



NORTHSTAR NEWS

Trips I Have Taken Oh So Long Ago-Pittsburgh by H. Martin Swan



Budd Cars in B&O McKeesport commuter service in the Pittsburgh Station Photo by H. Martin Swan

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MEETING NOTICE

Note Change in Meeting Location See Map P. 2

The January Meeting of the Northstar Chapter NRHS will be held at 7pm, January 20th at the Como Park St. Paul Twin Cities Lines streetcar waiting station at Lexington and Horton Ave. Exit I-94 at Lexington Parkway and travel North to first light AFTER going UNDER the BNSF mainline. Turn right on Horton and park in a small lot in front of the building. It may be filled when you arrive so park on Churchill St. to the east. See detail map on page 2.

The program will consist of Dan Mackey of Superior presenting his aerial photos of the Duluth-Superior area.

Northstar Chapter Officers

Board of Directors

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NOTE: Consult the website for any announcements regarding chapter activities including cancellation of any meeting for any reason including weather.

Membership Information

Dues are \$34 (\$22 for the National dues and \$12 for the Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 for the National dues and \$6 for the Northstar Chapter.) If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made out to Northstar Chapter NRHS to Treasurer, Northstar Chapter NRHS, 2642 Clearview Ave. Moundsview, MN 55112.



Long Time Member Kurt Peterson Passes

Long time member Kurt Peterson died suddenly the evening of January 2nd. Funeral will be 1pm Saturday January 13th at the Edina Washburn McReavy Funeral Chapel 5000 W. 50th Street, just off MN 100. Lunch will follow at the funeral chapel.

Editorial Why You Should Get the Electronic Version of this Newsletter

You will notice the new meeting location. The location may vary over the coming months until we can find a suitably low cost, comfortable location open Saturday nights. The January location will cost the chapter \$107. If we decide to make this location permanent, it would consume almost all of the income stream from the chapter's saving certificates. This would leave almost no money for a newsletter.

Local chapter dues fall far short of covering the newsletter costs. A \$5 increase in local dues would still not cover the costs and would most likely be counter productive because of the resulting loss of membership.

The options we have are as follows:

1. Change the meeting time to correspond to the open hours of community centers offering free meeting space.
2. Find lower cost meeting rooms that still offer Saturday night open times and reduce newsletter size to accommodate meeting room expense.
3. Convert the meeting to a reserved restaurant dining room and guarantee a minimum number of meal purchases.
4. Eliminate the newsletter and send postcard meeting notices.
5. Use the principle of the saving certificates with the result that each year the income stream becomes smaller and smaller so that chapter activities other than meetings, including the newsletter, could no longer be supported.

I believe the 2004 convention surplus should be viewed as an endowment to perpetuate chapter activities, thus option #5 should be off the table.

The likelihood of the chapter running a financially successful mainline or even a short line fantrip continues to diminish as insurance costs and equipment rental continues to climb. Unlike eastern chapters with access to Amtrak and commuter train fleets, passenger extras out of the Twin Cities require expensive equipment deadheading.

By subscribing to the electronic version, the chapter would save printing, label, mail seal costs and postage. The more electronic version subscribers, the lower the chapter newsletter costs. No matter what option the chapter ultimately chooses, subscribing to the electronic version offers you a color version of the newsletter, often with supplementary pages including train consists and supplemental photos for the articles in the main body of the newsletter. Thus both the chapter and subscriber win in this situation.

Russ Isbrandt
Editor

Trips I Have Taken Oh So Long Ago - Pittsburgh

By H. Martin Swan

As reported in the March 2006 Northstar News, my first major passenger train ride was from Lincoln to Oakland and return on my favorite train, the *California Zephyr*. That trip was paid for by my Grandmother in San Francisco and was a simple straight out and back trip.

Time passed and I was now a senior in college at the Uni-

versity of Nebraska BD (Before Bob Denaney). I had joined the Newman Club and was an active member. The national convention of the Newman Club in 1962 was going to be in Pittsburgh and I decided to go as a representative of the UN's Newman Club; of course I would be going by rail.

