



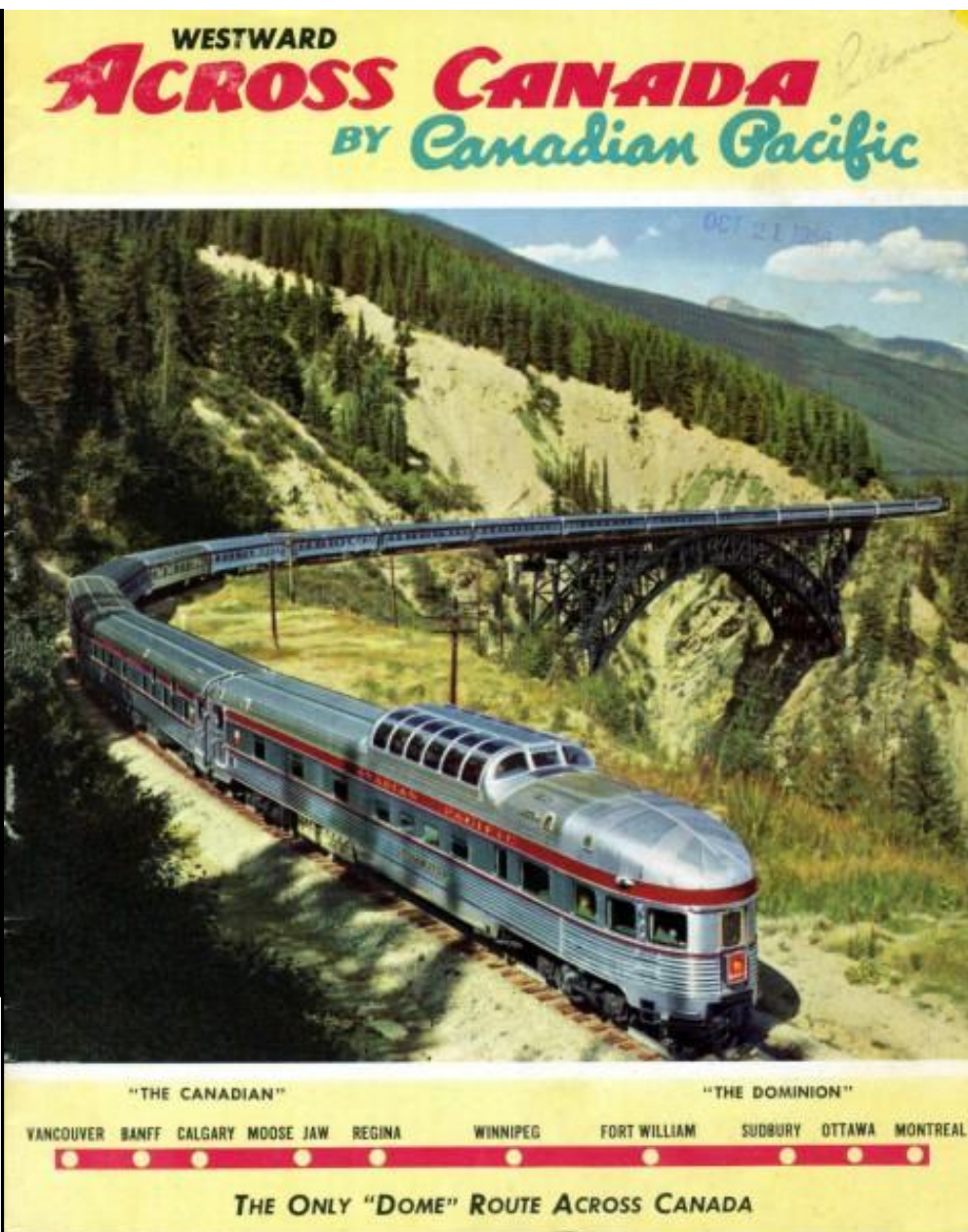
NORTHSTAR NEWS

The Prosser Chronicles -- Edmonton to Vancouver Via Calgary 1957

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From the cover of a Canadian Pacific route guide for Pullman passengers approximately 1960. This appears to be the eastbound Canadian at Stony Creek Bridge.



MEETING NOTICE

Note Meeting Location See Map P. 2

The June Meeting of the Northstar Chapter NRHS will be held at **7pm, June 16th** 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 second 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.** Dave Norman will present a DVD featuring PCC cars around the country, including the Twin Cities. Some vintage railroad shots are also included. This program was not presented in May as originally scheduled due to technical difficulties.

