



NORTHSTAR NEWS

November is election month. Please plan on attending this very important meeting.

On Riding Dome Cars by Russ Isbrandt



Dome Diner 8002 on Union Pacific's *City of Los Angeles* ready for departure from Chicago Union Station, September 24, 1964.
Photo by Russ Isbrandt

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BREAKING NEWS!

Long time member, Cy Svobodny lost his mother Sunday evening, November 2, 2008. Funeral arrangements are pending as this goes to press. Your editor and the chapter offer our sincere condolences to Cy and his family.

Meeting Notice

The November meeting of the Northstar Chapter of the NRHS will be held at 7 pm, Saturday, November 15th at the Twin City Model Railroad Museum. See Page 2 for directions to the meeting site.

Bill Herzog will present a video tape he took in 1989 of New York's Metro North, Bullet Cars on Philadelphia's Norristown High Speed Line, Hell Gate Bridge and a cab ride in an Amtrak AEM 7 electric locomotive.

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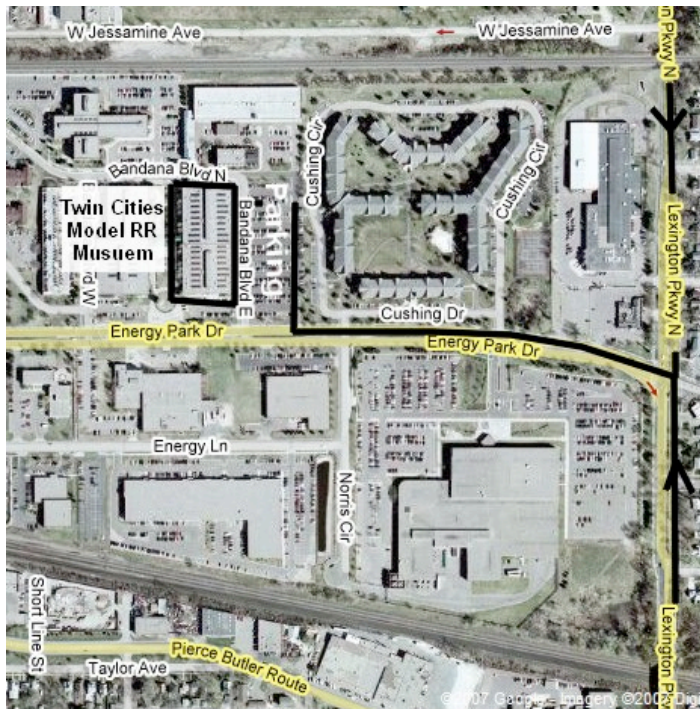
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NOTE: Consult the website for any announcements regarding chapter activities including cancellation of any meeting for any reason, including weather.

MEMBERSHIP INFORMATION

Dues are \$45 (\$33 for the National dues and \$12 for the local dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 for the National, \$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 payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.



Directions to the Twin City Model Railroad Museum

Exit I-94 at Lexington Parkway and travel north to Energy Park Drive, first light after crossing over the first set of BNSF tracks. Turn left to the third driveway leading into the Bandana Square parking lot. Enter the middle door on the east side of the building. Go up the stairs. Go to the northeast corner of the building and go through Twin City Model Railroad Museum door. NO ADMISSION is required for the Northstar Chapter meeting. Please arrive by 7 pm as the door may be locked shortly after that time.

On Riding Dome Cars By Russ Isbrandt All Photos by the Author

The following article was printed in the March 1978 Northstar News. Since then, technology has permitted the inexpensive addition of photos to illustrate the article.

The end of the domeliner era was fast approaching as the re-equipping of the *Arrowhead* (Twin Cities – Duluth) with Amfleet cars painfully reminded us. I could really

appreciate the sadness that steam fans felt in the '50s as the steam era closed on American railroads. For those of us who got to ride the domeliner in the late 50's and early '60s, there are many fine memories which will live on well after the last dome has been retired.

