

**NRHS**

Publishers of the Minnesota Rail Calendar

# Northstar News

## 'Big Boy' No. 4014 visits Minnesota



L: NB at Dundas MN July 17  
2019 –Bob Ball Photo

R: SB at Cambridge MN, re-  
turning to St. Paul from Du-  
luth July 22 2019  
-Bob Ball Photo



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### Meeting Notice

Just a reminder, our meetings will now start at 6:15pm instead of 6:30pm to give more time for the program. Our next business meeting is scheduled for Saturday Sept 21 2019 6:15pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on page 2.

There will be a pre-meeting get-together Sept 21 2019 at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 4:35 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you. For the best service, Keys Café needs to know how many people will be dining, so it is imperative to let Bob Clarkson know if you are attending dinner!

Program after the meeting—Railroad Program by Russ Isbrandt

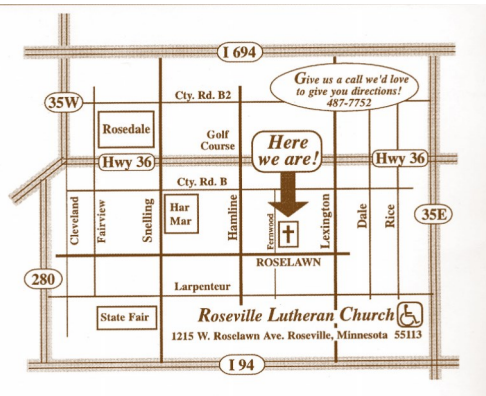
Next newsletter will be out around Oct 1st 2019.

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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 Editor:*

With great Sorrow, our chapter has lost two long time members. (See Below) member Robert Thurn also lost his mother in early August.

Union Pacific #4014 made an historic run in the upper midwest in July, stopping at Albert Lea, Owatonna, Northfield, St Paul, Bruno and Duluth. If you didn't get out to see this magnificent locomotive, you missed a great show.

Friends of #261 has just announced 'The Gourmet Express' to run from Minneapolis on the TC&W Sept 21 and Sept 22 2019. Get tickets at 261.com. Premium class sells out fast!

## Obituaries

Our chapter has lost two long time members, Roger Clark and Barney Olsen.

Our Chapter sends sincere condolences to the families of Roger Clark and Byron Olsen.

Also, Member Robert Thurn lost his mother the Week of August 19th. On behalf of our chapter, we send condolences to the Robert Thurn family.

-The Editor

### *In Loving Memory of: Roger P. Clark*



*July 15, 1936*

♪ ♪ ♪

*August 1, 2019*

### **IN LOVING MEMORY OF ROGER P. CLARK**

Died: August 1, 2019  
at Walker Methodist Highview Hills

Roger was born July 15, 1936 in Minneapolis and was a lifelong resident of the area.

Roger served in the U.S. Army as a medic. He graduated from the University of Minnesota, worked at 3M, and also graduated from a business college as a court reporter. He worked freelance until becoming an Official Court Reporter with Hennepin County District Court until retirement in 1998.

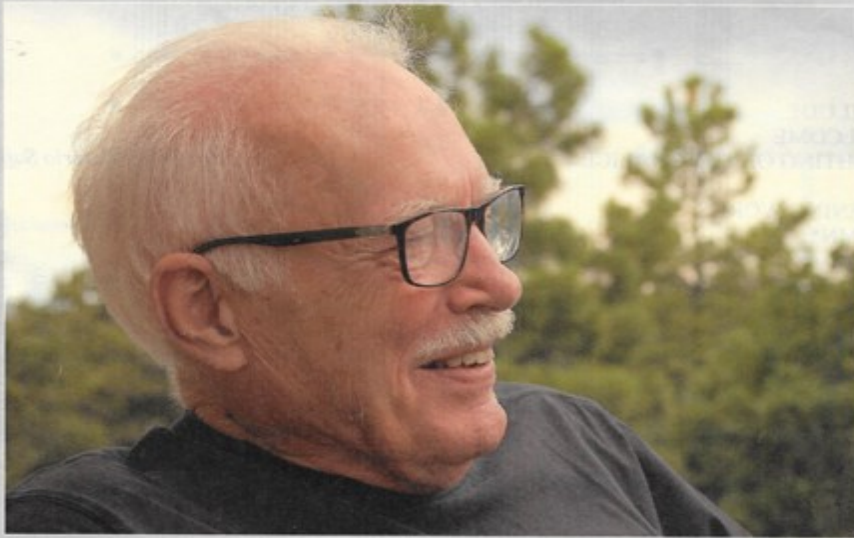
Roger married Carol Streeter in 1977, and they enjoyed 42 years of marriage. For the past 30 years, Roger and Carol had been living in Lakeville, MN.

Roger was a train historian, which was a great interest over his entire life. He was a musician, starting with 10 years of classical piano lessons at McPhail. He was a singer and a great fan and player of the Dobro and Spanish guitars, playing Blue Grass, Gospel and Country. He studied weather and all things transportation, Roger was a birder, fond of traveling and an avid reader of non-fiction.

Fifteen years ago, Parkinson's struck him. On July 27, 2019, Roger suffered a stroke, as a complication of Parkinson's. God called him home on August 1, 2019.

The Blue Grass song says, "In Heaven there will be a reunion" when we'll meet again some day.





Byron Donn Olsen, age 84, much beloved husband, father, grandfather, friend, and colleague, died on July 9, 2019, after battling a brain tumor. Byron, known to friends and family affectionately as Barney, was a lawyer for the Great Northern and then Burlington Northern railroads. He left to become VP and general counsel of the Soo Line Railroad, where he was responsible for their landmark acquisition of the Milwaukee Road, winning out over a much higher bid and saving countless jobs. He ultimately retired from the Felhaber Law Firm and was free to fully indulge his lifelong passions for automobiles, streetcars and trains. He collected dozens of cars over the years and was invited to the 2013 Pebble Beach Tour d'Elegance with his all-original 1935 Lincoln V12, his crowning achievement as a car collector. He was widely respected for his exceptional knowledge of all things automotive and assembled an exhaustive collection of automobile literature. Author of several books on cars and trains, his writing was suffused with his own unique wit and enthusiasm. He wrote articles for several different automotive and train publications and had a regular column in "Old Cars" magazine. Barney was an avid cyclist into his 80s and he enjoyed traveling, especially to Tuscany and to the family cabin in Colorado. He was a terrific host to many many friends - always ready with a well-made martini. Everyone loved Barney and he will be terribly missed by all who knew him. He is survived by his wife of 63 years Alis, daughter Carla (Ken) Larsen, son Peter, granddaughters Sieren (John) Borchert and Kira Petersen, and brother Glen (Martha) Olsen. We are forever grateful to the loving, caring staff at St. Therese at St. Odilia Hospice, who took wonderful care of Barney and family and helped make our last months together especially meaningful. Memorials to the Nature Conservancy or Feline Rescue.

