



NORTHSTAR NEWS

My 2012 Trip to Montana - Part 2 by Dick Tubbesing



Amtrak's *Empire Builder* at Gassman Coulee trestle west of Minot, ND. Photo by Dick Tubbesing

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Meeting Notice

The October meeting of the Northstar Chapter of the NRHS will be held on October 20th at 6:30 pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page.

Note the EARLIER START TIME at 6:30 pm.

Program: Greg Smith slides

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Northstar Chapter Officers

Board of Directors

President	Dawn Holmberg	dawn@dholmberg.com	763-784-8835
Vice President	H. Martin Swan	hmartinswan@msn.com	612-961-1684
Past President	Cy Svobodny	ctsvobodny@yahoo.com	651-455-0052
National Director	Bill Dredge	williamdredge@yahoo.com	952-937-1313
Treasurer	Dan Meyer	treasurer@northstar-nrhs.org	763-784-8835
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Bob Clarkson	railroadbob@hotmail.com	651-636-2323

Staff

Program Chairman	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Newsletter Editor	Russ Isbrandt	risbrandt@comcast.net	651-426-1156
Newsletter Production and Distribution	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Chapter Librarian / Historian	John Cartwright	stationman86@yahoo.com	651-481-8479
Webmaster	Dan Meyer	Website: www.northstar-nrhs.org	
Chapter Mail Box	Northstar Chapter NRHS	PO Box 120832	St. Paul, MN 55112

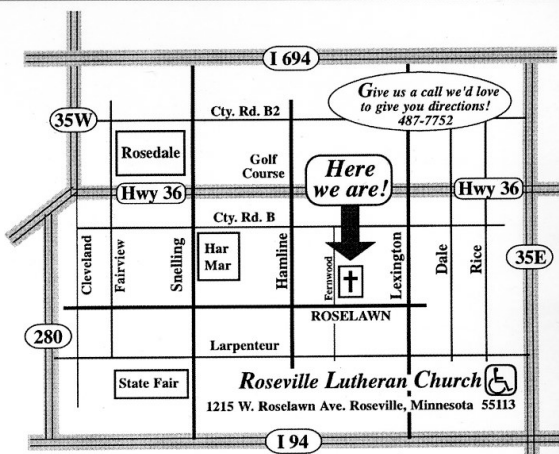
MEMBERSHIP INFORMATION

Dues are \$51(\$36 for the National dues and \$15 for the local dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 for the National, \$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 payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.

A subscription to this newsletter may be obtained for \$18 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.

Directions to the Meeting Site

From the east and 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.



My 2012 Trip to Montana - Part 2 by Dick Tubbesing

Tuesday, July 3 - Bozeman to Missoula, MT

We got up early, decided to forgo the normal motel breakfast, and opted to go next door for a McDonalds' Egg McMuffin instead. Then we headed west on I-90 looking for any MRL trains, the tracks of which follow the freeway to Logan and then head north to Helena. We saw no trains, and exited the freeway at Three Forks, MT, where nearby the Missouri River is formed by the confluence of the Madison, Gallatin, and Jefferson Rivers. After a brief

stop at the state park, where one needs an elevated platform to actually see the three rivers form the Missouri, we headed into town and stopped at the tourist center. It is on the old Milwaukee Road roadbed and has a Milwaukee bay window caboose. The old Milwaukee freight house nearby appears to be apartments. A new depot by this site is being restored. It was transported from Trident, MT and is an ex-NP, as we found out when we headed into town to visit the history museum in an old bank building. It was a nice museum with many railroad artifacts and history about the Milwaukee Road through the area.

We then decided to head west on Montana Highway #2 and try and see what evidence is present of the old Milwaukee Pipestone Pass route. The road roughly follows the Jefferson River and an MRL branch (ex-NP) to Whitehall and Cardwell, MT. On one side of the Jefferson River is the MRL branch and on the other side you could see evidence of the old Milwaukee roadbed. We entered Cardwell which had a grain elevator and some track where lumber cars were stored. We went south of town to see some evidence of the Milwaukee roadbed and some pilings left from a bridge across a creek. Then we continued west toward Butte and tried to find the location of the Milwaukee Vendome Loop. We turned south on a county road to try and find this location. We turned on a gravel road that headed toward the foothills to see what we could see, passing some ranch houses (one with a Milwaukee and GN boxcar used for storage) and couldn't really identify anything from eye level. It wasn't until we got to our hotel this night and looked up the satellite view of the area that we could definitely see where the Milwaukee ran. We were right in the area but didn't know it was the Vendome Loop area. Then we proceeded west on Montana #2 and as we got into the mountains the road closely paralleled the Milwaukee Pipestone Pass route.

