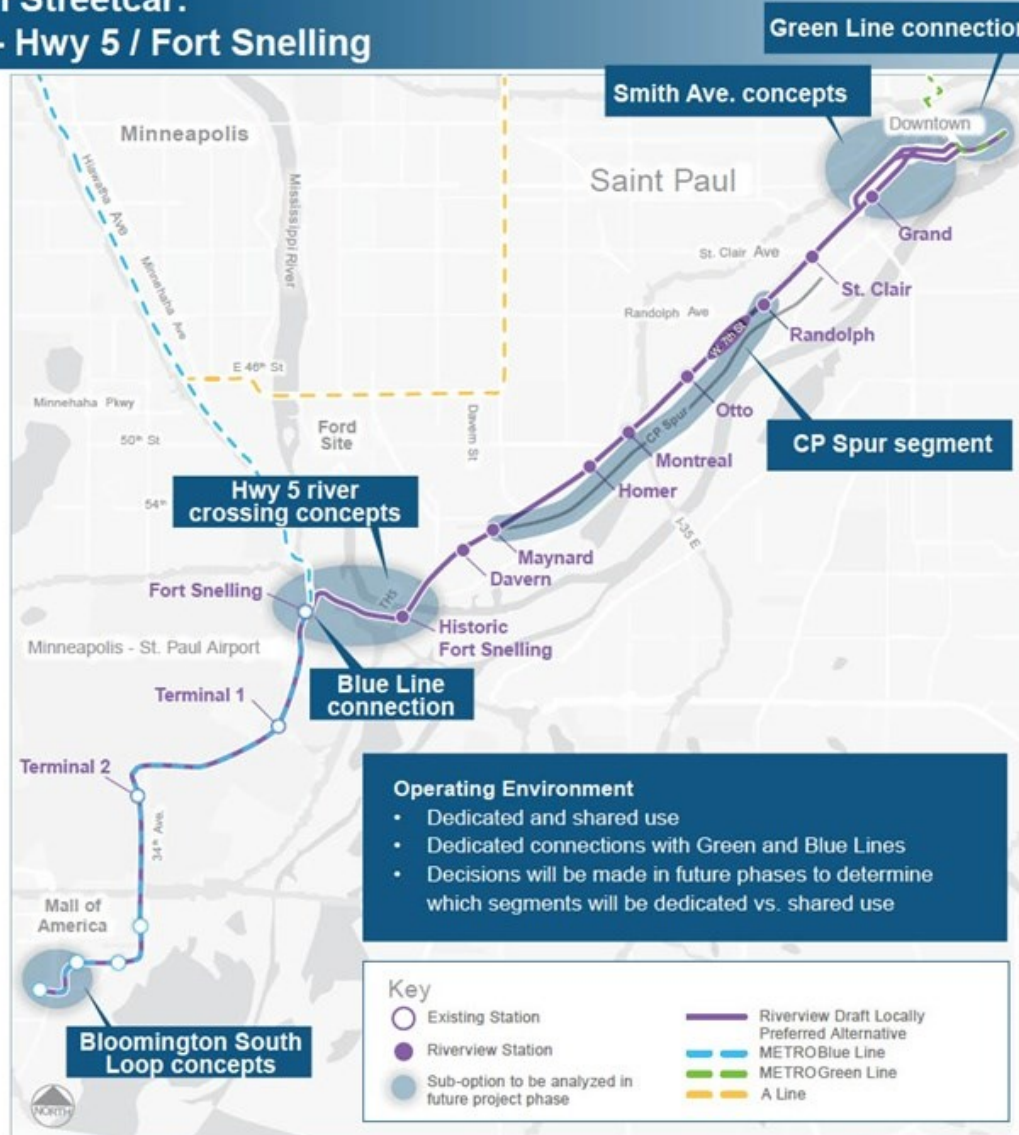
Minnesota's Ramsey County Approves Streetcar Proposal

By Steve Glischinski | June 19, 2018 From Trains Newswire



RIVERVIEW CORRIDOR Locally preferred alternative

Modern Streetcar: W. 7th - Hwy 5 / Fort Snelling



ST. PAUL, Minn. – The Twin Cities' first modern streetcar line would begin construction a decade from now if plans approved by the Ramsey County Board of Commissioners Tuesday reach fruition. The 12-mile line Riverview Corridor line would link downtown St. Paul, Minneapolis-St. Paul International Airport, the Mall of America in suburban Bloomington, and neighborhoods in between.