## Byron Olsen "Barney"

July 24, 1934 – July 9, 2019

Tuesday, July 30, 2019 at 2:00 p.m.



### Washington Update

With Ross Capon Thursday, August 8, 2019 Provided by John Goodman

**Budget deal.** As was widely reported, President Trump on August 2 signed into law a "two-year budget deal that boosts spending" and suspends the debt ceiling through July 31, 2021. It also likely eliminates the threat of a FY 2020 government shutdown, although nothing is certain until appropriations bills are enacted.

The deal was supported by Capitol Hill leaders of both parties. President Trump tweeted before the Senate vote, "Budget Deal is phenomenal for our Great Military, our Vets, and Jobs, Jobs, Jobs! Two year deal gets us past the Election. Go for it Republicans, there is always plenty of time to CUT!" Nonetheless, a majority of House Republicans voted against it. In the Senate, 30 of 53 Republicans voted in favor, and five Democrats voted against.

**FY 2020 Appropriations.** Senate Republican leaders did not want to mark up bills until a budget agreement was in place. It is believed that most of the bills have been written; contents including report language are carefully guarded until mark-ups. However, there is not final agreement on so-called 302(b) allocations which determine how much money each appropriations subcommittee gets. AAPRCO has suggested ways that the good House language could be strengthened and has urged both House and Senate to address Amtrak's ban on platform riding. We have noted that car owners' excellent safety record in this regard is reflected in insurance rates not increasing during 18 years - meaning rates actually have declined in real terms. Please mention this when you contact your legislators, and remind them that most private cars are small businesses which provide work for many private-sector on-board and mechanical workers.

**Todd Rokita confirmation hearing.** President Trump's fourth Republican nominee, former Rep. Todd Rokita (R-IN-4-Danville/Lafayette/Crawfordsville) testified July 24 that a "robust [Amtrak] network is needed to grow ridership." Chairman Roger Wicker (R-MS) asked Rokita if he had "any preconceived ideas about lines that should be eliminated." Rokita: "No. I want to learn as much as I can. Service should be consistent and frequent." Sen. Richard Blumenthal (D-CT) cited Rokita's "consistent record of opposing Amtrak," and vote against the 2015 authorization. "Do you stand by those votes?" Rokita replied, "I stand by my testimony. I believe in a national rail system. Sometimes we're constrained to vote either yes, no or present [when the issue is more complex]. I believe my votes sent a message to Amtrak. *Continued on next page:*

*Continued from previous page:* I helped pass the FAST Act. We all need to be fiscally responsible." Although SW Chief senators were not at this hearing, one can assume that when Rokita made his rounds to visit Committee members he got an earful about the Chief.

**Crain's New York Business, August 1:** "Amtrak is betting its New York-to-Washington success can work across the country." Here, then, is yet another article highlighting what one might call Amtrak's plan to expand short-distance corridor services "on the ashes of the long-distance trains," or to shift the financial costs of non-Northeast services onto the states, including states with little or no interest in funding passenger rail and host railroads resistant to the increased frequency and higher speeds Amtrak talks up. Amtrak is betting that Congress loves capital investment—even when most of it is directed at one corner of the nation—and regards operating grants as sinful. During my first year on Capitol Hill, the NARP Board met with Secretary of Transportation Brock Adams, who—drawing on his transit industry experience—assured NARP that capital funds would be easy to get but operating grants would not. For Amtrak, however, Congress has placed and still places a high priority on keeping all the trains running. For more on the short-distance "rabbit hole," see my Information Board posting.

**"Contemporary Dining Choices"** expand October 1 to the Cardinal, City of New Orleans, Crescent and Silver Meteor. Coach passengers will be confined to "a la carte food and beverages purchases from Café/Lounge menu." The same will happen on January 15, 2020, to Auto Train; coach passengers will lose dining car and lounge car, although the Auto Train café "will offer an expanded café menu, fresh offerings for sale and a festive environment during the trip."

## Virgin Trains Seeks Muni Bonds for California - Las Vegas HSR Line

US High Speed Rail Association Usher News Tue, 30 Jul 2019

Washington, DC



The company behind the nation's first privately owned intercity passenger railway in more than a century is seeking approval from California and Nevada to raise as much as \$3.6 billion in tax-exempt bonds for a high-speed train linking southern California to Las Vegas.

Virgin Trains USA Inc. is accelerating plans for a line connecting the Nevada gambling mecca to Victorville, a desert city 85 miles (137 kilometers) northeast of Los Angeles, after buying a company in March that had done the preliminary work for the project.

In September, a California state agency could sign off on Virgin Trains' application that would result in it being able to borrow as much as \$2.4 billion in unrated private activity bonds for the project. A Nevada agency in November will consider a similar request to let the company leverage as much as \$1.2 billion in such debt.

"Similar to Florida, private activity bonds will be a component of our financing strategy, which will offer tremendous economic and environmental benefits," said Ben Porritt, a spokesman for the company owned by Fortress Investment Group private equity funds.. "Through private investment, we will create thousands of new jobs, spark additional development and remove millions of cars off the road."

## Derailment

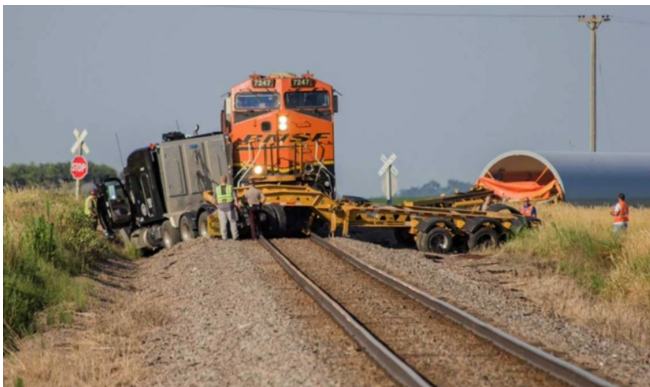
by: **Eric Mayer**

**Posted:** Jul 25, 2019 / 10:53 AM CDT / **Updated:** Jul 25, 2019 / 12:15 PM CDT

PIPESTONE COUNTY, Minn. (KELO) — One person was injured after a semi-truck vs. train crash in rural Pipestone County on Wednesday. The Pipestone County Sheriff's Office said a semi-truck hauling an oversized load of a base section for wind tower collided with a BNSF train near US Highway 23 and 201st Street.

