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NORTHSTAR NEWS

Trainfest 2004 By Joe Harper



Steam power on the Ohio Central site of the 2006 NRHS National Convention. Photo by Joe Harper

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Meeting Notice

The next meeting of the Northstar Chapter will be at 7PM April 16th at the St. Paul Fire Department Training Center, 1695 Energy Park Drive, St. Paul (Snelling and Energy Park Drive just east of Midway Stadium).

Russ Isbrandt will use his sound Super 8 projector to run some of the chapter's 8mm movie collection. It will include a Farewell to Steam Trip up Cajon Pass on the Santa Fe using Northern 3759 class and 8 heavyweight cars unassisted. Down hill run to Barstow hit 90mph! See the 4449 on the Freedom train on the SP. Included are two clips of a GS class Northerns on the *San Joaquin Daylight* and *Coast Daylight*. Take a ride on the Metropolitan Transit Authority's Pacific Electric Long Beach line shortly before it was abandoned. Plus some interesting silent films too.



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

Membership Information

Dues are \$32 (this includes \$20 National dues and \$12 Northstar Chapter dues). Family memberships are \$3 additional. If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out the application and send it with a check made out to Northstar Chapter, NRHS to Treasurer, Northstar Chapter NRHS, 1092 Humboldt Ave, West Saint Paul, MN 55118.

The President's Page

Greetings: I have been told by our Editor that this Month's newsletter is full and I should keep this column short.

I thought I would just mention that the BOD of the Northstar Chapter met on March 6. Briefly, we approved a budget for operating year 2005 which was similar to the

past budgets.

Next we discussed possible activities for the Chapter. The BOD approved a chapter bus/rail trip to Spooner WI which Mr. Goodman discussed at the March Chapter meeting. We also decided to recommend that the annual picnic be held in Prescott this year. That is relatively close and there is an excellent chance that BNSF will provide us with a line up of trains as they did last year at Maiden Rock. The picnic is ten-

tatively set for Aug. 20th.

The Webmaster was told not to publish the Newsletter on the Website at this time, since the Editor wasn't present and his input was important.

We discussed briefly the need for younger members and the need to update our chapter brochure.. I'm supposed to be doing that but haven't had the time to get to it. Subsequent to the BOD, Dan Meyer suggested that we might get involved in helping the Boy Scouts with their Railroad Badge. That looks promising and I will have to review the papers he sent me.

We also discussed possible uses for our money. One commercial project would be a Photo CD/DVD. This would be sponsored by Mr. Loudon. He has been asked to prepare a business plan for this project.

The BOD also wanted to use some of our money for worthwhile projects. In that regard I have written Mr. Eastwood, who is in charge of the NRHS's RailCamp, concerning possible financial assistance. To date I have not received a reply. I hope to have another meeting of the BOD in May.

See you all at the April meeting.

Trainfest 2004 **By** **Joe Harper**

I have had the pleasure of recently participating in three photo specials involving steam equipment and track owned by the Ohio Central Railroad System. These days it is very difficult to have a chance to see operating steam and be able to ride and video it doing its magic. The Ohio Central is the current "Mecca" for us railfans to enjoy vintage railroad equipment run by folks who love railroad history and are doing their best to perpetuate it. When I first heard about "Trainfest 2004" in late January of 2004 I just had to make the time to attend this event.

The event was planned for July 30 - August 1 and the location would be Dennison, Ohio, the site of a wonderfully restored depot that has a wonderful history all by itself. This location once was the site of a huge Pennsylvania Railroad yard that had three roundhouses and over 3,000 railroad workers. The depot was originally built in 1873 and once hosted 21 passenger trains a day. The Dennison Depot is equidistant from Columbus, Ohio on the west and Pittsburgh, Pennsylvania on the east. During WW II the Dennison Depot Servicemen's Canteen hosted over a million and a half GIs traveling by train serving free food, coffee and friendly greetings from almost 4,000 volunteers. The GIs nicknamed Dennison "Dreamsville, Ohio." The depot was renovated and reopened in 1989 and is a wonderful testament to its proud history. What a wonderful place for a train festival!!!!