We stopped at a couple of places where Roger climbed up to the grade level, and just around a curve we found the Pipestone Pass tunnel. We took a few pictures of these places and then headed into Butte, MT.

Butte, MT

We drove into Butte from the south, stopped for a sandwich, and then went to the Berkeley Pit, which is one of the largest copper mines in the world. Outside the viewing stand there was a streetcar on display, but no identifying mark with it. We took our pictures of the Pit and then headed into town to find the three railroad depots that still exist. The first depot was the NP depot which was home to a catering business. The door was open and we went inside to find that this depot was nicely restored. The owner came out and gave us a talk on what he did to restore the depot to what is once was. Roger took a few pictures.

There were workers on the outside who were restoring the cobble stone platform area that bordered the tracks. The tracks are used by the Rarus Railroad which runs on the former Butte Anaconda and Pacific Railroad to Anaconda, MT. Then we found the Milwaukee depot, which is now home to a TV station. After searching awhile, we found the ex-GN depot, in nice shape but appeared to be vacant.

Butte to Missoula

The rail line (ex-NP) from Butte to Garrison, MT is still used, and Garrison is where the MRL line comes in from Helena, MT. On the way we saw evidence of the Milwaukee Road line along the freeway and stopped at Deer Lodge, MT, a Milwaukee terminal. On display was a Little Joe Electric E70, a Milwaukee E-9 (a recent addition) and a Milwaukee bay window caboose, which we could walk through. All three displays were well labeled and in very nice condition. (If only one of these could run again!!) We had an ice cream cone at the ice cream hut at this park and a interesting conversation with the proprietors. They noted Deer Lodge held one of the first prisons in the old west. We then headed to Missoula, and did see one EB MRL train from the freeway, but had no way to chase or even get off the freeway. It was early evening when we arrived in Missoula. On entering town we spotted a BNSF WB train with Boeing 737 aircraft being transported from Wichita to Renton, WA. So we exited and wound our way back to the location of the train and took some pictures as this train was waiting for a new crew. Since there was a car wash next door, Roger went to get our car washed, and then a EB empty coal train came rumbling by, so we got some video of the train passing the Boeing train. By then, it was late evening and we headed to our motel, had a nice



The BNSF Boeing train at Missoula. Photo by Dick Tubbesing

meal at the Montana Steak House and turned in for the night.

Wednesday, July 4th - Missoula to Sandpoint ID

We headed out on I-90 again and went west following the MRL tracks, and stopped at Alberton where many Milwaukee pictures had been taken. We drove around but didn't see much evidence of the Milwaukee here. We drove past St. Regis, MT where the MRL heads NW toward Idaho and the freeway heads west mostly along the Clark Fork River. You can see evidence of the Milwaukee right-of-way on the mountain side south of the freeway. We headed to Taft where the Milwaukee St. Paul Pass route has been turned into a bike trail through the Bitterroot Mountains. The trail starts at the east portal of the 1.6 mile St. Paul Pass Tunnel (right on the border of MT and ID) and then loops around mountain sides to a lower elevation that ends in Avery, ID, the west end of electrification of the Milwaukee's Rocky Mountain Division. Back in 2003, I did ride this 15 mile trail and videoed all the tunnels and trestles at the time. We headed on a dirt road up over the tunnel and then down to the railroad place of Roland at the west portal of the tunnel. We followed a dirt road down to the end of the trail at a railroad place called Pearson. This was near where a lumber branch called the Bogle Spur departed from the main line. From Pearson the Moon Pass Road joins in from Wallace, ID and the road runs on the Milwaukee roadbed along the St. Joe River to Avery, ID through a few tunnels and a couple of trestles. We stopped at Avery where the ex-Milwaukee station is a café and small museum kept in very nice repair. There is also the recent addition of a Milwaukee diner - lounge *Twin Grove* that according to John Goodman was transported to Avery from Portland, OR. We went inside and the interior is partially restored. The car appeared to be in decent shape. We proceeded west along the St. Joe River to St. Maries, ID, and stopped to see the St. Maries River Railroad yard, shops and depot. The railroad runs west to Plummer Jct., and south to Boville, ID on ex-Milwaukee track. Then we went west past Lake Chatcolet and saw the ex-Milwaukee floating bridge across the lake and on to Plummer Jct., the only way the St. Maries Railroad can reach the outside world. This is where the Milwaukee branch and the route of the *Olympian Hiawatha* went to Spokane, WA, which I think is operated by the UP. We reached US 95 and headed up toward Sandpoint stopping on the way for dinner at Coeur d'Alene, ID at Sherries Family Restaurant. We headed north along BNSF's 'Funnel' through Athol to Sandpoint, but didn't encounter any trains and headed to our motel north of Sandpoint. As we were unloading our stuff, we saw through our window a SB UP potash train go by. We turned in for the night.