I was well known by the agents of the various ticket offices in Lincoln, UP, CB&Q and CRI&P. Of course I assumed that I was welcome on my frequent visits to these places but in hindsight I was most likely considered to be a pain in the you-know-what--except perhaps the CB&Q depot ticket office since these men all knew my grandfather. I had visited them constantly, asking questions, getting and studying the timetables, dreaming up fantasy trips all of which the fine gentlemen would respond to me and give me hints, especially routing.

Clearly the most logical routing was CB&Q or CRI&P Lincoln /Chicago round trip and B&O or PRR Chicago/ Pittsburgh round-trip. I knew that the round trip fares would not apply on CB&Q one direction and CRI&P in the other, same with B&O and PRR—BUT I had also learned that I did have choices.

It was perfectly legal from me to go via Kansas City and St. Louis to Chicago in one direction and then return back to Lincoln direct on the CB&Q. Between Chicago and Pittsburgh I didn't have that sort of choice and had to decide between either the B&O or the PRR. Another factor I had to consider was that the B&O fare was about 10% less than PRR fare, as the B&O didn't take a general increase that the PRR had taken and I did have to watch my pennies (college student working at a grocery store for 90 cents an hour), and in addition the B&O had domes whereas the PRR didn't. I loved domes and I decided I would travel on as many dome trains as I could.

I needed to be in Pittsburgh for the beginning of the convention on Monday morning, so it was on a Friday morning at 12:04 am I boarded the *Vista Dome Denver Zephyr* for Omaha. The *DZ* was due into Omaha at 1:11 am and my connecting train was to leave at 1:20 am. I was assured that my connection was a guaranteed connection, as it had to carry mail from the *DZ* to Kansas City. As usual the *DZ* was late and didn't get to Omaha until around 1:30 am, but as promised, the connecting local to Kansas City #22 (the only non-dome train in my itinerary) was waiting for us. I don't recall much about that train. It seems to me we had one standard coach and I think that there couldn't have been more than 10 or 15 passengers on the train with me. I awoke around St. Joseph, where I saw my first ever CGW train coming into the station. We got into Kansas City 7:30 am, about 35 minutes late.

Next up was the MoPac's Planetarium Dome train the *Colorado Eagle* due out at 7:15 am. I had been assured that the *Colorado Eagle* never ran on time and that information turned out to be correct. The train was running around an hour late which gave me time to go into the imposing Kansas City Union Station to grab a bit of breakfast at a snack bar and to look around. I did have a back up

plan if I missed the *Colorado Eagle* and that was to wait until noon and take the *Missouri River Eagle* over to St. Louis, but that train wasn't carrying domes anymore, or to wait until 9:30 am and take the *Wabash Domeliner City of St. Louis* over. I really wanted to take the *Colorado Eagle* since that give me all afternoon to look around St. Louis.

The late *Colorado Eagle* came in and it was packed. I scrambled to the Planetarium Dome car and put my rear end into the only vacant seat I could find and didn't move—not to go eat or to explore the train. As a result, just about the only thing I can remember about the trip was the crowd and the stop at Jefferson City.

When we got to St. Louis that Friday afternoon I checked into the YMCA hotel (about midway from the station and downtown) and walked into town. I remember little of what I did in St. Louis, but I could kick myself since I didn't get back to Union Station until after the major trains had left.

The next morning, Saturday, was to be "TREAT" day. I was going to ride the *Wabash Blue Bird* and I had FIRST CLASS tickets to ride the dome parlor car from St. Louis to Chicago. The *Blue Bird* had recently lost its observation car to the *Banner Blue*, so the parlor car was the "last car



Left to right: Illinois Central power, the *Wabash Blue Bird* and the GM&O Abraham Lincoln
Photo by H. Martin Swan

of the train". This was a Pullman Standard parlor lounge car with a flat glass dome, under the dome was the *Blue Bird Room* (similar to the *Turquoise Room* on the *Super Chief*). This was to be my first first class ride ever. I had visions of me sitting in the dome looking forward as the train snaked its way to Chicago. Alas, the *Wabash*, to save a few pennies, had stopped turning the *Bluebird* in St. Louis and instead just ran the train backwards when returning to Chicago, so instead of watching the train snake along, I was at the very front of the train. I also discovered that the scenery in Illinois was not spectacular to say the least. I spent most of the time in my parlor car seat, with a trip to the dining car for lunch—tomato juice, roast young turkey, savory dressing, cranberry sauce, hot brain muffins, parsleyed potatoes, peach pie and milk, \$3.25—no my memory isn't that good, they gave me the

menu upon request and I marked what I had. Departure was at 9:15 am and we got into Chicago at 2:15 pm, at least according to the schedule.