The line would begin at Union Depot in St. Paul using the existing Green Light Rail Transit Line, then head along West 7th Street/Fort Road to the Mississippi River. An alternate route would not use 7th Street for the entire distance, but be constructed using portions of Canadian Pacific's unused spur to the St. Paul Ford Plant that parallels 7th Street. The CP line has been unused since the Ford Plant closed in 2011; it has since been torn down. Exact routing decisions will be made in the future.

Once the line crosses the Mississippi River it would link to the existing Blue Line light rail line at Fort Snelling to access the airport and mall. Schedules would complement those of the Green and Blue lines. The line would have 20 stations with a 44-minute running time from St. Paul to the mall. By 2040 the line is expected to serve 20,400 riders daily. *Continued on next page:*

Continued from previous page: “A robust transit network is essential for the entire Twin Cities region to remain competitive with our national peers,” Ramsey County board chair Jim McDonough says. “Modern streetcar provides the right balance of capacity and size, high level of service, and long-term growth opportunity to best connect travelers, employees, and visitors to businesses, destinations and travel connections throughout the historic Riverview corridor.”

Hennepin County, the cities of Saint Paul and Bloomington, and the Metropolitan Airports Commission all passed resolutions of support for the proposed streetcar route, but it is a long way from fruition. The cost of the project is sure to be an issue: between \$1.4 and \$2 billion. Already signs have appeared in windows in businesses along 7th Street opposing light rail (and likely streetcar) lines. Republicans in the Minnesota legislature have opposed funding for any future rail lines.

Opposition to light rail lines in the Twin Cities has been surprisingly strong, especially in light of the success of the Blue and Green lines. The Southwest extension of the Green Line from downtown Minneapolis to Eden Prairie has drawn opposition from residents of the exclusive Kenwood neighborhood in Minneapolis, and the Twin Cities & Western Railroad has filed suit over plans for a portion of the light-rail line that would operate adjacent to track used by TC&W. The delays have added to project costs, and even pro-rail Hennepin County, which has been asked to make up the extra costs, has expressed reservations about the mounting price of the project. Another line that would go north from downtown Minneapolis to Brooklyn Center along BNSF right-of-way has been rebuked by BNSF, which refuses to discuss the project with planners.

Nonetheless, Riverview Corridor project staff will now begin the process of environmental review, design and engineering for the streetcar line. If approved, construction could begin in 2028.

Coal-fired Locomotives to Resume Service July 4, Weather Permitting

By [Jonathan Romeo](#) County & environment reporter Durango Herald



A familiar sight in Durango will return Friday – the Durango & Silverton Narrow Gauge Railroad train. Railroad owner Al Harper said Thursday the train will start running shorter trips on sections of the historic line from Durango to Silverton, but this with a diesel engine. “Coal-fired steam engines will have to wait,” Harper told La Plata County commissioners during a meeting about fire restrictions. “We don’t want to put the community at anymore risk than it’s been at.”

The D&SNG suspended service June 1 after the start of the 416 Fire about 10 miles north of Durango. The fire, which remains active, has burned through more than 34,000 acres of land mostly on the San Juan National Forest.

Durango and Silverton narrow gauge workers look for signs of fire while traveling in a gang car behind one of the trains making the trip to Silverton in 2012. The D&SNG plans to offer limited service beginning Friday and resume coal-fired trips to Silverton beginning July 4. Durnago Herald file. The investigation of the fire’s cause is ongoing, but the train has been identified as a possible culprit after eyewitness accounts that the fire started right after the train passed homes along Irongate Way.

