



## NORTHSTAR NEWS

### My GrandLuxe™ Adventure, Part 3 by H. Martin Swan



A look from the vestibule of the GrandLuxe™ train including the "Great Dome". **Photo by H. Martin Swan**

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#### Meeting Notice

The July meeting of the Northstar Chapter of the NRHS will be held at 7 pm, July 19th at the Twin City Model Railroad Museum. The program will be by the members. Bring 20 of your favorite slides to show. If they are in digital format, please bring them on a CD, DVD or flash drive. You may also want to bring a laptop to use to hook up to our video projector. Please restrict your selection to 20 slides so everyone gets to present theirs.

National Convention Committee members Ed Graham and Mia Mather will be visiting to tell us about the 2009 National Convention to be held in Duluth. It will be run by the National Convention Committee as the New Philadelphia Convention was, but they could use our help.

# Northstar Chapter Officers

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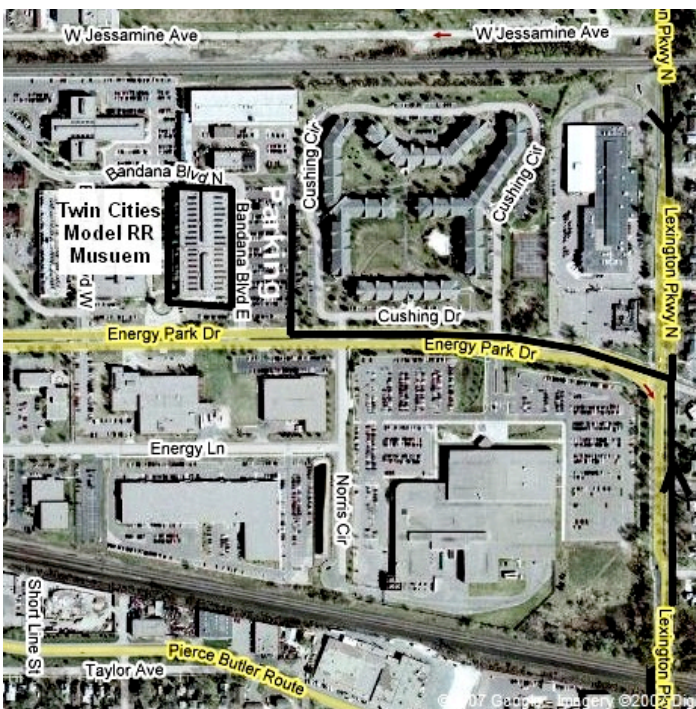
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**NOTE:** Consult the website for any announcements regarding chapter activities including cancellation of any meeting for any reason, including weather.

## 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 3 By H. Martin Swan

Wednesday

Weather the next morning was bright and shiny, but cool. We were put into trolley appearing buses and headed into town. Our tour guide, a lady dressed as a Southern Belle, apologized for the ride into town. She mentioned that Savannah had a beautiful downtown railroad station but it was torn down for an Interstate freeway interchange and they built the current one out in the Industrial area (the boondocks). She pointed out various things including Palmetto trees. (Oh! So that is how



the *Palmetto* train got its name. I never knew what the train's name meant before.) We spent the morning touring the Old Town, viewing the mansions and homes. We saw the restaurant owned by the famous Chef Paula Deen. It was 10:00 am and the line trying to get into the restaurant weaved around the block. We also passed the park and the bench where Forest Gump sat to tell his story.

Lunch was at the home of Dr. Metts, the coroner in the movie and book, "Midnight in the Garden of Good and Evil", where we had our mint juleps. Afterwards, we went to the Dresser Palmer House for dessert. When this was done, we had free time, so I went down to the Savannah River found a bench and just sat there in the cool breeze watching the ships, a cruise liner, the sea gulls and the folks for about 45 minutes before heading back to the train.

This evening I spent time in the *Seattle*, but finished in the *New York*. We left Savannah at 7:00 pm and it was ever so pleasant to sit in the *New York*, drinking a mint julep, and watching the signal light changes as our train hurtled toward Charleston.

We arrived Charleston around 9:30 pm. We couldn't fit in the Charleston station so we had to move backwards, forwards, and down a long branch to a NS yard close to the military base in Charleston, but this time there was a platform.

