

NORTHSTAR NEWS



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November 2002

Meeting Minutes for Oct. 19th, 2002 of the Northstar Chapter NRHS

The meeting was called to order at 7:09 p.m. in the St. Paul Fire Department Training Center by chapter president Dan Meyer with 35 members and guests present. Dan Meyer wanted to officially recognize his wife, Dawn Holmgren, on their 10th wedding anniversary. The chapter had moved its meeting date that month to avoid a schedule conflict with the wedding. Many chapter members had attended the wedding. National Director Marty Swan asked that the meeting agenda be temporarily suspended so that he could present Bill Herzog with a letter congratulating him for 25 years of continuous membership in the NRHS. A motion was made, seconded, and

August 1, 2002 was \$4,951. Income consisted of \$1 in checking account interest and \$32 in dues and donations. Total income was \$33. Expenses consisted of \$20 in dues to NRHS national office and \$98 in newsletter expenses. Total expenses were \$118. Cash in checking account, as of September 30, 2002 was \$4,876, of which \$3,136 was in the general fund and \$1,740 was in the 8327 restoration fund. A motion to approve his report was made, seconded, and carried.

carried to approve the minutes of the September 2002 membership meeting, as published in the Northstar News.

Trip Director John Goodman said that he had nothing to report. National Director Marty Swan will be unable to attend the fall NRHS Board of Directors meeting in Mt. Pleasant, IA, so we need an alternate to go in his place. Frank Wilkie offered to go in his place. Whoever represents the chapter at that meeting may be voting on the 2005 convention. It will probably be Portland, OR.



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The Northstar News is looking for a new **EDITOR** to start in January. Lauren has an internship which will not allow her the time to continue being the editor-- those interested in putting out this monthly publication should talk or email **DAN MEYER**.



Treasurer Joe Fishbein gave his report for August and September. Cash in checking account, as of

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Old Business - The 2004 convention committee met Sunday, October 13th. They haven't heard from Jeff



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Williams, who is away on military service. Several members of the committee will meet with a lawyer, Barney Olsen. Next committee meetings will be November 10 and December 7. National NRHS convention committee members will be coming for the December meeting.

Marty Swan reported on plans for the holiday party. The first announcement was in the October issue of Northstar News. Marty strongly recommended people make reservations in advance. With several people from the NRHS convention committee attending plus our own members and their guests, we may reach the capacity of the room. Joe Fishbein said that he had made tentative contact with a possible speaker from the Hiawatha Light Rail project.

Dennis Loudon reported for the Nominations Committee. All the present officers are willing to run for another year in office. We will also accept nominations from the floor this month or at the November meeting just before the voting. Elections will be held at the November meeting. Lauren Maiden will not be able to continue as editor of the Northstar News after the end of the year, so we will need a new editor. Are there any volunteers? The actual production of the newsletter is now being handled by people other than the editor.

Dick Prosser will be presenting the program in November. Bob Koetz volunteered to put on programs in January and February.

Bill Herzog talked about the status of the 8327 restoration. They ran into some technical problems, so it isn't quite finished. He wants to put a plaque on the engine. There was a discussion of the design, etc. The question was asked if we should apply for a grant from NRHS. Marty Swan said that he would get a grant application form. A suggestion was made that we put the proposed text of the plaque in the Northstar News.

New Business - President Dan Meyer said that he is concerned that chapter membership is slowly declining. One idea for increasing awareness of and participation in the chapter was a railroad photo contest. Another suggestion was to put out a calendar. We might work together with the Minnesota Transportation Museum and the Twin City Model Railroad Museum to hold a railroad photo and art display and/or contest. Joe Fishbein said that he had been asking former members why they had not renewed. Dan Meyer said the he would work on the project.

Nathan Philips of New Mexico is visiting the Twin Cities. He is part of a group that is working on the preservation and restoration of Santa Fe steam engine #2926, a 4-8-4. Their website is www.nrhs.org/Albuquerque.

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NORTHSTAR CHAPTER NRHS ANNUAL CHRISTMAS BANQUET

DEC. 8, 2003

Our annual Christmas Banquet will once again be held at Tinucci's high quality buffet. We will gather at 11:00 am and after a short social time will hit the line with its goodies of Roast Beef, Chicken, Ribs, Breakfast items, Salads etc etc.

We will have a program, as talked about below, after we eat.

