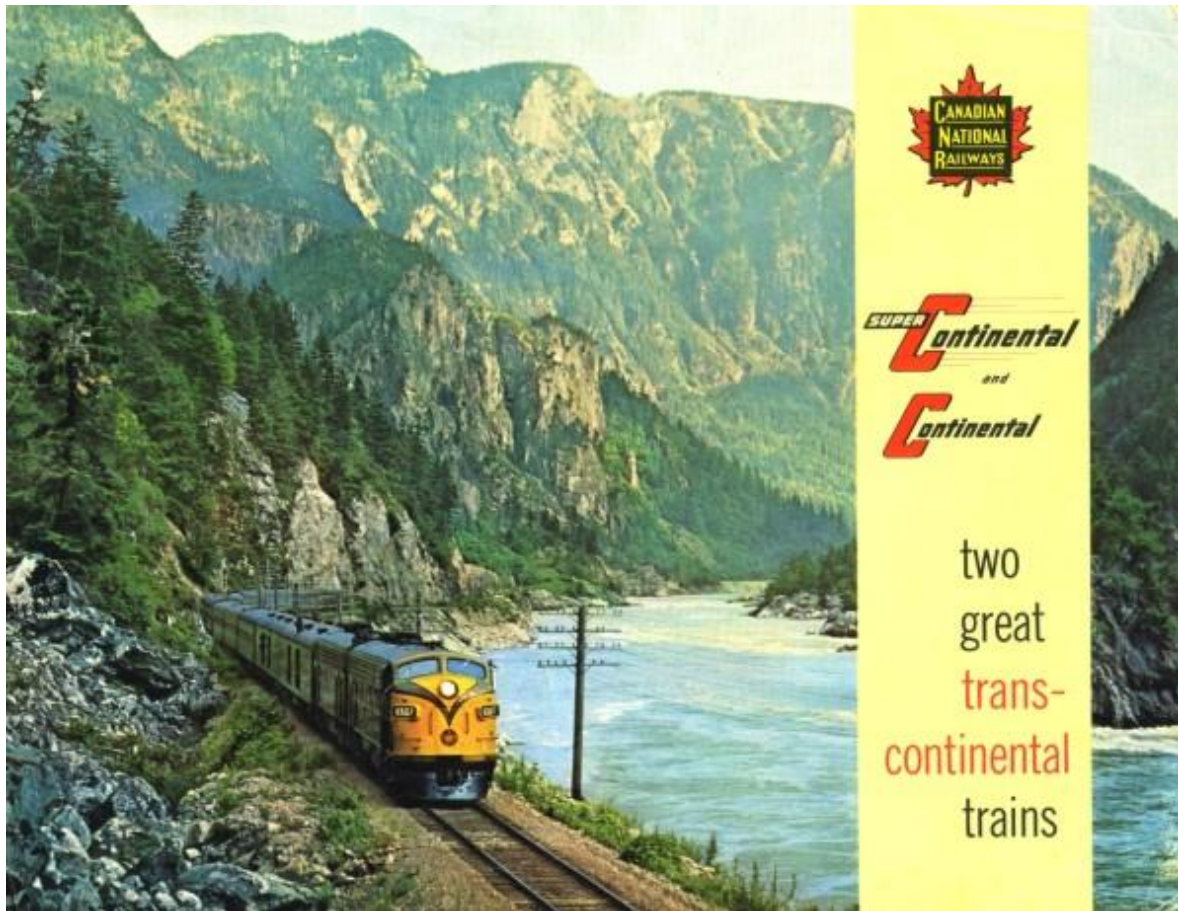




NORTHSTAR NEWS

The Prosser Chronicles - Los Angeles to Edmonton 1957



From the cover of an 1960 passenger train sales brochure. This appears to be the eastbound *Super Continental* in the Frazer River Canyon.

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MEETING NOTICE

Note Meeting Location — See Map P. 2
The May Meeting of the Northstar Chapter NRHS will be held at **7 pm, May 19th at the Como Park St. Paul Twin Cities Lines Streetcar Waiting Station at Lexington and Horton Ave. Exit I-94 at Lexington Parkway and travel North to first light AFTER going UNDER the BNSF mainline. Turn right on Horton and park in a small lot in front of the building. It may be filled when you arrive, so park on Churchill St. to the east. See detail map on page 2.**

Dave Norman will present a DVD featuring PCC cars around the country including the Twin Cities. Some vintage railroad shots are also included.

