

2nd MINNESOTA BATTERY

“ACTION FRONT”

Circular No. 170

November 2009

On This Date

Anoka, Minnesota, 1864

This list is from the *Anoka Star*, February 20, 1864. It lists “important facts” about Anoka all residents of 1864 would know. **It is great stuff for train riders to “talk” about with people on November 14.**

The town of Anoka has four churches—all prosperous. This fact indicates a sober and orderly people.

It has four flourishing schools, and means to have more. Good Ambition

Three excellent hotels—all but one temperance houses—and this one we hope will be converted.

Seven dry goods and grocery stores
One hardware store—doing a good business
One drug store

One large flouring mill—a good concern for the proprietors

Two water-power and one steam sawmill—prosperous establishments

One good sash, blind and door factory, with water power and machinery.

One wheelwright, with good facilities.

Two cooper shops
One chair factory
One cabinet maker and furniture warehouse

One match factory (run by a guy known as Brimstone Martin!)

Three blacksmiths’ shops—all doing a driving business

One watchmaker and jeweler

Two boot and shoe manufactories full of patronage

One harness maker
Two painters.
Two physicians
One attorney at law
One tailor
One daguerrean

There is a population of 1,000 and room for 5,000 more, and water power among many liberal investments. One thing sure we will not omit—there is one printing office, which prints the *Anoka Star*.

Upcoming Events

November 11, Fort Snelling Cemetery for Veterans Day, 7:00 pm
CANCELLED.

November 14, Northstar Commuter Rail Inaugural Ride, Anoka Station

See the schedule below and the map/instructions on page 6. History information is on pages 1, 4, 5 and 6 of this newsletter. The Northstar website is:

<http://www.metrotransit.org/Northstar/stations/Anoka.asp>

SCHEDULE FOR THE DAY:

- 11:30 a.m. Ticket Exchange for Boarding Pass
Music & Entertainment/Tent Activities
- 12:30 Program
- 1:25 p.m. Bugle Call
Boarding Pass Holders head to Platform
- 1:55 p.m. Final Boarding Call
- 2:00 p.m. Wave your Hankies when the Train Arrives
All Aboard!
- 2:15 p.m. Train Departs
- 4:15 p.m. Train Arrives back in Anoka, Riders depart

December 5, Civil War Christmas in Coon Rapids

We will set up our “indoor” camp with the 3/4 scale gun inside Coon Rapids City Hall. We will do gun drill, talk to people, sing carols, and Santa will visit, much like we have done before.

It was suggested that we have a “gift exchange” as we have sometimes done with Santa delivering the gifts. Those wishing to participate in this, please plan to have a gift or letter to exchange. It’s a great photo op for the public!

This is a paid event, so let’s have a good turn out!

Next Meeting

Saturday, January 23, 11:00 am
John & Hieja Cain
1640 Woodland Drive, Red Wing, MN
651-388-9250



You can find history everywhere!

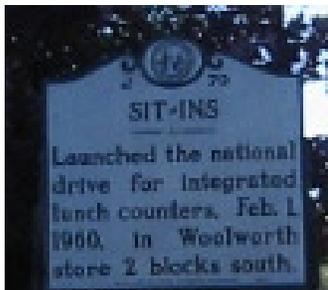
Submitted by Captain Ben Norman (Braniff, Republic, Northwest, Delta) 1978-2010

On October 7th, I found myself in Greensboro, NC on a 45-hour layover. I was on a NBA sports charter trip which Northwest Airlines had contracted with the Charlotte Bobcats to fly the team from Pontiac, Michigan, to Charlotte, North Carolina, and then from Greensboro, North Carolina (which is only about 80 miles north of Charlotte) to Charleston, South Carolina. The Bobcats were playing a pre-season exhibition game with New Orleans at the Greensboro Coliseum on the evening of October 8th.

