



Important Notice: Dues are Due NOW See Page 2

Trips I have taken Oh So Long Ago - The California Zephyr By H. Martin Swan



Western Pacific #17 on what appears to be Williams Loop. Approaching the Feather River Canyon Photo by H. Martin Swan

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Meeting Notice

The March meeting of the Northstar Chapter will be at 7pm March 18th at the St. Paul Fire Department Training Center, 1695 Energy Park Drive, St. Paul (Snelling and Energy Park Drive just east of Midway Stadium). It'll be MEMBERS NIGHT. Each member is invited to bring 20 of their favorite slides.

Northstar Chapter Officers

Board of Directors

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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 \$34 (this includes \$22 National dues and \$12 Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 to the National). 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.

Due Are Due NOW!

Dues are due *NOW*! Unfortunately the National has *NOT* extended the deadline despite the late arrival of the dues bills. Don't miss a single issue of the Northstar News and National Bulletin. Membership in the National is required to receive the Northstar News. *Please send in your renewal to avoid any disruption in receiving your newsletters and Bulletins.*

The President's Page

Sigh, I'm writing this on my 65th Birthday. Now don't get me wrong, I'm extremely happy to be here to be celebrating my 65th birthday - very, very, very happy. But, apparently I am now officially "old". I'm now eligible for the "senior" discounts that are offered to "seniors" (i.e. old people) that are 65 years or older. I have now received my Medicare card and next year I will be able to claim an additional deduction on my income

taxes. Funny thing is, that spiritually I don't feel any different than I did when I was in high school. Physically, it is another thing. But it is nice that we can get new parts for our bodies. For example, I have a new right knee that is making my life a lot better. I can walk pain free (on my right knee). I have hearing aids that let me hear better. I have always had glasses, but I see much better since I had cataracts removed from both eyes. Lots and lots of pills keep things going. Life is not bad—in fact it is good!

Still, it gets me to thinking about my youth and going down to the depots in Lincoln to watch the *Rocky Mountain Rocket*, the *California Zephyr*, the *Denver Zephyr*, the *Ak-Sar-Ben Zephyr*, *Nebraska Zephyr* and *Silver Streak Zephyr*, plus assorted locals. The Rock Island's main line went by my high school and around 3:00 pm the local doodlebug from Omaha to Goodland, KA would putt-putt by. I always tried to arrange for my classes to be on that side of the school and always would arrange to get myself a window seat.

After college I went to work for the GN in St. Paul, as mail boy. The Assistant Vice President-Pricing wasn't going to hire a college punk and give him a "management" position before he earned his keep. But then I was sent to Seattle, where I joined the Tacoma Chapter, NRHS and became their National Director. Returning to St. Paul, I eventually joined Northstar Chapter and became your National Director until recently when you honored me by electing me your President. My days at the Great Northern were good. A picture of me working shows not one hint of a computer. We did things by hand



back in those days. The first BN was also good (I made Manager of Commerce), but not the second BN (with the SL-SF) (*Editor's note: Frisco*). I was an ICC expert and the company's official "witness" on all matters involving rates before the ICC. Sadly,

from my point of view, the ICC was disbanded and my services weren't required anymore. Because of merger protection, while the company could "surplus" me (the buzzword for firing), they still had to keep me on and pay me. So after sometime in the "rubber" room, I sued for age discrimination and won (by settling out of court) and spent the rest of my time with BN/BNSF in the union as a clerk.

One thing that I got out of working for the railroad was that golden pass. And use it I did. I've written some articles for the Newsletter about some of the many trips I took with that pass. Toward the end of railroad passenger service, I even had a rare Pullman pass. I was able to retire at 60 years and 11 months. I missed by 11 months the passing of the law that permitted railroad workers to retire, with full benefits at the age of 60 instead of 62—but that's OK, I got out of there 13 months early anyway. And I was happy to get out of there. The corporate culture of the railroad had gone from "We are Family" practiced by the GN and the first BN, to the "Us vs. You" culture that is now practiced. When I first started to work for the GN, we had people that were 70-75 years old, long eligible to retire, but didn't want to. They liked their jobs and their morale was high, so they stayed around. Today you would be hard pressed to find anybody working for the company even one day after they are eligible for retirement.

