



NORTHSTAR NEWS

My GrandLuxe™ Adventure, Part 2 by H. Martin Swan



GrandLuxe™ observation lounge New York, former New York Central 20th Century Limited Sandy Creek. Photo by H. Martin Swan

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The June meeting of the Northstar Chapter of the NRHS will be held ONE WEEK EARLIER to avoid conflict with the Fort Worth / Dallas National Convention. The meeting will be at 7pm, June 14th at the Twin City Model Railroad Museum. The program will be a selection of slides from the late Kurt Peterson collection.

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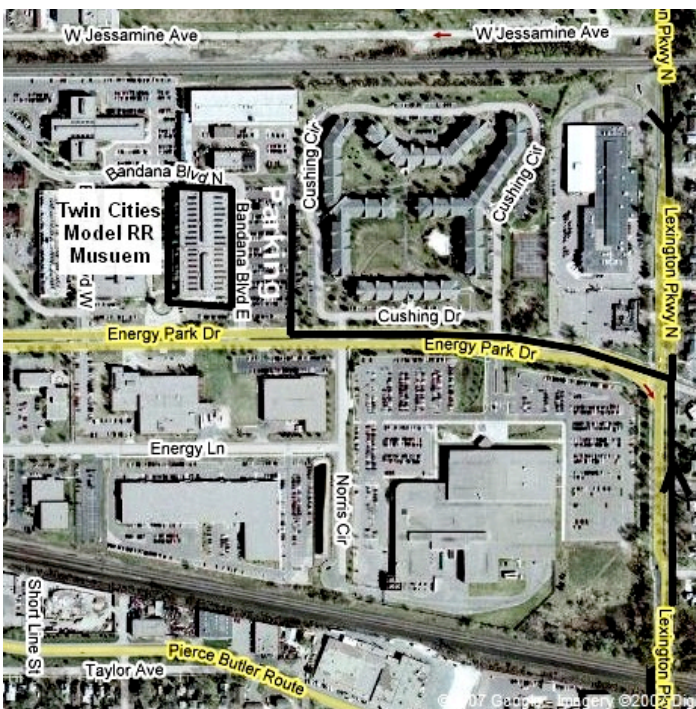
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NOTE: Consult the website for any announcements regarding chapter activities including cancellation of any meeting for any reason, including weather.

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.

My GrandLuxe™, Adventure Part 2 By H. Martin Swan

While Amtrak does everything possible to eliminate jobs, GrandLuxe™ appears to go in opposite direction. There is a "butler" for every car, a lounge car attendant for each of the two cars, a piano player, and a full kitchen staff. The two dining cars are placed kitchen end to kitchen end. One handles appetizers, soup, salads, the other entrees. There were at least two waiters per car, which was enough to provide excellent service. Dinner service for example was 6:00 pm to 8:00 pm and no reserva-

tions required. I was generally served by Chad, who was always friendly, courteous, and prompt in his service and was willing to give a second portion of the beyond delicious rack of lamb one evening. There was a General Manager responsible for overseeing all onboard service, an Assistant General Manager, a Train Master who was considered to be the senior official on board responsible for all equipment and maintenance service, a Food and Beverage Manager, an Executive Chef, a Pastry Chef, and two people who were the Tour Leaders. Besides all of that, below the dome car was the train's Passenger Services office which was staffed 24 hours a day and served as the front desk to provide answers to questions, keep track of tabs, billing, selling souvenirs, etc., etc., etc. I felt sorry for the people in the Passenger Services office as the air conditioning failed in the Dome and nothing could be done to fix it. Outside temps were in the 80's in most cases. There were an awful lot of employees aboard the train.

These people did not stay hidden. The various Managers were constantly roaming the train, talking with passengers and making sure everybody was having a good time. I had long talks with Tom, the Assistant General Manager and with the Food and Beverage Manager. Each was eager to hear what I had to say and was happy to hear suggestions. For example, for the only lunch on board the train we had a choice of chicken and mushroom risotto or Thai beef salad. Very good, but heavy, and I mentioned later when talking to the F & B Manager that all I really wanted was a nice sandwich of some kind, ham, tuna, whatever. He said he would note that and perhaps they would amend the luncheon menu to include something of that nature. Tom, our Assistant General Manager was going to be THE General Manager on the train's return trip to New Orleans.