Northstar Chapter Officers

Board of Directors

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President	Mark Braun	mkbraun@hutchtel.net	320-587-2279
Vice President	Dennis Loudon	bnsf@comcast.net	651-698-8559
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Staff			
Program Chairman	John Goodman	jhgoodman2001@yahoo.com	
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Webmaster	Dan Meyer	Website: www.northstar-nrhs.org	
Chapter Mailbox:	Northstar Chapter NRHS	PO Box 120832	St. Paul MN 55112

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

Membership Information

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



The Prosser Chronicles Part I His Friend Buddy's Western Circle Trip 1957 Pomona—Vancouver

Editor's Note: The following article is from a letter to Dick Prosser as provided by John Goodman. Due to the length of the article it will be serialized.

The first part involves a flight to Seattle, but I'm including it because it gives a good glimpse of air travel in 1957.

June 14: All aboard for vacation aboard Paul's taxi to the bus depot after leaving my car with Bob Gottier. On the way, we paced an SP freight along Valley Blvd. between Pomona and Puente. In L.A., I caught the airport transit bus at the Biltmore Hotel, after looking over the Biltmore's art gallery. The bus parallels the Harbor district for several miles, but we didn't see any trains. Mike Lyman's

Flight Deck bar was miserably crowded (even at 11 PM), and I had to stand in line to get a beer.

June 15: The flight was due to leave at 11:55 pm but waited interminably for late passengers and for traffic to clear. We finally got off the ground about 12:30 am, circled the airport to get a radar bearing, and then flew off into the murk. I dozed off over Santa Barbara and was awakened over San Jose by some horrible jouncing around through some bumpy air. The stewardess told everyone to fasten their safety belts. Mine was already fastened. We bounced into San Francisco Airport about 45 minutes late after flying very low over the bay. We left the airport with a full load, flew due west across the city, then northwest to Point Reyes, then due north along the coast. I dozed off, to awaken just in time to see us make a right angle turn over the Oregon Coast, and then fly due east into Portland. Most of the people got off there, and it was a bumpy ride through scattered clouds and fog to Seattle. It was a gray foggy morning in Seattle, and I claimed the baggage, still cussing at the \$4.96 over (weight) charge I had to pay and got aboard a bus for town. It was 14 miles into town, most of which paralleled the Milwaukee (Road), but no activity except for a UP switcher working an industry toward downtown. The driver let me off across the street from King St. Station, and I checked my big bag in a locker, and tried to get be-



Great Northern's *International* leaving Seattle in 1964.
Photo by H. Martin Swan

yond the gateman to take pix of an arriving train. But he stood firm, and by the time I had walked about 3 blocks around the station to get onto the station tracks, the power had been cut off and the train was being switched.

So, I took some pix of switching moves, and a long GN northbound freight, which skirted the station tracks. Back in the station, I wandered up to the Chief Dispatcher's office, and talked him out of a Cascade Division Timetable. (This trip turned out very successful for operating timetables, netting two each for the GN, CN, CP, and SP. The only place I was turned down was in Spokane by the UP. The *International* was ready to go, so I hurried aboard, found a seat, and went to the diner. The train, which originally was planned to be a fixed-consist 5-car streamliner, like the *Red River*, had 10 cars, including the streamlined observation, and was pulled by two-2400 (sic) hp EMDs. He kept quite precisely on time, even had to wait for his scheduled time at several stations. The first thing I noted was the ACF cars of the *International* rode silken-smooth compared to the bouncy ride on United's DC6B. I took several pictures crossing the border, and was interviewed by the Canadian Customs men, who were very nice. In Vancouver I wandered down into Chinatown and looked around a bit. It's a big city with a Chinese population second only to San Francisco in the Western Hemisphere.