Travis Claypoole, of Vancouver, Washington, was injured and was cited for failing to yield to a train. He was sent to the hospital and condition is unknown.

The BNSF train had moderate damage, while the semi-truck, trailer and tower base had severe damage.







## The Great Race Across the Midwest

(Full schedule of tour can be found at: <https://www.up.com/heritage/steam/schedule/index.htm>)

The Big Boy No. 4014 headed back out on the Union Pacific system beginning July 8 for a tour, taking it through Illinois, Iowa, Minnesota, Nebraska, Wisconsin and Wyoming. Your editor chased the 'Big Boy' from Dennison IA to St Paul and to Duluth MN. Roger Libra, John Chute and Dawn Holmberg 'were my partners in crime.' Photos by R Tubbesing and Roger Libra.



EB W of Dennison Iowa July 15 2019



NB on the Spine Line Wye in Nevada Iowa July 16 2019



NB in Hampton Iowa July 17 2019



Big Boy on Display at SPUD July 18 2019



#4014 heads to Duluth at Cedar MN July 19 2019



#4014 returns to St Paul in Coon Rapids



Big Boy W of Dennison Iowa July 15 2019



#4014 in siding near Glenville MN July 17 2019



#4014 NB at Medford MN July 17 2019



NB at Castle Rock MN July 17 2019



NB headed to Duluth at Askov MN July 19 2019



Big Boy on display at Duluth –Dawn Holmberg



## July 27 2019 Our Chapter Picnic was Held at Prescott WI on the BNSF St Croix Sub. It was Well Attended. Photos by Dawn Holmberg

Many thanks to John Goodman and Bill Dredge for providing the grill.



## On August 17 2019 Our Chapter Held a Charter at the Como-Harriet Line in Minneapolis at the Minnesota Streetcar Museum

It was hosted by our Chapter's own 'motorman' Russ Isbrandt. Photos by Dawn Holmberg. Many thanks to John Goodman and Russ Isbrandt for organizing this event.



TCRT  
#1239 And  
MSM PCC  
Car #322  
provided  
rides for  
attending  
members.

Lower left:  
Russ  
Isbrandt was  
our  
'Motorman'.







## Former Soo Line Shoreham Roundhouse, Diesel Shop Being Demolished

By Steve Glischinski | August 1, 2019 From the TRAINS NEWSWIRE: Provided by Rick Krenske



*Remains of Soo Line Shoreham roundhouse in Minneapolis on Aug. 1, 2019. Steve Glischinski*



*Soo Line Shoreham roundhouse in Minneapolis awaiting demolition. Steve Glischinski*

MINNEAPOLIS – Canadian Pacific this week began work to demolish the former Soo Line Shoreham roundhouse and diesel shop in Minneapolis. The buildings had been in ruins for decades, and were fenced off from the rest of yard, which is used as an inter-modal terminal. The area where the roundhouse sits is needed for expansion of the facility.

"In an effort to meet the needs of businesses in the region, CP is planning to expand capacity at its Minneapolis intermodal terminal at Shoreham in Northeast Minneapolis. The facility is currently operating at capacity," CP spokesman Andy Cummings tells Trains News Wire. "While CP recognizes and appreciates the role the roundhouse and its workers played in the company's history, the building is in a dilapidated, unsafe condition, making it unsuitable for preservation or reuse. The roundhouse will be demolished to make way for the planned expansion."

The ancestral home of the Soo, the roundhouse and adjacent shops once pulsed with activity, and were the Soo's main locomotive shops until CP acquired the Soo in 1990. A few years later a new diesel shop was constructed at the former Milwaukee Road St. Paul Yard, and the roundhouse and diesel shop were closed. One of the large shop buildings was repurposed for Ambassador Steel Corp.

Shoreham's history can be traced to 1880s and the Minneapolis, Sault Saint Marie & Atlantic Railway, which was building a line between its namesake cities. In 1888 Canadian Pacific gained control of this line and merged it with the Minneapolis & Pacific and other lines to form the Minneapolis, St. Paul & Sault Ste. Marie, nicknamed Soo Line. The roundhouse was built in phases between 1887 and 1919. As the railroad expanded so did Shoreham, and the roundhouse was eventually expanded to 46 stalls. The first 18 stalls were built in 1887, six more in 1904, another six in 1906, and 16 more between 1910 and 1919, providing a nearly complete circle. The adjacent diesel shop was constructed in 1948. In 1970, 16 stalls were demolished, and after the roundhouse closed in the 1990s, the Shoreham turntable was moved to Mason City, Iowa where it remains in use today.

In addition to locomotives, Shoreham once sported passenger car and freight car shops, a radio shop, and dispatcher's offices. Shoreham even built steam locomotives: three N-20 Class 4-8-2s, road numbers 4018 through 4020, were built in 1930 using boilers provided by Alco.

In 1997 CP applied for demolition permits for several Shoreham structures including the roundhouse, but the Minneapolis Heritage Commission declared the roundhouse a Minneapolis landmark and it was not destroyed, as the city hoped to repurpose the site for other uses. In the intervening years the buildings continued to deteriorate and no new uses were found, and CP was allowed to go ahead with demolition.

With the loss of Shoreham, there are only two roundhouses remaining in the Twin Cities area. CP still operates the former Milwaukee Road roundhouse and diesel shop in St. Paul, and the Minnesota Commercial Railway retains the ex-Minnesota Transfer Railway roundhouse in St. Paul's Midway area to house its collection of Alco and GE diesels.

## Milwaukee Road 261 to Pull 'Gourmet Express' Excursions

Trips Sept. 21-22 will also feature newly acquired E9

By Steve Glischinski | July 5, 2019 From the TRAINS Newswire:



*Milwaukee Road 261 departs Minneapolis with a "Gourmet Express" trip in September 2018. Steve Glischinski*

MINNEAPOLIS — The Friends of the 261 will operate "Gourmet Express" excursions pulled by Milwaukee Road 4-8-4 No. 261 and E9 No. 32A on the Twin Cities & Western Railroad Sept. 21-22. The special trips cater to passengers interested in unusual food and wine events and piggy-back on similar trips operated in 2018.