Northstar Chapter Officers

Board of Directors

Office	Name	Email	Phone
President	Mark Braun	mkbraun@hutchtel.net	320-587-2279
Vice President	Dennis Loudon	bnsf@comcast.net	651-698-8559
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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 Northstar Chapter NRHS Membership Services, P.O. Box.120832, St. Paul, MN 55112.



Editorial

The following does not represent the opinion of the Northstar Chapter nor the National Railway Historical Society.

I've been a member of the NRHS for 48 years. Up until recently I've never had any qualms about the benefits of membership. That has changed recently with a two year delay in the Bulletin and now a proposed 50% increase in dues.

I understand a number of retired volunteers have been replaced with volunteers who also have full time jobs. As a result the ability of these volunteers to spend the time necessary to accomplish the work of the National has greatly diminished. It was the job of the National leadership to anticipate this problem and not stand blithely by until a crisis arose. Now the Bulletin is two years behind and the flow of back issues has begun with the Winter of 2005. Frankly some in our membership were greatly disappointed with a single topic issue. The recently mailed 2005 Yearbook was a substantial improvement. Nevertheless, the proposed 50% raise in dues without substantially reducing the Bulletin backlog is totally unacceptable.

There is a mechanism by which you, the individual member, may be heard. There is a membership survey which can be accessed through the National website at: <http://www.nrhs.com/survey.htm> or directly at: <http://www.surveymonkey.com/s.asp?u=335093661590> A paper version of this survey is included for our members.

If the proposed dues increase is passed, the time will have come to ask the question: Would the members of the Northstar Chapter be better off as a stand alone railfan club, severing our ties with the national organization? Hopefully the national leadership will listen to the board of directors and membership survey and this question will not have to be addressed.

The national by-laws require membership in the parent organization in order to join a local chapter. The dues increase would raise the national and local dues to \$45. Severing our ties with the national would reduce your dues to \$12, though there would be no guarantee that wouldn't have to be raised. Those members desiring to continue to belong to a national railfan organization could continue to do so by becoming an at-large member.

Be sure to let our National Director, Doug Johnson, know how you feel about this. His email is: joh322721@aol.com or D.W. Johnson, 6600 Lyndale Ave. S., #902, Richfield, MN 55423-3390.

Russ Isbrandt
Editor, Northstar News

NRHS Survey Included in the Paper Edition of Northstar News Only

The four page NRHS member survey is included only in the paper edition of the Northstar News. Those of you receiving the electronic edition are urged to copy and paste one of the links shown in the above editorial to the URL line in your web browser and participate in this important survey.

The Prosser Chronicles Part II His Friend Buddy's Western Circle Trip 1957 Edmonton-Calgary- 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.

I spent most of the afternoon with a friend who I met on the train. We went up to his hotel, and after showering, I felt real good. Edmonton is a fully modern city of over 160,000, with many ultra-modern buildings and wide streets. With palm trees, it would look like Phoenix. About 5 pm, I wandered back to the CN station to take pix of Northern Alberta Railway #1 to Dawson Creek. It consisted of a light CN 4-6-2, plus eight cars, 3 headenders, 2 coaches, 2 tourist, and a Pullman. A terrific crowd of people was trying to get on board, so, quite unlike your Wabash experience, they put on an extra tourist sleeper, thereby delaying departure for about 15 minutes. But everyone got a seat. It was quite a motley crowd getting on, everyone from grizzled prospectors and rugged-looking oilfield workers to stylish ladies in furs and well-dressed gentlemen with clipped British accents. The station was very busy. There were two switchers buzzing around, a similar Pacific, and a diesel. The westbound *Super Continental* was in, a little late, and the CN Budd car for Calgary was getting ready to depart. A switchman told me that the twice-weekly passenger up to Whitecourt, 103 miles northwest, didn't run on Sunday, but usually had a 4-8-2, and many cars. It would have been around the station about the same time. The pictures of the steamers came out clearly, and if you want copies, I'll have some made.

Following the CN activity, I took my bags by taxi over to the CP station, had dinner at a good restaurant across the street, and prepared to wait for nightfall. Night, of course, doesn't exactly fall in Edmonton in the summer. At 8:40, the train for Saskatoon and Winnipeg was due to depart. About 45 minutes in advance, a beautifully polished streamlined Hudson backed up to three cars sitting at the station, a mail car, a baggage, and a coach, all streamlined equipment. It pulled out OT amidst a satisfactory amount of "sound and sight."