Employees, except the Train Master, are under Railroad Retirement, which surprised me. The Train Master was a retired railroad man who is contracted as a "consultant", so he was under Social Security at this point in his career.

Besides giving me a room far larger than what I paid for, they also gave me a "gold" name tag. A gold name tag was for people that have traveled before on the GrandLuxe™. First timers got a white name tag. I pointed this mistake out several times and the general response was, you got it, go with it.

Clearly this trip started way out beyond my expectations with my upgrade to the Andrew Jackson Presidential Suite. The one and only problem was that my room was directly over the wheels, which caused some problems the first night.

Sunday

The first thing I did was unpack, using the various closets and drawers to completely unpack my bag. As usual, I over packed, including two dress shirts, ties and a dress sweater. The information that they sent me was that we were to dress casual, but they also mentioned that "Some passengers like to dress for dinner" which I took to be hint, hint, hint. As such, when I was the only passenger with dress shirt and tie on for dinner the first night, I learned that lesson and quickly repacked the dress shirts, tie and sweater in my bag. The next thing I did after packing was



Looking back at the interior of former 20th Century Ltd. Sandy Creek now on the GrandLuxe™. Photo by H. Martin Swan

to head for the *New York* car. There was a Welcome Aboard Champagne Reception with complementary champagne and hors d'oeuvres in the two lounges. Actually there were hors d'oeuvres every evening from 5:00 pm to 6:00 pm in the two lounges, but no free champagne; as a matter of fact, all "drinks" were extra charge (and a tab set up) except the champagne at the reception, and the house wine at dinner, there was one exception that my gold name card got me into.

My location on the train was 3rd car from the rear in-between to two other sleeping cars. Thus I was one sleeping car away from either lounge and two cars way from the dining car.

After the reception I walked forward to see the train. I stopped at the dome car as there was no point in going any more forward as there were just 2 sleeping cars and all sleeping cars looked the same as you walked through them. Then I made my way back to the dining car for my first meal. At the end of this homily, I list all the meal selections for your information. (See July electronic edition extra pages.)

Then back to my room for a bit and then back to the *New York* where I had George, the attendant, mix me an Old Fashion. I sat back there and conversed with other people for awhile. One interesting thing was that the *New York* car was usually lightly occupied and quiet. Most passengers spent their lounge time in the *Seattle*. I was tired and I decided to hit the hay at 10:30 pm. By the time I actually was in bed it was 11:00 pm.

Passengers had been warned that this first night on the train would be rough, that CN track was not in very good shape, and to expect that this first night one might have trouble sleeping. Rough was an understatement! We left New Orleans around 1:00 am. And that was the roughest most miserable ride I have ever had in a sleeping car. Being over the wheels made things worse. We went full passenger train speed and I was thrown right and left as the car slammed through interlockings; at times it seemed we were airborne and then came down with a bang. It was awful. I heard a crash, turned on the light and saw the table with my split of Champagne had turned over. The bottle didn't break, but I didn't think

it would be a wise time to try to open it. My change was all over the floor. Trying to pick it up I was thrown about. I noticed that the drawers with my clothes in them had all popped open. I wished I had a rope to tie myself into the bed. Finally about 5 am we reached Jackson and then slowly moved over to the KCS yard area. Finally I was able to get some sleep. The passenger service people tried to joke about it and suggested that they had removed the round wheels and replaced them with square wheels. I couldn't believe how rough CN track was—and the funny thing was, I didn't notice it on the downward trip on the *City of New Orleans*.

Monday

Today we were in Jackson, MS. Actually, we were in the yards of the KCS and there was no platform for us to get out on. There was a road alongside the train where the tour bus could come down, so when we de-boarded we had to go over a step box chain that had been set up to get us over the ballast and to the road. They had about 6 of the "butlers" around the step-boxes to keep passengers from falling. Not too safe in appearance, but everybody got off and later on with little problem. The two tours were to Natchez to explore the mansions or to Vicksburg to view Military Park where the siege of Vicksburg was fought. I chose Vicksburg. I now better understand the battle where the Confederates held the high ground but were totally surrounded by Grant's army. Afterward we had a brief city tour and lunch at the Anchuca Mansion. Then back to the train for a needed shower and relaxation before going back to the *New York* for the hors d'oeuvres and then to the dining car. Back at my room I relaxed a bit before going to the *New York* for my night cap, a Sloe Gin Fizz. We left Jackson at 6:00 pm and I was able to spend some time in the vestibule (no problem whatsoever with vestibule riding and with the top door open). We were on the KCS to Meridian, MS, thence on the NS over the trackage of the *Crescent* to Birmingham, where we turned southeast on the old Central of Georgia (NS) to Savannah. I was amazed at how fast we went on the KCS since no passenger train uses that route on a regular basis.