Thursday, July 5th - Sandpoint to Kalispell, MT

We got a fairly early start, and decided to head north along the BNSF line instead of going back to Sandpoint and maybe getting a BNSF train on the viaduct across Lake Pend Oreille. We headed north to Bonners Ferry, ID and stopped at Moyie Springs, ID dam. Now the BNSF was across the Kootenai River. Highway 2 only provided limited views of the river and the railroad on the other side, until you were well into Montana. We stopped at couple of places along the tracks to view signals to see if any trains were near by. No luck, as most every place we looked there were maintenance of way crews working on

the track or signals, For a busy line, there must have been a maintenance window for the day between Bonners Ferry and Whitefish, MT as we saw no trains, just maintenance of way crews working. We then stopped near Troy, MT at the Kootenai Falls State Park. Roger has trouble walking any distance, so I decided to walk the path down to the river and falls and a swinging foot bridge across the river. I got some pictures, and then proceeded to Libby and east following the tracks to a forest road which follows the tracks all the way to Trego, MT, north of Whitefish. As we drove toward the Flathead Tunnel all we saw were MOW crews and the scanner had chatter from the MOW crews. At a crossing called Ariana Road we spotted a ballast train and waited to video it as it passed by WB. Then as we went further north we spotted another longer ballast train sitting in a siding. We got to a road bridge over the tracks, and after hearing some chatter on the scanner, a SB Train appeared to be nearby. So we got on the bridge to wait for the train, and it was a bare-table train heading west. Then we found the south portal of the Flathead Tunnel, drove into the BNSF area that was now under video surveillance and left promptly, didn't hear that any trains were nearby anyway. We went by the north portal, which housed all the blower equipment to clear the tunnel of fumes as trains traverse the tunnel. We went north and encountered a WB manifest climbing the grade to the tunnel, so we zipped around and sped to the north portal of the tunnel and waited for the train to arrive and videoed the train entering the tunnel. As the train fully entered the 6 mile tunnel, the blowers were turned on and made quite a racket. At least we got one decent train this day! We then proceeded to Trego and then south to Whitefish. Between Trego and Whitefish the tracks are rarely seen or accessible. We got to Whitefish and proceeded 10 miles south to Kalispell and our hotel. Then as hungry as we were, we headed to Columbia Falls and the Night Owl Restaurant. Again, this is where the locals go and I had eaten there twice when chasing the 4449 back to Portland in '09. They have great ribs, and OUTSTANDING fried chicken and fried bread to die for!! Then we headed back to the motel for the night.

Friday, July 6 - Hungry Horse Dam and Glacier Park

This was a day to depart from our railroad chases. We headed to Glacier Park, but on the way we diverted to the Hungry Horse Dam and Reservoir. This dam is about 600' high and provides electricity for NW Montana and backs up a very large reservoir used for recreation in a beautiful mountain setting. Along the road on the north shore, we spotted an empty osprey nest. Then we headed to Glacier Park. After waiting in line for about 20 minutes, we got into the park from West Glacier and proceeded from west to east on the Going to the Sun Road. We stopped along Lake McDonald and the lake was calm and we got some perfect mountain reflection pictures just before the wind started up. Then on to Avalanche Creek area, up to Logan Pass, and down past St. Maries Lake and the east end of the park. Need I say more.... spectacular mountain scenery. We then headed down to East Glacier, west on highway 2 and stopped at the Isaac Walton Inn for dinner. A number of cabooses have been added and are undergoing work to be used as cabins. The GN F-unit was placed right near the tracks and for about \$370 you can enjoy this unique cabin. The GN caboose near the F-unit can be had for about \$260. We got a seat on the porch and had an excellent dinner, I had

a mustard pork chop, and the blackberry ice cream for dessert was fantastic. We did see a couple BNSF freights pass by as we were dining. We then headed back to Kalispell and our motel well fed.