I loafed around for a while, until my train was made up. It



Royal Hudson 2860 at Minnehaha Park, Minneapolis as part of a British Columbia tourism train April 25, 1978, over 21 years after Buddy's observation at Edmonton. Photo by Russ Isbrandt

had 8 cars, including one coach and two Pullmans. The coach was streamlined and fairly new. Our power was also a streamlined Hudson, No. 2834, which didn't couple up until 11:00 pm. By then it was too dark to get any pictures, although the northern horizon was still quite bright. I did succeed in getting some very fine pictures of the Saskatoon-Winnipeg train, however. I was beat, and slept well all the way to Calgary, so couldn't take any wayside pictures in color at 3 am.

June 17: I awakened just in time to quickly shave, change clothes, and hop off as we pulled in to Calgary. The CP station is old and brownstone, and I took some pix of our engine cutting off, and of the CP Budd Cars. My folks were on the second section of #7, the *Dominion*. The first section pulled in with about 18 cars, coaches and tourist, behind 2 Geeps. The second section pulled up within 50 yards of the station and stopped while they fueled the engines, which were 2 Geeps and a B unit. I got tired of waiting for them to pull up to the station, and wandered down the tracks, swinging aboard with a cheery "Good Morning" to the head brakeman, who was preoccupied in watching for his counterpart who was to relieve him in Calgary. I surprised the folks by sneaking up behind them while they were leaning out a vestibule window, hoping to catch sight of me as the train approached the station platform. We had breakfast in the diner, and then went to the streamlined dome-observation to enjoy the scenery from Calgary to Banff. The train really moves along down the valley there. You get quite a fishtail effect in the last car as it swings around the curves. By the way, I was riding Pullman on a coach ticket. The atmosphere of the three conductors officiously picking up the tickets in the diner was something to behold. None of them noticed mine was coach. Everything was businesslike aboard the CP. Not informal as on the CN. We pulled into mountain-studded Banff, took EVIL (sic) up to the Hotel, and found everything there was fouled up. There were three conventions, the season was just getting under way, and it was in an uproar. We had to wait 3 1/2 hours for our room, but spent it pleasantly on the patio enjoying the mountain scenery and fresh air.

That night we enjoyed a cold, miserable dinner, poorly prepared and poorly served (for \$4.50 each) in the hotel dining room. The Banff Springs Hotel is no bargain.

June 18: We took the Grayline's version of EVIL (sic) over to Lake Louise for the day, paralleling the CP part of the way. The scenery through here is unsurpassed anywhere in North America, with high snowcapped glacier studded peaks, tall pine forests, mirror-like lakes, and rushing mountain streams. Lake Louise is the most beautiful spot. We had a very excellent luncheon in the elegant dining room which was as good as Banff was bad. On the way back I got off near the Banff station to take some rail pictures. The local switcher and way freight was in town (three units, Geep-2 F B units), and westbound freight #85 came thru, with three Geeps and 80 cars. No.8, the eastbound *Dominion* came in, with 2 Geeps, 2 B units,

and 18 cars. They put on two at Banff, so it had 20 cars departing. The conductor of the local told me that CP has no method in their madness of indiscriminately mixing Geeps and road units. They just couple up as many units as are needed and don't pay attention to what order they are in, except they don't like to have a B unit on the point.

June 19: No railfanning— we behaved like good tourists.

June 20: All aboard for Vancouver on No.7, which pulled into Banff about 20 minutes late behind an A, B, GP, GP. We were placed in a streamlined Budd built sleeper just ahead of the streamlined dome observation car. They switched the train around a bit, and we had 23 cars pulling out of Banff. (No kidding.) That was the longest passenger train I have ever ridden. And it wasn't padded up with a lot of trash either, for there were only 2 head end cars. These were followed by 2 immigrant coaches, with more Hungarians, 3 reclining seat coaches, one dome grill-coach, four tourist sleepers, 7 Pullmans, a diner, 2 more Pullmans, and the Obs car. Every color of the rainbow was represented. Most of the cars were either maroon (the heavyweight jobs) or stainless (the Budd lightweight), but there was a smattering of Pullman green, gray, and goodness knows what else. The officious conductors lifted our tickets in the observation car and still didn't notice I was traveling coach. (The ticket agent in Banff didn't notice it either, when he sold me an upper berth. I sat in the rear of the observation section most of the day, venturing up into the dome when seats became available. I took pictures leaving and entering the Spiral Tunnels, which they negotiate very slowly, and also around Field, which is quite scenic. Through the Connaught Tunnel, I took advantage of the lack of scenery to walk the length of the train. At Revelstoke, I again walked the length of the train to take pictures from the head end. There they set out one of the Geeps. The rear brakeman said we'd never make up time with only three units and such a heavy train. We were already an hour and 20 minutes late. At dusk, we skirted the shores of a huge lake, with fisherman paddling their way home in the face of threatening weather. It was very scenic, with the purple mountains off in the distance.