The Ohio Central Railroad is owned and directed by Mr. Jerry Jacobson who loved trains as a kid but initially didn't go into

the railroad business but rather was in the medical business as a practicing anesthesiologist until the mid 1980s. He purchased a piece of track and begun to operate 100 carloads of freight over a 35 mile stretch. In 2003 the Ohio Central moved over 70,000 carloads of freight over 455 miles of railroad. Besides their roster of reliable locomotives they also have 10 steam locomotives, 25 passenger cars (painted in the Pennsy color schemes) and 16 historic diesels with some also painted in the Pennsy color schemes (burgundy with red and yellow trim).

I arrived at Columbus, Ohio on Wednesday evening and then early on Thursday drove over to Dennison, Ohio to scope out the layout. The layout was just fantastic with equipment on display mostly in a straight piece of track. There were six steam engines on display with three of them fully steamed up. 1293 (4-6-2 Pacific) and 6325 (4-8-4 Northern) would be handling the train trips. There were four one hour steam trips each day, two three hour steam trips over to the Ohio Central Yard at Morgan Run, two round-trip train rides from Columbus to Dennison and return (14 passenger cars pulled one way by FP9s and then returned by 1293 on Saturday and diesel both ways on Sunday). In addition to these public trips there were two private trains that also came to this event. A special train came from Philadelphia, Pennsylvania pulling 9 private cars and using vintage E8 power. These engines were also painted up in the Pennsy paint scheme and were built in 1951 & 1952. They were numbered as 5711A and 5809A and they looked just magnificent as they sat on a siding and then as they left town. There was one revenue trip available that went from Dennison to Sugar Creek and return, but it was scheduled at the same time I was riding from Columbus to Dennison so I missed that opportunity. There was also another visiting train from Orrville, Ohio pulled by a vintage diesel that had a short consist of 3 private restored passenger cars. I couldn't take advantage of this trip either because of the Columbus to Dennison trip, but they looked great sitting on a siding and then leaving town later on in the day on Sunday. The weather was mostly sunny for the entire three days, but at times there was heavy rain and lightning and at times some very high humidity but that didn't seem to keep the folks away. The town of Dennison has a population of just under 4,000 but during "Trainfest 2004" approximately 27,000 folks show up to enjoy this rare railroad festival.

On Friday I drove over to Dennison and got there around 8 AM (festival opened at 9 AM) and found an easy place to park. Then the heavens opened up and it rained very heavily for about 30 minutes and tapered off. It was cloudy for the rest of the day but no rain. I rode the first one hour steam ride that headed west for about a 20 mile round-trip. It was pulled by 1293 and was a fun trip. It was mostly full and there were lots of folks out on the highways and cross roads chasing this train. The rest of the day I shot video of the equipment on display, the 1293 pulling her trips and then chased 6325 as she pulled a trip from Dennison over to her home at Morgan Run. It was fun to chase this engine thru the corn fields and small towns and I had lots of company along the way that was just as interested as I was to see this beauty strut her stuff along the way. There were 9 vintage diesels on display, one 200 ton railroad crane, one vintage passenger car, one



caboose, plus a fantastic display of operating miniature steam rail layout (1/8 scale) that must have traveled over a mile on a huge balloon track. I counted five of these smaller trains and they were pulling full passenger loads with lots of kids all three days. There was also "Gandy Dancer" demonstrations by the Buckingham Lining Bar Gang and though they are up in age they still put on a very enthusiastic and entertaining show. There were also lots of vendors selling railroad memorabilia, hats, T-shirts and plenty of railroad CDs and videos. The selection of food vendors was also very good and I must say as hot and humid as it got those ice cold and freshly shook lemonades and root beer floats never tasted better. I stayed at the Festival till 8 PM and then drove back to Columbus which is a distance of about 94 miles. I had no problem getting a good night's sleep.