In Chicago I checked into the YMCA. This Y was a wonderful place for a railfan. From the upstairs one could watch almost every train entering Union, Dearborn and Grand Central station. Right below my room was the elevated and I saw several North Shore trains—trains that would soon end. Today I don't even remember where that YMCA was located (Harrison and Wabash—editor note). I did wander over to Dearborn and La Salle Street stations, but I don't really remember much of what I did.

Sunday: On this day I had tickets on the B&O's Strata dome *Columbian* (combined with the *Capitol Ltd*), but the train didn't leave until 4:00 pm and so I decided that a quick side trip was in order.

I checked out of the YMCA, put my bag in a locker in Union Station and walked over to C&NW's station. I wanted to ride those fancy new double deckers that the C&NW had purchased in return for being able to drop a lot of their passenger trains. The *BiLevel Flambeau 400* was scheduled 11:15 am. I bought a ticket to Milwaukee and boarded this honorary dome train. It was interesting. The lower level was normal two and two seating with one and one seating on each side of the upper level. Of course I leaded for the upper level. I remember little of the ride, except for some reason I expected that Lake Michigan would be visible for the entire distance but it wasn't. As far as I can remember we got to Milwaukee on time at 12:55 pm at the C&NW station. I now had to get over to the CMStP&P station for the 1:30 pm departure of the *Morning Hiawatha*, which of course featured the Super Dome. Looking back I must have been very naïve to count on a 35 minute connection between stations in Milwaukee, but my luck held and I was at the CMStP&P station with time to spare. But now my luck ran out. I was at the station but the *Hiawatha* wasn't.

It was running late. I had a 1 hour 5 minute connection to the *Capitol Ltd*. in Chicago so I wasn't too worried since "they" said it would be in by 1:50 pm. That time came and went and no *Hi*. At about 2:00 pm the train came in. They had to empty out the luggage, let the passengers off before they could let passengers on, and the train double stopped. We finally got out of Milwaukee about 2:20 pm running 50 minutes late. Thank goodness they held that time. I wasn't the only worried person, there were a few others that had talked to the conductor about the connection to the *Capitol Ltd*. The gentleman moved everybody that was going to the *Capitol Ltd*. up to the first coach, when we got there, he let us off first before removing the luggage for the other passengers. He said we should rush in and get to the Railway Transfer company's desk that transported passengers between stations. I ran like the dickens to my locker to get my bag and then darted to the Railway Transfer desk. "I have 15 minutes to catch the *Capitol Ltd*. I blurted out". The lady said I should take a taxi. I ran over to the taxi stand and grabbed the first taxi and asked to get to Grand Central as fast as possible.

About 6 minutes later we arrived. Amazingly I was still alive. I sure hope a couple of pedestrians that we screeched by also survived. I ran into the station. The conductor was standing by the observation car looking at his watch when I came running out. Even though I was coach he boarded me at that car and as I was climbing the stairwell up to the car level, the train started to move. One minute later and I would have missed it. Interestingly, I saw some of the people from the *Hi* on board and asked them how they got there and they said that the bus company had a special bus waiting for them. They wondered where I was. Having to go get my bag was what almost killed me.

The Pullman porter helped me with my bag to the coaches and I finally was able to relax. I did ride the Super Dome for a short time, but I really have to say I didn't enjoy my first ride on a Super Dome since I was extremely worried about my connection. To this day, I now schedule connections that are hours apart when possible, and I always arrive the station at least an hour before departure.

The Strata Dome cars of the B&O were interesting. They had a speedometer which fascinated me and they had searchlights on one side of the car which were totally useless, about the same as if you took a flashlight and stuck it out of your car at 90 mph and expected to see something. The glass in the dome was flat, like the *Blue Bird's*, but unlike the *Blue Bird's*, the dividing line between the upper and lower sections was right at my eye level. Sort of like sitting in the coach in a seat between the two windows and all you see is wall. I either had to slide down and sit real low or try to raise up to get my eyes above the dividing lines. Regardless, I was having fun. I had a nice meal in the dining car, the B&O's never-ending salad, but I don't have the menu and I don't recall what else I had. We did run around an hour late. I finally got to Pittsburgh, arriving at the P&LE station at about 3:00 am.