My first dome ride was in a Pullman-Standard dome coach on the B & O's *Columbian* all coach streamliner from Chicago to Washington, D.C. in the summer of 1956. This car had a clock and speedometer mounted in its front dash. After the steel mills and oil refineries of East Chicago, Whiting, and Gary passed, the needle of the speedometer spent most of its time on the 80 mark. Steam could still be seen at Garrett, IN and Fostoria, OH. And how could I forget the skyscrapers in the Golden Triangle across the Monongahela River as we entered the Pittsburgh & Lake Erie station at Pittsburgh? It was almost 1:30 am, but this was my first overnight train ride; who could sleep?

The B & O had floodlights mounted on the forward roofs of their domes. While they really weren't too effective at showing the countryside, they did illuminate the buildings along the street we traveled down in McKeesport or Conneville, PA. I pity the poor souls whose second floor bedrooms faced the track. In the dim gray light of predawn we snaked our way down the Sand Patch grade and I had my first glimpse of real mountain railroading.

The B & O dome ride was just the first of many memorable dome experiences. The following year my family rode the grandest domeliner of them all, the *California Zephyr*. That is a story in itself. Over the years I was able to sample Budd short domes on the CZ, Canadian Pacific, GN, NP, N & W, ACF or Pullman-Standard domes on the UP and Santa Fe, full length Milwaukee Road Super Domes, and Budd full length domes on the Santa Fe, GN and Auto Train.



A Budd short dome coach as part of the Great Northern *Western Star* portion of Burlington's *Black Hawk* in Chicago Union Station April 9, 1961 following my return from a CB&Q 4960 steam trip to Rockford, IL. At that time it was possible to go beyond the gate, board a train before the passengers and photograph to your heart's content. A far cry from today's "secure environment."

Among my memories is the watching of a race between the Burlington's 4-8-4 #5632 on a fan trip and a commuter train heading west out of Chicago, from the first dome ever built, *Silver Dome*.



Looking back at the CB&Q "scoot" the 5632 overtook, with the NRHS Convention Special in tow, as it charged west on the middle track of the three track mainline September 3, 1961.



***Silver Dome* was rebuilt by the Burlington from a regular Budd streamlined coach, *Silver Alchemy*. This car was configured substantially differently from domes built by Budd. Note the regular reclining coach seats in the dome. Photo below shows the portion of the car beneath the dome. Aisles passed along the outer edges of the car and coach seating was located under the dropped floor of the dome as shown in this photo from Pat Dorin's book, "Everywhere West - The Burlington Route," Superior Publishing, 1976.**



Of course seeing the Cascades from those unique SP 3/4 length domes while being hauled by a couple of Alco PA units on the *Shasta Daylight* is hard to forget too.



Southern Pacific's home-made dome on the southbound *Shasta Daylight* from Portland, OR to Oakland, CA, September 7, 1962. Could this car still be running on the *Minnesota Zephyr* in Stillwater?

Then there was the ride aboard a GM *Train of Tomorrow* dome coach with its classy leather padded dash complete with 1940's modern clock mounted in its center. The car was in U.P.'s train # 458, their contribution to the UP, NP, GN pool service between Seattle and Portland which, that night in the summer of 1962, stretched to 20 cars with a World's Fair crowd.



Riding the *Train of Tomorrow* dome coach on Union Pacific Train #458 southbound from Seattle to Portland September 6, 1962, following a visit to the Seattle World's Fair.

Domes were great at night for watching grand entrances into Butte, MT, from Homestake Pass, Denver, with bolts of lightening darting all over the plains below, or Cincinnati by way of the C & O's Cheviot Hill line (from Amtrak's *George Washington*). The desert on a full moonlit night dazzled as that tiny island of civilization called the *California Zephyr* roared along through the awesome desolation.

How many thousands of kids have "run the train" from the right hand front seat of the lead dome on a domeliner? For that matter, how many grownups were doing the same thing? I'm afraid I have to plead guilty to the latter. Somehow a delay is always a little more tolerable when you can see the red over red over red of the home signal for an interlocking plant and a train crossing ahead.