Saturday, July 7 - Kalispell, MT to Havre, MT

We headed east on Highway 2 looking for trains. The first train was an EB BNSF grain train entering a tunnel just east of Belton (West Glacier). We then headed east and looked for a trestle that we saw going west the previous day about 2/3 of the way to Marias Pass Summit. This trestle is west of the BNSF siding called Java East. We got a train crossing the trestle, and other people were also stopping at this spot. We found out that this is a place where goat licks are placed and you can see Rocky Mountain goats. Sure enough, up on the mountain side there were 5 or 6 mountain goats sunning themselves on the rocks above. We proceeded west and encountered a WB BNSF manifest, so we hurried back to the trestle location using a turn out from Highway 2 to get this train crossing the trestle. Then we proceeded east to the Marias Pass summit. There were no trains in the vicinity, but we took a couple of pictures of the continental divide signs. Motoring on, we got to the East Glacier Station, looked at the depot, and all of a sudden the signal turned green and a WB Z-train rolled by. The signal turned dark right after the engines passed the signal. Talk about approach lit signals..... We then headed east past the Two Medicine Bridge at a farm house that I got 4449 on back in '09. We continued on past Browning, and Cut Bank, to maybe catch a train on the Cut Bank Trestle, but no luck. We stopped at Mac & Dons for an ice cream cone. Then it was on to Shelby, (Jct. of the GN line to Great Falls) and the grain train we got in Glacier Park was leaving with an additional 3 units being ferried to another yard. We got this train as it left Shelby. We continued on east looking at signals for indications of trains, knowing the grain train was now behind us. There is a great vista east of Hingham, MT where track makes a sweeping S curve. We shot the grain train at this location. Further east, we saw a WB manifest in the distance and found a road crossing (MP 976, Bay Road, Near Kremlin, MT) to set up to video this train. We finally got to Havre just as the same 6 unit grain train arrived.

Havre, Montana trains



Amtrak's Empire Builder heading west out of Havre. Photo by Dick Tubbesing

After listening to the scanner, Amtrak #7 was late and near Havre. So we set up on the big hill just west of Havre

with a great view of the yard from the west end. Hearing that Amtrak had arrived, we waited for the train to head west. In the mean time, a BNSF Z-train headed into the Havre yard. Then listening to the scanner, Amtrak was delayed a bit more as some cars needed more water. Finally Amtrak left the depot, and passed below us with 3 P42 units of Amtrak elephant style with 7 BNSF business cars trailing. They included generator car, *Stampede Pass*, ex-ATSF sleeper, diner ex-NP *Lake Superior*, lounge car ex-NP coach *Como*, business car *Topeka*, business car *Gerald Grinstein*, and ex-GN dome *Glacier View*. My guess is that a couple of BNSF business cars needed water, as listening on the scanner, Amtrak had to pull ahead to the watering spot. Then it was dinner time, and Roger and I chose to have some prime rib at *Andy's Supper Club*. The meal consisted of about 5 courses... needless to say we were stuffed and slept pretty well that night.

Sunday, July 8 - Havre to Minot, ND

After a good breakfast at 4B's Restaurant, we again headed east. We passed through Malta, Glasgow, (we got there as a WB bare table train left town) and Wolf Point. We checked signals along the way to try and get a handle on train activity. It wasn't until we got to Culbertson, MT that we waited and got a WB manifest. There was a lot of construction to the south of the tracks and a passerby stopped and explained that this is a new grain facility with a loop track, financed by a Japanese company to export grain through the port of Vancouver, BC. He said there needed to be a lot of fill for construction since the land sits in the Missouri River Valley and the water table is very high in this area. Then listening on the scanner, it was determined that Amtrak #7 was late again, so we stopped at Bainville, MT (just across the border from ND) and saw the WB signal turn green. It wasn't long before Amtrak #7 rolled by. Then it was on to Williston, ND (center of the Bakken oil boom). There were many new oil wells, housing tracts, and trucks hauling supplies everywhere. We went to the depot to see if there were any trains, and only saw a WB maintenance of way Herzog train switching at the west end of the yard. We then headed east and stopped at Ray, ND where I had videoed 4449 on the way back to Portland in '09. We didn't see any trains nearby, so we headed further east to Ross, ND. Here we saw a WB grain train on the siding, and then proceeded west to a better vantage point for this train. While waiting for the grain train to depart an EB BNSF Z-train came by, so we got two trains at this location. Then we headed back east on Highway 2. We caught up to the Z-train but we never could get ahead of it and my guess this train was moving along at 55 – 65 mph. We got to the Gassman Coulee Viaduct west of Minot just as the Z-train was crossing it. Then it was on to Minot and our motel. We had a nice dinner at a nearby Applebees.