While at the convention I played hooky one day and rode the B&O's commuter service out the McKeesport. This was the first time I have ever seen, let alone ride, a Budd RDC car, and most nights during the convention I would walk over to Pennsylvania Station to watch the PRR's nightly lineup, including the *Manhattan Ltd*, *The Golden Triangle*, *The General* and *Spirit of St. Louis*. I couldn't wait for the *Broadway*, but I did get a lot of train watching in and not much sleep—but what the hey, I was a college student. Sleep was something you did when you didn't have anything else to do.

The convention was over and time to go home. Going home was just a straight shot, on the *Capitol Ltd*. at midnight, into Chicago at 8:20 am, thence over to Union Station to catch my most favorite of all, the *California Zephyr* at 3:10 pm and into Lincoln close to midnight.

I managed to ride 8 trains, 6 of which had domes or an honorary dome, one RDC car and one CB&Q local. Based on my 1963 CB&Q timetable the cost of the trip was \$62.20 plus about \$4.91 for the step-up to first class

and the parlor car seat from St. Louis to Chicago. I also discovered that one doesn't drink 13 glasses of punch which had been spiked with moonshine (made by the Iowa State Chapter's delegates in the Iowa State Chemistry lab) and expect to be able to stand up and get up the next morning—but that's another story.

Additional photos in the electronic edition.

2005 Annual Yearbook and Bulletin 1 for 2005 Due Toward End of January From NRHS News Extra Dec. 2006

According to Jeff Smith, Vice President, of the National, and Bulletin editor, Bulletin #1 for 2005 will be going to the printer for proofs just before Christmas. If the proofs are acceptable, this bulletin should be out by the end of January.

The 2005 Yearbook will be off to the printer as soon as the contractor returns completed files to the NRHS staff. Supposedly that was to happen by December 15th with mailing toward the end of January.

The Bulletin staff and contractors have various other Bulletin issues in several stages of production, however none are far enough along to project a final mailing date.

It has become, over the past few years, that various attempts at catching up with a combination of volunteers and contractors is not working. Smith is currently in discussions with a professional services firm in Philadelphia about helping with various aspects of the production of the magazine (layout work, pre-press work and non-railroad related proofing and editorial work). As plans solidify we will communicate those details to the membership.

Soo Line 2719 Finds a Home Trains Newswire December 11

The 1923 Alco Pacific lost its indoor maintenance facility when UP tore down its Altoona roundhouse in April 2004. Since that time the engine has been stored outdoors under a tarp in the Altoona Yard. In 2004 the Locomotive & Tower Preservation Fund of Eau Claire, WI reached a lease agreement with a group to move it to Montana, but that deal fell through. After extensive negotiations, an agreement was reached for the 2719 to move to the Lake Superior Railroad Museum (LSRM) in Duluth, MN, for display and operation.

The engine left Altoona in the consist of local train LTS82B on December 7th. The train pulled the locomotive from Altoona to Adams with frequent stops for lubrication. No problems were encountered during the move.

The engine is stored next to the Adams yard office while Union Pacific and Canadian National work out an agreement to move it north. UP has trackage rights over CN from Necedah (west of Adams) to Superior, WI. Until then, the engine will remain at Adams. If the 2719 reaches Duluth in a timely manner, the L&TPF and Lake Superior Railroad Museum hope to have engine ready to return to service sometime in 2007.

**Surprising Forecast for Amtrak:
Growth**
Excerpted from a New York Times Article
by
Mathew L. Wald and
Don Phillips
Published: December 23, 2006

Amtrak could see a ridership growth spurt of 50 percent in the next five to 10 years, but it would require billions of state and federal dollars invested in the tracks of other railroads, and millions more of private investment in passenger rail cars, the new president of the railroad said Thursday in an interview.

“The stars may be aligning” for a renaissance of rail, both passenger and freight, said Alexander K. Kummant, who was named president of Amtrak in September, after the board fired his predecessor, David L. Gunn.