#### Thursday

I thought nothing could beat Savannah. I was wrong. Charleston was a fantastic place. To start us off, we went through The Citadel. This was the first time I have ever been on a military school's campus. Freshmen have it tough in these places. The freshmen were forbidden to walk on the sidewalks. Instead they had to walk in the street, near the curb, and they didn't walk, they marched, back ramrod straight, and eyes straight forward. All buildings were white. From there, we took a tour along the waterfront to get to Historic Charleston. Off in the distance we could see Ft. Sumter, where the first shots in the Civil War were fired and the first Confederate victory was to be had. Unfortunately, this was as close to Ft. Sumter as we would get. Entering Historic Charleston we transferred from the tour bus to a horse drawn buggy. We were being pulled by "Doc" a Belgian horse. Doc gave us a very nice tour. They have one basic rule in Historic Charleston, if it is 70 years or more old, it can not be changed or removed by the hand of man. If a building needs repairs, they must be repaired exactly as it was. Hell has no fury like the Charleston Historical Committee if that rule is violated.

After the carriage ride, we were given free time to go through the Charleston Marketplace and then to the Magnolia Restaurant, about 4 blocks in length. My knees had been doing pretty good up to this point, but the 4 block walk back to the bus after lunch was the start of my knees giving out. It was hot and humid, which didn't help. The bus was located near the waterfront, and the same cruise ship that we saw in Savannah was now sitting there.

After lunch, my group went to the military base close to our train to view the CSS H. L. Hunley Confederate submarine, that was hand powered by a crank that men turned while sitting in a very narrow cylinder that was the body of

the sub. The sub had one success, sinking a Union Iron Clad but then went down to the bottom to hide, and while down there, they ran out of air and fell asleep. When the boat was raised a few years ago, their skeletons were still inside and the men received a full military funeral. The sub, like the Titanic, is a mess, but they are now in the process of restoring it..

After that, back to the train and we soon departed Charleston for Richmond. It took a long time to repeat the steps we took in getting into the NS yard, to go back to the CXST main line. It was mostly a back up move. Prior to dinner, I was invited back to the *New York* car to attend a reception for the Gold Card members. Again I pointed out I wasn't a Gold Card, but was told not to worry just go and have fun. Basically we had special hors d'oeuvres and free drinks. Then it was time for dinner. After dinner, and after some time in the piano lounge, I went back to the *New York* for a night cap. Sitting there in the *New York*, watching the signals zoom past, we were zipped past by the *Auto Train*. It was a long, long train, first time I had ever seen it.

CSXT track was not as smooth as NS track. There were a few jerks and jolts, but in the whole I got a good night's sleep, especially once we arrived in Richmond at 2:00 am.

#### Friday

Next morning I took a look out the vestibule window to see where we were, and was amazed to see that we were at Richmond's Broad Street Station, now a transportation museum. I came to this station back in 1968 for the Richmond NRHS National Convention. Up the hill was the hotel I stayed at the last night I was there—The William Penn. It was still there, but was now condos. I had no idea that this station hadn't been torn down.

The tours today were a choice between Monticello, Thomas Jefferson's home, which most of the passengers took, or to Fredericksburg to visit the military park there and to see the famous Stone Wall. As before on all of our tours, we had a fantastic guide who gave a wonderful tour. The guide had written a book on the battle and was nominated for a Pulitzer Prize.

What was really sad, was that below the stone wall, on the battlefield where 6-7000 soldiers lost their lives, were homes and townhouses. Who would want to live on a battlefield where so many lost their lives? I was told that Gettysburg and Vicksburg Military Parks were established "almost immediately", whereas the Fredericksburg battlefield wasn't established until the 1930's and by that time homes were being built on the land.

After Fredericksburg, it was back to the train for our final night. I spent some time listening to Bonnie Hackett playing the piano and then retired to the *New York* for my final nightcap. We weren't moving, so no signals were flashing by, but still it was relaxing. Then it was back to my cabin to pack and hit the hay.

#### Saturday

We left Richmond at 3:00 am and arrived Washington Union Station at 6:00 am. After breakfast, I paid my bar tab, which included items I bought on the train and my gratuity. At 8:45 am, I left the train for the final time and my GrandLuxe™ adventure was over. Now for one more night on the train to get back to St. Paul and I will have finished my 8 nights on a train.

Would I go again? You bet'chum Red Ryder. They far, far exceeded my expectations, and I don't mean the cabin I had. The cabin I had paid for would have been big enough, but by their never ending desire to provide courteous and prompt service, by the extraordinarily clean train, by their food selections both on and off the train, by their selections of tour companies with tour guides that obviously loved their jobs, by the cars themselves, by their people, it was just a wonderful vacation.

