



NORTHSTAR NEWS

Chasing Big Steam by Joe Harper



Double header heading from Portland to Tacoma. Photo by Joe Harper.

Inside this Issue

Officer Contact List	P.2
Map to Picnic Location	P.2
Chasing Big Steam	P.2
I35W Bridge Collapses on MN Commercial Track	P.4
Free Train Rides on the CRANDIC	P.5
Rock Island E-Units Headed for Manly, IA	P.5
Contrasts in Public Photography Policies	P.5
Meeting Minutes for July 21st	P.6

MEETING NOTICE

Note Picnic Meeting Time and Location See Map P. 2

The August Meeting of the Northstar Chapter NRHS will be a picnic at the boat launch park in Prescott, Wisconsin, August 18th, starting at 12 Noon until 3 pm or until members feel like going home. Follow US Highway 10 south and east from St. Paul to the fork in the road at Prescott. Turn right following the Great River Road sign and right again at the next intersection (Orange St.). Cross the tracks to the paved parking lot. Bring your own food, beverages will be supplied.

Northstar Chapter Officers

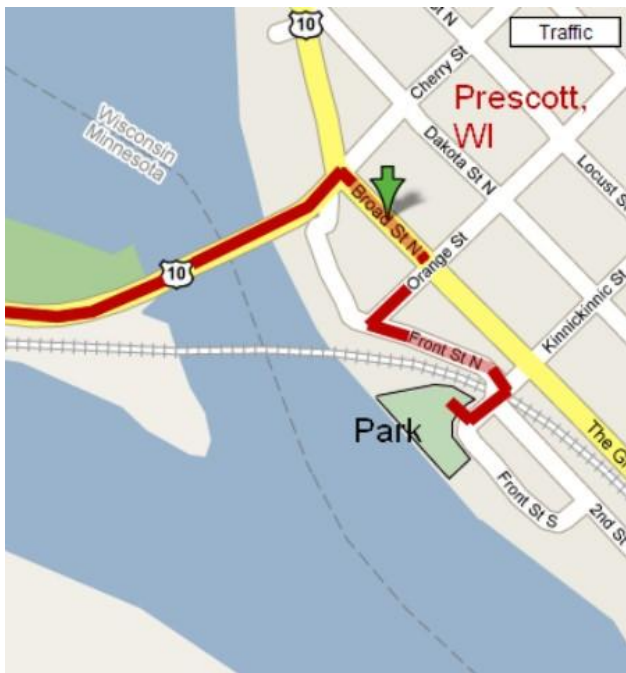
Board of Directors

Office	Name	Email	Phone
President	Mark Braun	mkbraun@hutchtel.net	320-587-2279
Vice President	Dennis Loudon	bnsf@comcast.net	651-698-8559
Past President	H. Martin Swan	HMSwan@webtv.net	612-961-1684
National Director	Doug Johnson	djoh322721@aol.com	612-825-6458
Treasurer	Dan Meyer	treasurer@northstar-nrhs.org	763-784-8835
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Bill Dredge	trustee@northstar-nrhs.org	952-937-1313
Staff			
Program Chairman	John Goodman	jhgoodman2001@yahoo.com	
Newsletter Editor	Russ Isbrandt	risbrandt@comcast.net	651-426-1156
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.



Map to the Picnic meeting.

Chasing Big Steam By Joe Harper

For those of us who have been alongside the railroad tracks and had the good fortune of watching a train come blasting by powered by a big steam engine and wondered where it may have come from, where was it going or I wish I were aboard, the opportunity to "chase" one of these old beauties only comes along once in a while. In my case, good fortune shined on me as I discovered that the Union Pacific Railroad would be sending one of its "Living Legends" on a PR tour from its home in Cheyenne, Wyoming, west through Idaho, along the south side of the Columbia River Gorge to Portland, Oregon, where it would hook up with the legendary former Southern Pacific "Daylight" steam engine 4449. The two restored steam engines would be pulling a restored passenger train (17 cars in all) from Portland, Oregon up to Tacoma, Washington. Once there, the two engines would be on display, plus making two passenger trips from Tacoma up to Everett mostly along the north end of the Puget Sound. The two engines would then double-head after the week at Tacoma back to Portland. The 4449 would leave and return to its home at Brooklyn Yard in Portland and the Union Pacific 844 would

head back to Cheyenne.