The 7-hour trips will travel between Minneapolis and Glencoe, Minn. The Friends will have chefs aboard the train to prepare meals, and wine tastings will be conducted. A stop in Bongards, Minn., will be made for photo runs and to taste cheese from the Bongards Cheese factory adjacent to the tracks. The train will be made up of mostly first-class cars, although there will also be some coaches, along with two open-door baggage/concession cars.

The schedule reflects the dining theme. The Sept. 21 train will depart Minneapolis at 1 p.m. and return at 8 p.m. so passengers can enjoy afternoon and evening meals. On Sept. 22 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 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 Milwaukee Road business car *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 track-  
age when it was in regular service for the Milwaukee Road between 1944 and 1954. The trips will head west from Minneapolis to Glencoe with No. 261 leading, but since there is nowhere to turn the steam locomotive newly acquired former Milwaukee Road E9A No. 32A will pull the train east to Minneapolis.

Friends of the 261 President and Chief Operating Officer Steve Sandberg said it is unknown whether the 32A will be repainted in Milwaukee Road colors in time for the trip. The group is working on several projects this summer and can't guarantee the E9 will be completed by September. However, Sandberg said all the vinyl decals that were on the locomotive when it arrived from the Wisconsin & Southern this spring have been removed in preparation for painting.

For more information, go to [www.261.com](http://www.261.com).

## Missabe Road Steam Returns

By Steve Glischinski | June 27, 2019 Trains Newswire Provided by Rick Krenske



*Duluth, Missabe & Iron Range Railway 2-8-0 No. 332 is under steam at the Lake Superior Railroad Museum's shop in Duluth on June 25, 2019. David C. Schauer*

DULUTH, Minn. – For the first time since 1962, a Duluth, Missabe & Iron Range steam locomotive is under steam with proper Missabe Road lettering. On June 17 and 26, the Lake Superior Railroad Museum fired up DM&IR 2-8-0 No. 332, better known as Duluth & Northeastern No. 28. The locomotive was last under steam in 2017 with D&NE lettering. This winter the museum repainted the engine to its original DM&IR lettering and road number. It was the first time the engine had been lettered this way since the Missabe sold it to the short line in 1955.

The final DM&IR steam operation took place on Sept. 29, 1962, with an excursion from Proctor to Iron Mountain and Virginia operated for the St. Louis County Historical Society with 2-10-2 No. 514. The locomotive was scrapped shortly after the trip, although two other Missabe 2-10-2s survive. *Continued on next page:*



*Continued from previous page:* No. 332 is owned by the Lake Superior Railroad Museum and operates on the museum's North Shore Scenic Railroad. According to North Shore Scenic Operations Manager Nick Turinetti, the locomotive was first fired up June 17 for inspections and to wye it for operations this summer on the railroad. On June 25 it was fired up for an FRA inspection, then made a test run from the museum to Lester River in Duluth's east end. The locomotive will now be idle until steam operations on July 12-14, and again on July 20-21 in conjunction with the visit of Union Pacific Big Boy No. 4014 to Duluth. Other operations with No. 332 are scheduled for weekends from Aug. 9 to Sept. 15.

American Locomotive Co.'s Pittsburgh Works built the locomotive 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 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.

## Twin Cities & Western on Track for Rail Improvements

By Steve Glischinski | June 28, 2019 From the TRAINS Newswire: Provided by Rick Krenske



*A Twin Cities & Western train departs Hopkins with a transfer run to Minneapolis on former Milwaukee Road track, June 26, 2019.*

*Steve Glischinski*

GLENCOE, Minn. – The Twin Cities & Western Railroad will embark on track improvements this summer, thanks to a grant from the Federal Railroad Administration. The Consolidated Rail Infrastructure & Safety Improvement grant for \$2.01 million is being used for a rail joint elimination project, TC&W President Mark Wegner says. The railroad will cut off the bolted rail ends of jointed rail and then flash-butt weld the rails together. About every 10 rails a new rail will be added for the lost footage of the bolt-hole ends. The railroad will focus on 112-pound rail, where the bolt holes are a half inch closer to the rail ends than the bolt holes on 115-pound rail. According to Wegner with the federal money and economies of scale 28 miles of track can be converted to welded rail through this method. Work will begin where existing welded rail ends in Chanhassen and work west toward Norwood Young America.

The railroad hopes to start the project in August. The portion to be upgraded is part of the former Milwaukee Road main line to the Pacific Northwest, once the route of the famed *Olympian Hiawatha*.

Wegner expressed thanks to elected officials who assisted in getting the FRA grant. The bi-partisan effort included Democratic U.S. Senators Amy Klobuchar and Tina Smith and Rep. Colin Peterson, and Republican Rep. Tom Emmer and former Republican Rep. Eric Paulsen.

Further east, a separate project will move and improve track used by Twin Cities & Western in conjunction with the Southwest Light Rail Project now under construction. Contractors for the Twin Cities Metropolitan Council will construct new track east of Excelsior Boulevard in the Minneapolis suburbs of Hopkins and St. Louis Park on the former Minneapolis & St. Louis right-of-way. The right-of-way is a trail that runs parallel to the ex-Milwaukee Road line used by TC&W. Once work on the ex-M&StL is complete, TC&W trains will move over to the new track, and the ex-Milwaukee route will be used for the light rail line. Twin Cities & Western's move to the new track will happen in late 2019 or early 2020.

*–This story was updated to correct the source of the grant funds.*

## Duluth Plan Would Allow for Preservation of Tourist Railroad July 23, 2019 From the TRAINS Newswire:

DULUTH, Minn. — A proposal released Monday by the city of Duluth would allow for the preservation of a tourist railroad which had faced the prospect of being shorted to accommodate a recreational trail.

The Duluth News Tribune reports that the plan deals with U.S. Environmental Protection Agency's clean-up of toxic waste at a former U.S. Steel site along the St. Louis River, which includes part of the 5.2-mile Lake Superior & Mississippi. At one point, a proposal would have removed the tracks through the clean-up area, but the proposal released Monday would see the tracks removed — suspending rail operations for three construction seasons — then restored after clean-up. The city will accept comment on the proposal for the next 30 days. The tourist railroad operates with a General Electric 50-ton center-cab switcher, two coaches dating to 1912, and an open-air car. The railroad has not operated this year, citing "unexpected mechanical issues" on its website.



## A New York Artist Mapped the Twin Cities' 'Lost' Streetcar System

Public transportation in Minneapolis and St. Paul looked a lot different in the 19th and 20th centuries.