The ride on the CN proved quite interesting. I took #2, the *Super Continental*. He got out of Vancouver at 3:15 pm, on time, behind 2 EMD's with 15 cars. The CN has track-age rights on the Great Northern to New Westminster, about 13 miles. At New Westminster, a GN inspection car was waiting at the junction—a 1954 Buick on flanged wheels. I got a picture of it, including the dignitaries, who were wearing straw hats. After New Westminster, the CN swings east to follow the mighty Fraser River. At Chilliwack we met a long passenger extra, with caboose, behind a 4-8-2. The passengers looked pretty worn after a long trip, but all waved cheerily. They were Hungarian refugees being relocated to live in British Columbia. We bounced across the CP at Hope, then met a steam-powered work train at Yale. Pretty soon the canyon narrowed down to vertical rock walls and rushing waterfalls leaping out of springs high up on the rocky ledges. At one place, called Hell's Gate Canyon, the river is constricted



One of the Spartan CN coaches on the *Super Continental*. From CN Brochure Across Canada 1968

to about 20 feet wide by narrow high rock banks. The average water depth there is 250 feet. The water rushes so fast you'd think it was being poured out of fire hoses under pressure. As we pulled into Boston Bar, a westbound steam-powered freight was ready to leave. As we stopped at the station, he let off two long, mournful blasts which echoed and reechoed, bouncing back and forth through the canyon walls.

June 16th: I woke up about 3:30 am at Blue River, and took a picture of a little steam engine on the relief train in the fog, then went back to sleep to awaken near Jasper to incomparable scenery, with the mirrored reflection of snowcapped peaks shimmering beautifully in the placid river. The canyon broadened out into a beautiful wide valley at Jasper. There were several road switchers and one steamer around the yard at Jasper. The 10-car Prince Rupert train was tied up in front of the station. The Canadian National has a very low-level line through the Rockies. There never were helper districts, and no more than two units are ever used on passenger trains, occasionally three on freights. The new CN equipment is completely modern and functional, but not luxurious, one might call it almost austere. The coach seats are comfortable and reclining, but without pull-out leg rests. Decorations and molding are quite limited, with liberal use of plastics, such as Formica, for protective surfaces. Rest rooms were very small—quite inadequate for a long-distance train. The new tourist sleepers were built on the old style, complete with community kitchen space for tourist passengers. There is a nice tourist coffee shop, where I had dinner on the 15th but the diner, although nicely furnished, had a very surly headwaiter, and several timid French-Canadian waiters, who were not very competent. After breakfast, I sat in the Pullman lounge, which was very nicely appointed and luxurious, with leather upholstered furniture, and complete with a library (of books!) encased in a glass bookcase. The train crew, and all the passengers aboard were very friendly. There was a family sitting a few seats from me in the coach who had two small kids, a portable phonograph, and an endless supply of Western records. At first I was annoyed with the music, but then realized it was keeping the kids occupied and relaxed, so figured it was better to have music than bawling children. Except for a squeak or two during the night, they were nicely behaved.

East out of Jasper, he started rolling along, able to exceed 50 mph for the first time. We meandered through rolling hills and plateau country with tall pine forests. At Carrot Creek, we met one A unit with 67 cars. We pulled into Edmonton's huge CN station about 1/2 hour late. There were roughly a million people milling around the station meeting friends and relatives. It's a very popular train for Edmonton folks. Canada is bringing in a lot of refugees from Hungary and Germany, there were signs in the depot in Hungarian, German, and English, saying "Immigrants Welcome, questions gladly answered" and directing them to the immigration office. Next month Edmonton to Vancouver via Calgary on the

Canadian Pacific.

Additional photos and timetable in the electronic edition.

Dream Job From April Railway Age

Union Pacific's Bill Wimmer, Vice President of Engineering, was presented with Railway Age's Railroader of the Year. His duties include riding the system on his choice of the UP's heritage fleet cars behind Centennial unit 6936 with scores of UP engineering people, riding over various segments of the system and virtually living on board for a week at a time. Most of his time is spent in inspection cars *Idaho* and/or *Fox River*.

His choice of motive power is the Centennial unit riding on two four axle Flexicoil trucks. This 273 ton unit is great at finding track problems at 79 mph and tossing them back to the rest of the train with a disconcerting ripple. This makes some of UP's engineering people nervous about hosting the big unit, which has been known to hit the ground on occasion, on their part of the railroad. They let it be known in no uncertain terms who's going to be held responsible.