What better spot can there be for timing train speed? What a thrill to hear those E-8's continue to roar wide open well after the 79 mph speed limit has been reached. Each milepost comes a second or two earlier than you expected until they're flying by at one every 36 sec. (100 mph) as the veteran engineer valiantly attempts to make up time after mile on mile of running the "wrong" main because of track work. Such was the case on a two hour late *California Zephyr* in Iowa during the summer of '68.

Economics claimed the steam locomotive and now apparently will claim the dome car. The traveling public benefited from the loss of steam, but it will be poorer for the loss of dome cars. Amtrak's Superliner glass top lounges will not have the cozy feeling of the 24 passenger "convertible" that the Budd short domes had. Perhaps the drug of easy long distance mobility of jet planes and autos has numbed the traveling public's senses. But before the American public became addicted to air and highway travel, the electric excitement of a long distance trip on a domeliner was a natural "high" that chemicals could never reproduce.

Postscript:

My fears of the demise of the dome car were apparently premature. As of 2008 one can still ride those wonderful Budd short domes on Via Rail in Canada. Not only were the original Canadian Pacific's domes saved, they were converted to HEP (Head End Power), rebuilt inside and out, to the point where they ride even better than as originally built.

Former Northern Pacific dome coaches can be ridden on the Grand Canyon Railway.

Elsewhere this fall, at the peak of fall color, Amtrak is using its sole Budd full length dome on the *Adirondack* between Albany and Montreal.

Those are examples of cases where John Q. Public can ride at something approaching "normal" railroad fares.

For those of the "executive class" who have the proper connections, there are Union Pacific business trains. The UP has an extensive fleet of ACF and Pullman-Standard dome cars which, after selling them off to outfits such as Auto Train, has reacquired them and maintains them in exquisite condition.

If you can afford paying double coach fare or more, excursion operators such as the Friends of Milwaukee Road will give you a dome car ride.

For those for whom money is no object there are a number of private car operators running Budd short domes, an ex-Santa Fe Pleasure Dome, and ACF built domes for charter trips.

More photos in the electronic edition.

**Chicago - Twin Cities High Speed Rail
Service "Ready to Roll"
By Steve Cahalan / Lee Newspapers
From Yahoo MNRailGroup**

LA CROSSE, WI October 17th — After a decade of talk about high-speed passenger rail service between Chicago

and the Twin Cities — via Tomah, WI, La Crosse, and Winona — it could become a reality in several years.

On Thursday, October 16th, President Bush signed legislation authorizing \$13 billion over five years for passenger rail service. That includes \$3.4 billion to create high-speed passenger rail corridors and other improvements. High-speed rail service between Chicago and the Twin Cities could begin within five years, U.S. Rep. Jim Oberstar, D-MN, said this week. Oberstar, chairman of the House Transportation Committee, led House efforts to get the legislation passed.

Randy Wade, passenger rail manager with the Wisconsin Department of Transportation, said he hopes Wisconsin can obtain federal funds next year for improvements necessary for high-speed rail service between Milwaukee and Madison.

High-speed service between Milwaukee and Madison could be at least three years away, once federal funds are obtained, Wade said.

And high-speed service between Madison and the Twin Cities could begin in a couple years after that first leg is completed, he said. Six daily round trips are planned.

"I think that's a moveable goal at this point," Dick Granchalek, president of the La Crosse Area Chamber of Commerce, said of the possibility of high-speed rail between Chicago and the Twin Cities within five years. "Five years to me seems extremely optimistic. While it sounds like a long period of time, five years comes and goes rather quickly."

The funding Congress authorized must be appropriated annually, if 80 percent federal funding is to be available for the high-speed rail corridors.

The Chicago-Twin Cities route would be part of a nine-state, 3,000-mile Midwest Regional Rail System — the cost has been estimated at \$7.7 billion in 2002 dollars. The Midwest high-speed rail initiative, which would create a network of fast, frequent trains, was first unveiled in 1998.