We did have a short train with 5 sleeping cars, 2 lounges, 1 dome and 2 dining cars. With just 49 passengers out of New Orleans and 51 out of Savannah, there was plenty of room for us in the non-revenue cars. In the summer, they will add up to 10 more sleeping cars but will still have just the 2 lounge cars, 2 dining cars and 1 dome car. I can imagine that the lounges and dining cars could get a bit more crowded, but Tom advised me that it all works out and everybody has a good time.

The complete GrandLuxe™ dining car menu appears in the extra pages of the electronic edition. Marty will be happy to provide you with a complete copy of this trip report. Just contact him at [hmartinswan@msn.com](mailto:hmartinswan@msn.com) or P.O.Box 65320, St. Paul, MN 55165-0320.

### Midwest Flood Summary From Various Sources

The trouble started with heavy rains throughout the Midwest around June 7, 8 and 9<sup>th</sup> and continued on and on through the month to the 25<sup>th</sup>, with levees and dikes breaking up and down the Mississippi River.

Here is a summary of damages and recovery efforts by railroad, class 1s first.

**BNSF:** June 8<sup>th</sup>, the Aurora Sub was shut down about 6 pm due to washouts 20 miles south of La Crosse. The first of two mains was reopened by 8:30 am June 9<sup>th</sup>. June 11<sup>th</sup> they announced that the Hannibal Sub connecting Keokuk, IA and West Quincy would face flooding for two weeks and started detouring around the line.

June 13<sup>th</sup> both the BNSF and Norfolk Southern announced to customers that they expected the Hannibal lines to be flooded by the 14<sup>th</sup>. They also announced that traffic over the Frisco between Springfield and Birmingham, AL would have to be rerouted.

The BNSF expected the Chicago – Omaha line to close between Galesburg and Lincoln, NE, the key coal train route.

When the Corps of Engineers closed the flood gates at Cape Girardeau, it took the River Sub between St. Louis and Memphis out of business. The same happened at

Hannibal severing the line between Quincy, IL and St. Louis.

By the 13<sup>th</sup> debris washing against the bridges, trestles and culverts along the Savanna – Minneapolis line was also causing problems but the line remained intact.

As of the 17<sup>th</sup> the former CB&Q through Ottumwa, IA was still closed. The railroad was busy trying to raise the former Santa Fe tracks at Ft. Madison, delaying trains.

As of the 19<sup>th</sup> the Hannibal and River Subs were both shut down. The Transcon was still operating across the Mississippi at Ft. Madison. Some parts of the line were raised 20 inches in parts of Iowa to keep at least one of two main tracks in service.

As of the 23<sup>rd</sup>, the Transcon was operating with both main tracks. On the other hand, the former CB&Q main was still out of service with a new grade having to be built at Connett, IL, just east of Burlington. There were hopes that repairs to the St. Louis – Memphis line at Cape Girardeau would be complete the following week.

June 26<sup>th</sup> the Transcon was again closed due to flooding at Marceline, MO.

Both the road's main lines between Chicago and Kansas City, MO, reopened Saturday June 28<sup>th</sup>. The main line in the Quincy area was re-opened June 29.

Crews continued to work around the clock to restore track affected by flooding to its normal condition, and trains were moving slower than usual through the affected areas. Traffic moving through those areas and via detour routes would continue to be delayed at least 48 hours. The railway expected operations to return to normal by the end of the week.

The line across southern Iowa via Ottumwa remained out of service due to flood damage just east of Burlington, IA. Elsewhere, trackage along the west bank of the Mississippi between Burlington and Quincy and between Quincy and St. Louis remained out of service, although the river had crested in those areas. Track was also out of service due to flooding at several locations between St. Louis and Memphis, TN, and the river was expected to crest at those locations later the week of June 29<sup>th</sup>.

As of July 3<sup>rd</sup>, the BNSF opened the Chicago - Lincoln route permitting the resumption of Amtrak's *California Zephyr* service. Still remaining closed were the Burlington - St. Louis route at Hannibal, MO and the St. Louis - Memphis route at Cape Girardeau.

**Canadian National:** June 9<sup>th</sup> after two days of hard rains, the Chicago – Superior line was closed due to water over the tracks at Allenton, WI just west of West Bend. Tracks were reopened June 10<sup>th</sup>.

June 13<sup>th</sup> it was reported that a two car CN ballast train enroute to shore up sodden track derailed at 12:30 am near Oshkosh, WI. This again shut down the Chicago – Superior line. The same day the CN's Iowa Division was also closed due to two out of service bridges at Cedar Falls and Denison, IA.

As of the 15<sup>th</sup>, the bridge at Cedar Falls, IA had been repaired and the bridge near Denison was scheduled to reopen on the 19<sup>th</sup>.