By [Katie Galioto](#) Star Tribune AUGUST 14, 2019 — 7:03AM



*Twin city Raid Transit System streetcars pass thru the new Selby Tunnel in 1907 for the first time . Star Tribune photo.*

The 1893 map shows colorful lines bursting out of the gray boxes representing downtown Minneapolis and St. Paul, connecting the Twin Cities through a web of paths traversed by millions of commuters each year.

It was the dawn of the electric streetcar era.

By 1948, the streetcar map had become even more tangled, but its intricacy and rainbow hues mask a transit system on the brink of collapse, a plight brought on by plans for massive construction projects and cities connected by new highways instead of cables and electric tracks.

“I like people to think about what might have been and to consider what choices were made that their transportation network ended up like it,” said Jake Berman, a New York-based artist who is mapping the “lost subways” of North America — including the Twin Cities’ old streetcar system.

“Every kind of city faced similar influences because technology is the same, but they don’t necessarily react to these pressures in the same way,” he said.

Inspiration struck Berman while he was stuck in traffic behind a Jeep on Los Angeles’ Hollywood Freeway. Frustrated, he thought to himself, “Why can’t I take a train?”

A trip to the library revealed that, in the past, he could have. An old map showed L.A.’s Pacific Electric Railway in the 1920s, when it was the largest electric railway system in the world.

Berman’s curiosity grew, and soon he was researching the transit histories of other cities in his free time (during the day, he works as a contract lawyer). Eventually, he decided to couple his findings with his artistic abilities to create designs of subway maps and streetcar routes from years gone by — a project he hopes to one day complete by compiling his renderings in a book. *Continued on next Page:*





*The last streetcar to make the trip from Edina to Minneapolis is seen on Aug. 11, 1952, as Edina workers began tearing up the streetcar tracks on France Av., to make way for shuttle bus service.*

After creating maps portraying some of the nation's most famous transit systems in their early years — including New York City's subways, Chicago's "L," and Boston's "T" — Berman pivoted to the Twin Cities in response to a suggestion from Minnesota friends that he take a look at the inseparable sagas of the Minneapolis and St. Paul public transportation systems.

They were particularly interesting, Berman said, because they had "a lot more continuity" than many of the other cities he researched. The Twin City Rapid Transit Company was formed when the two cities' networks merged in the mid-1880s under the leadership of real-estate mogul Thomas Lowry, according to "Transit and the Twins," a history of public transit in Minneapolis and St. Paul written in the 1950s by Stephen Kieffer. A Lowry relative remained at the helm of the company until 1931, when Thomas' son Horace died.

During those decades of Lowry leadership, the Twin Cities' streetcar system flourished. In 1892, municipal leaders from around the country flocked to Minnesota to check out the Minneapolis-St. Paul transit system, which the mayors of Brooklyn and Boston dubbed "the finest anywhere in the world," Kieffer wrote.

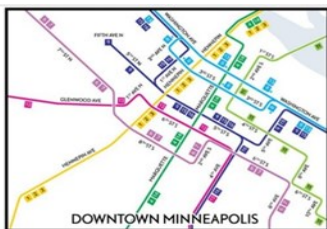
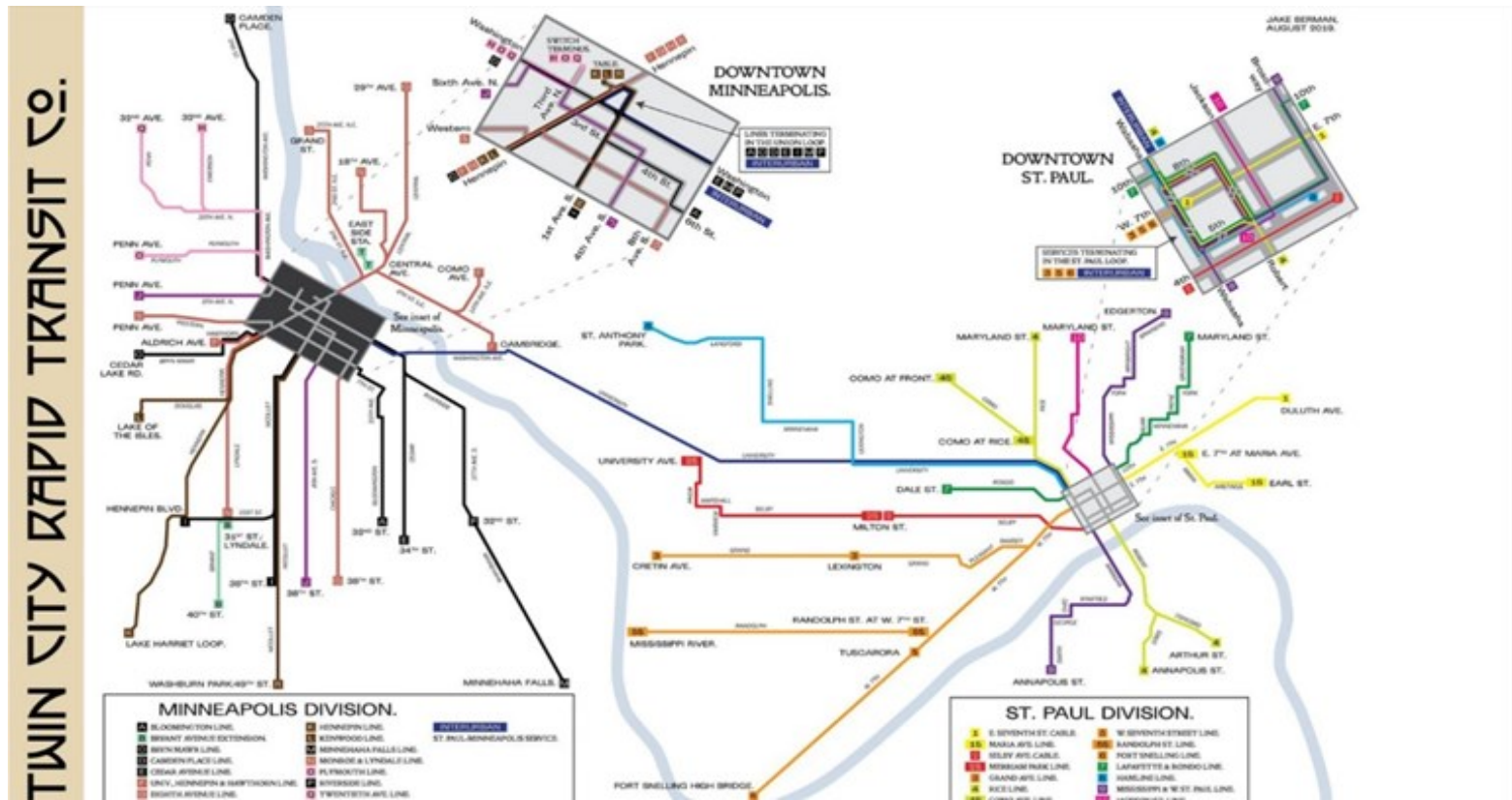
Ridership peaked in 1922, when the company carried 226 million passengers. By 1940, however, that number had dropped to 104 million. A New York financier named Charles Green took over the company in 1949 and began to "lop off" streetcar lines that weren't economically viable, Kieffer wrote.