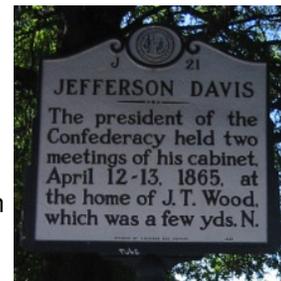
As a Captain on the Airbus A320, it has not been often I have had more than 24-hours on a layover. It is even more infrequent that I have a layover in a US city where I have not been before. I have been flying for various airlines for over 30 years and have had more layovers than I can count. So, it was with interest, but no real expectations, that I set out to explore Greensboro on a recent, glorious, sunny morning in early fall.

I must say that Greensboro immediately impressed me as a most beautiful town with a great deal of civic pride. I was impressed much like Red Wing or Northfield might impress a visitor from Greensboro.

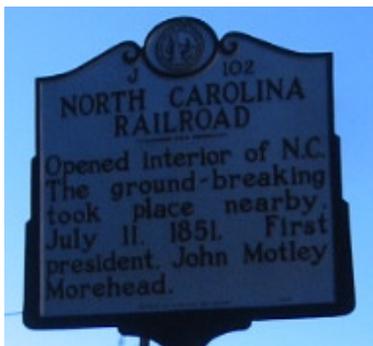
My first, "Oh yeah, I remember that now" moment came just a few blocks from my layover hotel when I came upon this historical sign describing the first sit-in at the beginning of the civil rights movement which occurred right here on February 1, 1960. At that time, I was a freshman in high school and, I'm ashamed to admit it now, but very much influenced by my Maryland family's prejudiced attitudes toward black people. Time and experience would prove, to me, that I had been on the wrong side of history.



My next "Oh yeah" occurred a few more blocks down the same street when, just beyond a most excellent brew pub called "Natty Green's", I saw this marker describing a meeting of the Confederate Cabinet. Many years of reenacting and reading about the Civil War reminded me that April 1865 was the date that Robert E. Lee surrendered to U. S. Grant at Appomattox Court House in Virginia. So, Greensboro was where Davis and his cabinet ended their flight from Union troops!



Another block along the same street brought me to another marker describing the North Carolina Railroad which had begun in Greensboro in 1851. The railroad is still very active with numerous trains blowing their whistle at the crossing just beyond the sign. I would be surprised if the rail cars that carried Jefferson Davis and his cabinet were not parked very close to this spot on April 12-13, 1865.

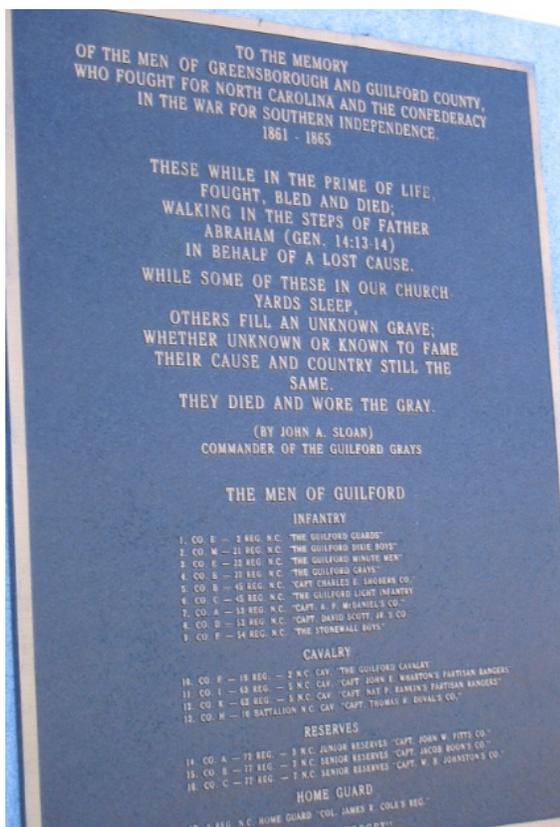
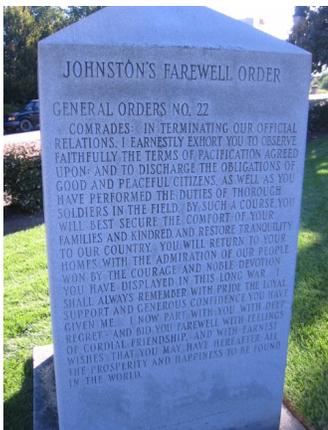


On the other side of the rail crossing was a small, well tended green space which contained a plaque and stone monument. When I read the phrase, "War for Southern Independence", I was reminded of the way my junior high school history

teacher in Charleston, South Carolina, once, in all seriousness, called it "The War of Northern Aggression". It included a to "The Lost Cause".