South Shore Line (Northern Indiana Commuter- Transportation District) to Get New Bi-Level Cars From Railway Age April



What the new South Shore Bi-Level Cars will look like. Railway Age Photo

NICTD, the operator of the former Chicago South Shore and South Bend interurban has awarded a \$48 million contract to Sumitomo Corporation of American for 14 new bi level cars similar to 26 cars they delivered to Metra for the former Illinois Central Electric line. NICTD has an option for 6 more if needed. The car bodies will be built in Japan by Nippon Sharyo and assembled in Milwaukee by Super Steel. Delivery should start in December 2008.

CP's Hudson Returns to the Midwest From Trains Newswire

Canadian Pacific 2816 will travel from Calgary to Chicago this fall.

The schedule is as follows:

Aug. 17-22: The train will run from Calgary to Minneapolis. One-way passengers can make the ride; a passport will be required to cross the border.

Aug. 29-30: The train will run from Minneapolis to Chicago with an overnight layover in Milwaukee. One-way tickets will be available.

Premium to Milw. \$239.00

First Class \$129.00

Coach \$89.00

Premium Milwaukee to Chicago \$199.00

First Class \$119.00

Coach \$ 69.00

Hotel in Milwaukee is NOT included

Sept. 1-3: The train will make round trips from the Franklin Park, IL Metra station to Sturtevant, WI. An optional barbeque lunch will be served at Sturtevant.

Premium \$279.00

First Class \$179.00

Coach \$69.00

Child Coach \$69.00 (3-13)

Lunch Tickets \$10.00

Sept. 4-5: The train will run from Chicago back to Minneapolis, with an overnight layover in La Crosse, WI.

Sept. 8-9: One round trip each day will be offered from Minneapolis to Glenwood, MN. The 2816 will be turned at Glenwood on the former Soo Line turntable. On Sept. 9, the train will also make a round trip to Dresser, WI.

Premium to Glenwood \$299.00

First \$199.00

Coach \$ 79.00

Child Coach \$69.00

Premium to Dresser \$249.00

First \$139.00

Coach \$79.00

Child Coach \$59.00

Sept. 15: Engines 2816 and 261 will doublehead down the former Milwaukee Road main line to La Crosse, WI., and back.

Premium \$249.00

First \$199.00

Coach \$129.00

Child Coach \$79.00

Lunch Ticket \$10.00

Sept. 16-22: One-way tickets will be available for the return run from Minneapolis to Calgary.

Tickets will be available through the Friends of the 261 Web site at www.261.com , or by calling 651-765-9812. Passengers can also mail ticket orders to: Friends of the 261, 4322 Lakepoint Ct., Shoreview, MN 55126.

Interesting New Amtrak Website

Amtrak has introduced a new website called Whistlestop at whistlestop.amtrak.com . The site has professionally written travelogues about Amtrak long distance trains and reader memories of their Amtrak trips. Riders can supplement their memory submissions with photos. Check it out.

To the Greenville NRHS BOD Meeting on Amtrak Part 1 By H. Martin Swan

On Wednesday, April 18th, I was down at the Amtrak station in St. Paul at 6:30 am waiting for the *Empire Builder* for the first leg of my trip to Greenville, SC.

The *Empire Builder* arrived 20 minutes early, not an unusual occurrence. Today's train had 2 engines running elephant style. The Seattle section had baggage car, sleeper for dorm, 2 sleepers for passengers, two coaches and the dining car; the Portland section had the lounge car, two coaches and one sleeper and a private car—I couldn't find out which one. No local coach.

I have never seen such a light load on the *Empire Builder*. Only a handful of passengers boarded at St. Paul. I had the Family Room in the 2nd Seattle sleeper. Per custom, the conductor picks up sleeping car tickets in the "secret" first class lounge and then we waited for the sleeping car attendant for the car we are ticketed to be in to come to the "secret" first class lounge to take us out to our car.

While my sleeper was rebuilt, the first sleeper was still unrebuilt which I thought was strange since the *Builder* was supposed to have only refurbished sleepers.

As soon as I was aboard I headed for the dining car for breakfast. Since this is the one of only two long distance trains that serves fresh eggs I almost felt obligated to have eggs, so I ordered coffee, orange juice, eggs (easy over), grits, bacon and a biscuit.