Since the fire broke out, business communities in Durango and Silverton have taken a huge financial hit, both because of the impacts of 416 Fire and also because the railroad, which draws thousands of tourists each year during the summer, hasn’t been operating. Harper said the region has suffered an estimated \$21.2 million loss since the beginning of June.

“We have destroyed Silverton’s economy,” he said. The train, for its part, has canceled 33,000 trips and has had to furlough 150 employees. Harper said he was under “a lot of pressure to do something,” resulting in the decision to at least start to offer shorter trips using a diesel engine. *Continued on next page:*

Continued from previous page: The railroad will run three trips daily Friday through Sunday from its depot in downtown Durango to its event park several miles north of city limits in the Animas Valley. It will extend those runs to Cascade Canyon from Monday through July 3. And beginning July 4, the railroad plans to resume coal-fired steam trains to Silverton, if drought conditions permit.

La Plata County commissioners on Thursday declined to lift Stage 3 fire restrictions, which prevent the operation of any coal-fired steam engines. But the railroad is optimistic commissioners will have lifted Stage 3 fire restrictions by then, said Harper's son, John Harper, who serves as general manager.

John Harper said the railroad intends to work closely with federal, county and fire officials to reach agreement on when it is safe to operate coal-fired engines. Diesel engines owned by the D&SNG don't have the power to make the trek to Silverton.

Coal-fired steam engines are infamous for throwing off hot cinders that land on the ground and start fires. Al Harper said the train has measures to put out fires, but apparently, it may not have been enough. "We did everything humanly possible to prevent a fire ... but there's only so many things you can do," Al Harper said. "The rest is up to good fortune."

Al Harper vowed to not run coal-fired steam engines until the region receives enough moisture to end the risk of high fire danger.

Durango Fire Protection District Chief Hal Doughty told commissioners the fire department feels comfortable letting coal trains run again, despite the fire danger. "No matter what we do in our community, there's always going to be a risk of fire," Doughty said.

Commissioner Julie Westendorff rebuffed this notion and pointed out that just last week Doughty petitioned commissioners to ban coal-fired engines, even citing several instances from the past few weeks where the train started smaller fires.

"It feels to me disingenuous to say a week ago we had a crisis ... and a week later we get an inch of rain and magically that threat isn't there anymore," Westendorff said. "And I don't think our community believes it."

Nathan Morris, a Durango resident for 16 years, said he understands what the Durango train means to the economy, but for the good of the community, the train has to make some serious changes to prevent another fire.

"There are people who are furious and hurt ... and if the train cannot be a good community partner with its current ownership, we're going to have a big fight, and it's not going to be good for the community," Morris said.

Al Harper said he has crews working to rebuild a more than 50-year-old engine to run on oil, which carries less fire danger, that will be ready for next season. The train will also investigate options for diesel that would be able to make the trip to Silverton.

"It's not as easy as people think," John Harper said.

But Al Harper said changes are coming. He recalled that when he bought the D&SNG in 1998, he made a statement that the train would always run on coal. "But the world is changing, and Al has to adapt," he said. "And I will."

jromeo@durangoherald.com



230,000 gallons of oil spill into northwest Iowa floodwaters

Jun 24, 2018 Rick Krenske Metro News

DOON, Iowa — An estimated 230,000 gallons of crude oil spilled into floodwaters in the northwestern corner of Iowa following a train derailment, a railroad official said Saturday. BNSF spokesman Andy Williams said 14 of 32 oil tanker cars just south of Doon in Lyon County leaked oil into surrounding floodwaters from the swollen Little Rock River. Williams had earlier said 33 oil cars had derailed. Nearly half the spill — an estimated 100,000 gallons — had been contained with booms near the derailment site and an additional boom placed approximately 5 miles downstream, Williams said. Skimmers and vacuum trucks were being used to remove the oil. Crews will then use equipment to separate the oil from the water.