Walking around and reading the four sides of the granite monument, I experienced many different emotions. The foremost emotion was a sense of sadness for the monumental tragedy that our country had to experience with all the death and destruction that four years of war had brought upon us. Sadness also for the failure of our

leaders, going back to 1776 in Philadelphia, to end the "peculiar institution" of slavery before it tore our union apart in 1861. Sadness for the soldiers and civilians of the Confederacy who survived to hear Johnston's (and Lee's) Farewell Order. For them, all the deaths, suffering and struggle had finally been for naught, and while they were obviously proud of their devotion to duty, their cause was proved to be on the wrong side of history. Sadness for this and all the wars we have fought throughout our history.



Many of the battles listed on one side of the memorial were also fought by the 2nd Minnesota Battery!

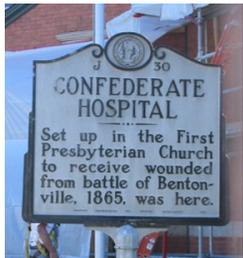
Just beyond this park with the above monuments, I crossed Martin Luther King Street and saw a monument on the corner. Everyone of my generation certainly remembers the time, place, and images associated with the assassinations of John F. Kennedy, Martin Luther King, and Robert Kennedy. What I did not know until the moment of seeing this plaque was that Martin Luther King should have been in Greensboro on the day he was assassinated in Memphis.



I budgeted a couple hours to visit the Guilford County Historical Museum (www.greensborohistory.org) which was a few blocks from my hotel. What a beautiful building with many very nice displays telling the story of Greensboro's history. This museum was undergoing an expansion and renovation of their building. Of particular interest in the museum is certainly the best collection of Confederate long arms in the country. It was donated by Dr. and Mrs. John M. Murphy, who spent much of their lives together collecting Confederate memorabilia, concentrating on weapons used by Southern troops during the war. Dr.

Murphy's interest in this hobby began with stories told by his grandfather and uncles, all Confederate veterans.

Leaving the museum, I chanced upon another historical marker describing the fact that the building I was just in had been used as a hospital for Confederate wounded after the battle of Bentonville in 1865!



Finally, I was curious to know the origin of the name of Greensboro. Having enjoyed a few excellent brews the night before at "Natty Green's," I surmised that "Natty" was probably a nickname for Nathaniel and wondered if he was the namesake of Greensboro. Sure enough, a few blocks west of "Natty's," I came upon an impressive statute of Nathaniel Green himself, hero of the Revolutionary War. The early founders of the city chose to honor one of George Washington's leading generals by naming their town after him.



I will always fondly remember the two days I had to explore this beautiful southern city and hope that someday I will return for another much longer visit.

Battery Profile

Rice Bryant Price, Jr.

Since Rice was named after his father, it appears he went by his middle name, Bryant, perhaps to distinguish him from his father. The 1860 census showed his name as R. Bryant, as do many of his enlistment papers. Those documents show that Rice was born about 1840 in Henry County, Indiana. He was working as a farm laborer, living with his parents and four sisters in Bethel Township, Anoka County, Minnesota, in June of 1860. That was still Rice's home when he joined the Second Battery two years later. He was recruited by Albert Woodbury while Woodbury was home on recruiting duty in the late summer months of 1862. Rice signed up on August 17th. The descriptive roll showed him to have blue eyes, light hair, fair skin, and he stood 5' 5-3/4" tall.

Rice went south with the Battery and was with the unit when they saw their first major battle at Perryville, Kentucky in October of 1862. Rice was not listed among the injured, but he may have seen something in that battle that he did not care to see again. He was listed as a deserter on October 25, 1862. It was only two weeks after that baptism of fire. In January of 1864, a comment was made that the army believed Rice was in Canada, but no reason for this was given.