Monday, July 9 - Minot to Moorhead, MN

We went down to the nicely restored Minot station (after last year's flood damage) and got a WB manifest leaving Gavin Yard. As this freight was nearing the station, in rolled Amtrak albeit a little late. So we got trains at the depot, then hightailed to the Gassman Coulee viaduct to get shots of Amtrak #7. When we got there the manifest had stopped just east of the trestle and listening to the scanner, a minor problem with #7 was attended to. Roger had gotten a position high up on the hill on the south side of the viaduct and I took a lower position. While waiting for Am-

trak, an oversize truck came along with a fabricated house in tow. I hoped my car was off the road enough so he could pass, but the driver whipped around me with no problem. Then, soon after that, across came a WB BNSF Z-train. Then the manifest that was holding just east of the viaduct was dispatched across the trestle to a siding west of the trestle. Finally, Amtrak #7 came across. Three trains on the viaduct was good fortune.

Search for CP Trains

Then we headed southeast on US 52 which followed the CP North Dakota main line. We stopped at Sawyer and Voltaire, ND to see if any trains were in the vicinity and discovered there are no signals since this line is dark territory. We made it to Drake, ND. Here we caught a local heading onto the branch to Max, ND. This train had a Soo unit and a very healthy consist. Then we headed on listening to the scanner for any activity. All we saw was maintenance of way track crews out doing track work south of Drake. We headed to Harvey, ND, home of a small yard and junction of the line to Rugby, ND. Hearing that a local was to depart Harvey, we set up a mile or so north of town and caught this local at a road crossing. This train had a vintage CP SD40 and a Soo unit on the point. Heading back to Harvey, we stopped for gas and got a great ice cream cone at the station. There were three trains in the Harvey yard, a WB auto rack and stack train, a WB stack train and a ballast train headed by a blue DM&E unit. They were probably waiting for crews. Roger got some pictures of these trains. We headed southeast and stopped at Carrington, ND. It had a neat old stone building which was the court house on the north side of town, a junction with the Red River Valley and Western Railroad, and numerous grain elevators. There was a CP manifest switching cars and ready to head west. The power had a red and black GP-7 or 9 in the lash up. I couldn't identify the railroad, but set up and got this long train leaving town. We took the wrong turn at Carrington and headed east instead of following the RRVW to Jamestown. We found our way to Valley City. Getting back on I-94 we saw an EB coal train and drove ahead to where we could get off the freeway and headed to the tracks, but by the time we got to a decent photo spot, the train had already arrived. Then we got back on the freeway and headed to Castleton, ND, just west of Fargo, where the BNSF Surrey Cutoff joins the old NP North Dakota route. We found a good location, although the sun angle was not good in late afternoon. We got a BNSF EB stack, a BNSF manifest and a BNSF coal train at this location. Then it was on to Moorhead and our motel. We had a steak dinner at the Speakeasy Restaurant in Moorhead and retired for the night.

Tuesday, July 10 - Moorhead to MSP

We headed back to Highway 10 to follow the BNSF tracks. We stopped at Hawley and saw a WB train in the siding. It looked like some track work was under way. We then proceeded southeast looking at signals and listening to the scanner for train activity. We didn't have a lot of time to chase since we wanted to get the car returned by the end of the day. We did not see many trains until we encountered an EB "oil can" train at Little Falls and followed it along to Rice and Royalton, MN. This train was moving along at 50 – 55 mph and Roger got some good pacing shots of the train. We decided to get ahead of the train and opted for a location east of Clear Lake, south of

St. Cloud, to get our last train. After setting up, the “oil cans” roared by, and just after the DPU passed, came a WB Z-train came. So getting two trains here was again good fortune. We headed to Becker and the “oil can” train had stopped to let another WB manifest pass by before hitting the single track between Becker and Big Lake. Roger got this WB train out the window of the car. This was our last train of the trip. We got home, unpacked, got the car back to the rental agency, and Roger off to his home in Glencoe. A great trip and the weather could not have been more cooperative!!!!

Additional photos in the electronic edition extra pages.

RNC: A little hypocrisy goes too far

**Written by Lawrence H Kaufman,
Contributing Editor, Railway Age**

The Republican National Convention the last week in August was the kind that party pooh-bahs like: There was virtually no controversy and little occurred that affected the mood of the convention or its schedule.

To no one's surprise, Willard Mitt Romney, after what appeared to be a 20-year campaign, finally won the Republican nod to run for President of the U.S. Romney is joined by Rep. Paul D. Ryan of Wisconsin, a so-called policy wonk who did himself a bit of harm in his speech to the convention when he presented a world that simply does not exist.

Also to no one's surprise, the GOP party platform that was adopted with virtually no debate claimed to be a document supporting smaller government and low taxes.

Don't you believe it.