Officials still hadn't determined the cause of Friday morning's derailment, but a disaster proclamation issued by Gov. Kim Reynolds for Lyon and three other counties placed the blame on rainfueled flooding. Some officials have speculated that floodwaters eroded soil beneath the train track. The nearby Little Rock River rose rapidly after heavy rain Wednesday and Thursday.

A major part of the cleanup work includes building a temporary road parallel to the tracks to allow in cranes that can remove the derailed and partially submerged oil cars. Williams said officials hoped to reach the cars Saturday.

The train was carrying tar sands oil from Alberta, Canada, to Stroud, Oklahoma, for ConocoPhillips. ConocoPhillips spokesman Daren Beaudou said each tanker can hold more than 25,000 gallons. (This could be another argument for approving the rebuilding of the #3 oil pipeline across Minnesota. Rebuilding the pipeline will take more oil trains off the rails in MN.)



2019 NRHS Convention

May 8 - 12, 2019

Salt Lake City, UT

The 2019 NRHS Convention will be held in conjunction with the Union Pacific's celebration of the 150th Anniversary of Driving the Golden Spike at Promontory, UT. Events for the convention are still in the planning stages and will include the ceremonies at Promontory to be held on May, 10, 2019.

The NRHS Convention will be headquartered in Salt Lake City, UT. A very special rate of \$149.00 per night plus taxes has been arranged at the headquarter hotel, Radisson Hotel Salt Lake City Downtown. Reservations can be made by contacting the hotel and asking for the "National Railway Historical Society" rate.

Radisson Hotel Salt Lake City Downtown

215 South Temple

Salt Lake City, UT 84101

Phone: (801) 531-7500

One of the World's Largest Steam Locomotives Is About to Make a Triumphant Return

BY [JUSTIN FRANZ](#) JUNE 12 2018 ATLAS OBSCURA



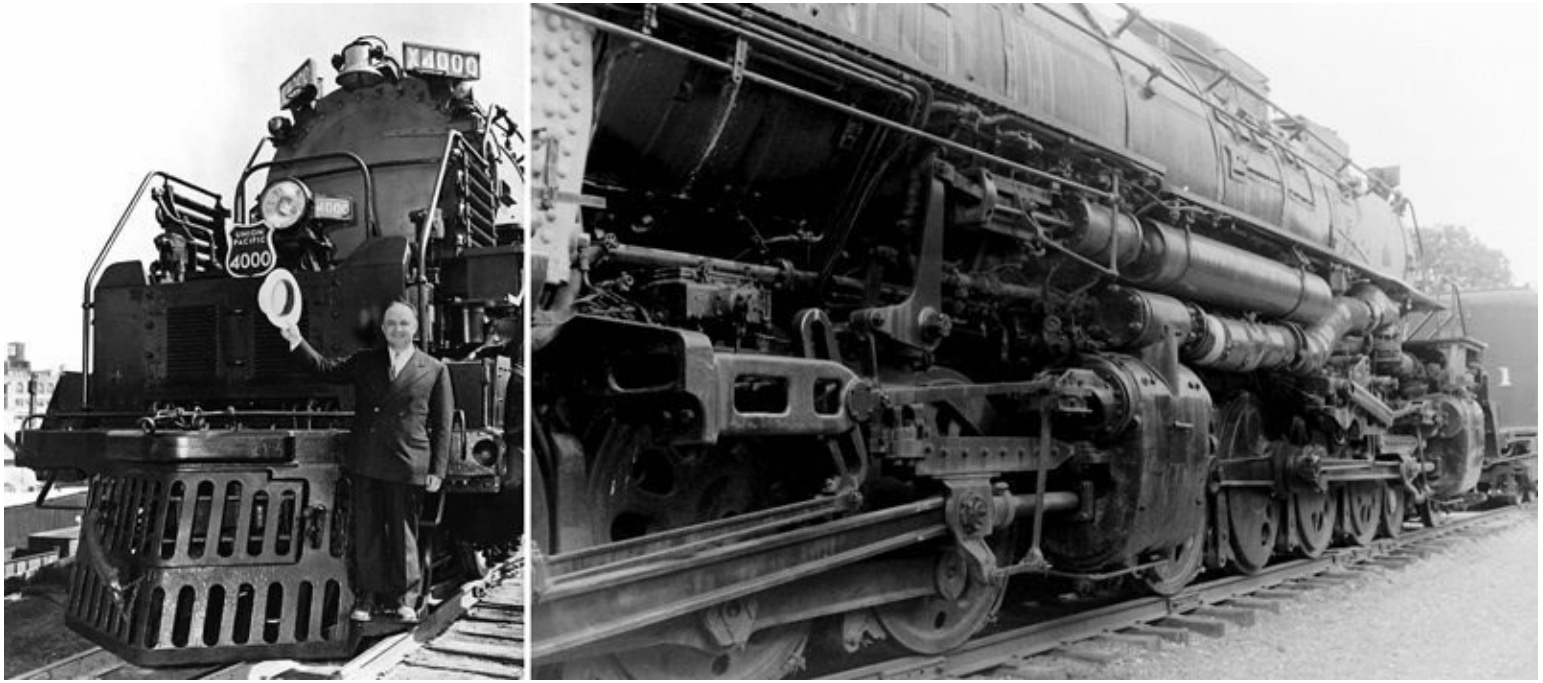
Union Pacific's No. 4019, pictured here in Weber Canyon, Utah. [COURTESY OF UNION PACIFIC](#)