It was nice to sit in the *New York* and watch the track behind us speed by and the signals changing. Very, very nice. Being somewhat tired from the night before, I went to bed at about 10:30 pm. NS track is very smooth and it was a nice ride although there was some minor roughness due to being over the wheels.

Tuesday

I woke up refreshed, wide eyed, and bushy tailed. Today was train riding day, no side trips. I got up, made my way to the dining car, for breakfast and found out that we had already reached Birmingham and were now headed southeast on the former Central of Georgia Railroad, now the NS. Speeds had been reduced but the track was smooth and looked like it was in excellent shape.

After breakfast, I headed back to the *New York*, stopping to take some movies with my camcorder out the vestibule. Once in the *New York*, I found a nice comfortable chair about 1/3 back from the observation end, and settled in to just cool out and watch the world go by, which turned out to be a never ending panorama of the Georgia woods. Comfortable and stress free, I was enjoying myself to the hilt when I involuntarily fell asleep, I slept for at least 2

hours waking up around 11:00 am. Oh that was nice, but I was sort of sorry I slept for so long.

The *GrandLuxe*™ offered lectures in the dome car, but I decided to skip that and just train watch. As stated, the scenery was non-stop woods except for little breaks when a small town would appear. On the *City of New Orleans*, I saw a lot of small towns in Mississippi. They all seem to be close to dead, with many stores boarded up and few people to be seen. In Georgia, it was just the opposite. The towns were clean, with brightly painted stores, parks where children were playing, in short vibrant places to live.

We arrived Macon, GA (or rather bypassed) around 1:00 pm and continued our journey through the Georgia woods. At about 3:00 pm (the same time special treats were delivered to the lounge cars from the pastry chef) we arrived at the NS yards outside Savannah. Our train was now heading south and we needed to get it to head north. We needed to move from the NS to the CSXT. This involved about an hour's worth of backing, moving forward, backing, moving forward etc., etc., etc. The Amtrak Conductor (remember *GrandLuxe*™ trip was an Amtrak special) came to the rear car for the backup moves. He invited several passenger to come back and blow the *New York's* air horn while backing. I got a kick blowing the air horn a little bit. At 4:00 pm, the time shown on the schedule we had received, the train pulled into the Savannah Amtrak passenger station on the far outside track.

The *GrandLuxe*™ had two vestibules opened and passengers were free to get off or stay on the train as they wished. I went into the station to get an Amtrak timetable for the Florida service and I noted that several others got into cabs to go downtown.

I did see the *Palmetto* (southbound) and the *Silver Meteor* (northbound). I was surprised at how long the *Palmetto* was; I had assumed a short train, but it was 7 or 8 cars long. After stretching my legs, I went to the *Seattle* Club Lounge car to listen to Bonnie Hackett play the piano. She was good. She knew a vast number of songs and if she didn't recall one, you hummed a few bars and she would start it out and most of the time the song came back to her. She asked me if I wanted to hear anything so I chose "Edelweiss" from the "Sound of Music". She did a beautiful job, later I asked for the "City of New Orleans" and she did justice to that song also.

After dinner I returned to the lounge for a couple of hours before retiring to the *New York* for some quiet time and a nice nightcap prepared by George.

The train was stationary this evening, as the Train Master said, the ride would be so smooth, you won't even know we are moving!

A Profile of Dick Prosser By Roger Clark and Dick Prosser

Dick and I were friends for over 40 years. When Dick lived in the Twin Cities, we jointly took part in both railfan club trips and private train ride endeavors. Dick helped me get my first job after college, at Minnesota Mining in

St. Paul. For several years we both worked there, although in different departments.

I observed, with great enthusiasm, Dick's diligent work on "Rails to the Northstar". I was not able to purchase a copy before the original printing became unavailable. I was grateful, hence, to be able to purchase recently a copy of the reprint. It is a unique historical work.