Once I found out all the details of the trip, which would take almost the entire month of May, I decided to take advantage of this once in a lifetime trip and chase as much of it as possible, shooting as much quality video of the entire trip which for me wound up covering 2,200 miles. Fortunately the Union Pacific 844 did not run every day. It would travel for a day and then be on public display for a day. This allowed me to use the "day of rest" for the train to explore the entire route for the next day and organize my possible locations to reasonably and safely get to for some quality shots. I had my scanner, my DeLorme maps, AAA maps, a rental car, plenty of snacks and a supply of water. Once the train starts moving there is NO time to stop and relax. You are on the go getting to your location, getting your "shots" of video or stills and then getting on to the next location.

I couldn't start out in Cheyenne, but did decide to start at Montpelier, Idaho (about 20 miles west of the Wyoming border) on Friday, May 4, 2007. I rented a car at the Portland Airport and drove the almost 890 miles to Montpelier before finding a hotel and "crashing" for the night. I couldn't believe there was a hotel ANYWHERE that was still available for \$40 a night, plus being clean and comfortable too. In any case, that morning I was able to sleep in as the UP 844 was to depart from Rock Springs, Wyoming at 8:30 am that morning and wasn't due into Montpelier, Idaho till 11 am for a service stop. I checked out some of the locations and headed east for a great location to start my trip. It was a huge horseshoe curve just east of Montpelier. I expected the train to be rounding the curve around 10 am. The train was late leaving Rock Springs and didn't come round the curve till 2 pm. I couldn't believe it, but NO ONE else was at that great location. Several UP freight trains came blasting around the curve and over the bridge where I set up so I got to practice with some still shots. The weather was all over the board with some light snow, some light rain, some clouds and some sun. I think I met every farmer during the time I was set up there with my tripod waiting for the train. Finally in the distance I could hear the whistle and then the 844 came at me pounding around the curve and playing that magic tune on its steam whistle. From that point on, it was hop in the car and head for the next location. Fortunately I had all my locations marked so it was somewhat easy to keep up. The UP train looked just fantastic in all kinds of weather and huge crowds greeted it at every place she traveled and stopped.

The train stopped at Nampa, Idaho and backed into the old Boise Depot where Amtrak used to stop, and the sight of that beautiful train parked there partially on the ramp over the road and next to the depot was a sight to behold, especially in the Sunday morning light and before the crowds showed up.

The 844 continued west into La Grande and stayed at the former depot and then headed into the Hinkle, Oregon locomotive facility, which is amazing. They still have a HUGE water tower on the hill. (I believe it is the last one that was

built when steam still was working in that area.) The 844 continued west and tied up at The Dalles, Oregon at the UP Yard and was on display. I got some great shots of the engine with the early morning glint off the engineer's side about 6 am in the morning.

From The Dalles, the 844 headed thru the Columbia Gorge passing right by Multnomah Falls. Got some great video of the train at this location both ways. About ten miles farther west is a long steel trestle over the Sandy River which makes for a great shot down on the sand looking back as the train passes by. Got this shot in both directions.

In North Portland the 844 met up with the 4449 and it was a rare and wonderful vision to see these two old beauties hook up for the double-header destined for Tacoma. It was kind of fun when Steve Lee of the UP got off his train and presented a sign to Doyle McCormack of the Daylight 4449 which read "UPY 845." Doyle placed the sign right over the



Steve Lee of the UP admiring the latest "addition" to his steam locomotive fleet. **Photo by Joe Harper**

4449 number and everyone laughed. The two engines hooked up and off they went. I chased the double-header up to Tacoma including the service stop at Centralia, Washington, which ironically is where I live. Even though the train was almost four hours late there were hundreds of folks waiting for the train. The train was only supposed to

stop in Centralia BUT it was decided to stop at both Chehalis for a few minutes and then move on to Centralia to stop and service the engine.

As the train got closer to Tacoma it was almost impossible to get to many locations. While at the UP Yard just north of the Tacoma Amtrak station, we were also treated to the presence of the UP diesel 1996 there, painted in its Southern Pacific Heritage paint scheme. I got some video of both engines aimed "nose to nose" showing off the proud history of the old and the new equipment. Got some great video of the double-header going over the high Ballard Bridge, Seattle. At that location I was looking for the best view and a restaurant located there but only open for special events allowed me to come in and use their patio for the best of video shots.