In the last months of the war, President Lincoln declared an amnesty for all deserters, allowing them to return to their units without severe punishment. Rice was one who chose to take Lincoln up on the offer and his name appeared on the muster rolls of the Battery in March and April of 1865. The rolls indicate he was to receive no pay or benefits for the time he was absent from the Battery and he had to forfeit all bounties due him.

Rice was mustered out of the Battery on May 3, 1865, several months before the unit was formally discharged. It was the last record Rice left. No further information about him is known.

History info for “talking” at the Northstar Rail event

The following information is taken from a number of sources and should give you plenty of things to talk about.

Please stay in FIRST PERSON as much as you can. The story is that the Battery is home on furlough and doing some recruiting duty while they are here. These boys left before the train arrived in Anoka and would have ridden it home for that furlough. (In reality, the Battery did not come home on furlough until March of 1864, but there were a number of men who were recruited during this time. See the morning report section for that “coming home” period, even if we are not staying to that date. We’re within four months, so we’re just going with it.)

These bits of info came from a variety of sources, so they are not meant to read like an article! You don’t need to memorize this, just be able to talk about things on it as if you lived in Anoka in 1864.

Anoka County’s involvement in the Civil War began when Aaron Greenwald volunteered “for the Union.” He was one of seven men from the Anoka area who volunteered even before the first call for soldiers was issued by President Lincoln on April 15, 1861. The men served in the First Minnesota Infantry, the first unit tendered to Lincoln when Fort Sumter was attacked on April 12, 1861. It is believed by many that Greenwald was the first man to enlist in that first unit, making him the first volunteer for the Union Army. Greenwald did not survive the war. He died at the Battle of Gettysburg, though his wife and sons stayed in Anoka and his descendants still live in the county.

At least 305 men listed Anoka County as their home when they enlisted in the Union Army. There were 40 men who served in the First Minnesota Infantry. Company A of the 8th Minnesota Infantry was primarily men from Anoka County with at least 72 men. This unit patrolled the frontier before going south—their enlistment coming at the time of the Dakota Conflict of 1862.

The Second Minnesota Battery of Light Artillery was recruited heavily from Anoka County as its lieutenant, Albert Woodbury, was one of the first investors in both St. Francis and Anoka. More men from Anoka County served in this unit than from any other county in the state. Woodbury lost his life from wounds received at Chickamauga. Two cavalry units, the First Regiment of Mounted Rangers and Hatch’s Battalion, had significant representation from Anoka County. The one heavy artillery unit Minnesota offered to the Union found 27 Anoka County men serving in it.

As the war went on, a military draft was instituted. Anoka County communities were assigned numbers of men to provide to the army or face the unpleasantness of the draft. Every time the call went out for more troops, men stepped forward to volunteer. There was no draft in Anoka County as the quotas were met with volunteers—“and three over” according to the 1864 newspaper.

The Homestead Act made it easier for a veteran to obtain free land. Anoka County became home to dozens of former soldiers as the war ended and they settled down to tame the county. They organized into Grand Army of the Republic posts, opened the only Minnesota home for the wives, mothers, and sisters of veterans, and became active in the foundations of the communities found on Anoka County maps yet today.

Other things advertised in the 1864 Anoka newspapers:

Episcopal Church has services and preaching every Tuesday evening at 7:00. Likewise every second and fourth Sunday evenings each month.

The Second Minnesota Light Artillery Battery is a nonprofit organization dedicated to the preservation and interpretation of Civil War history by living it.

Membership is \$12 per year. Non-member newsletter subscription rate is \$6.00 per year.

For information on the Battery, please contact:

President

John Cain
1640 Woodland Drive
Red Wing, MN 55066 Phone: (651) 388-9250

Treasurer

Daryl Duden
1210 West 4th Street
Red Wing, MN 55066 Phone: (651) 388-6520

Twin Cites Metro Area Contact

Ron & Vickie Wendel
12419 Redwood Street NW
Coon Rapids, MN 55448 Phone: (763) 754-2476

E-mail: momwendel@hotmail.com

Battery Website:
<http://www.2mnbattery.org>

Methodist Episcopal Church, Rev. Noah Lathrop, service every Sabbath at 10:30 am followed by Sunday School. Also had a prayer service on Sunday nights.