For whatever reason, we left 10 minutes late.

I took a brief nap in my family room, nice to have that long sofa to lay out on. Lunch time brought me back to the dining car, where I had a "piled high" ham and swiss cheese sandwich on allegedly sourdough bread. If it was sourdough it was the weakest sourdough I ever tasted. At any rate we raced toward Chicago and in fact arrived 20 minutes early. The one and only train on this whole trip that arrived early.

Checking into the Metropolitan Lounge, the lady, once determining that I would be on the *Capitol Limited*, asked if I wanted to make dinner reservations. I agreed and made a

6:30 pm reservation. Since the train doesn't depart until 7:05 pm this meant I would be eating in the station. I was quite pleased that this would happen. In the past, one would board the train and the dining car wouldn't open until after the train left, sometimes over an hour after the train had left.

The train was called for first class passengers at 6:00 pm. Again the ridership seemed to be light. In the sleepers, the first sleeper was full (unrefurbished) but the 2nd sleeper (refurbished), mine, was only maybe 1/3 full--in fact, I was able to get the attendant to trade my upper room for a lower room. I have always preferred the lower rooms, you get a sensation of speed you don't get upstairs, with the car's luggage racks right there it is easy to keep ones luggage on the rack when not needed, and it is a lot quieter downstairs than upstairs.

The coaches were about 1/2 filled. The train had 3 (yes 3) engines running elephant style, baggage car, transition sleeper, 2 sleepers, dining car, lounge car, and 3 coaches.

At 6:30 pm dinner was called and I responded to said call. This is simplified dining and no steak, but the special was "country fried steak" (what is the difference between country fried steak and chicken fried steak?). It was good and the portion was satisfactory.

We left ON TIME. And we did a fair job of running. In fact we left Cleveland only 15 minutes late. I had gotten to bed late and was trying to sleep in. When I finally got up we were an hour late--thank you CSXT. I also noticed that the ride on the NS was much smoother than the ride on the CSXT.

Scheduled arrival time in Washington, DC was 1:30 pm. My sister and brother-in-law were planning to meet me, give me a quick tour of Washington, DC, have supper and then get me back to the station. In fact my brother-in-law took the day off. Boy did the CSXT screw that up. We were about an hour late into Cumberland. There the CSXT held us for a whole hour waiting for freight trains.

We kept losing time, either stopped and waiting or moving slowly. Bottom line, we got into Washington, DC. at 4:45 pm, 3 hours 15 minutes late. By the time I checked into the Acela lounge it was after 5:00 pm and I had to be back by 6:00 pm for my next train. About all we had time to do was to eat supper at a restaurant on the west wing of Union Station.

I suppose if I followed in the footsteps of a person I know of, I would call for the discontinuance of this pathetic train, let nobody ride it again, get rid of it. CSXT has been consistently getting the train into Washington 2-5 hours late daily. But I won't cut my nose off to spite my face. After all I have tickets on this train at Christmas time, but somebody needs to bring down the CSXT. I believe I will be writing letters to my 3 Congress people as well as to the CEO of CSXT and advise him I'm going to suggest that perhaps it is time to nationalize the infrastructure and to allow open

access. If they are so incompetent that they can't obey the law and run their railroad then perhaps it is time to get somebody else to do it. (Won't happen of course, but CEO's don't like the suggestion of "open access". Who knows if it gets to be made an issue too much maybe something might happen.)

At any rate, back to the Acela Lounge for the 6:30 departure of the *Crescent*. But the train wasn't brought into the station until 6:25 pm, and it didn't leave until 7:00 pm. The *Crescent* engines, baggage, can't remember if we had a dorm/baggage car, two sleepers, dining car, lounge, 3 coaches and was PACKED. Every room sold, almost all seat sets in the coaches occupied by 2 people. Since I had eaten dinner at Union Station I passed my supper on the *Crescent*, thus giving Amtrak my prepaid meal money without them having to provide the service. My sleeper was shabby! Stains on the carpet and the seats, worn down seats, curtains worn out and it was difficult to make the curtains stick to each other, bed that wouldn't lock down so the head section would raise if you lifted your head. Amtrak really needs to send these Viewliner sleepers through the shops.