I realized early on that I would get FEW shots of the two passenger trips from Tacoma up to Everett, and in fact it turned out that way, though the six locations I got to were quite rewarding. Pretty soon it was time for the two beauties to head south and on Tuesday, May 22nd I wanted to see the double-header cross over a steel trestle before getting back on the BNSF main line just north of Tacoma. It was cloudy and that helped my video with no glare in my eyes. The train moved slowly across the long steel trestle over the river and the plumes of steam made for a great shot. I chased the double-header south back to Portland, and at Vancouver the engines separated with the 4449 going back to its home at Brooklyn Yard while the 844 spent the night at their Albina Yard. The next morning the 844 headed back towards its home in Cheyenne, taking time to stop along the way and put the train on display. I chased her back to La Grande before needing to stop. All told I put almost 5,000 miles on the two rental cars and got almost two hours of edited video which I will be making available in about three weeks. For me it was the opportunity of a lifetime.

Though the 844/4449 chase would seem to be all a person could handle, I was blessed to be able to chase another big steam engine from Minneapolis up to Duluth and back. The Milwaukee Road 261 (also a 4-8-4) has made several trips along this route that I have ridden before. I have wanted some video along this route but the route (BNSF) is usually fast and it is hard to get any video. I have ridden aboard many of the 261 trips over the last ten years and so has a friend of mine who lives in Minneapolis. We decided to check out the tracks from Minneapolis to Duluth and see IF there were enough opportunities to make it worthwhile. As it turned out we found many locations worthy of photography or video PLUS we caught a break because there were many "slow orders" along the route and I was fortunate to get a copy of where they were. Our chase started on Saturday June 2nd at Minneapolis Junction and took us up to Duluth where we spent the evening. At 11 am on Sunday morning, the 261 whistled off from the Lake Superior Transportation Museum and headed south towards Minneapolis, arriving back at Minneapolis Junction around 5:30 pm. My "co-pilot" and I chased the 261 up to Duluth and got some great shots including the high Kettle River



Milwaukee Road 261 on the Duluth Grassy Point Bridge.
Photo by Joe Harper

Bridge and the long S-Curve leading onto the Nemadji River Bridge. We got absolutely the best of pictures of the 261 crossing the almost mile long Grassy Point Draw. We were shooting from the Wisconsin side of the St. Louis Bay Draw across a very calm Bay and the weather was calm but chilly, so the plumes of steam up over the engine as she moved across the long draw and then onto the steel bridge were just awesome. We did chase both ways BUT we did decide to ride the evening dinner train that is a bit of a fundraiser for the Lake Superior Transportation Museum, terminus for the 261 train trips. Just sent this video off too and it looks great. It was fun chasing this old beauty and enjoyable having a "co-pilot" too. I will have this video available also in about three weeks. My "co-pilot" and I put almost 900 miles on the rental car and when we returned back to Minneapolis Junction on Sunday evening where the 261 is kept, we both commented that we made the right decision to "chase" the train this time even though we could have ridden.

One humorous note about one of the cars that made up the 15 car consist. I usually get to Minneapolis Junction a day early when the 261 is running its trips just to watch the train and engine come to "life." This time I noticed a new car to the consist. It was green and was named "Gritty Palace." From the outside it was quite nice. It was a former executive car built by Pullman in 1912 for the Rock Island Railroad and it had the letters "GNW & B" above the windows. For the life of me I couldn't recall what railroad those letters might have stood for. Curiosity got the best of me and I boarded the car and asked one of the two owners who were aboard about what the letters stood for. He smiled and said, "They stand for Going No Where & Back." Pretty neat name for a car that is fully restored and fully Amtrak compliant. For this trip the owner had his kids and grandkids aboard for the trip. I just wish YOU ALL could have come along for the "chase."