The platform plank on infrastructure promises to terminate high speed rail development, but that was no surprise. The program had not been funded the past two years as Tea Party Republicans (Ryan is one of the darlings of the Tea Party movement.) tried to block virtually all spending programs, especially those advocated by President Obama. In the same vein, the GOP promises to end subsidies for Amtrak, the national rail passenger service, a move that effectively would make the United States the most highly developed nation not to have rail passenger service.

Whether I like it or not, these are legitimate policy issues, and Congress has the duty and authority to decide which should be funded. Programs have been created and programs have been terminated since the republic began in the late 18th Century. That's the way our government is supposed to function. We cannot afford everything we think we might want.

What I don't consider legitimate, however, is the Republican promise to put more money into the nation's infrastructure. For a party that will bore you out of your mind with its prattle about shrinking government and lowering taxes, pumping tax money into highways is more than just a dichotomy. It's hypocrisy.

Let's be clear about one thing. The nation's infrastructure is crumbling and pumping fresh money into it is necessary. Nowhere in convention week were any delegates or Republican office holders asked to explain their reluctance to spend money this year on highways or other infrastructure elements.

Considering the GOP-controlled House's decision to authorize a short-term highway program at only about 40% of the amount spent over the previous five years, it might have been instructional if party leaders had been forced to explain why we should believe their promises in light of their performance earlier this year.

Even if they were serious in their promises to spend more money on highways, Republicans should be required to deal with some questions. Where was the sentence in the platform, for example, advocating that truckers must pay their proper allocable share of the infrastructure funding the GOP is advocating (and what gave party officials religion on highway spending, anyway)?

You didn't see the sentence because it was not there. Big-rig trucks have been effectively subsidized for decades—by as much as 40%, according to some independent highway cost allocation studies.

Subsidizing truckers who get to expense their right-of-way costs while railroads must capitalize theirs allows truckers to charge less than they would if they had to pay their full share of the government-owned, -operated, and -maintained highways they use. Railroads are forced to reflect the trucking subsidy in the rates they charge to move competitive traffic.

With the exception of some public-private partnerships, railroads put up their own (stockholders') capital. So, if we are to believe the GOP, they are all for subsidizing motor carriers, while punishing railroads and their customers.

Republican platform writers didn't even provide a rationale for taking a position that directly conflicts with the party's less-government, lower-taxes mantra. Or, did any Republican strategists even bother to read their party's platform?

Railway Age Editor's note: So much for the Republican Party being the party of small government and low taxes. If you believe their platform, Larry has a bridge to nowhere for sale in Alaska he's sure you will want to buy. Ask for Sarah, Don, or Ted if you'd like a guided tour.—William C. Vantuono

From Trains Newswire

Paper makes the case for long-distance trains

By Bob Johnston

Published: September 20, 2012

CHICAGO — This week, the Midwest High Speed Rail Association and the National Association of Railroad Passengers have jointly released a study titled, “Long Distance Trains: Multipurpose Mobility Machines.” The 12-page document is available for download on the NARP website.

The paper dissects the traveling patterns of passengers utilizing Amtrak's 15 long-distance trains, pointing out that the routes account for 42 per cent of the company's passenger miles. “The longer the route, the more city pair markets it serves,” the paper asserts, using a schematic diagram to illustrate multiple *Lake Shore Limited* city pair trips and using *Southwest Chief* ridership data to show that individual journeys are evenly divided between trips of over 1000 miles, 500 to 1000, and under 500 miles.

Attacks on the usefulness and efficiency of long distance trains often suggest that air travel "makes sense" only for trips over 500 miles and cars are best for trips under 100. "This construct is based on the assumption that route length, for reasons neither obvious nor stated, should coincide with trip length," the paper argues, based "on the misconception all travelers have the same needs and on the erroneous notion that trip time is the primary, if not only, consideration for everyone."

Using the *Chief* again as an example, the paper also delves into the ridership-revenue equation, noting:

Travel between the endpoints accounts for 8% of the ridership but 20% of the revenue

Coach travel under 750 miles accounts for 54% of the ridership but 37% of the revenue

People who use sleeping cars account for 17% of the ridership but 44% of the revenue

The study charges that decreasing intercity bus and nonexistent air service between many city pairs make trains a "cost effective way to restore mobility choices to cities and towns of all sizes along a railroad corridor." That paper concludes public policy should mandate frequencies be increased on existing routes, gaps between major city pairs not now being served should be closed, speeds should be raised through track improvements to increase efficiency, and a large scale, long-term procurement program for high-performance trainsets suitable for overnight and longer distance trips should be initiated.