Well, enough of that, back to the present. The Board of Directors of the Northstar Chapter met on Saturday, February

11th. We discussed a wide range of subjects. We approved the budget for this year, which is not much different from the budgets of past years. We discussed developing a policy for handling donation or pledge requests (which is a work still in the developing stages); we approved the purchase of a digital projector with appropriate accessories for the Chapter so that we wouldn't always be dependant on using Dawn & Dan's projector (and we most sincerely thank Dawn & Dan for allowing us to use that projector over the past years); we decided that since the April meeting falls on Holy Saturday, and respecting the religious needs of our members, and that fact that many of our members will be visiting family or having family visit for Easter, and the fact that Passover is also occurring, that the April meeting will be moved to April 8th. A brief discussion of possible trips was had, and John Goodman reported on that to the membership at the February meeting.

We also learned that we would be able to stay in the Fire Department's Training Center for the foreseeable future.

After the Board meeting, a meeting of the By-Laws Committee resulted in several suggested changes to our By-Laws. That is also a developing procedure. In the not so far future, the proposed new By-Laws will be presented to the Chapter for its approval.

Thus on my 65th Birthday I would have to say, that all is well. See you at the next meeting.
Marty

Christmas Amtrak Trip to Springfield, MA

(Continued from February Issue)
By H. Martin Swan

On Jan. 1, it was time to return. My sister and her family were flying out about an hour after my train was to leave, so we more or less all left at the same time. My brother took me to the Springfield station. This was Sunday, and when we got into the station it was very full. The northbound Vermonter was in the station (on track 7) and a few people went out and boarded that train. The southbound Vermonter was on track 8. That was one of the few through trains to New York and Washington, DC that leaves Springfield. Most (but not all) of the others require a change of train in New Haven. The vast majority of the passengers went out to board this train. Meanwhile, my *Lake Shore Ltd.* stub train from Boston was late, 30 minutes to be exact, with a CSXT freight running through the station on track 1 ahead of it. Once again when it arrived, it came in on track 8, and once again we had the long walk from the station, across 8 live tracks, to the other side of the train. I guess I was somewhat lucky because two days later, there were 16 inches of snow that fell in the area. I'm glad I didn't have to navigate that walk in that snow.

This was the same consist, but the Business Class car wasn't quite as full although, from what I could tell, the coaches were.

Arrival at Albany was 30 minutes down and we now had to

leave our warm cozy cars to change trains. Unlike the east-bound trip, when we just had to walk down the platform to board the connecting train, going west, the stub train is scheduled to arrive Albany 40 minutes prior to the Lake Shore. Even being 30 minutes down into Albany, we were there before the New York train arrived and I was forced to go into the station. Interesting station! I didn't get to the main part, but they appear to have several waiting areas over the various tracks. You find out which track you are going out on and then you can proceed to that waiting area. In our case, we entered the waiting area from one end, and would be leaving the waiting area from the other end.

The *Lake Shore* pulled in close to on time (about 6:30 pm) --- and then it sat and sat while we sat and sat. It was due out at 6:50 pm. That time came and went. I asked the Amtrak person who seemed to be in charge of this waiting area when we would be boarding. "When I get permission" he gruffly answered and turned tail and walked out of the waiting area. Finally at about 7:15 pm they started to let people board. Apparently they had HEP problems and changed the engines. Once in my sleeper, I was directed to the dining car. Well what do you know, while the sleeping car attendants were different, here was the same dining car crew I had on my out-bound trip and they remembered me. It helps to be a big tipper. I was seated and presented the menu—same one that I had on the way out. Well, tonight I decided to try the catfish. It was OK but nothing to write home about. Back to my sleeper — it was time to watch "Batman Begins" and have another sip or two of Southern Comfort.