I35W Bridge Collapses on MN Commercial Trains Newswire August 2, 2007

The Interstate Highway 35W bridge over the Mississippi River that collapsed and fell into the river Wednesday evening August 1st also fell onto a rail line that runs under the

bridge's north side. The line is operated by Twin Cities terminal railroad Minnesota Commercial, and was once owned by Burlington Northern and predecessor Great Northern. In an email to Trains News Wire this morning, Minnesota Commercial President John Gohmann said that no trains had been in the area for a couple of days. The bridge collapsed on top of three cars of plastic pellets on a team/reload/lease track. A fourth car may also be damaged, but the three cars of plastic pellets actually stopped the bridge section from falling further directly to the ground. Gohmann said Minnesota Commercial personnel were at the scene last night, and the railroad had a standby locomotive on call in case it needed to move any cars to help access and recovery.

Gohmann also said the tank car seen in news reports is one that imploded a decade ago due to improper loading procedures. The Commercial has kept the car on hand rather than scrapping it to use it for periodic training to demonstrate first hand the effects of improper loading or unloading techniques and not using proper settings of valves.

Free Train Rides on the CRANDIC Trains Newswire July 31, 2007

The Cedar Rapids & Iowa City Railway (CRANDIC) will be offering free rides on passenger trains this August. In Iowa, the CRANDIC will offer rides on August 25th on its former interurban route from Cedar Rapids to Iowa City using the Iowa Northern's *Hawkeye Express* bilevel equipment.

According to the Cedar Rapids Gazette, the six-car train will depart from Hawkeye Downs in Cedar Rapids at 9 am and 1 pm, and from Iowa City at 11 am and 3 pm. The Iowa City terminus will be adjacent to the University of Iowa Main Library, north of Burlington Street in Iowa City. Beginning Tuesday, August 7th, 1,000 tickets will be available for each round trip, on a first-come, first-serve basis. Those who want to catch the train in Cedar Rapids should go to the Cedar Rapids Area Convention and Visitors Bureau, 119 First Ave. SE, to pick up tickets. Those who want to leave from Iowa City should go to the Iowa City-Coralville Convention and Visitors Bureau, 900 First Ave., in Coralville. No alcoholic beverages will be allowed on the trains. The trains are being operated to promote the possibility of future commuter service along the line.

Rock Island E-Units Headed for Manly, IA Trains Newswire June 29, 2007

CEDAR RAPIDS, Iowa - A newly formed non-profit corporation, the Manly Jct. Railroad Museum, yesterday signed a purchase agreement to acquire former Rock Island E6A No. 630 and E8A No. 652. Both locomotives once pulled Rock Island's famous *Rocket* streamliners and are the last surviving Rock Island E-units. The 630 was built in 1941 and was the last operating E6 in the country, finishing its

career in Chicago commuter service. No. 652 was built in 1952 and was painted in a special scheme for the U.S. Bicentennial in 1976. It pulled the *Peoria* and *Quad Cities Rockets* until RI passenger service ceased at the end of 1978. The locomotives are being purchased at an undisclosed price with closing expected before the end of 2007 subject to fundraising, which will begin immediately. Upon closing, the units are to be moved to Iowa Northern's Waterloo Shops or a contract shop for mechanical assessment and preparation for rehabilitation.

Principals of the Iowa Northern Railway, which operates the former Rock Island main line from Manly, Iowa, to Cedar Rapids, have established the non-profit corporation. The corporation will establish a new railroad museum at or near Manly to feature equipment, archives, photographs and artifacts of railroads serving the Midwest. The focus of the Museum will be on railroads operating in Northern Iowa and Southern Minnesota, both past and present. The project cost is estimated at over \$10 million. Equipment from Iowa Northern's *Hawkeye Express*, which takes football fans to Iowa Hawkeyes games in Iowa City each autumn, and other historic equipment will be acquired for operation on Iowa Northern and potentially other rail lines. Railroad photographs featuring historic operations in the area will be a prominent element of the museum, and photographic contributions and other railroad artifacts are needed.

The Museum hopes to eventually restore the two passenger locomotives to operating condition, with a station-like museum and glass enclosed train shed and secure railroad equipment to recreate passenger trains that once operated through Manly. The town was once a railroad hub, particularly for the Rock Island, where it was a division point with a yard, roundhouse and crew quarters.

Interested parties and possible contributors should contact Manly Jct. Railroad Museum Corporation (and Iowa Northern) President Dan Sabin through the Iowa Northern Railway offices in Cedar Rapids.