June 21: We pulled into Vancouver about an hour and 20 minutes late, immediately checked into the Hotel Vancouver, then went on a sightseeing bus. We saw some light CP steamers switching down along the waterfront. We saw many points of interest, including Lion's Gate Bridge, Stanley Park, University of British Columbia, and the sunken gardens. It's a very beautiful city.

**Return from Greenville, SC NRHS
Board of Directors Meeting On
Amtrak
By H. Martin Swan**

It was Sunday evening in Greenville, SC. I had a wonderful time at the BOD sponsored by the Greenville Chapter,

NRHS. During the BOD meeting I announced my retirement as NRHS Director of Emblem Sales effective with the close of the NRHS National Convention in Chattanooga TN this August, so the bottom line was that this was my last BOD for the foreseeable future. I've had the position for 10 1/2 years and figure that was long enough.

I was very tired. Go! Go! Go! coupled with the fact that I didn't sleep too well due to the extremely soft mattresses of the hotel. I woke up each morning with a very bad back ache.

Our wonderful host had dropped us off at the very nice Amtrak station only to discover it didn't open for another hour. No problem, it was a delightful evening, the area was well lit, and the NS crew change office was just around the corner and there was a nice bench to sit on.

The train came in 45 minutes late and had the same basic consist as my inbound train. This time we had a car that had recently gone through the shops. I cared about none of this though, what I cared about was falling between the sheets in my roomette on the hard Amtrak bedding. Heaven! I think I was asleep before the train left the station.

I did have to get up once to use the 'facility' and I marveled at how smooth the ride was. I got up about 7 am and asked the attendant how we were doing time wise. We WERE on time. As a result I had to rush to get ready and to go to the dining car for breakfast.

Arrival in Washington, DC was 30 minutes early. Sadly, my sister and brother-in-law were unable to see me this day, so I decided to go out and see the Vietnam War Memorial. My intention was to take a cab, but when I stepped out of Union Station I spotted many tour operator buses whose fare was \$20 all day, get on and off as often as you want. I laid down my \$20 and had a very nice time. It was 3:30 pm before I got back to the station. It was also 86 degrees and I was feeling the heat and humidity.

This entire return trip was paid with Amtrak Reward points and I was pleased to see that I had room 11 on the *Capitol Limited* (lower level). This time the train was quite full both coaches and sleepers. My sleeper was refurbished.

Since I was hot and sweaty I decided to take a rare shower on an eastern long distance train. After that was over with I felt nice and refreshed--and tired. BTW we were 5 minutes late getting started.

I had 6:00 pm reservations in the dining car and when called headed one car back, what did my wondrous eyes see?— a brand spanking new dinner-lounge being used as THE dining car for the train (the Sightseer lounge also ran thank goodness). It is a horrible shame that the designer of the car failed to study the dining lounge cars of the ol' railroads from the simple coffee shop cars to the high end *Traveler's Rest* and *Ranch Car* configurations.



Amtrak 37000, the prototype Superliner diner lounge.
Photo by H. Martin Swan

The car is divided into 3 sections. The front section (next to the coaches) had 2 sets of dining tables/ lounge tables (a set is a dining table and directly across the car a lounge table, then the next set is a lounge table and directly across is the dining table). A bar facing the short end, behind the bar is the pantry, then the long end of the car had 5 sets. Thus the car had a total of 7 dining tables and 7 lounge tables. The dining tables would only seat 28 people.

The dining tables are in a half moon shape. Due to that shape, there is no table cloth or covering, dishes are placed on the bare top of the table. Further, I'm pretty darn sure that the dining space of the table is far less than the dining space of a standard dining car. The edge of the table is close to the back of the seats, thus big boned passengers such as myself or ladies in a family way may have a lot of trouble sliding into the seat.