As of the 16<sup>th</sup>, the CN was pretty much back to normal with the exception of flooding near Omaha on the former IC. Operating conditions through IA were improving. As of the 17<sup>th</sup> CN was still sending ballast trains to repair a washout near Waterloo.

As of the 17<sup>th</sup> the CN's Osage Sub was still closed between Glenville, MN and Waterloo, IA.

As of the 20<sup>th</sup>, recovery efforts were complete, but with slow orders in some areas. They were hosting some Canadian Pacific detours between Duplainville and New Lisbon.

**Canadian Pacific:** June 10<sup>th</sup> the CP closed its Watertown Sub early in the morning. Detours were routed over the BNSF and Wisconsin and Southern between Madison and Rondout. A detour train was routed through Ingleside, IL on Metra tracks as well as the Iowa, Chicago and Eastern and Canadian National. CP auto parts train 185 went through New Albin, IA on the IC&E.



**Canadian Pacific's mainline at Reeseville, WI.** Trains Newswire, June 19<sup>th</sup>, Andy Cummings

By the 12<sup>th</sup>, water was reported to be 28 inches above the rails at Reeseville, WI.

As of the 17<sup>th</sup> the CP was sending Intermodal trains down the IC&E through Dubuque.

As of the 23<sup>rd</sup>, the CP said it did not expect service to resume on the Wisconsin lines for another week.

**Norfolk Southern:** As of June 16<sup>th</sup> the line between Springfield, IL and Moberly, MO. was closed due to Mississippi River flooding. As of the 19<sup>th</sup> trains for that line were being rerouted via St. Louis.

Still closed as of July 3<sup>rd</sup> was the Decatur, IL - Moberly, MO line at Hannibal.

**Union Pacific:** June 13<sup>th</sup>, the UP announced that floods had done significant damage to its Midwest tracks, with the greatest impact in Iowa. One main track was out of service on the Boone Subdivision near Haley, IA. On the Clinton Sub two main tracks were out of service near Cedar Rapids and Tama, IA. The Cedar Rapids yard was under water. On the Trenton Sub, their main track was out of service between Des Moines and Kansas City. With the amount of damage, they said they had limited reroute capability. As a result, as of June 13<sup>th</sup> embargoes were placed on manifest and automotive traffic originating at points east of Beverly, IA (west of Cedar Rapids) and moving east of Beverly. It excluded coal but included other bulk commodities. Intermodal traffic was also embargoed. The railroad stopped accepting west-bound traffic from eastern connections to all UP terminals and interchange points in IL as well as IA, CO, UT, ID, OR, WA, CA, NV, AZ, and El Paso, TX. The embargo did not include rail traffic moving between IL and points in TX east of El Paso.

Trains that normally used the Central Corridor lines were rerouted over the Adams Sub (*The 400 Route*) to Minneapolis, before turning south.

By June 16<sup>th</sup>, the Boone – Missouri Valley line was back in service with at least one main near Haley, IA open. The Clinton Sub was a different story. The double track main near Cedar Rapids was closed due to possible washout, and two main tracks near Tama which had been repaired were again damaged.

June 18<sup>th</sup> Trains Newswire reported that the railroad had expected to reopen the Trenton Sub by the evening of June 16<sup>th</sup>.

As of the 18<sup>th</sup>, the water on the Central Corridor subsided enough for crews to replace ballast and make repairs to one main track with the second main track returned to operation on the 19<sup>th</sup>. This permitted the lifting of embargoes on the 19<sup>th</sup> except for traffic into Cedar Rapids. As of the 20<sup>th</sup> traffic was moving but with many slow orders.

**Amtrak:** Starting with the flooding of the CP main at Reeseville, the *Empire Builder* of the 10<sup>th</sup> and 11<sup>th</sup> was rerouted over the BNSF via Savanna. Unfortunately that line became so congested that buses were substituted between St. Paul and Chicago except for Milwaukee, Columbus, Portage and Glenview. (Editor's note: I-90/94 between Wisconsin Dells and Madison was closed around Friday June 13<sup>th</sup> with recommended detour via WI 29 to near Green Bay and I-43.)

Starting about June 27<sup>th</sup> the *Empire Builder* was routed over the ex-C&NW over the Adams Sub to Tunnel City. This route involved a great deal of slow running.



The next train to be disrupted was the *California Zephyr*. By June 16<sup>th</sup> there was no alternative transportation offered between Denver and Chicago. Buses did provide transportation between Denver and Omaha. According to news reports I-80 in Iowa was also closed for a time.