Buses, which were cheaper to operate and required less maintenance, soon ruled the Twin Cities transportation scene. They maintained that dominance until the light rail was built in the early 2000s.

"Transportation was a business," Berman said.

Some communities, like San Francisco and Boston, pushed back against efforts to build freeways through their metro centers, ultimately leading to the conservation of their old public transport systems and city cores. Others, like L.A. and Dallas, were transformed by decades of road construction that created the sprawling urban giants of modern day. *Continued on next page:*





*Continued from previous page:* The Twin Cities fell somewhere in between, Berman said. Though thousands of residents rely on public transportation today, the current light-rail lines have a tiny footprint compared with the streetcar system in its heyday.

Berman has sold about 750 of his prints showing the lines and routes that have come and gone from cities over the years on his website, <https://fiftythree.studio>.

His next design will include a Twin Cities subway system that was proposed in the late 1960s. By sifting through old city documents and tour guide books, he is plotting a map of the underground train lines that never came to be.

In addition to his 1893 and 1948 maps, Berman designed a rendering of today's Twin Cities transitways. A green line stretches east to St. Paul's Union Depot, and a blue line shows the southward route to the Mall of America. There's a stripe running north — the commuter rail — and a few faint gray bus routes.

The simple blueprint provides stark contrast to the chaotic maps of the Twin Cities' streetcar past. But walk the streets of Minneapolis and St. Paul, Berman said, and evidence of the old infrastructure and its influence can be found all around.

"That history is there in plain sight," he said, "but it's not often something that really screams out at you."



## Track Work Affects Empire Builder Service

Fri, Aug 2, 2019 at 9:41 PM : "Mark Meyer via Groups.Io" <[VerMontanan@aol.com@groups.io](mailto:VerMontanan@aol.com@groups.io)

Effective Aug. 4 through Aug. 5, 2019

Bridge work being performed by BNSF, will affect Empire Builder service as described below:

Sunday and Monday, Aug. 4 and 5

Westbound Train 27 which normally operates between Chicago and Portland, will terminate at Spokane. Alternate transportation will be provided to the missed station stops of Wishram, Bingen-White Salmon, Vancouver and Portland.

Bus 6027 will operate from Spokane to Portland connecting with Train 27 at Spokane.

Eastbound Train 28 which normally operates between Portland and Chicago, will originate at Spokane. Alternate transportation will be provided to the missed station stops of Portland, Vancouver, Bingen-White Salmon and Wishram.

Bus 6028 will operate from Portland to Spokane connecting with Train 28 at Spokane.

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## Detours

From: [Dave Schauer](#) Date: Tue, 13 Aug 2019 08:16:30 PDT

BNSF's Grassy Point swing bridge had a mechanical issue this weekend and it out-of-service. As of now Duluth traffic is being routed via CN through Proctor. No word on when repairs will be made but it could be an extended period.

From: [Dave Schauer](#) Date: Thu, 15 Aug 2019 17:39:12 PDT

As of now it appears one transfer each way, usually running from Superior to Duluth via Proctor in late afternoon and then coming back in the evening. There might also be grain train moves in the future as well. Guessing CP and UP traffic will be in the BNSF trains.

## The recent North Star NRHS 50th Birthday Party - Sunday, June 23rd, 2019

President Bill Dredge, et al:

I want to personally thank each of you who attended the Sunday night party on June 23rd 2019 at Eli's restaurant. It was so enjoyable to have so many members of the Board of Directors in attendance that evening.

It is wonderful to see what 50 years of the chapter's history has brought forward. We started in 1969 with 17 men, and today we have a very healthy chapter with many more people of both sexes attending the many functions that this chapter hosts each year. Thank you again to all of you who were able to attend, and also to those who could not be present at this event. You all make the North Star chapter viable and healthy, moving into year 51.

John H. Goodman

PS: I also appreciate the presentation to me of my 50 year pin from Vice President Joe Maloney, and with Secretary Bob Ernst also in attendance.



## August Message from RPA

"Mark Meyer via Groups.Io" <[VerMontanan@aol.com@groups.io](mailto:VerMontanan@aol.com@groups.io)> Tue, Aug 13, 2019

To the Rail Passenger Board and Council,

With August recess in full swing for Members of Congress and their staff, the Rail Passengers' policy team wanted to give an update on our efforts to address Amtrak management's proposed service changes, as well as onboard service changes that will go into effect shortly.

In response to Council Member input into the Rail Passengers blueprint for reauthorization, as well as feedback from the general membership, the policy team has been holding a number of meetings about the implications of these service changes with our allies on the Hill and likeminded organizations. While the primary focus of these meetings was finding ways to significantly increase investment in passenger rail in the U.S., we have also been laying the groundwork for a few key concepts:

- Amtrak's current management will require Congressional oversight in its stewardship of the National Network,
- Oversight mechanisms should be reflected in the makeup of the Amtrak Board of Directors;
- Removing former-Rep. John Mica's Food & Beverage provisions will be necessary for sustainable ridership levels on the National Network;

Ensuring certain basic levels of onboard service and station staffing for the entire National Network are valid equity issues that must be addressed in both appropriations and reauthorization language.

While we have been making these points for almost two years, we are now encountering a more receptive audience on the Hill—thanks in large parts to Amtrak's own missteps. These missteps include, but are not limited to, Amtrak's recent public testimony and Congressional correspondence, botched rollouts of new policies and services, an unwillingness to seek input from stakeholders, and a tendency to spring announcements on Congressional offices mere days before they go into effect.