Congregational Church, Rev. A. K. Packard. Services every Sunday at 10:30, Sabbath School right after. Prayer meetings on Wednesday nights, and Sunday nights. Sunday night prayer meetings were joint with the Baptists and they took turns as to which church it was held in.

Lots of stores advertized about “jump on the train” and do your shopping in St. Paul.

Stuff advertized: Iron stoves, Wheeler and Wilson sewing machines, dry goods and groceries, “Bitters” to heal most anything, pianos and melodeons, dress goods, grain cradles and scythes, plows, harness, women’s magazine “Mirror of Fashion”, drug stores, fruit trees and grapes, tobacco, land for sale, dress making, patent medicines. Many of these ads played on the “military” or soldier factor to entice buyers.

FIRSTS IN THE COUNTY

Joseph Belanger built trading post at Rum & Mississippi
Red River Ox Cart Trail along C. R. Blvd and East River Road
1853 First dam on Rum built to provide power for mills, used rocks and logs, washed out/rebuilt many times
Ferry to Champlin opened, ran day and night (Matthew Taylor of the First Infantry was the ferryman)

COUNTY ORGANIZED

Local government began when the County of Anoka was established on May 23 1857 and the town of Anoka became the county seat. There were only three voting districts and three county commissioners. A year later, Minnesota became a state with 57 organized counties.

After two failed votes in 1858 and 1869, Anoka was incorporated as a city in 1878.

THE NAME ANOKA

Treaties with the Native Americans opened land between the St. Croix and Mississippi Rivers for settlement. The rich forests along the Rum River were one reason the organizers of the State of Wisconsin wanted their western border to be the Rum. Instead, Anoka became part of the Minnesota Territory in 1849. In 1853, a New York doctor, Neil Shaw, signed the name "Anoka" when he registered in a St. Anthony hotel. Similar words in both Dakota and Ojibwe mean, "on both sides" and "river that works," respectively.

NAMING THE RUM RIVER

There are many stories about how the Rum River got that name. It was not always called that. Father Hennepin called it the River of St. Francis in 1680. Maps dated in the 1850's call it the Mille Lacs River because it flows from Mille Lacs Lake. FOLKLORE about the name Rum attributes the Native American belief about a Great Spirit who lived in Mille Lacs Lake and Mille Lacs does refer to a "Spirit." When the traders and trappers came to the Anoka area, they brought a different kind of spirit—liquor. One of their staples liquors was rum and the color of the water in the river looked like the color of rum. The reason the Rum has that brown color is from the tannin in decaying plant matter the water picks up as it flows through the bogs and swamps. In the 1860s, the Rum River made the list of Minnesota places with "profane" names.

A temperance story for you: (yes, this was a temperance town and there were MANY tantrums over selling booze.)

DARK LANTERN PURIFYING COMMITTEE

In the 1850's whether or not to have a "dry" town, a town that did not sell liquor, was a hot topic. While official law did not prohibit establishments that sold liquor, Anoka's "Dark Lantern Purifying Committee" did! An article in the May 14, 1858 newspaper detailed how a man named Dudley had started selling "the most villainous and filthy stuff to whoever would drink it." The people of Anoka did not take kindly to his "seducing several young men from the path of rectitude, and ruining them on the rock of Appetite." Temperance meetings were held about town and it was decided to try to buy Dudley out. He made fun of the offer and said he'd only sell for \$11,000—an outrageous sum in 1858 Anoka. He also said he had weapons with 50 rounds where he could reach them at all times. So, the Dark Lantern Purifying Committee decided to pay him a call one night. Dressed in dark clothing, their faces smeared with lamp black and hair frizzed, they used a log as a battering ram to knock in Dudley's door. It was the dead of night and they took him by surprise. He was tied up and everything used to hold, make or store liquor was smashed until the next morning, his cellar ran with "six inches deep" in a "flood of perfect nastiness" according to the newspaper. And tacked to his door was a note that said he had been visited by the "Dark Lantern Purifying Committee."