Our price this year is \$16.50, which includes a soft drink of your choice. Tinucci's will also include 2 gift certificates for our drawings.

Cut off date will be Dec. 4.

Make checks payable to Northstar Chapter NRHS. Send reservation form and payment to
H. Martin Swan, PO Box 65320, St. Paul, MN 55165-0320

Please reserve me.....seat(s) at the Northstar NRHS Christmas Banquet @ \$16.50.

Name of person making reservation.....

Name(s) of other person(s) in party.....

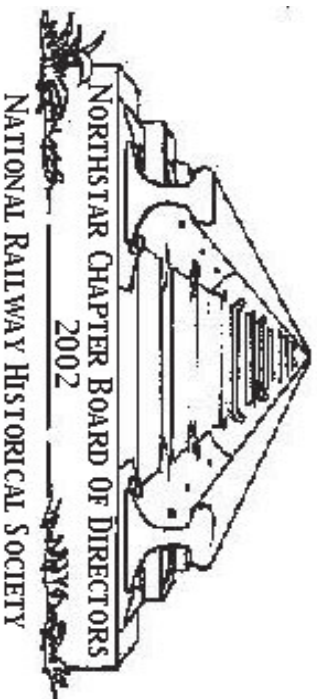
(Please do not include membership dues in this check)

The Hiawatha Light Rail Transit Project: A presentation about the Hiawatha LRT line currently under construction by Mn/DOT between downtown Minneapolis, the airport and the Mall of America. The LRT line is owned by the Metropolitan Council, and will be operated by Metro Transit (a division of Met Council) once construction is complete.

The program will be presented by: Carol Dean, Communications Coordinator, Hiawatha Project Office and Jim Vaitkunas, General Superintendent, Como-Harriet Streetcar Line



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The Northstar News can also be read ONLINE! <http://www.northstar-nrhs.org/>



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A motion to adjourn the meeting was made, seconded, and carried at 8:00 p.m.

Several members are going to Trainfest in Milwaukee the second weekend in November - anyone interested in going along should contact them. Mention was made of a recent derailment in Anoka. Dan Meyer asked if we had any guest or prospective members at the meeting.

Jim George put on the program. He showed slides covering four decades of railroading in central Wisconsin.

Respectfully submitted, David Norman
Secretary, Northstar Chapter NRHS

Marty's Trip Report from the National Convention hosted by the Grand Canyon Chapter of the NRHS

(continued from the October Northstar News)

Folks this lateness and the bus turned out to be a chicken in the pot. In the first place I got to see some of the Mojave Dessert. First time in my life that I saw a cactus. The train pulled into Barstow and we off loaded.

There was no bus and the station was closed. To Amtrak's credit the train did not leave until the bus arrived. First it went train side to pick up the checked baggage

then came over and picked us up. Once aboard the lady driver announced that she didn't understand why they had said San Luis Obispo—we were going to Santa Barbara.

On Aug 24 Friday we were to be bused to Santa Barbara. What a nice ride. I got to see a lot that I would not have been able to see from the train including Cajon Pass from the highway, which was loaded with trains. The San Bernardino National Forest, which didn't have a single tree in it as far as we could tell. Our route was toward LA and then when we crossed I 5 to head North to some point where we left I-5 and went on a 2 and then 3 lane divided highway until we got to Santa Barbara. My head was circling in its socket, as this is the first time I had been in Southern California. I will take the trip again one of these days and make it all rail.

We beat the train to Santa Barbara by 25 minutes. I went in to talk about a sleeping car refund from Barstow to LA and LA to Santa Barbara and was told I had to call USA RAIL. I asked if there was an easy way to get past Julie and was told just to hit Zero on the keypad once she finished with her talk about going to the website.

Since the sleepers were going to stop two miles from the station or so it seemed, I was offered a ride in the electric baggage cart, which I accepted.



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The train came in, 3 sleepers, parlor, dining car, lounge and 5 coaches, no rear end traffic. First time in a long time I have ridden a train with no mail or express.

I dumped my bags in my room and told the attendant that I was going to go get something to eat. He said that he had given my name to the steward and that he would page me—what great service—so I headed for the parlor car where I managed to snag one of the swivel easy chairs. 15 minutes later my name was called and I was headed for the dining car. Whereas the Rueben on the Chief had been served nice and crisp, the Rueben on the Starlight was soggy and limp.