With that in mind, we're working with other transportation and labor organizations to deliver two key messages to Congressional offices over the next few months. **We're asking the Rail Passengers Council to help us deliver these messages to contacts you have developed in your Congressional Delegation before the end of the August recess.**

### **1. Congress must ensure that Amtrak provides passengers a basic level of service for the National Network to operate sustainably.**

While all the recent changes to service may appear small when considered individually, taken together they constitute "death by a thousand cuts" for services that rural communities, and Southern, Midwestern, and Western passengers depend upon. Congress itself stated that "*1) long-distance passenger rail routes provide much-needed transportation access for 4,700,000 riders in 325 communities in 40 States and are particularly important in rural areas; and 2) long-distance passenger rail routes and services should be sustained to ensure connectivity throughout the National Network.*"

### **2. Key policy language secured by passengers in the House T-HUD FY2020 Appropriations bill must be preserved in the upcoming Senate Appropriations Bill.**

As a reminder, [these policy wins](#) include the following language:

Congress strongly reminds Amtrak that section 24701 of title 49, United States Code, requires Amtrak to operate a national passenger rail system.

- Congress directs Amtrak to seek any potential changes to the National Network through the reauthorization of the FAST Act, and urges Amtrak to ensure any such proposals also increase ridership in rural areas and improve service for long-distance customers.
- Congress directs Amtrak to "conduct comprehensive outreach and consultation" with a whole range of stakeholders, including "passenger rail organizations," noting that Amtrak "must engage in an open and transparent process."
- Congress is concerned that Amtrak continues to make and implement changes to operations and services without providing the public or its employees adequate time to understand proposed changes and provide feedback.

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- “Amtrak has made changes to policies and procedures relating to charter trains, private cars, station agents, call centers, food and beverage service, and law enforcement, all of which have impacts on its ridership, employees, and communities. Therefore, the Committee directs Amtrak to increase engagement with customers, employees, stakeholders, and the public on proposals to change operations and services, including providing an opportunity to comment on policies prior to finalizing decisions.”

- Congress directs Amtrak to provide a station agent in each Amtrak station that had a ticket agent position eliminated in fiscal year 2018.

Please don't hesitate to reach out to me with any questions, and thank you again for supporting the important work this organization does. Best, Sean Jeans-Gail | Vice President of Policy & Gov't Affairs

Rail Passengers Association --Mark Meyer



## Willmar Wye a Few Golden Shovels Closer to Completion

TRAFFIC AND CONSTRUCTION : Sun, Jul 14, 2019 Provided by Rick Krensky

WILLMAR -- At the end of the old Willmar Municipal Airport runway Tuesday afternoon, golden shovels manned by federal, state and local dignitaries dug out the first few piles of dirt in the Willmar Wye railroad project.

"It has been a long journey for many of us and we have accomplished a lot of things with it already," said Jon Huseby, Minnesota Department of Transportation district engineer for District 8, based in Willmar.

The Willmar Rail Connector and Industrial Access Project, better known as the wye, has been in the planning stages for several years. A public-private partnership between BNSF Railway, Kandiyohi County, the city of Willmar, MnDOT and the Kandiyohi County and City of Willmar Economic Development Commission, the wye will see the construction of rail and roads, along with a rail spur into the Willmar Industrial Park.

"This is a great project. This will only help the growth in Willmar," said Minnesota Commissioner of Transportation Margaret Anderson Kelliher.

A new rail line will be constructed between BNSF's Morris and Marshall Subdivision tracks, which will allow trains to travel between those two tracks without having to turn engines around in Willmar. This is expected to reduce the number of trains coming into Willmar and decrease train noise and long waits at rail crossings. Safety will also be improved by the project, as it reduces the number of at-grade rail crossings where trains and vehicles can come into conflict.

"Having safe crossings and less interactions between trains and cars is really important," Kelliher said.

The road portion of the project includes the realignment of U.S. Highway 12 to the south of its current location, new bridges over the rail line and two traffic circles on the new Highway 12.

Another benefit of the Willmar Wye is the economic development impact it could have on Willmar and the surrounding area.

"With a rail spur, the Willmar Industrial Park will be served by all three major freight modes -- air, rail and trucking," said EDC Director Aaron Backman. "In short, the Willmar rail wye provides access, the opportunity to expand businesses and create jobs." Construction on the road portion of the project is set to begin this week, with road completion in the fall of 2021. The rail construction is scheduled to begin in spring 2021, with completion of the entire project in fall 2022.

The project is estimated to cost nearly \$48 million. A \$10 million Transportation Investment Generating Economic Recovery federal grant was awarded to the project in October 2015. BNSF will be putting in \$16 million and MnDOT \$17.5 million. Another \$3.77 million will be funded through the Local Road Improvement Program. The county, city and EDC are also helping, contributing about \$800,000 financially or in-kind.

"We really see the value of those dollars and the economic potential in infrastructure development in this project," said Jake Schwitzer, managing outreach director for U.S. Sen. Tina Smith.

Project planning took off in earnest after the grant was awarded and included months of meetings between the partners and their staff and several signed agreements. It also included meetings with impacted businesses, landowners and the public.

"There are a bunch of staff people in this room that aren't going to get recognized. They are the ones that met on an almost weekly basis for four to five years and did all the heavy lifting," said Kandiyohi County Commissioner Roger Imdieke. "Those guys are the ones that really brought it home."

The Hoffman Team was chosen as the design-build contractor for the road portion of the project in September 2018 and will be responsible for the road construction.

"We are really almost handing this whole thing off to the design-build team. That is a big responsibility," Huseby said.

Many of the speakers touched on the public-private partnership aspect of the Willmar Wye project and how important it has been toward moving the project forward. The cooperation between the three levels of government involved has also been critical.

"There are only a handful of communities that could pull something like this off, because of the intense collaboration needed," said State Rep. Dave Baker. "Everybody that needed to be at the table was at the table."

The mood at the groundbreaking was celebratory, but many are already looking toward a day in the not-too-distant future when the Willmar Wye is complete and trains are moving.

"I want to thank all of the partners and all of the hard work that has made this a reality," said Lydia Bjorge, executive director for state government affairs at BNSF. "I look forward to today,





## High Wide Loads at Swan River and other Rail Activity on Lakes, Casco Sub

From: [Chuck Corwin](mailto:Chuck.Corwin@groups.io) Date: Sat, 17 Aug 2019 08:45:39 PDT "[OreRail@groups.io](mailto:OreRail@groups.io)" <[digestnoreply@groups.io](mailto:digestnoreply@groups.io)>

Swan River had the first two depressed center flat cars (Eight Axle) spotted just prior to July 19th. The loads appeared to be transformers for a new substation being built in the area. I had spotted them on the morning that I was going to head down Highway 65 to intercept UP 4014 (Friday July 19th).