On Saturday morning all I had to do was drive about 4 miles to the location where the round-trip train would depart from. The intention was to have the diesels (vintage FP9s) pull our 14 car consist over to Dennison where we would stay for 4 hours and then steam would pull us back to Columbus. Originally the 6325 was to pull us back to Columbus, but the host railroad rescinded that privilege as they thought the engine was too heavy for the railroad wye at Newark, Ohio so the 1293 had the privilege of pulling us back to Columbus. I was

in car #704 that was built around 1920 and once was used for commuter service from downtown Chicago out to Aurora, Illinois. It is an open air car so everyone opened up their windows and enjoyed the breeze as we headed on down the tracks. This train was operated by the Ohio Central Railroad but the cars were hosted by the Ohio Railroad Museum and they did a wonderful job of helping us enjoy the trip. Once at Dennison I skipped the lunch and headed for a couple of locations where I could get some video of the 6325 that was pulling the one hour steam trips. At the end of the day we climbed back aboard and enjoyed the 1293 as she pulled us back to Columbus. As the engine was only three cars in front of me and with the windows up I got a wonderful ride that featured very audible sounds of the steam whistle as the engines went through intersections but also the loud bark of the engine as she moved up the inclines along the way. I also got lots of coal cinder souvenirs too as this engine as well as the 6325 were coal burners. We did stop along the way and did one runby and it went very well but the 1293 was having some mechanical problems that would hurt us the next day. It rained lots during the day so the field where we are parked was somewhat flooded so it took some time to get out and back to the hotel but I enjoyed a good night's sleep after a wonderful day of railroad experiences and images.

On Sunday the weather was wonderful and I had the same open air car #704. These two trips each sold out and there were over 700 folks on board each day. Originally it was intended that steam would pull us over to Dennison BUT when the train arrived we immediately knew something was about to change. Seems that the 1293 had developed a leak in her firebox and it was decided to tow her back to Morgan Run for repair. We would be pulled by the Ohio Central FP9s for the round trip. It was a bit of a disappointment not to be pulled by steam but the day was great and the trip went very well. We went through lots of towns, and there were folks waving flags at us and kids waving at us along the way not to mention lots of folks out chasing our train along the way. We stopped and had a runby of the diesel and with the sun out she looked great as she came blasting by.

As we arrived at Dennison it was extremely hot and humid but there were people everywhere. All the train trips were sold out. I again skipped the planned lunch and headed over to where the visiting trains were on sidings and getting ready to leave town, plus the 6325 was also running the one hour trips so there was lots to see and take in. As part of the special train from Philadelphia one of the private cars was located mostly up in Minneapolis and was called the "Caritas." I recognized two of the folks that work that car and we stopped and chatted for a while. This same car was up at Minneapolis and was used on one of the trips pulled by the 261 and then went from Minneapolis up to Portal, North Dakota behind the CP engine 2816. These two folks worked on those trips too and I have seen them many times before. There were enjoying their trip and were glad to get on board and not only head back to Philadelphia but also back to their home in Minneapolis in a few days. I also saw several members of the "261 Steam Team" from Minneapolis down at "Trainfest 2004" and they were having fun just being railfans for a change.

I did get some nice video of the special trains leaving Dennison and also of the 6325 doing her magic, but late in the day the 6325 also developed some hot bearing problems so she was taken out of service too. As the time neared for us to reboard our special train back to Columbus I began to feel the effects of the humidity and heat, so when it was time to climb on board I was ready to stretch out and enjoy the ride back to Columbus, which went very well. I got to the boarding point very early in the morning so I was the first line to leave and that got me back to my hotel in pretty good order. I had a wonderful dinner and thought about all the images I had seen over the past few days and was really fortunate. My flight the next day was very late in the day so I could sleep in and just relax. I had participated in a wonderful event and the folks at Dennison, Ohio, the folks on the Ohio Central, the "Trainfest 2004" committee, the countless volunteers in Dennison and the volunteer hosts on both the trains had done a wonderful job of letting us walk back in time and help create some new memories to take with us as we returned to our homes. I do hope this group does this type of event again and already there is some speculation that an even bigger railroad event may happen in 2006. I sure hope so as I will make every effort to be in attendance if another "Train fest" is scheduled. I just wish you all could have been along for the adventure.

FAQ
(Frequently asked Questions)
OR
How I Got to be a Railfan
By Dee Smith Lindeen

The question I always hear "How did you get interested in trains?" My standard short answer is, there was a train in our town.