Plans for the Chicago-Twin Cities high-speed service still call for it to include Tomah, La Crosse and Winona, Wade said.

Officials in Eau Claire still are trying to get their community on the high-speed route. And last month, officials in Rochester announced they have formed the Southeast Minnesota Rail Alliance, which will work to get their community on the route, too.

Midwest Regional Rail System studies prepared for several Midwestern states' departments of transportation envision feeder bus routes connecting Rochester and Eau Claire with the Chicago-Twin Cities high-speed rail line.

Tomah, La Crosse and Winona already are on Amtrak's *Empire Builder* route, with one eastbound train and one westbound train each day.

Wade said he thinks Amtrak would continue its *Empire Builder* service, which connects Chicago with Seattle. "But that's really an Amtrak decision," he said.

Steve Cahalan writes for the La Crosse Tribune.

From Trains News Wire

President signs rail safety bill Published: Thursday, October 16, 2008

WASHINGTON - President Bush today signed a comprehensive rail safety bill into law, and reauthorized Amtrak in the process, the Associated Press has reported. The signature comes just over a month after a head-on crash between a commuter train and a freight train outside Los Angeles killed 25 people.

The bill will increase periods of rest between tours of duty, mandate implementation of Positive Train Control technology by 2015, and reauthorize Amtrak for five years. It also funds the passenger railroad over that period to the tune of \$13 billion.

The rail safety bill and the Amtrak reauthorization were stalled out and looked unlikely to pass prior to the September 12 Chatsworth, CA, crash. Congressional leaders then merged the two bills and pushed the combined bill to passage on the momentum the crash created.

Iowa Interstate breaks steam-hauled freight record Published: Wednesday, October 22, 2008

IOWA CITY, IA - The Iowa Interstate Railroad Saturday broke the 21st Century record for steam-hauled freight tonnage, the Cedar Rapids (Iowa) Gazette has reported. The railroad's two Chinese-built QJ steam locomotives pulled a 66-car, 6,252-ton freight from Iowa City, Iowa, to Rock Island, IL.

The record-breaking run took place as the Interstate raised more than \$45,000 for victims of this June's flooding, which devastated Iowa and neighboring states. The freight, Interstate's regular Council Bluffs, IA, to Blue Island, IL train, took the ride flawlessly.

The railroad also operated steam-powered passenger excursions out of Rock Island on Saturday, October 18th and a one-way Rock Island-Iowa City trip on Sunday, October 19th. All proceeds from the passenger runs went to the Salvation Army.

Metra: Teen railfan may have run trains Published: Friday, October 24, 2008

CHICAGO - Commuter railroad Metra has suspended three of its locomotive engineers on allegations they allowed an 18-year-old railfan to operate a commuter train, the Chicago Sun-Times has reported. The allegations surfaced after the fan posted to the Internet video an engineer shot of him operating the locomotive's controls.

"Obviously this is unacceptable. This is a serious matter," said Federal Railroad Administration spokesman Warren Flatau.

Metra spokeswoman Judy Pardonnet said the agency took immediate action to suspend the engineers when it found out about the allegations. Punishment for the violation could go as far as an engineer being terminated.

DM&E, IC&E to be folded into Canadian Pacific tomorrow (October 30th) Published: Wednesday, October 29, 2008

SIOUX FALLS, S.D. - Today is the last day of independence for the nation's largest regional railroad, the combined Dakota, Minnesota & Eastern and Iowa, Chicago & Eastern. The two railroads will officially come under the control of Canadian Pacific at 12:01 am October 30.

Amtrak seeking arbitration over UP delays

Published: Wednesday, October 29, 2008

WASHINGTON - Amtrak is seeking arbitration to resolve time-keeping issues with Union Pacific, the Chicago Tribune reported. Under an agreement between Amtrak and UP announced in June 2007, Union Pacific was to dramatically reduce slow orders that affect the on-time performance of Amtrak trains. The agreement, which has not been publicly released, stipulated the maximum number of minutes of slow order delays permitted on each Amtrak route operated by Union Pacific. UP was to make improvements leading to higher train speeds by now, but speed restrictions far exceeding the agreed-upon levels remain, and negotiations have broken down, leading to Amtrak's decision to seek arbitration, according to officials. Chronically late trains represent the biggest complaint by Amtrak passengers.