Morning Reports from the Second Battery (so you get an idea of what the boys were doing at the time they were getting ready to come home on furlough.)

Remarks for the Month of February, 1864

(Numbers indicate the day of the month)

- 1 Wm. H. Shaw returned from Hospt.
- 6 One Horse died in Camp
- 8 Lieut N. H. Harder returned to Ca. from Recruiting Service
- 9 One Horse died in Camp
- 10 One Horse died in Camp
- 12 Sergt McCausland detailed for duty with Pioneer Brig. by S. F. O. No. 41 Maj. Genl. Thomas.
- 15 2d Lieut R. L. Dawley placed in arrest by order of Capt. W. Aug. Hotchkiss and command turned over to Henry W. Harder, 1st Lieut. One Horse died in camp.
- 18 2d Lieut Chas. N. Earl put in arrest by order of Capt. Wm. Augustus Hotchkiss
- 19 One Horse died in Camp
- 23 One Section of the Batty under the com'nd of Lieut. Harder went to the "Front" with the Division
- 27 Section returned

Remarks for the Month of March, 1864

David Hammond and Gulbrand Toftner dropped for Co. Rolls by Order of Wm. A. Hotchkiss, Capt. Alonzo Spaulding transferred to invalid Corps by G. O. M 24 1864. War Dept. Geo H. Russell reported a deserter and dropped

- 3 One Horse died in Camp
- 5 Released from arrest by verbal order of Capt. Wm. Aug. Hotchkiss
- 6 One Horse died in Camp
- 9 One Horse died in Camp
- 12 One Horse died in Camp
- 14 One Horse died in Camp
- 20 Drew ninety Arty Horses from Q. M. at Chattanooga

March 1864, continued

22 Turned over 10 Horses to Div. Ambulance train and 35 to Post Q.M. -- by order of Gen Davis. one Horse died
31 The following named recruits forwarded by Lieut Col. Fabian Brydolf Com'dg Draft Rendezvous Fort Snelling for the 2nd Minn. Battery reported for duty at Batty. Hd. Qrs. near Rossville Ga.: viz: Alexson, Leander; Blair, James; Church, John; Main, Andrew; Mixer, Alonzo; Olson, Ole; Olson, Olaus; Silsbee, William F.; Whitman, Charles M.

Remarks for the Month of April, 1864

2 Johnson returned from Hospt.
3 46 men mustered into the U. S. service as Veterans by L. A. Cole A. O. M. 2d Div. 14th A. C. Dept. Cumberland, Station Rossville, Geo.
6 Lieut. Chas. N. Earl's resignation accepted to take effect from the 4th day of April 1864 By S. F. O. No. 95 Maj. Gen. Thomas - Cause "For the good of the service"
10 Guns, Caissons, etc., turned over to Capt. Barnett 2d Ill Arty Baty I. 40 E.men assigned to Bty I 2d Ill. Arty.
11 Left Rossville, Geo. Turned in Horses, Harness, Wagons, etc at Chattanooga Tenn. G. Wiltse G. O. 27 . S. W. Lent G. O. 48 trans. V.R.C.
12 Lieut. R. L. Dawley resignation accepted to take effect from the 10th day of April 1864. By S. F. O. No. 101 Maj. Gen. Thomas Cause: For the good of the service.
13 Arrived at Nashville, Tennessee enroute for St. Paul Minn.
14 Arrived at Louisville 7 p.m.
15 Veterans Paid off by Capt. Hotchkiss
16 Clothing issued to men at Louisville. Jos. C. Varney reported in for duty.
18 7 E/men left on Furlough: Wm S. Wardwell, J. W. Johnson, N. D. Merrill, C. S. Waldron, L.B. Goodell, J. H. Longworth. R. D. Bloomfield
23 The remainder of the Command furloughed for thirty (30) days in the State of Minn.