For some reason I woke several times overnight and when I looked out it was raining, raining cats and dogs. I got up at about Waterloo, IN to discover that (1) it was still raining and (2) we were only about 15 minutes down.

I wanted to have breakfast, but the sleeping car attendant told me to wait because the dining car was full. He told me that he would come get me when there was space. OK! I saw him go back a couple of times. Finally he came and told me that they were waiting for me at table 6. Well that was a first, being told there was space was one thing, being told just exactly where to go was quite another. I went back to the dining car and sure enough, they were waiting for me at Table 6. Sleeping car attendant's tip just went up a buck.

It continued to rain. As I had said earlier, I had been watching this train for a month, and it never arrived Chicago better than one hour late, usually 2-3 hours late, and 7 times so late that it missed the *Empire Builder*. Today we arrived Chicago 6 minutes EARLY!

I immediately went to the Metro Lounge where some of the January 2nd football bowl games were being shown. With the exception of going out to the Deli close to the Great Hall for lunch, I spent my entire time watching the games. The lounge and the station weren't as crowded today. Apparently most of the holiday traffic was over with.

When they called the *Empire Builder*, I noticed that the train

only had one Seattle sleeper instead of the normal two, otherwise it was the normal consist, but today the passenger load was somewhat light.

It was still raining outside when we pulled out of the station. I closed my eyes for a few seconds sitting up in my roomette and woke up around Milwaukee. Dinner was called and I walked back to the dining car and what do my wondrous eyes see but the same @%@#^\$W88%# menu that I had seen the previous two meals, i.e. New York steak, lamb shank, catfish and baked ½ chicken, plus veggie items. But tonight, instead of turkey dinner being the special, a ham dinner was offered. I took that and was very pleased with the nice thick cut of ham, baked potato and veggies.

I went back to my room, finished up the Southern Comfort and watched the 2nd "Harry Potter" movie. Arrival in St. Paul

Trips I Have Taken Oh So Long Ago The California Zephyr By H. Martin Swan

Editor's Note: Over the next couple of months I'll be including descriptions of trips taken prior to Amtrak. This is the first of a series.

Back in 1959 when I graduated from high school, my Grandmother (on my father's side) sent me coach tickets on the *California Zephyr* to come visit her in San Francisco. The *California Zephyr* was my most favorite train in all the world and here in my hot little hands were round trip coach tickets to ride the train. Oh boy! Oh boy! Oh boy!

Grandmother paid about \$100, including the 10% Federal transportation tax, for those tickets, big, big money back in those days. The trip was 3944 miles round trip—as things panned out in my life, this is the longest coach only trip I would ever take in my life to this point.

The appointed day arrived, June 21, 1959. The CZ left Lincoln at 12:15 am and as usual it was late. For as long as I watched trains in Lincoln, the CZ, and the *Denver Zephyr* were always late—not by much, 10-20 minutes—but still late. This train was no different, but at last it arrived and I boarded the train for my first long distance solo trip. Here I was on the wonderful, mighty *California Zephyr*.

Now time does erase a lot from the memory, but my pictures show that my reserved seat was in the third dome coach from the front. The porters led me to my seat and helped me put my bag in the baggage rack and left. I immediately went to the dome and found a seat in the front row on the port side of the train. I, at once, claimed that seat as MY seat for the balance of the journey, never ever returning to my reserved coach seat except to get something out of my bag. The other passengers accommodated me, saving my seat when I had to leave to attend to nature's callings or go eat. By day I sat in the seat away from the aisle, and at night I would have the whole seat to try to get some sleep. Sleep — HAH! — who

needed sleep. I was on the *CALIFORNIA ZEPHYR*, no way could I "sleep".