"Extreme Trains" series to debut on History Channel

Published: Wednesday, October 29, 2008

NEW YORK - A new eight part television series, Extreme Trains, will premiere on Tuesday Nov. 11 at 10 pm (Eastern) on the History Channel. The series will examine the inner workings of the trains that haul freight across the nation and deliver passengers to their destinations. The series will highlight the part railroads have played in shaping American history and how they are vital to American life today. Each episode tells the story of one train, with host Matt Bown riding along and sometimes working alongside the crew. Upcoming episodes include: Coal Train-- Matt joins the coal train hauling a cargo of coal through Pennsylvania from mine to power plant. (November 11)

Freight Train-- Going from the port of Los Angeles to Dallas/Fort Worth, this high-priority freight train brings goods from the Far East to stores across the U.S. (November 18).

High Speed Amtrak Acela Train-- A look at Amtrak's Washington-Boston Acela, the fastest train in America. This episode also looks at historic Penn Station and why it was demolished (November 25).

Future episodes will cover Union Pacific refrigerated trains, steam trains, Amtrak's Empire Builder and the Ringling Brothers Circus Train. More information can be found at www.history.com/extreme-trains.

Railfan Calendar

Greater Upper Midwest Train Show and Sale

Saturday, November 22, 2008, 9 am to 2 pm White Bear Lake, MN at Century College, West Campus, 3300 Century Ave. N. Flea market of railroad and model railroad items, plus may have a few portable layouts. Adm. \$5.

Granite City Train Show

Saturday, December 13, 2008, 9:00 am to 2:30 pm National Guard Armory, St. Cloud, MN, 1719 Veterans Drive.

Holly Trolley

Friday, Saturday and Sunday, November 28, 29, 30 and Saturday and Sunday December 6 and 7, the Minnesota Streetcar Museum, 42nd St. and Queen Ave. S. Minneapolis, holiday decorated streetcar runs with Santa will operate from 1 pm to 4 pm. Children under 12 \$2, adults \$4.

Night Trains

Saturday nights November 29th - February 28th, 6 pm - 9 pm Twin City Model Railroad Museum (See P. 2 of this newsletter.)

From Railway Age Breaking News

AASHTO seeks multimodal funding commitment

October 27, 2008

The American Association of State Highway and Transportation Officials (AASHTO) has called for a \$545 billion, six-year

multimodal program to address transportation needs in the United States.

Meeting last week in Hartford, CT, AASHTO stressed the need to "employ every kind of transportation to meet future demands." Its recommendations include \$375 billion for highways, \$93 billion for (unspecified) public transit, \$42 billion for rail freight improvements (from sources outside the Highway Trust Fund), and \$35 billion dedicated funding for intercity passenger rail.

Among other reform proposals listed, AASHTO's rail-oriented recommendations called for "providing dedicated federal funding for a national intercity passenger rail system including high speed rail corridors, regional corridors, and long distance service; addressing expanding freight transportation needs through planning and investment programs; and boosting transit funding and ridership while streamlining the federal program structure and grant processes."

"This is not business as usual," said AASHTO President Allen Biehler, secretary of Pennsylvania's Department of Transportation, in a statement. "The American public has every right to see what they will get for increased transportation investment. We have to be accountable and we have to move to a performance-based program focused on national goals. That's where state transportation leaders want to go."

How \$8 billion in transit funding will spur the economy

October 29, 2008

In testimony on economic stimulus legislation, the American Public Transportation Association told Congress on October 29 that it has identified 559 ready-to-go public transit projects, worth \$8 billion, that could start within 90 days of a federal funding commitment.