We traveled right along but did come to a long stop where we made a 3 way meet. Again NS track was smooth. The train maintained its lateness until we got to Greenville, SC, which was fine with me since I was able to get off at 6:00 am instead of 5:00 am.

All train personnel were very good. On board crews, customer service managers where we had them, dining car crews (although the ones on the *Capitol Limited* worked a wee bit slow, but still were friendly enough) and sleeping car attendants, in fact the 3 sleeping car attendants I had, were a credit to their profession.

For the first time in my life, I was now in South Carolina. We were met at the station and taken to eat at a "southern" breakfast place where pictures of Robert E. Lee, Stonewall Jackson, and other Civil War (or as they call it down there-



The Great Smokey Mountain Railroad excursion train at Dillsboro, NC.

Photo by H. Martin Swan

the War of Northern Aggression) decorated the walls. The Greenville Chapter had made arrangements for us to ride the Great Smoky Mountain Railroad. This was in North Carolina. The trip required a 2 ½ hour bus ride into the Blue Ridge and Great Smoky Mountains to Dillsboro where we enjoyed a box lunch while waiting for the regularly schedule train to depart. The trip was a beautiful trip through the Mountains to Bryson City. No food or liquids were sold on the train so once in Bryson City many of us made our way to a local watering hole for some "water". It had gotten quite warm, in the 80's and some "water" was welcomed. The trip back was same as going and we got back to Greenville, SC at 7:00 pm. From this point on, it was all work and meetings. But I surely enjoyed my trip to Greenville, SC.

Next month: The Return Trip More pictures in the electronic edition.

Meeting Minutes from the March 17th Meeting

Meeting called to order at 7:04 pm by president Mark Braun. Twenty-three members and guests were present. Treasurer Dan Meyer took the minutes of the meeting in the absence of secretary David Norman.

A motion to approve minutes as published in the March NSN was entertained by president Braun. The motion was moved, seconded and unanimously approved.

The treasurer's report was deferred to next month due to the Dan Meyer's being busy with his mother being in the terminal stages of cancer.

The National Director's report was presented by Doug Johnson. The Grant Committee appropriation is \$33,000 this year; requests usually come in for 4 to 5 times this amount. The ALCO historic photo archive agreement with the Mohawk and Hudson chapter has been approved by the NRHS legal department. The 2005 NRHS convention final report will be presented at Spring BOD. The 2006 New Philadelphia convention preliminary report looks good, and the final report will be presented at spring BOD meeting as well. Other membership information: at-large members pay \$52,000 in dues, the Northstar chapter pays about \$1,600 in dues to the national, large chapters provide about \$6000 to \$9000, depending on membership. This makes the at-large membership the largest voting block in the Society. Rail-camp is not full and is looking for students. The Spring BOD meeting is in Greenville, South Carolina, the summer convention is in Chattanooga, and the Fall BOD meeting is in Houston.

Mike Mackner expressed disappointment in the latest NRHS Bulletin. Others agreed that the bulletin needs to be better or they would continue to be disappointed, and may not renew their membership with the NRHS next year.

No report from Martin Swan and the cheer committee.

Russ Isbrandt provided the newsletter report. Russ is always looking for trip reports, railroad stories, news, announcements and other railroad related items. Roger Clark indicated he is writing "The Prosser Chronicles" to be published in a future Northstar News.

John Goodman gave the Trip Director report. The *Minnesota Zephyr* will give a 25 percent discount for groups of 24 more. Trips to the Boone and Scenic Valley and /or North Freedom were discussed. Prices are getting very high. Trips can not be done for \$100 per person any longer. The Friends of the 261 are planning trips to Duluth in June. There will be an open house in Charles City in May. Steam Engine 2719 may have a trip in Duluth in the fall. Mike Mackner suggested piggybacking an Amtrak trip to some other railroad historical society convention, and joining them. Russ suggested that John look into bus and hotel costs to Sault St. Marie, Illinois Railway Museum, and Green Bay museum. Canadian Pacific steam engine 2816 is going to Chicago this summer. Routing is not known at this time, but maybe via Twin Cities. Marty suggests a picnic in Osceola; Mike Mackner suggests the A-11 may be chartered for a catered picnic, possibly a private run. Joe Fishbein suggests we have a yard tour at CP Saint Paul yard or elsewhere.

