



NORTHSTAR NEWS

My First Solo Long Distance Train Trip by Bill Dredge



The *Empire Builder*, CB&Q #31, April 28, 1952 at Galena Junction featuring a shovel nose EA unit as a B unit as on Bill's *North Coast Limited* train back to the Twin Cities. Photo from *Chicago Burlington and Quincy in Color Vol. 2* by Michael Spoor Morning Sun Books, photo by Bill Heiter

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Meeting Notice

The October meeting of the Northstar Chapter of the NRHS will be held in the Como Park Street-car waiting station, October 17th at 7pm CDT. See directions on following page.

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:15 pm. Call Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Program: Bill Herzog presents San Diego 1995, Campo, CA, Tehachapi Pass, San Diego Rails, Montreal Box Cab Electrics.

Northstar Chapter Officers

Board of Directors

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Chapter Mail Box	Northstar Chapter NRHS	PO Box 120832	St. Paul, MN 55112

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

MEMBERSHIP INFORMATION

Dues are \$48 (\$36 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.



Northstar Chapter Nominated Slate of Officers

The chapter nominating committee has submitted the following slate of officers running in the November election:

President - Cy Svobodny*

Vice President - Dawn Holmberg*

National Director - Bill Dredge*

Treasurer - Dan Meyer*

Secretary - Dave Norman*

Trustee - Bob Clarkson

* Indicates current incumbent

The election committee encourages members who would like to serve the Chapter in a management capacity to arrange to be nominated from the floor.. This may be done anytime prior the election in November.

My First Solo Long Distance Train Trip

By Bill Dredge

I was 16 years old in 1954 and in mid-August set out the first time myself for an overnight trip to see my aunt and family who lived in Brooklyn, NY. They also had a summer place in Hewitt, NJ. It started with a ride on the *Morning Zephyr* to Chicago. Back then it had 4 dome coaches, and a dome observation car. The locomotive was a classic E-5 cab/booster set #9911A+B in their final year on the CB&Q proper. (In 1955 these units went to subsidiary Colorado Southern. 9911-A is currently in the Illinois Railway museum in Union, IL.) I enjoyed the spectacular view of the Mississippi River from the dome car, and was on time in Union Station, Chicago. I then boarded Pennsy's *General* for an overnight coach ride to New York. I had dinner in the 2 unit dining car. (Kitchen & crew dormitory were in an ad-



The westbound, *General*, March 1965 with ex-*Trailblazer* observation car running backwards at the front of the train. Photo from *Pennsy Streamliners The Blue Ribbon Fleet* by Joe Welsh, photo by Joe Dziobko



A Pennsy twin unit diner like the one Bill had on his *General*. Photo from *Pennsy Streamliners The Blue Ribbon Fleet* by Joe Welsh, photo ACF Industries from the Barriger Railroad Collection

joining car to the dining area car.) I spent several hours in the observation car (coaches were on the rear of train). I stayed up until the train left Pittsburgh, PA, then found how hard it is to sleep in coaches unless you're really tired. I woke up well before we arrived in Harrisburg, where our 3 unit A-B-A EMD E-7 was swapped for the faithful GG1 electric locomotive which would take us into New York's Pennsylvania Station. At that time the station was like a "castle". I called my uncle, who was at work, and we agreed to meet later in the day at his office. I spent the day seeing the sights of New York, Grand Central Station in-

cluded. Then I went up in the Empire State Building to see what a big city looks like. I then treated myself to a subway ride, and using the subway system found my way down to Wall Street and my uncle's office. The following day we went to their summer home near Hewitt, NJ for the weekend. The weekend over, my uncle took me back to Penn Station, where I put my luggage in a locker, and went over to the Hudson River to board a boat for a circle tour of Manhattan Island. I was quite impressed. Later that afternoon I boarded the *Spirit of St. Louis* for an overnight train ride to Dayton, OH. I once again had dinner in a twin unit diner. Our faithful GG1 electric locomotive was swapped at Harrisburg for a pair of EMD E-8 cab units. I stayed up until the train left Altoona, PA, and with the lights out in the coach, I could see Horseshoe Curve on a moonlit night. The next morning I awoke just before arriving Dayton, OH to see my great aunt and uncle on my mother's side of the family. I stayed there for 2 days, then



Train 71 the *Union*, the day time Cincinnati - Chicago train departs Logansport, IN. Photo from *Pennsy Diesel Years Vol. 6* by Robert Yanosey, photo by Louis A. Marre

went on to Chicago. I started out on the *Spirit of St. Louis* and changed trains at Richmond, IN for a trip to Chicago. I could have gone home on the *Afternoon Zephyr*, but elected to stay overnight in Chicago and do some railfanning. I stayed at the YMCA Hotel. Back then you could get a basic room for \$2.00 per night. I went back to Union Station for a while, then it was bedtime. The next morning I went back to Union Station in time to see the *Denver Zephyr* arrive, and the *Nebraska Zephyr* leave. (Both trains were prewar articulated trains coupled to standard diesel units with headend adapter cars.) My train would be the *Vista-Dome North Coast Limited* about a week after it got dome coaches. (The dome sleepers were 2 months away.) It had a very interesting diesel unit lash-up. The lead unit was a normal E-8 cab unit. Behind the E-8 were 2 displaced shovel nose units built in 1936, units which were converted to booster units in 1951 for safety reasons. It was a pleasant ride up the river from "new" dome coaches. At North La Crosse my conductor friend (Oscar Semington) came on board to relieve the other conductor since the crews lived in La Crosse. I told Oscar that the trains west of Chicago are nicer than the trains east of Chicago and he agreed. I had the privilege of going to the observation car to witness Oscar backing the *North Coast* into the St. Paul Union Depot. That was the end of a week and half trip. My dad picked me up, and I always remember this trip.