Service between St. Louis and Kansas City was disrupted, with service offered only between St. Louis and Jefferson City, MO between June 14<sup>th</sup> and 16<sup>th</sup>. Major track work had originally been planned with resulting disruption in service any way.

As of the 17<sup>th</sup>, The *Southwest Chief* was suspended between Chicago and Kansas City. Bus substitutes served intermediate points except for Naperville, Mendota, Ft. Madison, IA and La Plata, MO.

June 24<sup>th</sup> trains 3 and 4, the *Southwest Chief*, ran in its entirety in both directions over its normal route.

Train 3 of June 25 was terminated east of Marceline, MO due to flooding. Passengers were bused to Kansas City. The equipment was deadheaded backwards to Chicago on the 26<sup>th</sup>. Train 3 of the 26<sup>th</sup> was detoured with passengers via St. Louis since there were two sets of equipment stranded east of Kansas City.

The *Empire Builder* train 7 of the 27<sup>th</sup> and 8 of the 25<sup>th</sup> were detoured over the UP's ex-C&NW line beginning at Bryn Mawr interlocking near Bensenville and using the C&NW freight line bypassing Waukegan, Kenosha and Racine to Butler Yard in suburban Milwaukee and the former 400 route to Wyeville and west to Tunnel City. (See John Goodman's trip story elsewhere in this issue.)

As of July 1st or 2nd, the *Empire Builder* resumed running on its normal route.

As of July 3rd the *California Zephyr* resumed operation between Chicago and Omaha.

#### **Regional Railroads:**

**Cedar Rapids and Iowa City (The former Crandic interurban.):** June 12<sup>th</sup> the road placed loaded hoppers on its Cedar River bridge at Cedar Rapids hoping to keep it in place. The bridge (a former Milwaukee Road bridge) collapsed at 9:43 am sending the rail cars into the river.

**Indiana Railroad:** The former IC line was closed June 10<sup>th</sup> at the White River Bridge near Elliston, IN. However the line between Willow Hill and Newton, IL was closed due to numerous washouts. This disrupted delivery of Powder River coal trains to Ameren Energy's Newton Generating Station.

The road's Chicago Sub (former Milwaukee Road track) suffered numerous washouts just south of Terre Haute. At Elnora, the town placed sandbags across the tracks to prevent flooding by the White River. This required suspension of the road's service to Louisville, KY via Bedford and CSX trackage rights.

By June 13<sup>th</sup>, the road reopened some of its routes including the ex-Milwaukee Road between Terre Haute and Hiawatha Yard. Still a 1600 ft. washout existed at

Elnora where the former Milwaukee Road crossed the White River.

**Indiana Southern:** June 10<sup>th</sup> it was reported that the line from Indianapolis to Evansville was closed due to numerous washouts and water over the rails at Worthington and near Elnora and Plainville.

**Iowa, Chicago and Eastern:** As of the 16<sup>th</sup>, the road was dealing with washouts from Mason City to Marquette, IA.

This road was used for a number of detouring CP trains. However, by the 18<sup>th</sup>, the Mississippi River closed the crossing at Sabula, IA (former Milwaukee Road track).

June 25<sup>th</sup> it was reported that the IC&E bridge over the Iowa River near Columbus Junction, IA collapsed with a train on it injuring the engineer.

**Iowa Interstate:** As of June 20<sup>th</sup> the eastern half of the line through Iowa City and into IL was still closed, but operations resumed west of Des Moines.

**Iowa Northern:** June 11<sup>th</sup> it was reported that a washed out UP bridge at Waterloo, used by the road, cut the railroad in half. The railroad's main locomotive shop was under water and the road's headquarters in downtown Cedar Rapids had to be evacuated that afternoon.

**Louisville and Indiana:** (This is former Pennsylvania Railroad track route of the *South Wind*.) As of June 9<sup>th</sup> the road issued an embargo due to multiple washouts and a bridge out of service.

**Wisconsin and Southern:** June 10<sup>th</sup> the road reported that eight of the road's subdivisions were closed by flooding. Major washouts occurred at Reeseville, Dane, Hubbleton and Lone Rock, WI. The Milwaukee Sub was also down between Slinger and Horicon, WI, but it was estimated that it would be reopened in 24 hours. As of June 24<sup>th</sup> it was reported that repairs would cost the railroad \$3 million and would take until July or August to complete. It was estimated that the cost of repairs between Madison and Prairie du Chien would be \$1 million. Although the state owns most of the track, the con-



**The waters of the Baraboo River overcame the Mid-Continent Railway Museum at North Freedom, WI.**  
Trains Newswire June 12th, photo by Jim Connor

tract operator, W&S is responsible for track repairs. Some of that cost might be eligible for help from FEMA.