John Goodman next provided the Program Chairman report. The next meeting is one week early on April 14th, from 7 to 10 pm. We are paid up thru this year at Como Park except in August (picnic) and December (banquet). Upcoming programs are Greg Smith in April with trains of 40's and 50's, and Bill Graham in May. Dawn Holmberg will provide a program at a later date.

The University of Minnesota Press is reprinting Dick Prosser's book "Rails to the Northstar", and Don Hofsommer has agreed to write the forward, and Clark Johnson will provide a biography. The question came up about a book that Bill Schweitz and the chapter published years ago. Is reprinting it something we want to do? Russ will try to locate Bill and inquire if he would be open to do this.

The meeting was adjourned at 7:52 pm.

Meeting Minutes from the April 14th Meeting

Minutes of the April 14, 2007 Membership Meeting of the Northstar Chapter NRHS.

The meeting was called to order in the historic Como Park Streetcar Station at 7:07 pm by Vice President Dennis Loudon with 23 members and guests present. Dan Meyer had taken the minutes at the March membership meeting, but due to the recent death of his mother, he was unable to have the minutes ready for publication in the April issue of Northstar News, so approval of them was deferred until the May meeting. National Director Doug Johnson presented a pin to long-time member Jim George honoring him for 25 years of membership in the NRHS. Jim noted that he had actually joined 32 years ago, but some of the early membership records were lost. Treasurer Dan Meyer did not have a report ready. Northstar News editor Russ Isbrandt said that he is always looking for material for the newsletter. Next month, he will be starting a three part series of an article by a friend of Dick Prosser's. Webmaster Dan Meyer said that the server was still having problems, but those who want to access the chapter's website should keep trying.

Trip Director John Goodman said that there was no group discount on the *Minnesota Zephyr* dinner train at Stillwater on Sunday afternoons. The trip would probably be too costly for many members and we probably couldn't get enough people to take the trip to get the group discount. The Canadian Pacific steam locomotive is coming to Minnesota, but at this time there is no official indication of any trips out of the Twin Cities. He has been looking at a trip to Sault St. Marie, Ontario to ride the Algoma Central train to Agawa Canyon, but there is a problem -

people would have to have a passport to re-enter the US. John noted that there didn't seem to be a lot of interest at this time in a trip to the Boone & Scenic Valley. He hasn't heard anything from the MTM about chartering the A-11 for a trip on their excursion train at Osceola, WI. As program director, John reported that Bill Graham, who had been scheduled to present the program tonight, has to work tonight. Because of the nature of his work, he often has to work on weekends. John said that he would try to get Bill to put on the program for the Holiday Party. Instead, Greg Smith will present the program tonight. Next month, Dave Norman will present a program on PCC streetcars and Bill Dredge will present a program on the 2006 NRHS national convention.

Housing director Mike Mackner reported that the Twin City Model Railroad Museum recently signed a contract for additional space adjacent to their model railroad layout at Bandana Square. We may be able to meet there once it is ready for use. We are signed up for use of the Como Park Streetcar Station for our meetings for the rest of this year. Marty Swan reported for the Cheer Committee. Dan Meyer's mother died recently. Bill Herzog is not here, so there is no report on restoration of GTW 8327.

New Business -- The 40th Anniversary of the founding of the Northstar Chapter is coming up in 2009. It was suggested that we start planning an event or series of events to mark the occasion. John Goodman is the only one of the original members who is still active in the chapter. Mike Mackner made the suggestion that we invite our Regional Vice President to come here for whatever event we put on. It was noted that the current Regional Vice President has a goal of traveling to visit each chapter in our region.

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

Address Correction Requested

The suggestion was made that the chapter buy its own DVD player. Dennis Loudon said that he has such a unit and that he was planning on donating it to the chapter. He will bring it to the meeting next month. He noted that it may need a new set of cables. New member Jim Thewes was introduced. A question was asked if anyone knew about the current condition of long-time chapter member Bob Koetz. Dennis Loudon said that he had talked to Bob's son, Andy Koetz, several weeks ago. Andy told him that Bob was in therapy.

Announcements - Fliers are available on the upcoming flea market of railroad and model railroad items to be held at the Woodbury High School. There is a train show this weekend at Menominee, WI. The open house season for the Hennepin Overland Model Railroad Club is winding down. Exchange newsletters are available at the front table.