I was saddened when I learned of Dick's passing in 2005. The last time I saw him was in the spring of 2002. He was here for his semi-annual slide presentation for the Chapter. We spent a pleasant afternoon driving around south of the Cities. For years we had wondered where Comus was located, a junction of the Rock Island and Milwaukee Road lines between Northfield and Faribault. Having located that and taking pictures, we proceeded to The Depot Restaurant in Faribault and, while enjoying a tasty lunch, we discussed our plans for presenting a railroad history show for the Lakeville Historical Society in the fall of 2002. That show went on in November, but Dick was not able to participate. When I bade goodbye to Dick at the Orchard Gardens waiting shed of the former MN&S Ry, little did I know that I was not to see him ever again. Someday I will write more about the subject of our enduring friendship, but needless to say Dick went back to California that evening and his health deteriorated, resulting ultimately in his demise in July 2005 at the age of 75. In the three years he was ill, we stayed in contact by phone and letters.

Although, to my knowledge, Dick never was a member of Northstar, he is a legendary figure in club circles. Thus, I am submitting his biography which he wrote at least 20 years ago. The bio gives members who didn't know Dick too well an opportunity to learn more about his interesting life. It is transcribed exactly the way Dick wrote it.

Dick Prosser

Biography

Dick Prosser was born at Abbott Hospital in Minneapolis. So far back that he claims he was the first senior citizen. He was a senior citizen before governments defined senior citizen. He claims to have watched the first foot ball-game ever played in Minnesota.

He grew up in the West High area. Near the complex of Lake Calhoun--Lake of The Isles--Lake Cedar--Lake Harriet, 100 yards from the Milwaukee Road west. When you live that close, he says, "You love or hate a railroad. You can't ignore it."

He had illustrious ancestors. Grandfather Charles Allen Prosser was a pioneer in trade-school education, and helped found Dunwoody Institute, which is still going in Minneapolis. Father William Lloyd Prosser was a famed law professor and greatly advanced the field of Torts in law. Dick has two brothers, so he was never able to beat up on a little sister.

His family transplanted to the San Francisco area in the late 1940's. He matriculated to the University of California, getting a degree in Business/Economics with emphasis in transportation. Then in the late 1950's he took a position in transportation with Minnesota Mining. He thanks heaven he was on hand for the next decade--the period when most all branch-line passenger services, and many

mainline services, on Minnesota railroads and elsewhere were removed. With the knowledge that these were going, he set out to ride and photograph most of them.

In 1962 he learned the 100th anniversary would be commemorated, of the first train run in Minnesota between St. Paul and St. Anthony. He inquired and found there was interest in a publication about all Minnesota railroad lines. He conceived it as a primary reference book mainly for libraries: a place to get basic facts about any line, a source for further research. He got useful counseling from Frank P. Donovan, local author who did a history on the Minneapolis & St. Louis; and Philip Jordan, professor of history at the university. The state Railroad & Warehouse Commission, ancestor of the Public Service Commission, largely gave him the run of their offices and files. His extensive knowledge of city/town locations and rail lines greatly expedited the laying out of companies and maps. He chose the title "Rails to the North Star". It was published by Dillon Press of Minneapolis, and came out in 1966. Most of the main libraries of the state obtained copies. *Railroad Magazine* called it "by far the most impressive work on railroads of a single state that we have ever seen." *Trains Magazine* was less favorable, and more peculiar: "We suspect the book is not as accurate as it appears to be." Figure that one out.

As it happened: Dillon Press, not mainly a printer of railroad books, chose to clear out its inventory within a few years. Probably not many more than 500 copies were ever sold. Original price was \$12; copies have been quoted as high as \$100. There was talk of reprinting and expansion of the study--there now are forty more years to add.

In the late 1960's he went back to California to extend some academic work, and went to teaching business-economics at community colleges. He still returned to Twin Cities every 6 months, keeping up with friends and changes in the Minnesota scene.

Dick Prosser had been a violin and viola player since age seven. He had expanded musical efforts to include drums and singing. Athletically, he specialized in cold-water swimming. He swam in San Francisco Bay year round. When he visited Twin Cities in May, he liked to be the first lake swimmer of the season.