The lounge table is a small thing but it would work as a table for one, and that is where I was placed for my meal. There wasn't much business in the car for the 6:00 pm sitting.

Back to my room I watched a DVD and watched my watch as we got later and later. In Cumberland, once again we were held, but this time for "only" 30 minutes.

I went to bed at 9:00 pm and had a nice night but was awakened several times by the jerking and banging of the car trying to run over the CSXT track. Once past Cleveland and on the NS the car settled down.

I went in for breakfast at about 7:30 am and the car was packed, and here is where I saw how totally inadequate the car was.

It was packed. The 4 seat dining tables all were filled with 3 or 4 people. The poor person by the car windows was crammed in and had little room, the person sitting next to the aisle sometimes had their bottoms over hanging the seat to try to give the other person some more room.

The lounge seats were all filled with 3 or 4 persons waiting for a dining table to open up. One had just been vacated so I grabbed that and held onto it for single passenger dining.

When a dining table opened up, a group around one of the lounge tables would get up and "run" over to the open dining table to claim it for themselves. I could just imagine this car at night with waiters trying to serve customers, while other customers were walking to the front of the car to the bar, which would take them through the pantry.

The new issue of *PTJ (Passenger Train Journal)* has pictures and comments about the cars. They seem to indicate that they don't think it is a good idea to mix the two types of passengers, and the new NARP newsletter has pictures of what Amtrak is going to do to try to correct the situation. (If you get the online version--it is in color similar to the electronic version of the Northstar News.) Basically all they are doing is replacing the half moon tables with rectangular tables and making the lounge table bigger, maybe so it could sit two for food service.

I know this won't happen, but I think they should put lounge seats only in the front of the car, and dining car seats only in the rear of the car, then turn the car around so the lounge car seats greet the sleeping car passengers and they could act as a first class lounge. You would still need the Superliner lounge for the coach passengers, or else a second rebuilt car, with its lounge section facing the coach people.

But of course, this makes too much sense (at least in my view) for Amtrak to adopt such a plan.



Chicago Union station. The *Lake Shore Limited* has just arrived. Photo by H. Martin Swan

Anyway getting back to the ride, we arrived Chicago about 1 hour 45 minutes down. We must have been riding the beloved *Lake Shore Limited's* taillights since as we came into the station, it was just one track over and just starting to unload.

The *Empire Builder* left on time. I was in the Portland section, upstairs, since the car was close to being sold out, and a non-refurnished car. Our car attendant was super--a former train chief. There was a gift box when I got on, later there was chilled champagne; later that night a warm raisin and oatmeal cookie, and finally a couple of Hershey's kisses.

I was 6 cars from the dining car, tired and so I asked the attendant to bring my dinner to the car. Again, I felt almost obligated to have the steak. It was soooooo pleasant to sit in my semi-dark room, watching the Wisconsin woods go by while enjoying a fine steak. What a wonderful way to travel.

We left on time and were on time at every station. Then just south of Red Wing we were stabbed and waited for about 60 minutes for 4 freights to pass. Arrival into St. Paul was 40 minutes late.

And this wonderful trip was done.

Railway Age Pro-Passenger Editorial by William Vantuono

The editorial was entitled First in War, First In Peace, 13th (Maybe) in High Speed Rail. It comments on the French rail speed record (357.2 mph) and the pride the French take in their rail system which translates in to huge contracts for Alstom, Bombardier and other rail vendors. The French move passengers at near airline speed and reduce congestion in the airways and highways in the process. Then there's China spending \$3.8 billion on the Shanghai—Beijing-Guangzhou mainline alone to accommodate 155 mph service. They will have almost 4000 miles of high speed lines!

The best the US can rank is 13th if we're not surpassed by the Russians. They are close to doing that. The Chinese rail network has raised speeds six times in 10 years from 88 mph. The fact that China is such a vast country, and not like the small densely populated European countries where high speed rail has flourished, blows the argument that long distance high speed (or any long distance trains) don't make sense in our country out of the water.

The concluding sentence was "The rest of the world's passenger trains caught up and passed ours a long time ago. How much longer do we wish to eat the ballast dust they kick up?"