Back to the Parlor car and all the swivel seats were gone so I slipped into one of the tables. Wonderful views of the Ocean. After we left that the car cleared out somewhat and I was able to grab one of the swivel seats. Alas, my 3 hours of sleep the night before caught up with me and I took an involuntary nap. I woke up as the attendant was getting ready for the wine testing. That was fun even if all 3 wines tasted like Ripple to me.

I was awake for the big horseshoe curve, which was great, and I enjoyed an afternoon of seeing the rather desolate California area.

Supper was next; the non-national menu of baked salmon was very good and back to my room for the first time since I had gotten on the train. I wanted to go to sleep but I had promised an Amtrak friend that I would wait for him at

San Jose. Alas no friend—later found out that he had been called to duty.

Into the sack. I was so tired I didn't get up to 6 the next morning and missed most of smoke obscured Mt. Shasta. Time for Breakfast and, you guessed it, French toast, this chief served it with a bit of crispness to it.

A very knowledgeable West Coast travel agent had told me if we could get to Eugene by 2:00 p.m. I most likely would go through on the train. Too bad that we got there at 2:10pm so off to the bus we went. The bus got us into Portland at 4:20 p.m. and they were loading the train. There was a long line of people waiting to grab the Cascade to Seattle.

The sleeper on the Builder was the worst of the lot. Non-refurbished phase 1. It needed a lot of cosmetic work, including putting some padding in the seat. And it rode very very rough. Luckily I can sleep in almost all kinds of conditions and sleep well, but was wakened from time to time from the rough riding.

It was a bit sad to give the Conductor my last ticket stub knowing that the trip was about over. I had the cold roast beef dinner and it was much better than expected. The next morning I got up very early, told the attendant not to make up my bed then went to breakfast. My final French toast and this was the best of the 3, a delicate crispness to the toast and it was plumper than the other two had been.

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After we left the mountains I went back to bed skipping lunch and slept mostly in the bed but occasionally above it as the car bucked around. Got up at 1:30 p.m. Attendant told me that he had made a 5:30 p.m. dinner reservation for me—again what service even if it was a tad earlier then I wanted to eat.

This was Monday and I hadn't showered since Thursday so I decided that using the shower in the car. But since the car bucked so much I decided to wait until we arrived in Harve, which is a long station stop and then went down at that time. I felt very refreshed when I was done.

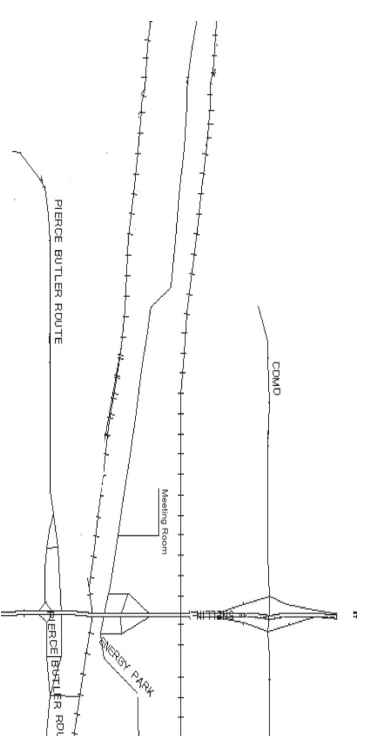
My last supper was the New York Strip (no bone) and then back to bed for a 20 minute late arrival into St. Paul and the trip was done BTW the EB was the standard 2 sleepers, 2 coaches and dining car from Seattle and lounge, 2 coaches and sleeper from Portland. We did carry private car Pudge Sound with us to Whitefish and it took about 40 minutes to remove the car from the train.

I have called Amtrak and they agreed that some refund was in order for the missed sleeping car space. Don't know what since they didn't tell me over the phone.

Well time to plan my next trip—To Richmond VA next Spring to attend the NRHS Spring BOD

The November Northstar Chapter, NRHS Meeting is Saturday, November 16th @ 7:00 PM

ter.



Directions: Take Snelling Ave to Energy Park Drive. Exit and turn right at the bottom of the ramp. Watch for the entrance gate to the Firefighters Training Center. (Look for the cement building that looks scorched.) If you go past Midway Stadium you have gone too far.

Program for November will be Dick Prosser.