Contrasts in Photography in Public Places Policy Trains Newswires July 23rd and 31st

NEW YORK - Tourists, amateur photographers, even would-be filmmakers, could soon be forced to obtain a city permit and \$1 million in liability insurance before taking pictures or filming on city property, including sidewalks. New rules being considered by the Mayor's Office of Film, Theater and Broadcasting would require any group of two or more people who want to use a camera in a single public location for more than a half hour to get a city permit and insurance, the New York Times and other media sources reported.

The same requirements would apply to any group of five or more people who plan to use a tripod in a public location for more than 10 minutes, including the time it takes to set up the equipment. Julianne Cho, assistant commissioner of

the film office, told the Times the rules were not intended to apply to families on vacation or amateur filmmakers or photographers.

Nevertheless, the New York Civil Liberties Union said the proposed rules, as strictly interpreted, could have that effect. The group also warns that the rules set the stage for selective and perhaps discriminatory enforcement by police.

The New York Civil Liberties Union isn't the only group opposing the proposed rules. An ad hoc coalition, Picture New York, has formed to fight them. The coalition includes working artists, filmmakers, and photographers. The group says that concerned photographers should (check out) "Picture New York without pictures of New York." On July 27, the group sponsored a First Amendment Rally at Union Square attended by more than 450 people carrying both real and prop cameras. The group has received coverage in the New York Times and on New York's WNBC television news. Picture New York put together an online e-petition to the Mayor's office, and is asking concerned citizens to sign it.

One of those supporting the online petition is Walter Zullig, a New York attorney who has written on security issues for TRAINS magazine and made presentations to the National Railway Historical Society. In an e-mail, Zullig said although the proposal purports to be aimed at television and movie productions, the language is broad enough to cover amateur photography under certain conditions, plus would impose a requirement of a permit plus \$1 million in liability insurance. In Zullig's view, "Once the camel gets its nose under the tent, the next step will be to further restrict amateur photography, perhaps under the guise of 'national security.'" Moreover, Zullig said, even if not applicable to a particular photographer, some police officers will use it to ban photography when they feel like doing so. Finally, since the city police patrol the NYCTA Transit System, some probably will start demanding permits for photography from public areas of the transit system that is owned by the city. So far, the MTA has rejected proposals to ban photography on its system.

Zullig said more than 6,000 people have signed the Picture New York e-petition, which started just a few days ago. If readers are interested in signing the petition, they can go to www.pictureny.org.

The following has appeared on the above web site:

As of Friday August 3rd, the Mayor's Office of Film announced Friday afternoon that they are headed back to the drawing board with their regulations. You spoke – they listened.

And did the right thing. Wonderful, right? We'll be watching for the revised regulations, so we'll have to get back to you on that. Tony Overman, president of the National Press Photographers Association, really got it right: "We are offended at the notion that a city agency or police officer

would have the power to keep a photographer from taking a picture or video on a public street. City property belongs to the citizens and the city has no right to limit safe, constitutionally protected behavior in a public venue."

On the other hand Boston's Massachusetts Bay Transportation Authority (the "T") in a reversal of policy and a victory for common sense, has reversed the permit requirement decision. The "T" will now allow people to photograph stations and trains without a permit, in response to a flurry of complaints from students, railfans, and tourists. Transit Police and "T" employees had been told to stop anyone from taking photos or video on MBTA property citing safety concerns in the post-9/11 world. Despite the lack of a written policy, tourists and other people who wanted to take photos were forced to wait two days for a permit. Members of the media needed permission from the "T" press office, or else they would be removed from a station. Last week, Transit Police finalized a policy that will allow people to shoot photos or video on "T" property as long as they are willing to produce identification when asked by an officer or employee, and allow their information to be logged into the police system.

"The fact of the matter is, nowadays everybody has a camera and it would be hard to regulate," Transit Deputy Chief Paul MacMillan told Metro-Boston.com. "We decided we should make a written policy that was more user-friendly to amateur photographers who would like to take pictures of the MBTA." According to MacMillan, photographers will also need to state the purpose for taking the photos or be asked to leave, and journalists need to present a valid media pass. "If you want to take pictures on the 'T', we have an obligation from a public safety standpoint, because of the terrorist attacks, to ask you why," he said.