**Mid Continent Railroad Museum:** It was reported June 12<sup>th</sup> that the museum was devastated by the Baraboo River. Every building on the museum's grounds except for the office was under water. The ex-C&NW depot built in 1894 was hardest hit with water several inches deep in each of its rooms.

Diesel locomotives will have to be trucked out for repairs. Water covered the bearings of all rail cars.

The summer program has been canceled and it will be a challenge to open by fall.

The above information was gathered from Trains Newswire, Railway Age Breaking News, WKOW-TV, Madison, WI by way of Mark Braun, Yahoo All Aboard Group, Wisconsin State Journal by way of Mark Braun.

### **Riding Over the Former Chicago & North Western From Chicago to Tunnel City, WI On A Detoured Empire Builder**

By John Goodman

I was out East on business this past weekend and came into Chicago on #29 to connect with #7 *Empire Builder* to ride from Chicago to St. Paul-Minneapolis. I had heard that Amtrak had asked the UP to help out with returning train service between MSP and CHI. I boarded #7 (late leaving CHI due to Mechanical problems in the yard) at 3:15 pm (DEPARTED 3:26 pm) or 1hr 16min late and proceeded to take 6 hours to go from Chicago to UP's Butler Yard outside Milwaukee, WI. We sat many times for freights ahead, then we sat near the Milwaukee airport for over 1hr 20min to wait for the southbound Amtrak #8 to pass us on single track. One guy in the rear car got off the train and walked toward the Airport to catch a plane. No Amtrak person saw him leave the train at that point.

We changed UP pilots at Butler Yard and headed off on the Adams Sub towards Tunnel City and back on the CPR. The Amtrak conductor announced that he was told that it would be 5hr 30min running time (at 50 mph) to reach LaCrosse, WI. I finally went to sleep and woke up at Winona, MN at 4:40 am. We finally reached MSP at 7:05 am or 9 hours late.

I am told today that part of the problem was that UP had a yard derailment in Butler Yard that caused us problems. ?

The train was full with summer passengers.

### **Minutes of the June 14, 2008 Meeting**

The meeting was called to order at 7:11 pm by chapter vice-president Dennis Loudon in the meeting room of the Twin City Model Railroad Museum with 18 members and guests present. A motion was made, seconded, and carried to approve the minutes of the May 17, 2008 membership meeting, as printed in the June 2008 issue of Northstar News. National Director Doug Johnson was not present. John Goodman reported on items he felt were likely to be discussed at the business meeting

at the NRHS National Convention next week. He reported that the bid from Orlando to host the 2009 NRHS National Convention had been withdrawn, but that there are two other bids from other areas instead, but he was unable to give details. Treasurer, Dan Meyer said that he had no report. There is no budget yet, at least on paper. John Goodman reported that the railroad museum at North Freedom, WI has suffered heavy damage due to flooding. Tomorrow there will be a fantrip on the NP line. It will be diesel powered and will be limited to only 25 people. The Boone & Scenic Valley in Iowa also suffered flood damage and is running only over part of their line. He said that the chapter has no trips planned except for participating in the Milwaukee Road 261 trip on September 13th. John noted that, at this time, Amtrak is not running over its usual route in western Wisconsin. He saw little possibility of the damaged museums recovering soon. He is waiting for information from Steve Sandberg on the September 261 trip. Mike Mackner is not here to give a report as the building person. Webmaster Dan Meyer said that the chapter's website is up to date.

**Old Business** - Dennis Loudon said that there is nothing concrete yet on the plan to have a display for the chapter to recruit new members at model railroad flea markets and similar events this fall. Program chair John Goodman said that the July meeting would have a members' night for the program. In August, we will have our annual picnic on the third Saturday at Prescott, WI. There was no other Old Business.