F I N I S

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News from Railway Age

UP increasing train speed between Necedah and Wyeville, WI -- May 8, 2008

Union Pacific will increase the speed of its trains to 49 mph on nearly 16 miles of its rail line between Necedah and Wyeville, WI. Train speeds will be increased 10 miles per hour on May 23, 2008, and nine miles per hour on May 30, 2008, when the new maximum speed limit is reached. Trains currently operate through the area at 30 mph because of track and operating constraints. Recent track improvements are permitting the higher speeds.

Union Pacific invested \$4.7 million this year on track improvements between Necedah and Wyeville. Crews

replaced the rail, installed seven switches and replaced the road surfaces at 16 crossings. Work was completed in mid-April.

Minnesota's Northstar receiving \$53.9 million in federal funding -- May 9, 2008

U.S. Senator Amy Klobuchar (D-MN) said the U.S. Department of Transportation has released \$53.9 million in federal funding for the Northstar commuter rail line from Big Lake to Minneapolis. Klobuchar, who serves on the Senate Commerce Committee and Environment and Public Works Committee, was instrumental in securing DOT support for the project and making sure that Northstar was included in the 2007 DOT funding bill.

Empire Builder Route Station Renovations Submitted by Mark Braun

DL-Online -- May 8, 2008

Built in 1908, the Detroit Lakes BNSF Train Depot is showing its age, but the White Earth Department of Transportation, partnering with the Minnesota Department of Transportation, began construction this week to restore the depot back to its original shape.

The cost of the renovation is \$575,000 and should take around 12 weeks to complete. White Earth is funding the construction project through money earmarked to the tribe by the Federal Transit Authority in 2005. MnDOT will provide the site work and new pavers for the parking lot.

The tribe is currently leasing the building from BNSF Railroad and is subleasing to Amtrak and Jefferson Bus Lines. According to WE/DOT Director Burny Tibbetts, the planning team made a commitment to restore the depot as it looked some 100 years ago. They traveled to the Minnesota Historical Society to retrieve the original building plans.

The inside of the building will feature all new electrical, and geothermal heating and air conditioning. All interior and exterior finishes will also be restored. In addition to Amtrak and Jefferson Bus Lines, the depot will also house a coffee shop with high-speed wireless internet, two high-scale Native American kiosks, a conference room that can be rented by the public, and display cases featuring White Earth's history.

From the Minot Daily News posted May 7, 2008

The committee heading up the restoration of Minot's Amtrak depot kicked off the reconstruction during the observance of National Train Day on Saturday, May 10th.

The depot will get a new roof and new brick exterior this year.

Saturday's open house ran from 8:30 to 10 am, at the depot, 400-1st Ave. SW, to coincide with a scheduled arrival and departure of Amtrak's *Empire Builder*.

There was a ribbon cutting, refreshments and an exhibit showing how the new depot will look. Committee members were on hand to provide information. There was a drawing for two free Amtrak tickets to Chicago.

The restoration of Minot's depot also has historical overtones. The reconstruction will restore the building to its

original condition.

"It will look not identical but very similar to what the depot looked like when they built it in 1905," said Dennis Lutz, chairman of the restoration committee.

The exterior will be the same old-style brick from North Dakota's Hebron Brick Co. as existed on the original building. The stucco exterior that covered the old bricks already has been removed.

Craft Builders of Minot will be erecting the new pitched roof. Once the roof project is complete, Hight Construction of Minot will put a new brick exterior over the existing bricks and place new windows.

The expense totals about \$373,000. Funding sources were a \$300,000 federal grant through the North Dakota Department of Transportation and the City of Minot.

The restoration committee will have about \$13,000 remaining in its treasury to cover any contingency costs and to use as seed money for future work. The committee has been working about five years to achieve funding to restore the depot exterior and intends to continue raising money for additional work on the building interior and grounds, Lutz said.

The committee hasn't determined what type of interior work will be done because the remodeling will depend on available money, Lutz said. The committee would like to reproduce the wainscoting and tin ceiling of the original depot.

Burlington Northern Santa Fe Railroad owns the depot, which is leased by Amtrak.