Speeds ramp up in Chicago-St. Louis Corridor

By Bob Johnston

Published: September 18, 2012

DWIGHT, IL — Union Pacific crews completed necessary track and signal work on a stretch of Amtrak's *Lincoln Service* corridor to allow in-service testing to begin to eventually permit 110 mph operation on the route. On September 15, Union Pacific business train sleeper *Portola* and theatre inspection car *Idaho* operated from St. Louis to Chicago on the rear of train No. 302 to inspect the recently completed 20-mile segment between the north siding switch at Pontiac, IL, and the Norfolk Southern diamond at Dwight. That trackage is signaled with UP's Automatic Cab Signal system overlaid with General Electric's Incremental Train Control System. ITCS is also in use on the Porter, IN, to Kalamazoo, MI, 110-mph portion of Amtrak's Michigan line to facilitate locomotive speed control and crossing monitoring. The Illinois segment also includes the passing siding at Odell, which was completely rebuilt with No. 24 50-mph turnouts, concrete ties, and a 20 foot track center spacing to facilitate future use as a second main track.

Meeting Minutes of the September 15, 2012 Membership Meeting

The meeting was called to order at 6:30 pm in the Roseville Lutheran Church by chapter president Dawn Holmberg with 20 members and guests present. President Dawn reminded subscribers that they are not permitted to speak during the business meeting, but they are welcome to attend. Those present were asked to introduce themselves. Due to a production glitch, we do not have the minutes of the May meeting available at this time, but we hope to have it in time for the October meeting. Treasurer Dan Meyer gave his report. He gave the current checkbook balance and reported on recent income and expenditures. He also reported that he had completed the filing to the Minnesota Secretary of State and the IRS Form 990 EZ filing. He is working on preparing next year's budget for the chapter and updating the 5 year budget. On his "to-do" list is to explain procedures to his membership assistant, Marty Swan. Dan also reported as membership chair. We now have 87 members listed on our roster with the national NRHS, of which 71 are members and 16 of them have additional family members. Also, we have one chapter-only member and 9 subscribers. He encouraged people to invite their friends who might be interested to come to a chapter meeting or even three meetings, in the hope they might want to join us. We are finished with renewals. As web-

master, Dan said he didn't have much to report. An old membership application with obsolete pricing information has been removed from the website. He announced that we are on Facebook. There are several parts of the chapter's website that need to be updated. Dawn noted that, due to a Burlington Route Historical Society meeting this weekend, several board members are not present tonight. One of those not present was national director Bill Dredge. He had submitted a report which noted that NRHS national dues will be going up by \$3 for Chapter members and \$1 for spouses, starting in January 2013. This dues increase will be shown on the dues renewal notices which should be going out in October. Bill Dredge will be going to this fall's NRHS Conference. Trip chairman John Goodman had also submitted a report. Fourteen people attended the chapter's picnic at Maiden Rock, WI in July. In August, we had a motor coach trip to Duluth to ride behind Soo Line steam locomotive 2719 up to Two Harbors and back. Total ridership on the trip was 36, with 30 of them riding the bus from St. Paul and 6 joining us in Duluth. The trip was successful, with total revenue of \$727. John is going to see if he can set up another tour of the St. Paul Union Depot in early November. His report noted that the tour would have to be on a weekday. Newsletter editor Russ Isbrandt said that he had plenty of material for major articles right now. Programs - we have Hudson Leighton this month, Greg Smith in October, and Joe Stark scheduled for November. John Gaertner is to present the program at the Holiday Party in December. Dick Tubbesing announced that he has a DVD available that he has put together of the chapter picnic at Maiden Rock, WI, which is along the BNSF mainline, and the chapter trip to Duluth for the trip behind Soo Line steam engine 2719. Proceeds from sales of the DVD will go to the chapter. It was suggested that we have a member's night in January, in hopes that people will bring in material that we might be able to use on the 2014 Minnesota Rail Calendar. Bob Clarkson talked about the Railroad Passenger "East Metro Access" Study. He suggested that as a possible program for a future meeting. This is primarily St. Paul to Hastings. He asked if any members might have material that could be used as part of this program. Bob asked for a show of hands from those who would be interested in a program on this. He got a good response, but Dawn noted that she won't be president at the time such a program would be presented. Cheer Committee - Marty Swan wasn't present to present a report, but Dawn noted that Cy Svobodny was hospitalized for a while in the July/August period and Jeff Pomeroy had also had health issues. Dawn reported for the calendar committee. She said that the 2013 calendar was nearly ready to go to the printer. We have the approval from the different railroads to use photos of their equipment. We expect the calendars to be delivered in late September or early October. She also reported that, at the State Fairgrounds flea market of railroad and model railroad items earlier today, we sold 28 back issue calendars. By-Laws revision - no action yet by the board, but we should discuss this at a board meeting this fall. The Nominating Committee - Their report is as follows: Marty Swan for President; no nominee for Vice-President; Dan Meyer for Treasurer; Dave Norman for Secretary; Bill Dredge for National Representative; Gary Rumler for Trustee; Dawn Holmberg for Past President. Does anyone want to run for Vice-President? There was no response from the floor. New Business - There has been a suggestion that we set up a formal Trip Committee. The matter was discussed. It was suggested that people with varied skills should be on such a committee - This would be on an "as needed" basis. It would usually meet only once or twice per trip. There was more discussion. Russ Isbrandt noted that he had been very busy this summer, but otherwise he could have prepared flyers to advertise the trip. It was noted that these days, it is very difficult to arrange a special rail trip at all. Our main option would be bus trips. Even those, if they are to points very far way from the Twin Cities, would involve an overnight stay. Also, these days, bus costs are high. Any trip would need to have enough people, each of them paying enough money, to cover the costs. In the past, we have had