SEVENTY YEARS AFTER THE FIRST Transcontinental Railroad was completed in 1869, the steep Rocky Mountains of Wyoming and and [Utah](#) were still giving the Union Pacific Railroad trouble. Despite having massive steam engines, the Union Pacific, one of the biggest railroads in America, still struggled to move heavy freight trains over the mountains and would often have to use multiple locomotives to get trains to their destination. This practice required more workers and more fuel. In 1940, the Union Pacific's mechanical engineers teamed up with the American Locomotive Company to build one of the world's largest steam locomotives, a class of engine simply known as "Big Boy."

Now, six decades after the last Big Boy was taken off the rails, the Union Pacific is rebuilding one of the famous locomotives in honor of the upcoming sesquicentennial celebration of the first Transcontinental Railroad. It's a project so ambitious that Ed Dickens Jr, a Union Pacific steam locomotive engineer and the man leading the rebuild, has [likened](#) it to resurrecting a *Tyrannosaurus rex*.

The Big Boy locomotives weighed more than one million pounds and were 132 feet, 9 inches long. Stood on its end, one would be the equivalent of a 13-story building. Each one cost approximately \$265,000 to build, or about \$4.4 million in today's money. In the railroad world, the Big Boys were known as 4-8-8-4 articulated type locomotives. That designation meant the locomotive had four wheels in front, two sets of eight driving wheels (the large wheels connected to the pistons that make the locomotive move) in the middle, and four trailing wheels, all underneath one enormous boiler.

Union Pacific purchased 25 of the Big Boys between 1941 and 1944. [According to Trains Magazine](#), the steam engines were originally going to be named "Wasatch," after the mountains they were built to carry freight over, but in 1941, an American Locomotive Company shop worker wrote "Big Boy" in chalk on the front of the locomotive and the name stuck. Below the steam engine's new name, the unknown laborer also scratched a "V," a popular symbol for victory during World War II, a conflict in which the Big Boy locomotives would soon play a pivotal role. *Continued on next page:*



From left: Otto Jabelmann, chief mechanical officer for Union Pacific in front of the first "Big Boy" locomotive; a close up of the Big Boy cylinder, motion, and steam pipe arrangements. [COURTESY OF UNION PACIFIC; CLOSE UP: HUGH LLEWELYN/CC BY-SA 2.0](#)