Trains of Our Youth



Northern Pacific steam excursion on the Stillwater, MN branch on the north shore of White Bear Lake, along MN Highway 96. Note the open sided "ranch cars". Power eastbound was Pacific (4-6-2) 2150. Trailing behind is Prairie (2-6-2) 2457, since there was no turntable or wye at Stillwater. The year is unknown. More photos are in the electronic edition extra pages. Photos by the late Dick Prosser. The tracks are long gone, however your editor rides his bike along here regularly. This is what the editor hopes to be the first of a series of photos submitted by some of our more senior members, though if you are too young to

remember pre-Amtrak trains, you are invited to submit a photo of special meaning to yourself.

Northstar Chapter Office Proposal

John Goodman, Dan Meyer and Dawn Holmberg have discovered reasonably priced office space for \$180 per month, with a minimum rental period of six months, first and last month's rental due initially. The room is 12 x 18 ft, equipped with fire sprinklers and is located in North Minneapolis on Hennepin Ave. and Taft St., near Stinson Blvd. This would be a good central location to catalogue the Kurt Peterson collection and also store the rest of the chapter's holdings currently stored with various members. The room will need shelving and shades and possibly a window air conditioner. The BNSF St. Paul sub passes right behind it.

Dan will present a budget and Dawn will have photos available. It is hoped a decision can be made at the June meeting.

From Trains Newswire

Milwaukee Road 261 BNSF Employee Special -- May 8, 2008

MINNEAPOLIS - Milwaukee Road 4-8-4 No. 261 will be the featured power for BNSF's Employee Appreciation Special out of Minneapolis in June. On June 15-16, the 4-8-4 will pull two trips each day between Minneapolis and Wayzata, MN, over BNSF's former Great Northern Railway main line. The trains will operate in "pull-pull" style with No. 261 leading in one direction and a diesel pulling the train in the other direction. The trains are not open to the public, but are run for BNSF employees, their families and Boys & Girls Clubs of America. This is the only portion of the 14 city, 8,000 mile journey of the EAS which will be pulled by No. 261.

UP reopens main line through Cascades -- May 6, 2008

OAKRIDGE, Ore. - Union Pacific's Seattle-Los Angeles main line is open for business. After 105 days, the railroad is allowing the standard slate of around 15 freights, plus an Amtrak *Coast Starlight* passenger train in each direction, to pass the site of a January 19th mudslide.

Work will continue for another month. UP will build a slide fence along its line, which will detect future landslides. Until the fence is complete, expected in early June, the railroad will continuously monitor the line to make sure it's safe for rail traffic.

Minneapolis-based Milwaukee Road 261 made photo trips on Twin Cities & Western -- May 12, 2008

MINNEAPOLIS - Lerro Productions chartered Chicago, Milwaukee, St. Paul & Pacific 4-8-4 steam locomotive No. 261 for photo trips on short line Twin Cities & Western this weekend. The engine pulled excursions on Friday and Saturday over former Milwaukee Road track between the Twin Cities and Buffalo Lake, MN. The photo train also participated in day and night photo sessions. A TC&W diesel spotted the engine, but cut away for photo runbys.

Minutes of the May 17, 2008 Meeting

The meeting was called to order at 7:09 pm by chapter president Mark Braun in the conference room at Bandana Square with 18 members and guests present. A motion to approve the minutes of the April 19, 2008 membership



Steam engine 261 pulls an all-Milwaukee consist past Augusta, MN, on a May 11 photo charter over short line Twin Cities & Western.

Photo by Steve Glischinski

meeting, as printed in the May 2008 issue of Northstar News, was made, seconded, and carried. Treasurer Dan Meyer had no formal report this month, but he did say, "We have plenty of money." National director Doug Johnson was not present, but John Goodman reported on the plans for the NRHS national convention in Ft. Worth in June. John predicted that those who attend will have a good time in Texas. John Goodman and Doug Johnson are planning to attend. John reported on the recent weekend in Iowa. John said that the Iowa Northern is not willing to run a special excursion train, but they may be interested in a "fund raiser" for the planned railroad museum at Manley, IA. John said that he will work on this. John suggested that we consider participating in the trip on September 13th behind restored Milwaukee Road steamer 261. He said that 261 recently went to Chicago for shooting as part of a gangster movie. It will be coming back later. John will get information to Russ Isbrandt for publication in Northstar News as more is known about these trips. John said that he likes this better than the suggestion of a trip on Amtrak to Wisconsin Dells, with a bus ride to the museum railroad at North Freedom. Iron Horse Farm will be firing up their little steam engine, but it has injector problems. This year, the Chinese steam loco at Boone, IA is only running Saturdays. Soo Line steam engine 2719 at Duluth will be running in September and October. Cheer Committee -- Marty Swan was unable to attend the meeting, but he knows of no one who needs a card to cheer them up. Northstar News editor Russ Isbrandt said that the Mexican photos he had mentioned recently may have to wait a couple of months, as he has some other material to be published. He said that he needs trip reports, especially from the pre-Amtrak era. A question was asked about the descriptions of programs planned for meetings, as published in Northstar News. The person asking the question wants more specific details. Russ noted that he can only publish the information that is given him. Webmaster Dan Meyer said that the site is up to date, but he is always looking for more information and photos for the site. Program chair John Goodman said that he now has access to railroad slides from the Kurt Peterson Collection. He talked to John Luecke about doing the program for October or November. The first batch of Peterson slides will be shown at the June meeting. Someone suggested a members' night for July. John said that he has been thinking about