Those loads were unloaded onto a 14 axle lowboy and moved to Minnesota Power's new substation being built in the Blackberry area. The lowboy would have had 112 wheels.

Two more depressed center flat cars (eight axle) were spotted in early August and a third arrived sometime last week. Again the loads appeared to be transformers for the new substation. These three transformers were heavier than the first ones and each was loaded onto a 20 axle lowboy which would have had 160 wheels. One semi tractor pulled the special lowboy out of the Swan River siding and pulled over to the shoulder of the road (Highway 2), where a second semi tractor was attached to the front of the first one. Each semi tractor had significant steel weights attached over the rear axles to aid in getting traction. This route was a bit different than the first two loads and zig-zaged on numerous roads to reach its destination.

The loads on the lowboy after getting off the tar road had to go down a hilly and narrow country road. A Osh-Kosh 4 wheel drive (snowplow type) was attached to the rear of the lowboy to help push the load up some of the hills. So now the 20 axle lowboy trailer had two semi tractors pulling on the front and a four wheel drive Osh-Kosh heavy duty style truck (with steel weights in the box) pushing.

Two of the transformers were moved on Wednesday August 14th and the third load was moved on August 16th. According to a source a fourth transformer is scheduled to arrive sometime in the near future. So far there has been 5 of the large high wide loads arriving at Swan River. All 5 have been moved to the construction site.

There has been some movements as far as cars in storage around the area as of now the following cars are in storage in the area:

Deer River: 3 bay steel coal hoppers (the kind used for taconite all rail shipments)

Cohasset: Container-well cars used for hauling containers

Seyton (between Cohasset and Grand Rapids) : Well cars used for hauling containers Also track going up to former Potlatch plant - container well cars

Casco: Near Grand Rapids (north of Gunn and toward Jessie Mine Loadout)- Container well cars

Casco: East of Taconite (East of Holman) - Container well cars

Casco: Calumet area - Container well cars

Gunn: Track 1: empty

Track 2: 3 bay steel hoppers - kind used in all rail taconite shipments

Track 3: 3 bay steel hoppers - kind used in all rail taconite shipments

Philbin: 100 ton (38foot) taconite cars on west end roughly from MP 101 westward and 3 bay steel hoppers on east end.

Swan River: West end three 8-axle depressed center flat cars and a track gang work train with equipment (parked there on August 16)

Island: Well cars used for hauling containers (as of August 16th) (note on August 13th there was 3 bay steel hopper cars stored there).

Floodwood: House track - three gondolas (delivered on August 16th)

Floodwood: Siding 3 bay steel hoppers

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NOTE: the Floodwood 3 bay hopper cars might have been moved since August 16th. The engine that delivered the work train to Swan River and spotted the 3 gondolas at Floodwood was attached to the 3 bay hoppers at the East Siding Switch at Floodwood.

The work train crew was from Grand Forks so after spotting the 3 gondolas at Floodwood the van driver took them back to Grand Forks.

Note: I headed back to Swan River but head rail activity at Floodwood so headed back to Floodwood. I found the work train locomotive attached to the 3 bay hoppers at the east end of the siding at Floodwood.

Over the winter and most of the summer most coal trains have been coming into power plant at Cohasset via Carlton. Empties have been going east also. Lately there has been a few coal trains that have arrived from the west. August 16th was one of the exceptions with a coal train arriving from the west and getting parked on the main at the west wye MPL. The crew was taken home and the Seyton local spotted the coal train at MPL (Boswell). The Seyton crew then went back to Kelly Lake to finish some work up there and then back to Grand Rapids to switch the Blandin paper mill. It is not unusual for the Kelly Lake crew to finish up some work at Kelly Lake on a Friday before heading down to Grand Rapids.

With the work train at Swan River and what appears to be track gang activity in that area I would expect that the coal deliveries to Cohasset would likely start coming from the west.

I have observed the Grand Rapids turn tending to arrive late at night (probably due to daytime trackwork).

Taconite trains to Keewatin Taconite tend to have a daytime loading slot. Hibbing Taconite tends to load anytime.

Chuck Corwin Cohasset, Minnesota



### **Locomotive For Sale**

Kevin Knapp | Outliers News

**POSTED ON JULY 5, 2019 SHERIDAN  
WYOMING**

At an upcoming Sheridan City Council study session, Public Works Director Lane Thompson will recommend entering into a contract with Wasatch Railroad Contractors for the sale of the historic steam locomotive on Broadway across from the Sheridan Inn. Locomotive CB&Q 4-8-4 Northern Number 5631 was donated to the city approximately May 26, 1962 by the BNSF Railway Company. A small spur line was constructed to move it onto the lawn of the Burlington depot.

The Sheridan Rotary Club has maintained the park and performed a cosmetic restoration of the engine in the past, but it contains asbestos that will need to be addressed if the engine is left in place.

The Rotary Club reached out to the Wasatch Railroad Contractors, who have presented a scope of work to the club and the city.

The study session will take place on July 8.



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

Twin Cities Model Railroad Club Trade show	Saturday, Sept 14 2019 9 am - 3pm	Education Building; MN State Fairgrounds 1265 Snelling Ave N, St Paul, MN 55108	\$6 Kids under 7 free
Newport Train Club Train Show	Saturday Oct 19 2019 9:00 am—2:00 pm	Woodbury High School 2665 Woodlane Drive, Woodbury, MN 55125	\$6
Greater Upper Midwest Train Show & Sale	Saturday Nov 23 2019 9:00 am—2:00 pm	Century College West Campus 3300 Century Ave. N. White Bear Lake, MN	\$6
Granite City Train Show	Saturday Nov 16 2019 10:00 AM—4:00 pm	St. Cloud River's Edge Convention Center 10 4th Ave S St Cloud MN 56301	\$6
Great Train Show	Saturday—Sunday Nov 2, 3 2019 10:00 AM—4:00 pm	Canterbury Park 1100 Canterbury Road Shakopee MN 55379	\$10 for both days
West Wisconsin Train Show	Saturday—Sunday Oct 12, 13 2019 10:00 am - 4:00 pm	<u>L.E. Phillips YMCA Sports Center</u> 3456 Craig Road Eau Claire, WI, 54701	\$6
NMMRC Flea Market and Open House	Saturday Dec 7 2019 9 am—2 pm	Flea Market: Coon Rapids VFW Post 9625 1929 Coon Rapids Blvd NW, Minneapolis, MN 55433	\$6

Northstar News  
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Address Correction Requested