Now, to me, this was the train of all trains, nobody had a train like this one in their town. It was the Chicago North Western in Antigo, Wisconsin. Our house was four blocks away from the depot, and it was just close enough to hear every whistle. The tracks could be seen just three blocks down from our corner. My first memories at the depot were with my Dad visiting the trains. Frequent visits were spent there with Dad talking to the men and me playing on the platform when I was a wee one, preschool. Several games were my favorites, stepping on certain platform bricks and walking off the lengths of the cars, curiously peering up into the darkness of the vestibules. The Engineer would tease me by blowing out steam at me whenever I came too close to those huge wheels. I would go into a tippy-toe dance and everyone would laugh. It was such fun going to visit the trains, I became very good at my little dance in the steam. Once in a while, Dad would take me down to the Depot Café for pie, years earlier our relatives worked in that Café. The Depot Café became a hustling bustling place during the noon train stop, the passengers would all rush in for their 55 minute lunch stop. We never went inside then, it was way too crowded. The Café smelled so good, the place was all shiny and brightly lit, I can still smell those pies lined up on the back counter. When I was old enough to ride my bike down

to meet the trains how my world expanded. At first, I was only allowed to ride my bike on the sidewalk on our block, between 8th and 9th Avenues, I would watch for the train pulling out southbound from the station, whistle only for me and then I would pedal like crazy, racing down to the crossing at 9th Avenue and try to catch a glimpse of the train. The happiest day was when I was fast enough to reach the corner before the engine passed by. When my friends and I actually rode down to the depot to explore, we invented more games. It was fun to ride down to the depot on a warm summer day to watch the people from the trains. Where did they all come from? It took a few years before we could read and understand the sign "Bicycles Prohibited on Platform". Our bikes would be dropped outside the door as we would sneak inside

CHICAGO TO WATERSMEET AND ASHLAND					
Miles	Table 21	THROUGH			
		217-125	153 Flambeau "400"	211 Ashland Ltd.	123 Wis. Lakes Special Fridays July 7 to Sept. 1 incl.
Italics show connecting tables.					
		Ex. Su.	Daily	Daily	
290.9	Ar ANTIGO	11.30	5.34	2.40	3.45
290.9	Lv ANTIGO	AM	5.40	3.05	3.55
297.0	" Dearbrook				
301.3	" Kempster				
307.8	" Summit Lake		f 6.01	3.30	4.25
312.2	" Elcho		6.08	3.40	4.35
317.8	" Pelican Lake 24		6.18	3.50	4.48
323.4	Ar MONICO		6.43	4.25	5.00
323.4	Lv MONICO		6.50	5.05	5.05
330.5	" Gagen			5.28	f 5.28
330.6	" Three Lakes		f 7.20	5.55	5.55
343.6	" Clearwater Lake		f 7.28	6.15	6.15
349.0	" EAGLE RIVER		7.40	6.45	6.45
.....	Ar Phelps (Via Bus from Eagle River)		8.30	7.15	No. 11 7.15
359.2	Lv Conover		7.59	7.05	7.05
367.0	" Land O'Lakes		8.20	7.20	7.20
375.6	Ar WATERSMEET		8.35 PM	7.40 AM	7.40 AM



Some of the action Dee might have witnessed growing up in Antigo. August 21, 1960 train number 216, the Flambeau 400 changing crews at before continuing on to Green Bay and Chicago. Photo is by Jim Scribbins taken from the C&NW Historical Society web site. Used with permission of photographer.

the door, always trying to quietly avoid the agent's attention. (Like he never knew we were there!) Some days we would go in and just sit on the waiting room benches, sitting on every single seat and stare up at the tall ceiling, enjoying the dim light, pictures, and smells. It was so quiet in there without the hustle and bustle of the train times. We would ask the agent a million questions, but mostly he would just let us quietly enjoy our visits. On Saturday afternoons after the movies we would stop by to use the restrooms and get a drink of water, as if we all lived so far from the theatre. The lure of such little washrooms with lovely dark wood was a fascination for us.

At age 11, I finally had my first train ride (1953). It was a very solemn family event. We were going north to visit grandparents at Three Lakes, all of 50 miles away. Wearing a special pink dress, the excitement and anticipation was very overwhelming. The conductor came and talked to us, I have no idea what it was all about, I wasn't listening. My head was snapping back and forth like a ping pong match, looking out the windows at familiar surroundings of the depot on one side, then the houses across the street, checking out the special raised perspective. I was sitting on a TRAIN, up high, on a TRAIN! When it started to pull out from the depot, I was holding Daddy's hand, people were talking but I couldn't hear them, only feeling the deep pulsing of that big steam engine, smoke started billowing past the windows. As the engine slowly started pulling out, the most exciting thing happened, the whistle blew and I bolted, stood straight up. People shouted "sit down"! OH MY! People back then thought that everyone should remain seated throughout the entire train trip. Can you imagine that?