the program for our Holiday Banquet, but doesn't have anything lined up yet.

Old Business - Dennis Loudon said that he had been thinking about the plan to come up with a display to represent the chapter at model railroad flea markets and similar events. He suggested buying a digital picture frame, plus printing flyers, for an estimated cost of about \$200. There was a discussion about the matter, including such things as whether we should use a laptop computer or the pictures frame and other issues. It was suggested that we put a program together and try a couple of shows. Dan Meyer offered to loan a lap-top computer. Other suggestions included being at the State Fair (but this would have cost and staffing issues.) Perhaps in several years we could scale up to appear at the Fair. Perhaps we could partner with some other organization. John Goodman talked about how the NRHS could appeal to young people. This led to a discussion. One suggestion was that we should talk about the current railroad industry instead of the past. It was noted that most members of the public don't know very much about current issues facing the industry, so the NRHS could play a role in educating the public. There were various suggestions for railroad officials who could be speakers. Bill Herzog said that he had no news on the GTW 8327 restoration project, but he plans to work on it this year. This building (Bandana Square and the adjacent blacksmith shop) will be doing more railroad related themes. Holiday Banquet - Marty Swan is working on it.

New Business - The picnic was discussed. The third Saturday in August is the 16th. Location will be Prescott, WI, at the park adjacent to the BNSF tracks. A question was asked as to whether there is money budgeted for pop and chips. A motion was made, seconded, and carried to approve the proposed date and location. A suggestion was made that the chapter sponsor an auction for rail-related items as a fund-raiser for the chapter. It was noted that the chapter used to do this a long time ago, but nothing like this has been done recently. The AAR (Association of American Railroads) is reportedly ready to "disengage" from their map collection - could this be donated to some historical group? Wellington Management has made the decision to lock the building at 5 pm, but the South Entrance may be open later. A representative of the Twin City Model Railroad Museum asked that as many as possible of those attending meetings be there by 7 pm. They will work with Wellington about this matter.

A motion to adjourn the meeting was made, seconded, and carried at 8:00 p.m.

After a break, the program was presented by Mike Mackner. It was a potpourri of railroad slides, almost all from the Midwest.

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



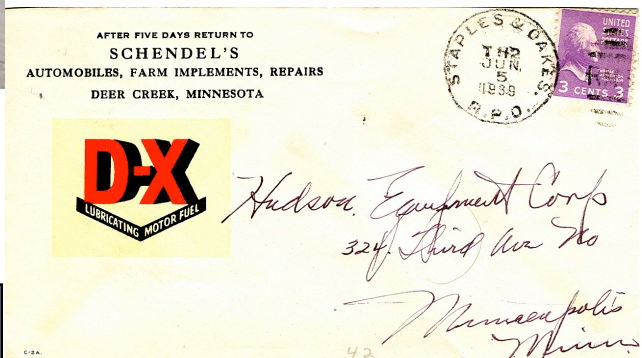
NP Stillwater fantrip eastbound along the Dellwood Country Club and MN 244. Three photos by Dick Prosser



NP Pacific 2150 being watered in Stillwater, MN on a fantrip in the mid to late '50's.



NP Prairie type 2457 leading Stillwater fantrip westbound about to cross US 61 in White Bear Lake, MN.



Staples and Oakes RPO cancellation. Courtesy Joe Fishbein