Adjournment was moved, seconded, and carried at 7:32 pm.

After a break, the program began. First, there was a video presentation on railroad history in Lakeville given by Russ Olson and John Luecke. When the talk had originally been given, over 100 people turned out for the event. The main part of the program was a slide show by Greg Smith of photos from the Twin City area, taken in the late 1940s and early 1950s, covering both steam and early diesels. The original photos had been taken by Doug Skogland.

Respectfully submitted,

Dave Norman
Secretary, Northstar Chapter NRHS

SCHEDULES

FROM THE EAST

DAILY

		SUPER CONTINENTAL	EXAMPLE	CONTINENTAL	EXAMPLE
Lv. Montreal	ET	4:15 PM	Fri.	8:30 PM	Fri.
Ar. Ottawa	ET	6:15 PM	Fri.	10:55 PM	Fri.
Lv. Ottawa	ET	6:25 PM	Fri.	11:30 PM	Fri.
Lv. Toronto	ET	6:10 PM	Fri.	11:30 PM	Fri.
Ar. Winnipeg	CT	9:40 PM	Sat.	8:30 AM	Sun.
Lv. Winnipeg	CT	10:10 PM	Sat.	10:00 AM	Sun.
Ar. Saskatoon	MT	7:05 AM	Sun.	8:40 PM	Sun.
Lv. Saskatoon	MT	7:20 AM	Sun.	9:25 PM	Sun.
Ar. North Battleford	MT	↓		11:40 PM	Sun.
Ar. Wainwright	MT	11:05 AM	Sun.	↓	
Ar. Edmonton	MT	1:50 PM	Sun.	7:00 AM	Mon.
Lv. Edmonton	MT	2:15 PM	Sun.	8:00 AM	Mon.
Ar. Jasper	MT	7:30 PM	Sun.	1:40 PM	Mon.
Lv. Jasper	PT	6:40 PM	Sun.	1:10 PM	Mon.
Ar. Vancouver	PT	11:00 AM	Mon.	7:00 AM	Tue.

FROM THE WEST

DAILY

		SUPER CONTINENTAL	EXAMPLE	CONTINENTAL	EXAMPLE
Lv. Vancouver	PT	4:40 PM	Fri.	7:45 PM	Fri.
Ar. Jasper	PT	8:50 AM	Sat.	1:30 PM	Sat.
Lv. Jasper	MT	10:00 AM	Sat.	3:00 PM	Sat.
Ar. Edmonton	MT	3:00 PM	Sat.	8:35 PM	Sat.
Lv. Edmonton	MT	3:20 PM	Sat.	9:15 PM	Sat.
Lv. Wainwright	MT	6:05 PM	Sat.	↓	
Lv. North Battleford	MT	↓		4:20 AM	Sun.
Ar. Saskatoon	MT	9:50 PM	Sat.	6:35 AM	Sun.
Lv. Saskatoon	MT	10:00 PM	Sat.	7:05 AM	Sun.
Ar. Winnipeg	CT	8:50 AM	Sun.	6:30 PM	Sun.
Lv. Winnipeg	CT	9:20 AM	Sun.	7:40 PM	Sun.
Ar. Toronto	ET	2:50 PM	Mon.	7:00 AM	Tue.
Ar. Ottawa	ET	3:30 PM	Mon.	6:20 AM	Tue.
Lv. Ottawa	ET	3:45 PM	Mon.	6:35 AM	Tue.
Ar. Montreal	ET	5:45 PM	Mon.	9:00 AM	Tue.

Schedules shown above are
subject to confirmation
(Standard Times shown throughout)

Upper Right: Westbound *Continental* crossing the Rockies, with Mt. Fitzwilliam in the background. Middle: One of the lounge cars in transcontinental service. Bottom Right: Northbound Great Northern International on the Ballard Bridge Seattle. Top two photos from 1960 CN sales brochures. Bottom photo by Russ Isbrandt





Great Smokey Mountain Railroad Geep at Dillsboro, NC. Photo by H. Martin Swan



Room setup for Marty on boarding the Empire Builder in St. Paul. Photo by H. Martin Swan