**New Business** - The chapter now has access to the Kurt Peterson Collection. (About this time, president Mark Braun arrived and took over chairing the meeting.) The material is currently stored in a storage room at Blaine, with the rent being paid through August by his estate. Dan Meyer said that he had found a location where we could store this material. It is a room 12 x 18 feet and would cost \$180 per month in rent. The proposed location was recently inspected by several members of the chapter. Dan presented a proposed floor plan of the room. He also had an estimated budget for the office and library for the rest of this year. In his estimate, much of the cost would be offset by sales of items from the estate, both at local train shows and on eBay. It was noted that we could bring together in one relatively central location all chapter artifacts now stored by various members. Heat would be included in the rent, but there would be an extra charge in the summer if we installed an air conditioner. The suggestion was made that we have the room open from 1 to 4 pm on the days of the membership meetings. Materials would stay in the room, although it might be possible to have stuff sent out for copying, if that can't be done in the room. Minneapolis has wireless Internet for \$20 a month, or we could have a wired phone installed. A motion was made by John Goodman that the chapter authorize the board to spend \$180 a month for 1 year plus pay the deposit plus purchase shelving. The motion was seconded by Dennis Loudon. There was a discussion. An alternative would be to take over rental of the existing storage unit from the estate. Someone suggested that we could sell some items, such as duplicates or items that weren't relevant to our area. A friendly change was made to the proposed motion to allow the authorization for rental to extend beyond 1 year. We have started cataloging

stuff in the collection. When the sale of items from the collection occurs, such as duplicates or items not of local interest, members of the chapter would have the first chance to buy them. We hope to have the collection moved out of the storage room by mid-August. It would be a do-it-yourself move. The move would be done in stages. It's hoped that the library can be completed by June of 2009, so that formal opening ceremony can be held then as part of the chapter's 40th anniversary celebration. There were suggestions from members for possible sources for shelving and other furniture for the library. On a voice vote, the motion was approved - it was all "ayes" and no "nays." A question was asked as to whether the chapter has a state sales tax number. Cheer Committee - a report was given by Marty Swan. Doug Johnson's wife is home from the hospital. Andy Koetz reported on the condition of his father, Bob Koetz. His liver and kidneys are shutting down. He is not in good shape. If you want to go see him, you will have to wear a mask and take other precautions. He is 68 or 69 years old. He is down at St. Joe's, in the 3rd floor ICU.

Holiday banquet - a speaker has been lined up. He is Dennis MacDonald, a tall Englishman who will speak about US railroads from an outsider's point of view. There was a call for any other items of New Business. There has been lots of flooding in the Midwest, with many railroads and railroad museums damaged. John Goodman reported that the 261 will be making trips on Monday for BNSF employee appreciation, plus there will be one trip for businessmen who ship freight on the railroad. The North Shore Scenic Railroad plans to run Soo Line steam

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National Railway Historical Society  
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engine 2719 both Saturday and Sunday on 4 weekends in September and 2 weekends in October. There were conflicting reports about the effects of flooding on Amtrak operations in the area. In the Wadena area, next Saturday they will be opening the restored depot there. There was more information about Bob Koetz - due to poor circulation in his legs, he is now a double amputee.

A motion to adjourn the meeting was made, seconded, and carried at 8:13 pm. After a break, two trays of slides from the Kurt Peterson collection were shown.

Respectfully submitted,

Dave Norman, Secretary  
Northstar Chapter NRHS

### **Long Time Member and Chapter Friend Bob Koetz Very Ill**

As reported in the meeting minutes, Bob Koetz is in pretty bad shape. Both his legs have been amputated due to poor circulation. Apparently the doctors are contemplating doing a tracheotomy now. He is still suffering from poor liver and kidney function. He is at St. Joseph's Hospital, third floor Intensive Care Unit.

Bob has done so very much for the chapter, getting us excellent meeting facilities for many years without charge and presenting many great slide programs.



## GrandLuxe™ Food

Breakfast always had two eggs any style, breakfast potatoes, choice of toast, choice of meat (applewood smoked bacon, Canadian bacon, smoked sausage, honey baked ham), traditional oatmeal sprinkled with brown sugar and golden raisins, southern style creamy grits. Each day there were a couple of specials.

Monday: Special was ham and cheese omelet or blueberry pancakes. I went for the ham and cheese omelet, the only meal that I thought wasn't up to par, very little ham and almost no cheese.

Tuesday: Specials were Meatlover's Frittata or Orange Dreamsicle French Toast. I just had two eggs easy over, grits (served in a tureen) and bacon with English muffin.

Wednesday: Specials were buttermilk pancakes and asparagus and parmesan omelet. I had the buttermilk pancakes (3 plate-size cakes) and had them put one easy over egg on top with the bacon. No syrup.

Thursday: Specials were Meatlover's Frittata and four berry French toast. I had the French toast, perhaps the best I have ever had.

Friday: Specials were Denver omelette and banana walnut pancakes. I asked them to give me the grits, not in tureen but maybe 4 tablespoons on the plate and two easy over eggs on top, with the sausage. They served it just the way I asked.

Saturday: I don't have the Saturday menu but one of the specials was blueberry stuffed French toast and that is what I had with the ham. It was good but not as good as the four berry version.