Mr. Kummant indicated that Amtrak was backing away from some ideas that had upset Amtrak supporters, including putting the Washington-to-Boston corridor under separate ownership. He also said he did not intend to slash the long-distance network because it was a national asset that, once lost, would probably never be recovered. Mr. Kummant appeared to rule out much-discussed plans to privatize major parts of Amtrak’s unionized work force, instead saying it would make better sense to expand passenger service, and with it union jobs, while outsourcing only peripheral functions, like tree trimming.

The railroad may be poised for a rebound. Congressional Democrats, soon to be in control, are hopeful that they can enact a law setting goals for Amtrak, replacing the one that lapsed in 2002. Those goals include some of what Mr. Kummant listed as his own strategy, like financing rail projects the way that the federal government finances highways — by offering matching money to the states — and helping Amtrak and local rail transit agencies consolidate their purchases of new equipment at reduced cost.

The proposals passed the Senate overwhelmingly last year, but House Republican leaders would not bring them up for a vote. Senator Frank R. Lautenberg, the New Jersey Democrat who co-sponsored a bill with those provi-

sions, will be in charge of the Senate’s rail subcommittee next year. Mr. Lautenberg said he would offer a similar measure when Congress reconvened.

Mr. Kummant, a former freight rail executive, said that the rail network nationally was overloaded, but that strong growth in freight traffic, and the interest in rail as a solution to congestion and energy problems, opened the possibility for government investment in private freight railroad lines that Amtrak used. He said the additional money needed — perhaps \$1 billion a year for 10 years — was modest compared with what Washington spent on other modes of transportation. He said that track improvements for “the cost of four or five highway interchanges” would allow corridors of several hundred miles with passenger service at more than 100 miles an hour.

But both Amtrak and the freight railroads would need outside capital. Matthew Rose, chairman of the Burlington Northern Santa Fe Railway, said Mr. Kummant’s idea of government investment “makes a lot of sense” as long as it is carefully devised to avoid government interference in private-sector decisions. Mr. Rose said that railroading was in a “rising tide” era, and that without government help, Amtrak would inevitably be squeezed and unable to provide reliable service.

**Minutes of the November 18,
2006 Membership Meeting of
the Northstar Chapter NRHS**

The meeting was called to order at 7:01 pm in the St. Paul Fire Department Training Center by chapter president Marty Swan with 23 members and guests present (several more people arrived later.) Marty noted that this would be the last meeting that he would preside over as president. There was one guest at the meeting - John Kennedy. A motion was made to approve the minutes of the October 21, 2006 meeting, as published in the November 2006 issue of Northstar News. The motion was seconded and carried. Cheer Committee - Marty said that he had sent a sympathy card to Ms. Lynn Burshtin of the NRHS national office on account of the sudden death of her mother-in-law.

Treasurer Joe Fishbein gave his report for October 2006. Cash in checking account, as of October 1, 2006, was \$4,200. Income during October was \$887 for Iowa trip registrations, \$100 donation by Marty Swan toward the cost of upgrading the bus on the Iowa trip, \$34 in dues and donations, and \$1 in checking account interest, for total income during October of \$1,022. Expenses during October were \$821 for bus charter for Iowa trip, \$91 for newsletter expenses, and \$22 in dues payments to the NRHS national office, for total expenses during October of \$934. Cash in checking account, as of October 31, 2006, was \$4,288, of which \$2,548 was in the General Fund and \$1,740 was in the GTW 8327 Restoration Fund. Funds in CDs and investments, as of October 31, 2006, were \$31,000. Total chapter membership is 81, of whom 2 have renewed for 2007. There were no questions about the treasurer’s report. Marty gave thanks to Joe Fishbein for his years of ser-

vice as treasurer.