Continued from previous page: Locomotive No. 4000, the first Big Boy, left the American Locomotive Company factory in Schenectady, New York, in the summer of 1941 bound for its new owner. The enormous steam engine garnered attention wherever it went and by one count, more than 500 newspaper stories were written about it before it arrived on the Union Pacific's tracks in [Omaha](#), Nebraska, on Sept. 4, 1941. Locomotive No. 4000 and the other Big Boys were quickly put into service just as the Allied war effort was heating up. Between 1941 and 1945, the steam engines helped move millions of tons of war supplies and other materials, according to the historian John E. Bush, a self-described "Union Pacific steam locomotive nut" and author of numerous train books and [aTrains Magazine blog about the locomotives](#). "Without the Big Boys, the Union Pacific could never have moved all that material for the war effort," Bush says.

Please visit www.goldenspike2019.com, click on the events tab, or go directly to <https://www.visitogden.com/goldenspike2019/events/>. You might consider listing the community events when you send out the registration materials for your conventions.

Provided by John Goodman

Minnesota High-Speed Rail News June 15, 2018 Provided by John Goodman



No Funds for the Second Train A capital investment bill approved by the legislature and signed by Gov. Mark Dayton in May contained no funding for passenger rail projects, including the Twin Cities-Milwaukee-Chicago (TCMC) Second Train. "Obviously we are disappointed," said Janice Rettman, chair of the Minnesota High-Speed Rail Commission. "We are evaluating our options for moving forward but remain committed to making the second train a reality."

A \$4 million state funding request for the TCMC Second Train would have gone toward phase two of planning. Phase one is scheduled to be completed by the end of June.

Bills were introduced in the Senate and the House of Representatives for funding of statewide passenger rail investments including the TCMC Second Train. Bills specifically for the TCMC Second Train were also introduced. None of the requests made it into the final Capital Investment (bonding) bill.

"I specifically want to thank Representatives Gene Pelowski Jr., Greg Davids, Alice Hausman, and Keith Franke, and Senators Jeremy Miller, David Senjem, Mike Goggin, and Sandra Pappas for authoring or co-authoring bills for the Second Train," Rettman said. "We also thank every one of our supporters who stayed engaged and contacted their legislators this session," she added.



Dozens of large trucks hauling dozers, loaders and other heavy equipment leave a staging site west of Exeland, heading for the scene of a train collision in southern Sawyer County on Saturday

Trains Collide Outside Exeland WI; Locomotive Derails, Catches Fire

Jun 16, 2018 Updated Ladysmith WI News

Two trains collided in a remote area of southern Sawyer County Saturday morning.

The collision occurred just before 9:30 a.m. on June 16 in the town of Weirgor, west of Exeland.

A 911 caller reported two southbound Canadian National trains collided on a section of track and there were injuries and derailment.

Sawyer County deputies responded assisted by Wisconsin State Patrol, Exeland Fire Department, Radisson Fire Department, Couderay Fire Department, Sawyer County Hazmat Team, Wisconsin Department of Natural Resources and Sawyer County EMTs.

Four of the CN personnel who were on the trains at the time of collision were located and given medical attention. One of the CN personnel was later transported to Lakeview Medical Center in Rice Lake with non-life threatening injuries.

Initial information indicates a southbound CN train collided with the rear car of another southbound CN train, at which time the first locomotive derailed and caught fire.

The fire involving the first locomotive was contained.

No train cars containing hazardous materials on either train were involved in the collision, fire or were at risk after the collision.

Rescue crews staged at a log yard along Wis. 48. Around 2 p.m. dozens of trucks hauling dozers, loaders and other heavy equipment headed to the accident scene near Fairman Lane and Applebee Road just west of the Weirgor Springs State Wildlife Area. There are no homes in the immediate vicinity.