informal committees, so we may not need to set up a formal committee. Members were advised to think about it and we will discuss it at next month's meeting. Bob Clarkson said that he had been attending meetings about rail planning. He has been forwarding reports from this to six chapter members, but noted that he could add more to the list. He asked that anyone else who wants to be on the list to receive these reports should give Bob their e-mail address. John Goodman, who had arrived while the meeting was in progress, gave the chapter \$20 as his share of the cost for the table that the chapter had at the State Fair-grounds show. John talked about the costs of a chartered train, noting that, these days, they are very high. It would be very difficult to get enough people to cover the costs. There was a call for any other New Business - there was none. There was a call for any announcements - there were none. A motion to adjourn the meeting was made, seconded, and carried at 7:15 pm. After a break, Hudson Leighton presented the program, which was based on material he had gotten from the Internet during 2009.

Respectfully submitted,
Dave Norman, Secretary Northstar Chapter NRHS

TWELVE WAYS TO KILL AN ASSOCIATION
From the Quarterly Newsletter of the Railway and Locomotive Historical Society Summer 2012 Vol. 32 No. 2
Reprinted in the April 2012 issue of the
NMRA Magazine

Editor's Comment: This piece is particularly appropriate as officer elections are approaching.

1. Don't ever come to meetings.
2. If you come, come late.
3. NEVER accept an office --- it is easier to CRITICIZE than DO.
4. If asked by the chairman to give your opinion regarding

Northstar News
Northstar Chapter
National Railway Historical Society
1515 Creek Meadows Drive NW
Coon Rapids, MN, 55433-3768

Address Correction Requested

some important matter, tell her you have nothing to say ... AFTERWARDS tell everyone how things ought to have been done.

5. Do no more than is absolutely necessary, but when other members roll up their sleeves and willingly use their abilities to help things along, HOWL THAT THE ASSOCIATION IS RUN BY A CLIQUE.
6. Hold back your dues as long as possible.
7. If you don't receive a bill for your dues, don't pay.
8. If you do receive a bill for your dues after you've paid, RESIGN.
9. If you receive service without joining, don't think of joining.
10. When you attend a meeting, vote to do something; then go home and do just the opposite.
11. Agree to everything said at the meeting and disagree with it outside.
12. When asked for information or help, don't give it.

Railfan Calendar

North Metro Model Railroad Club Flea Market

Saturday, October 13th, 9:00 am - 2:00 pm, VFW Coon Rapids, 1919 Coon Rapids Blvd., Coon Rapids, MN. Admission: \$5.00 adults, children 12 and under are free.

Newport Model Railroad Club Train Show and Sale

Saturday, October 20th, 10 am - 3 pm, Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. Admission: \$5.00 adults, children 11 years and under free.

Granite City Train Show and Sale

Saturday, November 10th, 10 am - 3 pm, National Guard Armory, 1710 Veteran's Drive, St. Cloud, MN. Admission: \$5, kids 12 and under free.



Milwaukee Road diner lounge *Twin Grove* at Avery, MT, July 4th. St. Maries River Railroad power at St. Maries, ID. All photos on this page by Dick Tubbesing



Amtrak's westbound *Empire Builder* at Baineville, MT, July 8th.



Amtrak's westbound *Empire Builder* meets an east-bound BNSF manifest at its service stop at Minot, July 9th.



BNSF stack train at Casselton, ND, July 9th.