MacMillan said they are keeping a record of people who take photos to see if the person pops up at another station or "T" property in a suspicious pattern. However, last week when a Metro-Boston.com photographer tried to take photos inside the Park Street station, he was told he could not continue without a permit. MacMillan said an order has been sent down to all employees, but official word may not have reached everyone in the organization yet.

Editor's Note: Back in July 1984 I was informed by a "T" employee that I needed a permit to photograph the "T's" trains. Nevertheless after leaving him, I proceeded to photograph all over the system and was never bothered again.

Meeting Minutes from the July 21st Meeting

The meeting was called to order at 7:14 pm in the historic Como Park Streetcar Station by chapter Vice President Dennis Loudon with 19 members and guests present. Dennis announced that chapter President Mark Braun has to work overtime today and will arrive later. A motion to approve the minutes of the June 16, 2007 membership meeting, as printed in the July 2007 issue of Northstar News was made, seconded, and carried. Treasurer Dan Meyer reported that, during June, there were expenses of \$22 for dues forwarded to the NRHS national office and \$99.90 for Northstar News ex-

penses, for total expenses of \$121.90. There was no income during this period, so net income during June was \$-121.90. There were no questions about his report.

National Director Doug Johnson reported that he needs to submit information to the national office of the NRHS about our meeting location, but he could change this later if our proposed move to a new location occurs. He said that he had just received the latest newsletter from national NRHS. Also, the National Bulletin for Spring 2005 just arrived a few days ago. The banquet speaker for this year's NRHS national convention in Chattanooga is from the Norfolk Southern. It will be a good convention. Doug had several other news items. Program director John Goodman reported that this year's chapter picnic will be on Saturday, August 18th, in the park adjacent to the BNSF track in Prescott, WI. As in past years, the chapter will provide pop and chips.. The nominal starting time is noon, but Dennis Loudon said that he would arrive earlier to reserve a picnic table. He also offered to bring a grill. The park is by the BNSF track at the end of the lift bridge. The picnic will be from 12 noon to 3 pm. People should bring their own food. John said that he had announced that tonight would be a Member's Night, but instead Russ Isbrandt will present the program. For September, Dawn Holmberg has a program to present. Bill Herzog has a suitable program for October. John said that he still doesn't have a program lined up for our Holiday party in December. Bill Graham of the Minnesota Streetcar Museum has a program, so that is a possibility if he is available that day.

As trip director, John Goodman said that he has been putting all his energies into the CP Rail trips on September 8 and 9. Both leave from Shoreham Yard in Minneapolis at 9 am. The Saturday trip goes to Glenwood and the Sunday trip goes to Dresser, WI. The charge for each trip, if purchased through the chapter, is \$75, which is a slight discount from the

normal price. Several members have already paid. Checks should be payable to the chapter and mailed to John's home address. John said that those going on these trips should bring something to eat. While they will be serving hot dogs, etc., he strongly suggested those coming should bring sandwiches, etc. John also noted that he has two spaces available on the trip to ride the ferry move coming down to the Twin Cities.

Mike Mackner reported on housing. The new room has been built at the Twin Cities Model Railroad Museum, but there is still more work to be done. These things include decorating, installation of audio-visual equipment, etc. Mike hopes that by the end of September, a representative from the chapter can inspect the space and make a decision about making the space a long-term home for the chapter's meetings. Because this space is so promising, Mike said that he had not been looking at any other locations. A question was asked about whether we could have our Holiday Party at this location. The answer given was yes, but that it is better to go to a restaurant. Other possible locations would be the Jackson St. Roundhouse or the private cars at the Twin City Amtrak station. Yesterday, the Great Northern Railroad Historical Society presented a plaque to the MTM's Jackson St. Roundhouse. The MTM has been trying to get funding to acquire the powerhouse that was part of the Jackson St. complex. There is a proposal to set up a consortium to sponsor railroad and model railroad shows. There will be a meeting to discuss this on Tuesday, July 24th, at Bandana Square. Do we want to send a representative of the chapter to this meeting? Mike noted that he will be representing the Twin City Model Railroad Museum at this meeting, so someone else should represent the Northstar Chapter. He asked if there is someone else with enough interest in this to come forward. If no one from the chapter is available, Mike noted that he could report on the meeting.