Colorado and Southern E-5 and Rio Grande Geep at Denver.
Photo by H. Martin Swan



California Zephyrs meet near Glenwood Canyon
Photos by H. Martin Swan

I remember going through the car wash before we arrived Denver and I remember the Front Range. I was sort of disappointed that the green mountains of the Front Range didn't extend all the way through Colorado. I remember going through towns in the Utah desert before sleep overpowered me. I recall a gentleman sitting next to me asking me what those signs beside the WP right-of-way meant: the ones that said F: 59, P: 79. I explained that they were speed limit signs, and that freight trains could go 59 mph and our passenger train could go 79 mph. He wondered why they bothered when we were only going 40 or 50 mph hour. I took out my watch with a second hand and timed the distance between several mileposts to prove that we were in fact going 79 mph. I explained that it was our height over the rails that made us seem like we were going so slow----to this day I prefer the lower level of the Superliner cars because you do get the sensation of speed that you don't get from the upper level.

We got to Oakland just fine, I had a wonderful visit with my

Grandmother and my Uncle and his family. One day I was on my own and bused over to Oakland, visited the SP station, then walked over to the WP station. I guess in hindsight that walk was a foolish thing to do, but everything went OK and I got some nice pictures.

The trip home was similar; I got a front dome seat and stayed there. After we left Denver, I got to thinking I had this reserved seat downstairs and maybe I should sit in it for awhile. So I went down and tried it out. Yep, after 30 minutes I couldn't stand it any more and went back up to the dome for the rest of the trip.

I do recall 3 meals. On the D&RGW for lunch, they offered pheasant under glass. I thought that was way cool and gave it a try. When we were in the mountains going west, we came to a stop; the stewardess told everybody to look out the window because we were picking up fresh caught Rocky Mountain Trout. Sure enough, a pick-up truck had stopped on a dirt road, and the dining car was opposite and they were transferring buckets of fish. So I had to try that at dinner that night.

On the way home, I decided to eat in the Buffet Lounge Dormitory car (lounge for all passengers, Vista Dome for sleeping car passengers). This was a year before the buffet section under the dome became the San Francisco Cable Car Room, and at this point did not serve any hot foods outside of coffee. I didn't really like the eating location as it was below the windows and you couldn't see out. I looked at the menu and I noticed an open face sardine sandwich. I figured that it must be good or it wouldn't be on the menu, so I tried it. Bad mistake! They simply took a tin of sardines, dumped them out on a couple of slices of bread and placed it before me. Probably the worst sandwich I have ever eaten in my life. To this day, I refuse to eat sardines.

It was a great trip, a wonderful trip----and a trip I never repeated. The best I ever did was a few trips between Lincoln and Chicago, and between Lincoln and Denver on the original CZ, and then one trip on the D&RW *Rio Grande Zephyr* and one trip on Amtrak's CZ from Chicago to Salt Lake City. But never again would I ride the rails of the WP.

Bob Koetz Moved to a New Convalescent Location

Long time member Bob Koetz, who has been hospitalized since December, has been moved to the Marian Center, the former Mounds Park Hospital, now a convalescent / assisted living facility, located just off of Earl and Thorn Streets, one block over from Mounds Boulevard on Earl street. . You can park on the street, or in the small lot right by the door, sign in at the receptionist's desk, and walk around to your right past the chapel and the small gift shop. After you round the corner by the shop, the elevators are right there. Go up to the second floor, take a right as soon as you get off the elevator, and another right when you get out into the hallway. Walk down to room # 209 he shares with Rex, an Alzheimer's patient. Please visit after 5pm as he has physical therapy before then. You can reach him at his cell, 612-419-4215.

Still Time to Register for 2006 National Convention Advanced Mailing

An application to get advanced information for the 2006 National Convention to be held at New Philadelphia, Ohio on the Ohio Central appears on the next page. The Ohio Central is a steam, passenger, and first generation diesel friendly regional railroad operating on a portion of the Pennsy's Pittsburgh—Columbus—St. Louis line.