Editor's Note:

Jim Scribbins was kind enough to supply a copy of the 1950

timetable showing the trains Dee probably used. Train 125 in the previous timetable (page 5) was a local departing Chicago about 150am and arrived in Antigo at 1130am. A 1943 timetable shows it departed at 1225pm continuing on to Ashland arriving there at 555pm.

No doubt the reason for concern about Dee getting up was that she was in the Watersmeet coach of the *Flambeau 400* which was to be cut off at Monico along with a unique lunch counter coach intended for the Missouri Valley section of the still born *Corn King 400*. Class R-1 4-6-0s pulled the Watersmeet section. More details appear in Jim Scribbin's "*The 400 Story*", p.130-132.

Convention Celebration

Saturday March 12th, twenty eight members and guests along with Carl Jensen of the National Convention Committee and Greg Molloy, NRHS President celebrated the chapter's successful handling of the 2004 National Convention at the Highland Park Old Country Buffet. Following the meal we adjourned to the second floor meeting room at the Amtrak station. There Messrs. Jensen and Molloy expressed the national organization's appreciation to all who worked the convention and were highly complementary about how the convention was conducted. Following their comments, Bob Gallegos presented slides take by him and Diane Gallegos, Dawn Holmberg and Keith Schmidt of the events leading up to the convention and activities themselves.

Letter to the Editor

Thanks to Marv Mahre for the additional information concerning the 3rd St. switchtender. I knew I didn't have the whole story. I also knew Marv was frequently to be found at Gloster. He and I were members of the Minnesota Railfans Association in the 50s and 60s and we used to talk about Gloster and other railroad subjects of mutual interest. For several years in the 60s I was employed at 3M Co. in St. Paul. A lady at a nearby desk found out about my interest in trains. "My brother is a train fan," she said. I asked what is his name. She said, "Marvin Mahre. He likes to hang around a place called Gloster." I smiled and said, "Yes, indeed, I know Marv and have enjoyed visiting with him at meetings and on fan trips." From that time until I left 3M later on, Marv's sister and I became quite good friends and the subject was often Marv, Gloster, and the railfan scene in general. Marv, of course, knew about it; he so told me subsequently.

As to the other switchtender, George Laschinger, I knew him, too, but kind of forgot his last name, so I kept the subject to Fred Bernard as I had a nice picture of him. I never knew George's nickname was "Pump." Now that I think of it he might have been the night man and Fred worked during the day. Or maybe they changed off. They were both wonderful men, very cordial.

Roger P. Clark

Slide Fest At Trempealeau, WI Submitted by Roger Clark

On Saturday March 5th I drove to Trempealeau, WI, to attend "The 1st Annual Inn on the River Rail Slideshow Presentation" at Sullivan's Supper Club in Trempealeau. The event was