RAILROAD HISTORY IN ANOKA

Rail line first proposed and chartered in 1853, but took nine years for the first tracks to connect St. Paul to St. Anthony (today's Minneapolis) to be completed. Was the St. Paul and Pacific Railroad Company. Political conflicts, financial problems and then the Civil War all slowed the progress of building the rail line.

Before the train, people and goods traveled to Anoka by steamboat when the river allowed boat travel, ox cart, or stage coaches. Very slow, so the train was a vast improvement. A person could go to St. Paul, do their business and return to Anoka on the same day.

St. Paul and Pacific had only two engines when they started, one was the William Crooks.

Reached Anoka for regular scheduled service on January 1, 1864, but did not run because of a snowstorm until January 3. Big celebration for the train was held on January 18, 1864. Had three passenger cars, one baggage car, ca-booze, and was drawn by the E.A. Rice locomotive, a very "fast" engine The "renowned conductor" glided the train along at 30 mph.

St. Paul Pioneer, 27 Dec 1863

Hurrah for the railroad—the track of the Pacific road is now laid to Anoka, and but little work remains to be done before the road is open to that point. The road will be opened to Anoka, and some time advertised for daily trains, some time during this week.

St. Paul Pioneer, 3 January 1864

NOT DUG OUT YET. Snow drifts were still covering the tracks and were frozen very hard. Complained that even after removing the hard top crust of the snow to a couple feet, the packed snow under would still hold a man up without leaving tracks.

St. Paul and Pioneer, 3 January 1864

Time table was published in the papers. Passengers left Anoka at 8:55 am and arrived in St. Paul at 10:35 am. Return train left St. Paul at 2:45. There were two trains per day (return trip from both arrivals) Noted the trains could not run on New Year's Day because of snow. No mention of January 2 and no paper published that day.

Freight was a better money maker than passengers for the early rail. James Campbell of Elk River had a piano shipped to him from St. Paul in August of 1865 and it cost him \$3. Freight income in April of 1865 was \$84.50, more the \$1,000 by September of 1865. New York to St. Paul for a car load of flour was \$30.

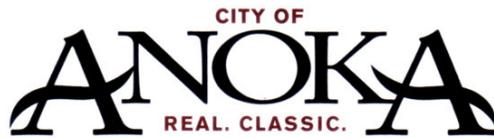
The first trains to reach Elk River arrived in November of 1864.

Minneapolis Tribune, 14 June 1867

All quiet on the Rum. Great worries that they railroad bridge on the Rum might be knocked out. Between 6 and 8 million logs were jammed up against it. River was rising at an inch per hour and was the worst flooding in at least 8 eight years. Noted in editorial that they should have built the bridge higher by six feet to eliminate the down grade on the track to reach the bridge and up to get off and would keep the water from going over the bridge.

Minneapolis Tribune, 28 July 1869

Published a summer timetable with two trains daily from St. Paul to Anoka (and beyond to Sauk Rapids).



Over 5,000 people entered the drawing for these tickets—only about one in five people got a ticket for this ride!! Everyone who got a ticket received this letter. Private Wendel has the Battery tickets and will hand them to you at the event.

October 30, 2009

Dear Guest,

Enclosed please find your complimentary ticket(s) for the inaugural Northstar Commuter Train ride on Saturday, November 14, 2009. The station is located at 2718 4th Avenue in Anoka. The event opens to the public at 11:30 a.m.

We have a wonderful celebration planned! Historical re-enactors of the civil war era will mingle in the crowd of potentially 1,000 attendees, telling tales of the long-ago train service in Anoka. Under the heated tent, attendees will enjoy the sounds of CODA and have an opportunity to view historical and safety information on trains of the past and today's Northstar Commuter Train. Children will receive Operation Safety coloring books, colored pencils, and play word games. There will be face painting, door prizes, and concessions available. Free celebration cupcakes will be provided by DecoPac, Inc. Metro Transit buses will be staffed for those wishing to purchase Go To Cards. The official program begins at 12:30 p.m. with keynote speakers expressing their support and enthusiasm for this long-awaited celebration!