Change of Address for the National Headquarters

Please note the new address for the headquarters of the NRHS. PLEASE DO NOT USE THE P.O. BOX ANYMORE. National Railway Historical Society, Inc., 100 N. 17th St., Suite 1203, Philadelphia, PA 19103-2783.

Duluth Presses for Twin Cities Passenger Service

From *The Junction*
Published by the Lake Superior Transportation Museum

The effort to restore passenger train service between Duluth and St. Paul is moving forward at mainline speed. With the support of St. Louis County, the City of Duluth and the St. Louis and Lake Counties Regional Railroad Authority, they are working with Ramsey County, the City of St. Paul and the Rush Line Corridor Task Force on a train to run between there and the head of the lakes.

Congressman Jim Oberstar is helping them and they are planning to undertake a technical study of the project right after the first of the year. This \$700,000 study will follow up and complete the second phase of a report issued in 2000 that said such a train would be successful, given several conditions. One of them was the move of the AMTRAK station to St. Paul's Union Depot, an effort that is currently underway with the renovation of that building and the move of the nearby postal center out to the suburbs.

They are working with the Rush Line Corridor Task Force to access \$620,000, with \$80,000 in matching funds from the Regional Railroad Authority. If used, that line would head straight north from St. Paul, requiring that track be relaid between Hugo and North Branch. From there, the rails exist to Hinckley and then on to Duluth via BNSF. It's interesting to note that Museum Board Member Tom Kotnour operates the line from Hinckley to North Branch under the banner of the St. Croix Valley Railroad. He reports that the tracks are in good condition. In preparation for this train and possible commuter trains coming along the Lakefront Line and from West Duluth, the Historic Union Depot Corporation, the organization managing the St. Louis County Heritage & Arts Center, the Depot, has applied for \$2.64 million from the State of Minnesota to make sure that when the trains do arrive at the Depot,

it's ready for them. They will use the money to fix the leaking roof over the train shed and expand it back to the parking ramp. The Great Hall elevator will be made handicapped accessible, wiring and plumbing upgrades will bring the whole building into compliance with all current safety and electrical codes, and there will be new and improved signage. A better fire alarm system will be installed and new security features will protect the historic objects housed here.

CP Gives Vancouver Island Esquimalt and Nanaimo Railway to Non-Profit Foundation

From Yahoo Groups All Aboard Marcelo Benoit
Feb .28, 2006 12:43 am

CP Rail handed Vancouver Island the rights to chase a version of the Canadian dream Monday with a property donation worth \$236 million.

A non-profit Vancouver Island foundation now owns the historic Esquimalt and Nanaimo Railway line that runs almost 235 kilometers.

The 651-hectare deal also includes six historic railway stations in Duncan, Ladysmith, Nanaimo, Parksville, Qualicum Beach and Courtenay.

Passenger service is provided by Via Rail's *Malahat Dayliner* between Victoria and Courtenay.

Minutes of the February 18, 2006 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order at 7:05 p.m. in the St. Paul Fire Department Training Center by chapter president Marty Swan with 15 members and guests present. Preliminary Information -- As our normal meeting date in April would fall during Easter weekend, at the February 11th board meeting, the Board authorized moving our April meeting date to Saturday, April 8th. Article IV of the By-Laws states that "all action on expenditures of \$500 or more (by the Board of Directors) shall be communicated to the membership at the next membership meeting." Marty advised that the Board at the Feb. 11, 2006 meeting had authorized the purchase of a digital projector and required paraphernalia (such as a volume enhancer) for use of the chapter at membership meetings. The cost was estimated to be about \$1800, which was less than the original estimates. Marty thanked the Minnesota Transportation Museum and Housing Chairman Mike Mackner for allowing us to hold our January membership meeting at the MTM's Jackson St. Roundhouse. Marty said that we should keep the roundhouse open as an option for the location of future meetings, but that the consensus is that we should continue to meet at the Fire Department Training Center, if that is possible. He announced that arrangements have been made for us to continue meeting here for the foreseeable future.