ASHLAND AND WATERSMEET TO CHICAGO

Miles	Table 25	THROUGH		
		216 Flam- beau "400"	212 Ash- land Ltd.	124 Wis- consin Lakes Special
	<i>Italics show connecting tables.</i>	Daily	Daily	July 4 and Sun- days only
	<i>Central Standard Time</i>	AM	PM	July 9 to Aug. 27 incl.
0	Lv ASHLAND 7a, 6, 4, 6, 8	10.00	6.15	to Aug. 27 incl.
1.0	" Ore Dock Yard			27 incl.
9.4	" Odanah			Also
22.1	" Cedar			Monday,
28.6	" Saxon	10.40	6.05	Sept. 4
32.4	" Kimball			
39.2	" Hurley, Wis.	11.03	6.34	
40.1	" IRONWOOD, MICH.	11.12	6.46	
51.5	" Sand Rock, Wis.			
61.2	" Pine Lake			
63.2	" Mercer	11.54	7.31	
69.7	" Manitowish	12.00	7.38	
70.7	" Powell			
79.2	" Lac du Flambeau	12.17	7.58	
82.8	" Marianda	12.23	8.04	
89.7	" Woodruff	12.34	8.16	
97.6	" Lake Tomahawk	12.46	8.30	
104.0	" McNaughton			
107.3	" Newbold			
114.0	" RHINELANDER	1.13	9.05	
118.7	" Lake George	1.20	9.12	
121.7	" Malvern			
128.8	" MONICO	1.50	9.40	
0	Lv WATERSMEET	11.45	7.25	
8.6	" Land O'Lakes	12.02	7.41	
16.4	" Conover	12.16	7.59	
22.6	" Phelps (Via Bus to Eagle River)	12.45	8.30	
32.0	" Clearwater Lake	12.55	8.37	
38.0	" Three Lakes	1.00	8.40	
45.1	" Gagen	1.05	8.57	
62.2	" Ar MONICO	1.25	9.10	
128.8	Lv MONICO	1.50	9.40	
134.4	" Pelican Lake	2.03	9.53	
140.0	" Elcho	2.09	9.59	
144.4	" Summit Lake	2.16	10.06	
150.9	" Kempster	2.24	10.14	
155.2	" Deerbrook	2.31	10.21	
161.3	Ar ANTIGO	2.45	10.42	
161.3	Lv ANTIGO	2.45	10.42	

sponsored by George Mickelson, of the Inn. Approximately 15 fans attended. Each was invited to bring a reel of slides suitable to run on an Ektagraph™ projector. I showed some slides of the 50s and 60s that I have shown at a Chapter meeting.

Other presenters included:

Bob Sloan of Winona, MN. Bob, a retired Professor at the University of MN, and co-author (with Carl A. Skowronski) of a book treasure entitled "The Rainbow Route" which is a history of the three railroads once operating north of Silverton, CO, did a lecture-format presentation with visuals of the three railroads. Very interesting and informative.

Jim Kitelinger, of Darlington, WI, a member of the C&NW Historical Society, showed slides on the Iron Range of MN, including DMIR and Erie Mining Ry, plus some locales in and around Schrieber, Ontario on the CNR, plus Algoma Central.

Jack Barbier, of Minnetonka, MN, presented his collection of photos of various railroads' F units dating back into the 70s. Jack also has produced for sale some high quality CD sound recordings of diesel locomotives over the years.

Jim Brown, of Roseville, MN, has done professional quality photos of various railroads in US and Canada. The ones he chose to show were very impressive.

Fred Taylor, of Portage, WI, had selections from his collection in WI and other places of interest. Fred's wife Judy is also a railfan and was present for the entire program.

Of course, we had to "allow" host George to show slides he had taken on a motorcycle trip out West. No, he didn't attempt to take any shots while driving, at least none that he admitted to!

The event will be repeated next year, probably in April. If you haven't spent a night or two at the Inn, you should. George and wife Debra retired from jobs in Monroe, WI, and made the move to the Inn. George had worked for Huber Brewery, and Deb was with Crysteel.

This was my second visit to the Inn, having gone there about a year ago. I learned about it in a *Trains Magazine* classified. There is no finer nearby hostelry for railfans and families. The inn is modern in every respect and is located about 150 yards from the BNSF main. The train frequency is high all the time, and the sound of passing trains will rock you to sleep. In the warm weather season you can sit on your balcony or patio and view the action. A good pair of binoculars will easily allow you to view trains across the river on the CPR and ICE line.

Although the area slows down some in the winter, there are many family activities in the summer months. The area abounds in bike trails on former railroad grades, golf courses, fishing, and many, many antique stores and shops. There are good restaurants open year around. For dinner I tried and enjoyed Sullivan's. For breakfast, walking distance away, it's

pretty hard to top The Wildflower.

I drove both ways on the MN side and I was amazed at the amount of traffic on CPR/ICE. I bet there are some regrets over some places where the line was single tracked. I thought the trains seemed to be moving more smoothly on the BNSF on account of their double track. I did not encounter any Amtrak trains.

Distance from Twin Cities (South Metro) via MN side US 61 to Winona and crossing river there to WI, approximately 130 miles. For variation you can travel WI side one direction and MN side on return, or vice versa.