Great New Train Watching Location From Yahoo Twin Cities Rails Group

Newport has once again become a great train watching spot with the recent completion of a pedestrian overpass

over US 10, south of Tinucci's Restaurant. Exit US 10 at Glen Road and turn left at the bottom of the ramp. There's a nice parking lot across the street from Tinucci's. Feel free to pack along a lawn chair and set up.



Newport train watching location. Eastbound CP train taken May 25th by Greg Smith. Note the parking lot.

Meeting Minutes from the May 19th Meeting

The meeting was called to order at 7:05 pm by chapter president Mark Braun with 18 members and guests present. Treasurer Dan Meyer was not able to be at the meeting in person, but he sent a report stating that the current checkbook balance is \$3,862.59 and the investment account balance is \$31,716.68. He recently filed certain forms and will be working to get other things done. A motion was made, seconded, and carried to approve the minutes of the April 14, 2007 membership meeting, as printed in the May issue of Northstar News. A motion was made, seconded, and carried to approve the minutes of the March 17, 2007 membership meeting, as printed in the May issue of Northstar News.

Northstar News editor Russ Isbrandt was not present to give a report. Webmaster Dan Meyer was not present. National director Doug Jonson reported that the Portland convention turned over approximately \$30,000 to the national NRHS (this is addition to anything paid earlier). The books are being closed on the 2006 national convention in Ohio - it looks like they will be turning over about \$45,000. Doug attended the recent NRHS Board of Directors meeting in Greenville, SC. He described some of the activities in conjunction with the meeting and some of the major issues that were discussed. The most significant issue is a proposed 50% increase in the national dues. There was a discussion. It was pointed out that there is no need for the chapter to make a decision whether to approve or oppose the dues increase at this time, as it is several months until the meeting at the convention in Chattanooga. A motion was made by John Goodman to table making any decision on the chapter's position on the proposed dues increase until next month's meeting. The motion was seconded by Dennis Loudon. No formal vote was taken.

Program director John Goodman said that several people had to help get the electronics working to put on the program at last

month's meeting, but none of those people are present this month, so he is postponing the program that was announced for this month until next month. Instead, Cy Svobodny will present a slide show. As trip director, John reported on the planned visit of Canadian Pacific steam locomotive #2816 to Minnesota. He recommended that the chapter buy 30 tickets for the trip to Glenwood and 30 for the trip to Dresser in September. He hopes to get a group discount on the tickets for the group purchase. He urged all members to buy their tickets through the chapter rather than directly. At the board meeting last week, it was decided that, because of these trips by 2816, the chapter would not pursue any other trips this year. On August 22nd, there will be an inbound trip from Thief River Falls, with a reverse trip in September. (It was noted that the August 22nd trip conflicts with the NRHS national convention, so some members who might otherwise ride this trip will be at the convention.) We might be able to set up an Amtrak-plus-minibus trip to connect with this trip at Thief River Falls. There will be a double-header of 2816 and Milwaukee Road 261, but this is virtually identical to a trip which took place during the NRHS national convention that we hosted several years ago, so we will not pursue this one. John said that he would submit an item for the next issue of Northstar News about these trips.

Housing chair Mike Mackner reported that the Twin City Model Railroad Museum recently signed a 20 year lease for additional space at Bandana Square. Construction on the room will be starting soon. They hope to have Audio Visual equipment built in. They hope to have the room available for inspection by the Northstar Chapter Board, or by a committee acting on behalf of the board, by August. Cheer Committee - Marty Swan sent a get-well card to John Kennedy. Bill Herzog said that nothing had been done on the project to fix up GTW steam engine #8327. He said that in 2006 he had written Steve Sandberg asking what he could do about fixing the engine up. He had also called him, but got no response. Bill noted that we have money set aside for the project. Bill said that he worked on it himself when he was younger, but now he is low on energy. He asked, "Who do we know who could work on the engine?" Bill noted that the tender decal is fading and too small. The numbers should be put on the engine. Bill suggested putting numbers on the back of the tender, even if that wasn't authentic GTW practice. There was a discussion. A suggestion was made that we contact the CN (which now owns the GTW). A question was asked if we had contacted the Grand Trunk historical society. Also asked was what we should do about the long-term future of the engine - perhaps give it to the MTM, to be moved to the Jackson St. Roundhouse? Could we involve the model railroad group at Bandana Square? It was noted that, with the general aging of all these groups, their members are less able to do physical work. Bill asked for suggestions or offers to assist in the project from all members of the chapter.