Marty asked if there were any guests. No one spoke up. A motion was made to approve the minutes of the January 21, 2006 membership meeting, as published in the February 2006 issue of Northstar News. The motion was seconded and carried. Cheer Committee -- a "get-well" card was sent to Bob Koetz. He has been moved to a different health care facility. He is in good cheer.

Treasurer Joe Fishbein gave his report. As of January 1, 2006, cash in checking account was \$4,839. Income during January was \$1 in checking

BUCKEYE RAILS

The 2006 Annual Convention of the National Railway Historical Society July 18-23, 2006, New Philadelphia, Ohio

Come to the Country - Come to beautiful Ohio!



Events may include:

Steam and diesel trips on the Ohio Central Railroad
 Diesel trips on the Cuyahoga Valley Scenic Railroad
 Tours of the Ohio Central Shops, of the Dennison Railroad
 Depot Museum, and of the Warther Carvings Museum
 Night Photo Session
 Seminars by noted railroad authors
 Non railroad activities: Visit to Homer Laughlin China and
 tours of the Amish country

For more information see www.buckeyerails2006.org

The Headquarters Hotel will be the Holiday Inn, located in
 a cluster of hotels, all within easy walking distance. The rates
 will be approximately \$79.00 a night

Mail the bottom portion of this page to:

**Buckeye Rails 2006
 2025 Zumbuhl Rd.
 PMB 80
 St. Charles, MO 63303**

Footnotes

- Those who sign up for Advance Mailing will be sent the registration package at least 15 days before anyone else.
- The Advance Mailing Fee is \$10.00 for an NRHS member, a spouse, children and other family members living at the same address.
- The \$10.00, which is non-refundable, will be applied to the \$30.00 registration fee.
- The Advance Mailing Fee entitles the member's household to one registration package.
- Advance Mailing Requests must be postmarked by February 28, 2006.
- Members receiving an Advance Mailing may only purchase tickets for those persons listed on their Advance Mailing Request.
- Hotel information with discounted rates will be mailed with the registration packages.
- Convention events are not yet finalized and are subject to change
- A \$35 penalty charge will be made for returned checks or credit card non-payment.



Advance Mailing Request - Please Print

Name: _____
 Address: _____
 City, State, Zip: _____ Country: _____
 Phone Day _____ Evening: _____
 Email Address: _____
 NRHS Membership Number: _____
 Payment: ☐ Enclosed is a \$10.00 check payable to Buckeye Rails
 ☐ Charge \$10.00 to my Visa / MasterCard
 Credit Card No.: _____
 CV Number: _____ (3 numbers on signature strip on back of credit card)
 Name on Credit Card: _____
 Exp. Date: _____ Signature: _____

Additional Persons Living at the same address

Name: _____ Name: _____
 Name: _____ Name: _____
 Name: _____ Name: _____

☐ I don't want Advance Mailing. Please mail me the registration package when it is available.

For this option:

- Registration packages will be mailed no less than 15 days after being mailed to Advance Mailing users.
- Tickets orders will not be filled until 30 days after Advance Mailing users.
- The full \$30.00 registration fee will be required with order.

Revised November 15, 2005

account interest and \$851 in dues and donations, for total income of \$852. Expenses during January were \$116 for Northstar News, \$570 dues to NRHS national office, \$40 Railroad Passenger Car Alliance dues, \$25 Friends of the 261 dues, \$39 postage and printing for dues renewal notices, and \$35 to renew our domain name registration, for total expenses of \$825. Cash in checking account, as of January 31, 2006, was \$4,866, of which \$3,126 was in the General Fund and \$1,740 was in the GTW 8327 Restoration Fund. Funds in CDs and investments, as of January 31, 2006, was \$32,000.