For more information contact the

Inn on the River
11321 Main Street
P.O. Box 335
Trempealeau, WI 54661
1-(608) 534-7784
innontheriver@triwest.net

Minnesota Streetcar Museum Needs

The Minnesota Streetcar Museum, formerly the Como Harriet or Streetcar Division of the Minnesota Transportation Museum (MTM), is looking for operators. If you're 18 or older, and have a valid driver's license, call Jim Vaitkunas at 952-688-7255. Motorman / motorette training begins mid-April. Your editor became an operator last year and found the personnel to be a fun group. It's a blast running the streetcars and watching our riders enjoy themselves, especially the little kids. Give Jim a call and join the fun!

March Meeting Minutes

Meeting of the Northstar Chapter NRHS. Meeting called to order at 7:12pm with 17 people in attendance. (President Swan delayed start of meeting due to insufficient number of members in attendance for a legal quorum). Minutes of the February meeting as shown in the Northstar News were corrected as follows: "several chapters with much larger member count would get only four votes" (not five as reported). Webmaster's report to add following "President instructed the Webmaster that he was not, at this time, to put the Northstar News on the website except the front page". Motion to correct February minutes was made by Tom Neadle and 2nd by Glen Holmberg. Motion passed on voice vote.

No treasurer report given due to absence of Treasurer Joe Fishbein.

Trip report given by John Goodman. The next trip will take place on June 4th, 2005 and will be a bus trip to Spooner, Wisconsin to ride the Wisconsin-Great Northern excursion train to Springbrook, Wis and back using private car *Aristocrat* (ex L&N tavern-lounge) including lunch and tour of the Spooner depot-museum. Total price to 2005 paid-up members will be \$59.95 and to non-members will be \$64.95. Next issue of the North Star News will have full details. Also noted was the upcoming Steam trip with the CMStP&P engine #261 to Duluth, Minnesota on 5/21-22 2005. Tickets are available on the Friends of the #261 web

site.

Editor's report given by President Swan (Russ Isbrandt not in attendance), but report given as follows: So far ten members have signed up to receive the electronic edition of Northstar News. In addition, the electronic edition will be sent to the National headquarters in Philadelphia and to President Greg Molloy. Marty showed the members attending the March meeting what the color version of the newsletter looks like. This can be obtained by receiving it electronically.

Convention committee report given by Doug Johnson-treasurer: The audit was done on 3/12/05 with the results reported as ok. The report will still need to be polished up before being presented to the National at the spring B.O.D. meeting in Cumberland, Md. One thing audit turned up that any remaining items of value (pins, bags, etc) must be split with the National on their 20% split of value.

Director's report given by Doug Johnson. The Rail Camp program requests have so far come from Quebec and Texas. Northstar Chapter may consider some support to this program with future discussion coming at our next meetings. Doug also reported that the photo files now at the National are being sorted. Also the by-law changes being suggested will be discussed at the upcoming B.O.D. in April, 2005. He reported that the upcoming B.O.D. sites will be San Jose, CA in Fall, 2005, Huntsville, AL will be Spring 2006.

Housing committee report. President Swan reported that Mike Mackner will be the new chairman of this committee. Mr. Mackner was not in attendance and no report was given.

Program Chairman reported that April meeting will have the chapter's 8mm films shown if Russ Isbrandt is able to get the very old projector working. If not, then slides will be shown out of the Bob Macnie collection on various subjects.

Old business....President Swan led a discussion on the proposed National by-laws changes. Concern is felt in the area of weighted voting, conventions, associate members voting strength. President Swan mentioned that he spoke with National President Molloy recently, and Marty has withdrawn objections to the changed by-laws except weighted voting. President Molloy wanted to make sure that our chapter was behind Marty's objections. Marty said that Doug is our National Director and he would express our feelings on these changes, from our discussions at our previous meetings.

Curt Peterson ask for a copy of the by-law changes. He was told that they are posted on the web site of the national.

Glen Holmberg moved and Ron Linebarger seconded a motion from the floor to have our director oppose weighted voting. Motion passed on voice vote.

No further old business.

President Swan asked for new business next. None was brought forward.

Motion to adjourn made by Ron Linebarger and seconded by John Melius and passed by voice vote. Meeting was adjourned at 7:45PM.

Respectfully : John Goodman -acting secretary

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Address Correction Requested