CN Police Service Agents and other CN personnel have arrived and will conduct follow-up investigation and scene clean up, according to

BNSF Offers First-Hand Look at Positive Train Control Technology

May 25, 2018 07:35 PM provided by Rick Krenski

Dozens of freight trains, sometimes hauling loads weighing as much as 20,000 tons, pass through the Twin Cities every day. And railroad companies are facing an end-of-year deadline to put new safety technology in place called positive train control (PTC). BNSF Railway gave 5 EYEWITNESS News a rare, behind-the-scenes look at how the technology works. Inside the company's locomotive simulator, operators can test their skills as an engineer.

First, the PTC system gives the operator a warning. It uses a complex network of GPS technology, track sensors and radio towers to constantly monitor the train's speed, the grade it is traveling and the track ahead. If the engineer doesn't take action, the computer can take control of the train to ensure it slows down to an acceptable speed to round a bend or even stop to avoid a crash.

RELATED: Taconite Train Derails in Northeastern Minnesota

"I think people would be surprised to realize how high tech the railroad is," Amy McBeth, with BNSF Railway, said. "If something were to happen and the crew doesn't respond, PTC would take over and stop that train in certain circumstances to prevent an incident from happening."

McBeth said BNSF has spent more than a decade developing and deploying PTC technology at a cost of more than \$2.2 billion. The company is one of the first to fully implement the technology across all locomotives and mandated routes. All railroad companies must have it in place by the end of 2018 to meet a federal mandate.

Many remember the fiery crash that happened near Casselton, ND in December 2013, when a BNSF train hauling grain derailed and another BNSF train carrying crude oil hit a derailed car headed the opposite direction on the adjacent track. Federal investigators determined a faulty axle was the cause of the derailment that triggered the crash.

And while McBeth says it's not possible to know for sure, she says PTC technology could have given the engineer of the oil train an earlier warning to try and stop the train. She credits PTC technology now in place and other high-tech systems for BNSF's 20 percent reduction in accidents since 2015, according to records from the Federal Railroad Administration.

Volume 49 #6 Northstar Railway Historical Society July 2018
Amtrak Marks Positive Train Control Milestone

Amtrak, in coordination with BNSF Railway, will implement Positive Train Control (PTC) over several BNSF-owned subdivisions this week, marking the first activation on host-owned territory used by Amtrak. "Amtrak's highest priority is ensuring the safety of our passengers, our crews and the communities we serve, and full implementation of PTC will make the entire network safer," said Amtrak Executive Vice President of Safety Ken Hylander. "While we are excited to achieve this milestone, we must continue to work together to activate PTC and make the national railroad network safer." Subdivisions that serve the *Southwest Chief* and *California Zephyr* are first to roll out, with full activation on BNSF routes expected by the end of August.

Railfan Events (Thanks to Rick Krenske, Cy Svobodny, Russ Isbrandt).

Twin City Model Railroad Club 2018 Fall Show: The Museum hosts a semi-annual Model Railroad Show and Hobby Sale at the Minnesota State Fairgrounds -	Saturday, September 15, 2018 from 9:00 am - 3:00 pm.	Minnesota State Fairgrounds. – Education Building 1265 Snelling Ave N Falcon Heights, MN 55108	\$6
Granite City Train Show	Saturday November 10 2018 9:00am - 3:00pm	River's Edge Convention Center 10 4th Avenue South Saint Cloud, Minnesota 56301	\$6
Great Train Show	Saturday Nov 3 2018 9:00 am - 5:00 pm Sunday Nov 4 2018 10:00 am - 4:00 pm	Canterbury Park Expo Center Canterbury Park 1100 Canterbury Road South, Shakopee, MN 55379 Free Parking	\$10 Good for both days
Newport Railroad Club Flea market and train show	Saturday October 20th 2018 9:00 am - 2:00 pm	Woodbury High School 2665 Woodlane Drive Woodbury, MN	\$6
Friends of #261 Dinner Trains to Glencoe MN	Saturday Sept 8, Sunday Sept 9 2018	Boarding at Harrison St Shops, see web site for details	See 261.com

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