About 700 lucky ticket holders will board the train at 2:15 p.m. and travel to Target Field in Minneapolis. Each passenger will receive an Anoka commemorative coin and can help welcome the train waving Anoka's own Northstar Hankie. The train will arrive back in Anoka at 4:15 p.m.

Tickets must be exchanged for boarding passes under the Ticket Exchange tent between 11:30 a.m. and 12:30 p.m. If for any reason you are unable to use these tickets, please return them to Pam Bowman at Anoka City Hall. It is important to have a full train for this event.

Parking will be available in the station parking lot and in the open land just north of the station at 4th & Johnson St.

Thank you for being a part of this history-making event. If you have any questions, please contact Pam at 763-576-2725 or pbowman@ci.anoka.mn.us.

Sincerely,

Anoka Northstar Grand Opening Event Committee

Councilmember Carl Anderson
Chairman

The City of Anoka thanks the following sponsors for making this event possible: Allina, Anoka Area Chamber of Commerce, CODA, Environmental Property Audits, Inc., DecoPac, Inc., Federal Premium Ammunition, Lano Equipment, Inc., Metro Transit, NCDA, and Presto Graphics, Inc.

ANOKA CITY HALL
2015 First Avenue North, Anoka, MN 55303
763-576-2700



www.ci.anoka.mn.us

Equal Opportunity Employer



Northstar Train Inaugural Ride November 14, 2009

Plan to arrive at the station by 11:30. (See map below) Please dress for the weather as there are shelters only on the platform. There will be a heated tent for pre-train activities/speeches/etc. and at least one bus for the public to use for shelter if the day is wet or very cold. Battery members are expected to mingle through the crowd around the station, in the tent before and after the program, and if the bus is full, inside the bus as to talk with visitors. The word of the day will be SCATTER out among the crowd.

Battery buglers Bill and Tim will be bringing their bugles to call people to attention as the train arrives, when boarding starts, and whenever else it fits into general celebration.

When the program is over, the people will begin queuing up to board the train. 25 Battery members have a ticket reserved for them (those who contacted Vickie prior to October 8 are on the attached list). Exchange your ticket for a boarding pass BEFORE you enter the staging area.

This is the main part of your job! Mingle among the lines/crowd waiting in the staging area to board the train. **No one—including reenactors--will be allowed in front of the rope on the platform until the train has arrived and stopped.** Metro Transit officials will let the people through the ropes at the proper time. This is a safety precaution as this track sees some 40 freight trains per day. Battery members are charged with keeping people from crossing the rope and keeping them "entertained" with history (also provided) until the train actually arrives. The first people in these lines will be standing there for about 45 minutes. This is all done to make sure the train is loaded and boarded in the very short time allowed. These trains **will** run on time!!

Please divide the Battery members so each of the five cars has reenactors in it. (It would be best to have this decided in advance of the train arriving so everyone knows who goes where.) When the train arrives, board the train with the rest of the passengers, help herd them on if necessary, and continue to mingle and visit with people on the ride to the Minneapolis station. The train will **not** stop at any other station. You are allowed to walk around the car when the train is moving, but you should exercise caution as you are on a moving train.

At the Minneapolis station, everyone is free to walk around the station, talk with passengers and see the displays set up by the cities the rail line serves until called back to the train to return to Anoka. Again, spread out so there are reenactors on each car to visit with people on the ride back to Anoka. When the train lets everyone out in Anoka, the event is over and you are free to go.

Second Minnesota Battery Reenactor participation list:

John and Brenda Crozier
John Cain
Bart Hoekstra
Bruce Arnoldy family – 4 people
Daryl Duden
Neil and Rose Bruce
Jim and Ardee Rosasco
Bill Crowder
Tim Watkins and Amanda
Brian Tomashek
Ben and BJ Norman
Ron and Mandy Wendel
Jay and Stacy Overby
Lee Wendel and Pam

Anoka Station

2718 4th Avenue, Anoka, MN 55303

Parking on the day of the event will be directed to a lot on the NORTH side of the track. Follow instructions of parking directors.