APTA chair Dr. Beverly Scott, who is also general manager and CEO of the Metropolitan Atlanta Rail Transit Authority (MARTA), noted that studies have shown that every \$1 communities invest in public transportation generates around \$6 in economic returns, adding: "I urge congress to move forward with an economic stimulus package than recognizes the value of investing in our nation's public transportation infrastructure."

APTA President William Millar said studies also show that \$1 billion of federal investment in transportation creates about 35,000 jobs. The APTA testimony noted, too, that proposed projects will help expand a public transportation system that is used by 32% more riders today than in 1995.

Minutes of the October 18, 2008 Meeting

Chapter president Mark Braun called the meeting to order at 7:03 pm in the conference room at Bandana Square with 23 members and guests present. A motion was made, seconded, and carried to approve the minutes of September 20, 2008 meeting, as printed in the October 2008 issue of Northstar News.

Treasurer Dan Meyer said that he had no report to give this month.

National director Doug Johnson said that there will be a winter national board of directors meeting in Philadelphia. It is scheduled to be an all-day session and there are no rail activities planned in conjunction with it. He has asked them to send him information about it. He will be going to Chicago in a couple of weeks for the Fall board meeting.

Trip director John Goodman reported on the impending demise of the Stillwater diner train. It will stop running, as of December 31st, but the train will be parked at the station and food served there next year. There will be a new dinner train,

based out of Pine City, starting next spring. He hopes to set up a trip on it after it opens.

Marty Swan gave a report for the Cheer Committee. Two cards were sent. One went to Jim McLean, who lost his wife. The other went to Bill Herzog, who lost his son.

Northstar News editor Russ Isbrandt said that he is particularly looking for pre-Amtrak trip descriptions. He needs material for the newsletter. He wants "living history" of local rail trips and operations. He would also accept more recent material. He noted that people could also re-write stuff originally published a long time ago.

Webmaster Dan Meyer said that the chapter's website has been updated and is "cranking away."

Marty Swan reported on planning for the chapter's holiday banquet. It will be at Tinucci's on Sunday, December 7th, and the cost will be \$22. The speaker, Mr. Dennis McDonald, will be coming from England. He wants to have a 35 to 40 minute discussion as part of the program that he will present. He is a world traveler who has ridden most Amtrak routes. It was noted that there was an error in the biography of the banquet speaker, as published in the latest issue of Northstar News. He was born in 1948, but got married in 1973.

Program chair John Goodman said that Bill Herzog has been scheduled to present the program at the November meeting. He noted that the policy of not using commercial videos, which was established under a previous president, may have to change.

Mike Mackner reported for the nominating committee. Balloting for the candidates will take place at next month's meeting. The committee's report had the following slate of candidates: President: Cy Svobodny, Vice President: Dawn Holmberg and Marty Swan, Secretary: Dave Norman, Treasurer: Dan Meyer, National Director: Bill Dredge, Trustee: Doug Johnson. Mike Mackner reported that next month's meeting will take place in this same conference room. He also reported that there had been "too much hassle" with Wellington Management, owner and manager of Bandana Square, about building security. That makes it difficult for the Twin City Model Railroad Museum to make arrangements for us to have evening meetings at Bandana Square.

Old Business - John Goodman reported on planning for the Northstar Chapter's 40th Anniversary Celebration. NRHS president Greg Molloy will arrive in the Twin Cities on Saturday, so that would make Sunday, August 9th, the best day for a dinner to celebrate the anniversary. He suggested that we plan on that day. He wondered if we should have a program at the event, and if so, whether we should invite Greg Molloy

HEAR YE! HEAR YE! RESERVATIONS ARE NOW BEING TAKEN FOR NORTHSTAR CHAPTER'S GALLA WINTER BANQUET.

This year's Banquet will be at Tinucci's with their never ending buffet of great and delicious food. The banquet will start at 11:00 am on Sunday Dec. 7. Service to the line will begin about 11:30 or thereabouts. Our charge will be \$22.00 each, which includes tax, tip and a soft drink. As always, wives, husbands and other guests are invited to come.