Lunches:

Monday we had lunch in Vicksburg at the Anchuca Mansion. Choice was a burger with asparagus soup or baked salmon over greens. I had the salmon. It was ok, but easily the least impressive meal on the trip.

Tuesday lunch was on the train: Choice was: soup (minestrone); entrees were chicken and mushroom risotto or Thai beef salad. I had the soup and the risotto. For dessert I just had fruit. While good, I really would have just wanted a ham sandwich.

Wednesday lunch in Savannah was at the home of Dr. Metts (coroner in the book, movie "Midnight in the Garden of Good and Evil"). It was traditional southern cooking served family style. Southern fried chicken, chicken fried steak, pork loin, collard greens, black eye peas, mashed potatoes, biscuits and other items I can't remember. We then walked 3 blocks to the Dresser Palmer House for baked banana pudding. A wonderful lunch.

Thursday: Lunch was at Charleston's Magnolia's Restaurant. We started out with housemade potato chips topped with crumbled blue cheese and scallions. Entrée Selection was spicy shrimp and sausage served with tasso gravy over creamy white grits or grilled chicken over Wadmalaw

field greens. Those of us that took the spicy shrimp and sausage had a real taste treat. I never had anything like it! Whatever tasso gravy is, it is, if anything else, delicious. I noticed that everybody at my table that had that choice was using breadsticks to wipe the dish completely clean. Dessert was sorbet.

Friday: In Fredericksburg we were taken to a restaurant whose name I have forgotten and given their menu and told we could have anything on it we wished. The choices ranged from a grilled cheese sandwich and soup (\$6.95) to Steak Tar Tar (\$26.95). I chose a delightful crab and shrimp salad over avocado.

Dinner: All dinners were on the train.

Sunday: Appetizer:	Pan Seared Sea Scallop
Soup:	Roasted Roma Tomato
Salad:	Organic Mixed Greens
Entrees:	Duck Breast, Grilled Mahi-Mahi, New York Strip. I had the duck.
Dessert:	Vanilla bean cheesecake or seasonal fresh fruit. I had the fruit.
Monday:	
Appetizer:	Mushroom Crepe
Soup:	Carrot Ginger finished with Crème Fraiche
Salad:	Fennel and Apple
Entrees:	Grilled Ribeye, Shrimp & Grits, Artichoke & Spinach stuffed Chicken Breast. I had the Ribeye.
Desserts:	Cream Puffs, Crème Caramel, Fresh Fruit, I had the fruit.

Tuesday:	
Appetizer:	Crawfish Vol-au-Vent
Soup:	Roasted Asparagus
Salad:	Baby Spinach
Entrees:	4 Cheese & Basil stuffed Veal Chop, Pecan Crusted Pork Tenderloin, Pan Seared Red Snapper. I had ½ order Veal Chop ½ order Red Snapper.
Desserts:	Key Lime Pie, Layered White Chocolate & Raspberry Mousse I had the mousse.

Wednesday:	
Appetizer:	Caramelized Onion Tartlet
Soup:	Champignon (mushroom)
Salad:	Cucumber Dill
Entrees:	Prime Rib, Cornish Game Hen, Atlantic Salmon. I had Prime Rib.
Desserts:	Chocolate Torte, Light Pastry Cream-filled Crepes, Fresh Fruit. I had the Crepes.

Thursday:

Appetizer: Pistachio Crusted Goat Cheese (not as bad as it sounds, good)  
Soup: Loaded Potato  
Salad: House Caesar  
Entrees: Roasted Striploin, Oven Roasted Rack of Lamb, Seafood  
Stuffed Halibut.  
I had a double order of Rack of Lamb.  
Desserts: Chocolate & Orange Cake, Baked meringue basket filled with Chantilly Cream and Berries.  
I had the cake.

Friday

Appetizer: Dungeness Crab Cake  
Soup: French Onion  
Salad: Caprese  
Entrees: Filet Mignon, Cornbread Sausage  
Stuffed Quail  
Cold water Lobster Tail.  
I had the Quail.  
Desserts: Crème Brulee, Sacher Torte.  
I had the Crème Brulee.



**A Canadian National ballast train assists in repairing a washout west of Waterloo, Iowa, last week. Most of CN's Iowa Division is back up and running following devastating floods.** Trains Newswire, June 17, Photo by Brian Root



**GrandLuxe "Great Dome"** Photo by H. Martin Swan



**Marty Swan acting as assistant brakeman sounding the air whistle during a backup move.** Photo by H. Martin Swan