Pat Perry reported on the status of efforts to deal with the estate of the late Kurt Peterson, a long-time Northstar Chapter member. His ashes were recently buried. Kurt had two homes. She has been helping the family sort through stuff. He had been planning to retire to Alexandria and much of his collection of railroad items was up there. About 800 books are being cleared out of the condo. They will be moved to the Twin Cities and put in climate-controlled storage. She has been going through railroad slides taken by Kurt. Pat suggested establishing a library in the space at Bandana Square. Kurt's relatives are not interested in his railroad stuff. They are dealing with the stuff that was in Alexandria first, in order to clear the space so the property there can be sold. Then they will deal with the stuff that was in Kurt's house in Edina later. John Goodman suggested that the chapter (or Mark Braun) should write a letter to the family offering to name the proposed library the Kurt Peterson Me-

morial Library. It was suggested that a committee be set up to handle bequests. Mark noted that we have had some local Board of Directors meeting discussions about procedures, but we need to have more organization in this area. Pat noted that the family has been very accommodating. Bill Herzog said that he has quite large collection of rail videos and would like to donate some items to our chapter. The first one that he is donating is one on World Steam.

New Business - Member Gerald Goering of Red Wing said that he had been a member of the chapter for several years, but this is the first membership meeting he has attended. We had a chapter BOD meeting last Saturday. We are working on putting together a display to represent the chapter at model railroad flea markets and other events. We are putting together plans for a celebration of the 40 anniversary of the founding of our chapter (June 2009.) We need input from our members on this. People should start thinking now. A membership survey is being distributed at this meeting. We don't have any chapter award to recognize people for special service - we are hoping to put together some ideas.

A motion to adjourn the meeting was made, seconded, and carried at 8:26 pm.

After a break, the program was presented by Cy Svobodny, consisting of CB&Q slides he had purchased from the estate of the late Robert Johnson of Eau Claire, WI.

Respectfully submitted,

Dave Norman, Secretary
Northstar Chapter NRHS

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

Address Correction Requested

First Payments to BNSF Made on Northstar Commuter Rail Minneapolis Star Tribune

Despite Governor Pawlenty's veto of the bonding bill, Hennepin, Anoka, and Sherburne counties stepped in and made the first payment of \$24 million to BNSF for easement to the property for operating the Northstar commuter trains. Failure to do so would have delayed the startup at least a year, possibly leading to unraveling of all the financing and the agreement with BNSF. As it was, the Federal Transit Administration required the project to budget an additional \$10 million for contingencies. The additional paper work will delay the FTA approval of funding until fall. The counties will still have to come up with another \$16 million. The counties are expecting to be reimbursed by the state and federal governments later.

Tickets for CP 2816 Trips to Glen- wood and Dresser to be Available Through the Chapter

Trip director, John Goodman, has arranged for the purchase of tickets for the September 8th and 9th roundtrip excursions to Glenwood, MN and Dresser, WI. through our chapter. Ordering procedure and prices to appear in the July Northstar News. Support the chapter and buy them through us.

WESTWARD

Across Canada by Canadian Pacific

THE MAIN LOUNGE

Tranquil pastel shades, harmonious as your own home decoration; soft, clear lighting; luxuriously comfortable chairs—moveable for chummy groupings; wall-to-wall carpeting sympathetic in pattern to the decorative scheme; wide picture windows—these characterize the Main Lounge of the Canadian Pacific Scenic Dome Lounge Sleeper.



The nose of a Canadian Pacific FP-7 at Calgary. Photo by H. Martin Swan

THE SCENIC DOME

Scenery along the world's longest "Dome" ride, across Canada from tidewater to tidewater, is enjoyed most from the upper level "Scenic Dome". Vision all-around and as high as the sky is provided by glare-proof picture-windows. Twenty-four seats, spaced for comfort and upholstered for ease, fitted with individual ash trays and arm-rests are points of vantage in air-conditioned spaciousness.



THE COFFEE SHOP

Deluxe Scenic Dome Coaches are the ultimate in luxurious economy for transcontinental travellers who go the Canadian Pacific way. The "Sky-line" coaches feature a Coffee Shop for economical meals in addition to the 24-seat upper-level Scenic Dome and 26 reserved seats with adjustable full-length leg rests for travel comfort by day or night. Wide, picture windows, decorator design and wall-to-wall carpets add to their economical luxury.

The World's Longest Dome Ride