A question was asked about whether there is a group

Order Form for 2816 Steam Trips to Glenwood, MN September 8, 2007 and Dresser, WI September 9, 2007

These are coach seats ONLY

Trip(s) Desired: Glenwood No. of Seats_____ Dresser No. of Seats_____

Total Number of Seats _____ @ \$75.00 per seat

Total Amount Due \$_____00

Make Check or Money Order Payable to Northstar Chapter NRHS

Please Do NOT send cash! We're not responsible for lost cash.

Name:_____

Address: Street:_____ Apt._____

City:_____ State:_____

Phone: (Important in the event of schedule change)(____)_____

**Send order and self addressed stamped envelope to: Northstar Chapter Trip Director,
8409 13th Ave. S. Bloomington, MN 55425-1705.**

interested in preserving old railroad maps. There was a discussion about this. Bill Herzog noted that he has many railroad books he would like to donate to some suitable library. Marty Swan reported for the Cheer Committee that he had sent a "Get Well" card and notification that the chapter had renewed the chapter and national NRHS membership for Bob Koetz, who has serious health problems. Bill Herzog had a report on the project to fix up GTW steam loco #8327, which is on display at Bandana Square. John Goodman had talked to someone at the MTM about the possibility of working on the engine. Steve Sandberg has fabricated the numbers. Bill asked if he can get some painting done on the trucks. Bill said that he had a proposed text for a sign to be posted on the engine. He thinks he can get this part of the project done. The proposed text should be looked at by the chapter's board of directors. Bill noted that the project to fix up the engine will never be completely done.

Chapter President Mark Braun, who had arrived earlier, took over running the meeting. Webmaster Dan Meyer said that he didn't have much to report. He has been keeping the site up to date. He noted that he can scan pictures and any other material for the site.

Old Business - The question was asked, if the proposed increase in the NRHS national dues has been discussed. A motion by Russ Isbrandt that the chapter instruct Doug Johnson, our national director, to propose that the dues increase be phased in in steps, instead of being one large increase. The motion was seconded by Joe Fishbein. The steps were suggested to be \$3, \$3, \$3. After discussion, the formula was modified to be \$4, \$4, \$3. This change was accepted by the seconder. During further discussion, it was noted that a contract has already been signed to have an outside firm manage the membership records, so at least \$7 of the proposed \$11 national increase is needed now. The formula was modified to be \$7 and \$4 the next year. This change was accepted by the

seconder of the original motion. There was a call to call the question. The motion, as modified, carried. There was a call for any more Old Business. We need to put together a committee together this winter to put together a display that we can use to promote the chapter at train shows and other events. Mark Braun and Dennis Loudon are the only ones so far to volunteer for this. Mention was made of some of the upcoming shows. If the proposed consortium idea goes through, there might be fewer shows, but it is possible that each of them would be larger. Anyone interested in the project to put together a presentation to attract potential members to the chapter or to staff the table where the presentation is being presented should contact Mark Braun or Dennis Loudon. Election Committee - This is the last possible month to set up this year's Nominating Committee, as there is no business meeting in August. Mark Braun read from the by-laws about the requirements and procedures for the elections. Joe Fishbein and John Goodman volunteered to be on the Nominating Committee, plus Mark Braun became the third member.

There was a call for New Business, but there was no response.

A motion to adjourn the meeting was made, seconded, and carried at 8:25 pm.

After a break, the program was presented by Russ Isbrandt. Despite some technical difficulties, Russ presented videos he had made of the Union Pacific Lifesaver train at Hazel Park Junction on June 10, 2007. He also presented a video of CSX and Amtrak trains at Harper's Ferry on June 16, 2007. Portions of commercial films were also shown.

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



UP 844 at The DALLES. **All photos this page by Joe Harper**



UP 844 and SP Heritage unit at Tacoma, WA UP yard.



SP Heritage unit at Tacoma, WA UP yard.



UP 844 working hard up grade approaching at Meacham, OR.



Milwaukee Road 261 crossing the Kettle River Bridge.



Amtrak's Empire Builder meets the Milwaukee Road 261 at N. Minneapolis.



Lake Superior Transportation Museum Dinner Train power.
Photo by Joe Harper



Going No Where & Back Gritty Palace at N. Minneapolis 261's yard.
Photo by Joe Harper