National Director Doug Johnson gave his report. He represented the chapter at the Fall Board of Directors meeting in Huntsville, AL. Among the events at the meeting was a visit to the historic Huntsville depot. Upcoming events include next spring's Board of Directors meeting in Greenville, SC, the national convention in Chattanooga, TN, and the Fall BOD meeting in Houston or Galveston, TX. Meetings for 2008 will be a Spring BOD meeting in Syracuse, NY and the Fall BOD meeting in Chicago, IL. Doug reported that they had passed a budget for 2007. He noted that the organization needs donations or people to leave money to the NRHS in their will. He reported on the grant request program - \$34,000 in grants were awarded, but this is only a small fraction of the total of all the grant requests. This year's national convention was held at New Philadelphia, OH. Since it was not run by a local chapter, all the surplus after all the bills for the event are paid (an estimated \$40,000) will go to the national treasury. The 2008 convention will be sponsored by the North Texas chapter. There are possible leads, but nothing firm at this time, for the 2009 convention. Several issues of the NRHS Bulletin are behind schedule, but they hope to get them out before the end of the year. In the future, they will try to get them out on schedule. There were good results from this year's Rail Camps, both at Steamtown in Pennsylvania and one at Ely, NV. Other railroads are interested in getting involved in the program. Doug noted that meetings, such as the BOD meeting, are open to any member of the NRHS. A question was asked about the dates for the 2008 convention. Doug reported that they are looking at June, but nothing is definite yet.

Editor Russ Isbrandt sent a report - "The Northstar News has mostly recovered from a disastrous hard drive failure. Stories and photos will be backed up on read-write CDs. I need more members to contribute. If this is a 'newsletter,' then supply me with goings on in the Twin Cities, i.e. sightings of strange or new motive power, business car trains, odd-ball Amtrak consists or private car movements. There will always be a need for reminiscences. Some of you who have retired from the industry surely have 'war stories,' eccentric clients,' or near misses. Greg Smith's story of a very long tour of duty on Amtrak is an example."

Webmaster Dan Meyer had nothing to report. The by-laws-committee has been disbanded. Dennis Loudon reported on plans for the Holiday Banquet, which will be held 3 weeks from tomorrow at Mancini's. So far we have about 22 people signed up, but Dennis expects that we will fill the room. The program will be presented by rail author Don Hofsommer, who is a good speaker. We will gather about 4 pm and it is hoped that we can be through by 8:30 pm (9 pm at the latest.) Anyone who has door prizes to donate should bring them along on Sunday, December 3rd. The election will be held later in tonight's meeting. Housing committee report will also be later.

John Goodman reported on both programs and the Trip Committee. As the person in charge of programs, he talked to Professor Hofsommer recently about his slide presentation at the Holiday Banquet. Will we need a microphone? Does Mancini's have a screen or do we need to bring one ourselves? That takes care of December. John said that he has

not yet talked to the probable new chapter president Mark Braun about future programs. Greg Smith knows someone from the Lake Superior RR Museum who has a program based on aerial shots of railroad yards. De Lindeen said that she has seen this program and it is very good. As for trips, Joe Fishbein did a profit and loss statement on the trip to Iowa for the excursion on the Iowa Traction RR. There was a small loss on the trip. John said that he had taken a preliminary look at possible trips that we could take next year. A trip to the National RR Museum at Green Bay, WI could be done either as a very long one-day trip or as a two-day trip. If it were done as a two-day trip, then there would be motel expenses - John estimated the cost for such a trip would be about \$150 per person if we can get 20 people to take the trip. He hasn't looked into another trip to the Boone & Scenic Valley in Iowa. As for a trip to Chicago, it would be very expensive. John estimated that it would be about \$350 just for transportation and meals on the private car.

Jim George reported on the current status of the proposal to build an archives building for the Soo Line Historical Society at Neenah, WI. The joint request of the Soo Line Historical Society and the Neenah Historical Society for a grant was denied. Jim noted that there had been 80 to 90 requests, but only 24 projects were awarded grants this year. Now the Soo Line Historical Society is back to "Square One." It is possible that they might come up with a plan to build the proposed building in stages, as funds are available. If that doesn't work, they have offers of land, but that would only be leased. They could put up a metal building until some long-term solution can be worked out. Mike Mackner said that he is working on a project to restore the Marine-on-St. Croix depot. It's not clear whether the original building was moved away from the site (they will be investigating those reports) or whether they will have to build a replica. Jim reported that lots of space will be needed to hold all the material in the Society's collection. At least at present, the active core of the Soo Line group is in eastern Wisconsin, so that is why they want to build the building there.

There was no other Old Business.