Our guest speaker this year will be Mr. Dennis McDonald of London, England, who will be flying into the USA and has agreed to make a stop in the Twin Cities. Mr. McDonald was born in 1948, married with 2 children and 2 grandchildren. He works in the insurance Industry with a job that sends him worldwide. He has over 1 million miles of rail travel in the United Kingdom. He has traveled most of the rails of Northern/Western Europe, every Amtrak route, most US commuter routes, light rail systems and many tourist lines.

Many Northstar Chapter members will remember Mr. McDonald from our National NRHS Convention which he attended. It promises to be a interesting program.

Please complete the following:

Please reserve _____ places for me @ \$22.00 each. Total _____

Name: _____

Name of guests: _____

Phone number in case a question comes up
about your reservation _____

Send with your check to H. Martin Swan, 1911 Suburban Ave. #119, St. Paul, MN 55119-7003

If you have anything you can donate for door prizes, they would be greatly appreciated.

to give one or whether we should put on our own program. He is still looking for a good site for the banquet. He wonders how important it is to the members to have the event in a railroad-related venue. There was a discussion.

An item tabled from last month was about where we should be holding our meetings in 2009. The St. Paul Parks Department had been called. They gave us a quote on use of the streetcar station at Como Park. The question was asked about how important it is that we meet in a Midway location. Mike Mackner said that he now strongly supports going back to the streetcar station for our meetings. The St. Paul Parks Department will not guarantee anything until we pay. After a discussion, a motion was made that we pay for 10 meetings at the streetcar station for our 2009 meetings. The motion was seconded and carried. John Goodman said that he would book the station on behalf of the chapter.

Dan Meyer reported on membership. The membership renewal forms arrived in the mail recently. He asked members to return the proper section of the form to him, along with their dues payment. He noted that members can download a membership application form from the chapter's website. He suggested that members do so and use the brochures to recruit new members for the chapter.

New Business - Chapter president Mark Braun announced that vice-president Dennis Loudon has resigned, effective as of October 1st. Mark said that he had talked to Dennis several times since he announced his decision, but he has resigned as a chapter member. Mark noted that, if there were a long-term vacancy in the position (say, 6 months or more) then we would have to fill the position, but since we will be having elections for new officers next month, that isn't needed. He gave thanks to Dennis for the service to the chapter that he performed while he was in office.

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

Address Correction Requested

John Goodman reported on progress at the Kurt Peterson Memorial Library. He gave thanks to those who have been helping with the work of organizing things. Over 500 video tapes are on shelves. Dawn Holmberg has suggested that we stop looking through slides at this time and concentrate on getting the books in order. More shelving is coming soon. We found lots of railroad shirts. Pat Perry may want some NP and GN items to go their respective historical societies. There was a discussion, during which it was mentioned that the State Railroad Museum of Pennsylvania is looking for certain items. We have to decide what to do with the artwork. We hope to have some items ready to sell at the spring fleamarket at the Fairgrounds in May. (It was suggested that there should be a preview sale to chapter members.) It was also suggested that there be an occasional Saturday work session at the library for those who can't get there during the usual Wednesday daytime sessions. There were no other items of New Business. A former NRHS member, Debbie Wood, and two other guests were introduced.

A motion to adjourn the meeting was made, seconded, and carried at 7:49 pm.

After a break, the program was presented by Russ Isbrandt. The first part of the program was a chase of the Freedom Train in 1975, presented as a video slide show with recorded sound by Russ. Then there was video of the UP train parked near the St. Paul Union Depot during the Republican National Convention, followed by the UP 3985 Challenger steam loco, plus several recent (October 2008) items in the East. Then there was a documentary on Pullman porters.

Respectfully submitted,
Dave Norman, Secretary
Northstar Chapter NRHS



A Milwaukee Road Super Dome on Chicago to Milwaukee train 23, August 9, 1964.



A Budd full length dome of Santa Fe's *Chief*, on a day trip from Milwaukee to Streator, IL, June 11, 1961. Transportation to and from Chicago was on the North Shore Line. Return was on the *El Capitan*, running separately from the *Super Chief*.