Current chapter membership is 89, of whom 57 have renewed for 2006. There were no questions about the treasurer's report. National Director Doug Johnson had no report. Trip Chairman John Goodman said that he is pursuing the proposed trip to Chicago. Steve Sandberg's cars, the Montana, the Skytop, and the Superdome, are going to Chicago in late August for a baseball trip. We could join this trip, except we would skip the baseball games. There would be no minimum number of people who would have to sign up. John said that he hadn't gotten a quote yet from Sandberg. John also said that he had an updated quote on bus fares to Chicago. The cost would be \$2,510, plus hotel costs. John also talked about the proposed joint excursion in October with the Iowa chapter on the Iowa Traction RR at Mason City. Bus fares are high due to high fuel costs. He suggested carpooling for the Iowa trip. John said that the best bet for the Chicago trip would be to join the baseball weekend trip.

Editor Russ Isbrandt had nothing to report. Webmaster Dan Meyer said that he brought statistics on usage of the chapter's website. Visits to the website are up to about 40 per day. He has been updating the website. A report on the 2004 NRHS national convention, which the Northstar Chapter hosted, has been added to the website.

Holiday banquet -- reports on this have been suspended until August or later.

Mark Braun reported that the By-Laws Committee had a meeting after the recent board meeting. They should have by-law change proposals ready by late summer.

Program Chair John Goodman said that we were given material from Dick Prosser's estate. He plans to show Reel 1 of the 8mm. rail films that had been transferred to video disc tonight and another reel next month. He

also reported that he had several possibilities for a program for the April meeting.

Two sites are being considered for the chapter picnic in August -- the MTM's Jackson St. Roundhouse and returning to Wisconsin. Because of liability concerns, we can't have a fire to cook food at the Fire Department Training Center. The digital projector which the chapter is planning to buy would be similar to Dan and Dawn's equipment, which will be used to show tonight's program.

Old Business -- none.

New Business -- A number of years ago, the chapter joined the Railroad Passenger Car Alliance. We have been accepted (as co-host with the Lake Superior Railroad Museum) to host the RPCA convention in 2008. We got a good response to our presentation to the RPCA board at their meeting. Possible benefits to the chapter would include several hundred dollars of the proceeds after the convention is over. To do this, we would need to re-start the North Star Railway Historical Society, which had been used during the planning and registration for the 2004 NRHS national convention. North Star Railway Historical Society would primarily be used to keep track of the registrations for the event, which would take place on Friday, Saturday, and Sunday of the Martin Luther King Jr. weekend in mid-January. We have a special rate from the Radisson Hotel in Duluth for the event. There was more information on plans for the event. John Goodman moved that the Northstar Chapter sign on as a co-sponsor of the 2008 Railroad Passenger Car Alliance convention. Cy Svobodny seconded the motion. After a discussion, the motion carried. There was no other New Business.

A motion to adjourn the meeting was moved, seconded, and carried at 7:24 p.m.

After a break, the program, which consisted of two video discs of the 8mm. films from the Prosser collection, was shown. They showed trains, mostly passenger trains, in the early 1960s.

Respectfully submitted,
Dave Norman
Secretary, Northstar Chapter NRHS

Northstar News
Northstar Chapter NRHS
4036 Birch Knoll Drive
White Bear Lake, MN 55110

Address Correction Requested

E-Mail Edition Extra



Rio Grande F-3s for the Prospector Denver– Salt Lake City over-night passenger train.- Photo by H. Martin Swan



Above: Western Pacific freight and passenger power in Oakland.

Left: Parlor observation car on the Coast Daylight in San Francisco. Note that by this date the neon Daylight sign has been removed.

Below: Headend of Southern Pacific 99, the Coast Daylight which has just arrived on track 14 of the 3rd and Townsend Station in San Francisco. Note the old Muni White bus