New Business - Until Bob Koetz's recent illness, he was our contact with the St. Paul Fire Department, so he had made the arrangements to get us the use of our meeting space at the St. Paul Fire Department Training Center. John Goodman has been acting as our liaison with the fire chief. We have been able to continue meeting in the Training Center, but the chief is concerned about possible legal complications, such as the possibility of a lawsuit if anyone should suffer an injury. We must look for a new meeting location. There isn't any business meeting in December, so we have until January to find one. It's possible we could meet here in January if it is the last time. Several possible new meeting locations were discussed. The MTM's Jackson St. Roundhouse and the streetcar waiting station at Como Park were suggested. Some felt that the roundhouse was not very comfortable and the streetcar waiting station has a substantial rental charge. The consensus was that if we can find another meeting location, we had better do so. The question was asked if anyone in the group has any contacts that can get us a new meeting location. Mike Mackner said that he had a meeting set up to see about the use of the streetcar waiting station. Another possible meeting place would be at the Twin City Model Railroad Museum at Bandana Square. The Museum has a long-term lease there and it is possible they may

be able to add up to another 1,200 square feet of space. It might be possible to get a city grant to help with this. Mike also has a meeting about the possibility of using space at the St. Paul Union Depot. He wanted a sense of the members - how far they are willing to travel for meetings? - Also, how important is free parking? There was a discussion. It was mentioned that some downtown St. Paul office buildings have meeting rooms. It was noted that we might not be able to get a long-term meeting location right away, so we might have to use temporary locations until we get a permanent location lined up. Mike said that he hoped to have recommendations by the end of December. Marty noted that, at that time, we will have a new chapter president and a new chapter BOD.

Elections - Cy Svobodny reported for the Election Committee. Marty said that he would call for nominations from the floor three times for each office. Mark Braun was nominated for President. There were no nominations from the floor to oppose him, so the nominations for that office were closed. Dennis Loudon was nominated for Vice President. There were no nominations from the floor to oppose him, so the nominations for that office were closed. Dave Norman was nominated for Secretary. There were no nominations from the floor to oppose him, so nominations for that office were closed. Dan Meyer was nominated for Treasurer. There were no nominations from the floor to oppose him, so nominations for that office were closed. A motion was made, seconded, and carried to elect by acclamation all the unopposed candidates. Doug Johnson and Marty Swan were nominated for National Director. Marty stood aside while Mark Braun called three times for nominations from the

floor for that office. There were none, so nominations for National Director were closed. Bill Dredge and Frank Willkie were nominated for Trustee. There were no nominations from the floor, so nominations for Trustee were closed. Ballots were distributed. After members had a chance to mark their ballots, they were collected.

The meeting continued while the ballots were being counted. John Goodman reported that he had been approached by the University of Minnesota Press about the possibility of reprinting Dick Prosser's book *Rails to the Northstar*. Prosser's niece has given approval to the project. Don Hofsommer will write the introduction. There was a break while counting of the ballots continued. The results of the vote were announced. Doug Johnson remains as National Director. Bill Dredge is the new Trustee. Marty Swan gave a brief speech as this is the last meeting he will run as President. He thanked the chapter for honoring him by making him President for the last two years and he wished the new Board of Directors all the luck in the future.

A motion to adjourn the meeting was made, seconded, and carried at 8:25 pm.

The program consisted of more slides from the A. Robert Johnson collection.

Respectfully submitted,

Dave Norman
Secretary, Northstar Chapter NRHS

Northstar News
Northstar Chapter
National Railway Historical Society
4036 Birch Knoll Drive
White Bear Lake, MN 55110

Address Correction Requested



Left: Adding power to the GM&O Abraham Lincoln.
Right: The *Texas Eagle* has landed. Note the Texas and Pacific diamond logo on the nose of the E-7.
All photos by H. Martin Swan



Left: Wabash and Missouri Pacific E-units gather at St. Louis. Photos by H. Martin Swan
Right: Left to right: Erie Lackawanna *Lake Cities* just arrived, Wabash *Blue Bird*, and a Santa Fe train.



Left: Chicago and North Western *Bi-Level Flambeau 400* at Milwaukee.
Right: Milwaukee Road *Morning Hiawatha* eastbound at Milwaukee. Photos by H. Martin Swan

Editor's Note: Please note train identities are best guesses by the editor, not the photographer, based on schedule information from the August 1961 *Official Guide*.