A Look at the Minneapolis - Chicago *Morning Zephyr*

August 10, 1962

From *The Mixed Train* June 2009 Camerail Club

Consist compiled by J.W. Schultz

CB&Q Consists			August 10, 1962		
Train No.	Name		Train No.	Name	
1/22	<i>1st Morning Zephyr</i>		2/22	<i>2nd Morning Zephyr</i>	
Car Number or Name	Configuration	Comment	Car Number or Name	Configuration	Comment
Not Reported	"Motors"		Not Reported	"Motors"	
Silver Salon	Baggage / Buffet	In storage Currently owned by Lincoln, NE Camerail Club member	<i>Silver Castle</i>	34 seat Dome Coach	conversion at Aurtora 1949 from 52 seat coach
CB&Q 6161	66 seat Coach	Modernized hvywt deadhead	<i>Silver Dome</i>	34 seat Dome Coach	Pattern Dome converted 1945 from <i>Silver Alchemy</i>
CB&Q 6162	66 seat Coach	Modernized hvywt deadhead	CB&Q 4520	60 seat Coach	Modernized hvywt
<i>Silver Brook</i>	52 seat coach	Built for General Service	CB&Q 4521	60 seat Coach	Modernized hvywt
<i>Silver Wave</i>	54 seat Dome Coach		<i>Silver Cruising</i>	48 seat Dining car	Built for <i>Ak-sar-ben</i> and <i>California</i>
<i>Silver Leaf</i>	72 seat Coach	Built for <i>General Pershing Zephyr</i>	GN 1225	48 seat Coach	
<i>Silver Bluff</i>	54 seat Dome Coach		GN 943	58 seat Coach	Modernized hvywt
<i>Silver Salver</i>	48 seat Dining car		GN 955	78 seat Coach	Modernized hvywt
<i>Silver Terrace</i>	27 seat / 1 drawing room Parlor Dome Obs.	Built for <i>KC Zephyr</i>	CB&Q St. <i>Nicholas Mountain</i>	2 roomette/ buffet-lounge obs	Built for Mid <i>Century Empire Builder</i>
<i>Silver Parlor</i>	30 seat / drawing room parlor		train control systems are performing within design tolerances.		
<i>Silver View</i>	31 seat/ 1 drawing room Parlor Obs		Although NTSB stressed that the investigation is not yet complete and no determination of probable cause has been reached, it is concerned about the safety of train control system circuitry used in comparable rail and transit operations in other parts of the country. It has recommended that the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA) advise all rail transit operators and railroads that use audio frequency track circuits in their train control systems about these findings from the Fort Totten accident investigation.		

News From Railway Age

Metrorail signal failure prompts NTSB safety recommendations -- September 24, 2009

The National Transportation Safety Board (NTSB) late Tuesday issued nine safety recommendations, six of which are "urgent," to address concerns about the safety of train control systems that use audio frequency track circuits following results so far of NTSB's ongoing investigation into the collision between two Washington Metropolitan Area Transit Authority (WMATA) trains in Washington, D.C., on June 22.

NTSB said it discovered that a failure occurred in which a spurious signal generated by a track circuit module transmitter mimicked a valid signal and bypassed the rails via an unintended signal path. The spurious signal was sensed by the module receiver, which resulted in the train not being detected when it stopped in the track circuit where the accident occurred.

NTSB made specific recommendations to the Washington Metropolitan Area Transit Authority and to Alstom Signaling, Inc., the manufacturer of the track circuit modules at the Fort Totten station, where the accident occurred, to examine the WMATA track circuits and work together to eliminate adverse conditions that could affect the safe performance of these systems. NTSB also called upon WMATA to develop a program to periodically determine that the electronic components in its

NTSB also recommended that the FTA and FRA have transit operators and railroads that use audio frequency track circuits examine their track circuits and work with their signal equipment manufacturer(s) to eliminate adverse conditions that could affect the safe performance of these systems, and to develop programs to periodically determine that the electronic components in their train control systems are performing within design tolerances.

"After only three months, this complex investigation is far from complete, so we are not ready to determine the probable cause of the accident on WMATA," said NTSB Chairman Deborah A.P. Hersman. "However, our findings so far indicate a pressing need to issue these recommendations to immediately address safety glitches we have found that could lead to another tragic accident on WMATA or another transit or rail system."

In accordance with NTSB protocol, the letters were addressed to the heads of each organization with a request for a response from each organization within 30 days on the urgent recommendations, addressing the actions taken or planned in response to the Board's recommendations.

University lawsuit challenges St. Paul Central Corridor September 24, 1009

Fulfilling an option it has steadfastly maintained as an option, the University of Minnesota Tuesday filed suit against regional planning agency Metropolitan Council to protect what it says is delicate scientific research equipment from vibrations or electromagnetic interference feared from the 11-mile Central Corridor light rail line in St. Paul.

The lawsuit, filed in Hennepin County District Court, alleges the final environmental impact statement and related decisions about the project fail to address serious adverse effects the line will cause. "This action is being taken because we are simply not far enough along in reaching a solution to the very real challenges this light rail line poses for the University of Minnesota's core research mission," University President Bob Bruininks said in a statement. The university says 80 laboratory facilities in 17 buildings are close enough to the LRT route to generate concern.

"This lawsuit does not preclude us from continuing to sit down with our project partners and work through the remaining issues to find scientifically effective solutions that will protect our research mission," Bruininks said, offering an olive branch.

But a statement issued by Metropolitan Council Chairman Peter Bell suggests the Council feels betrayed by the University's action. "The University lawsuit is premature and without merit. We believe their concerns about the project's impacts on U research facilities and our plans to mitigate those impacts were adequately addressed in the Final Environmental Impact Statement, as required by federal and state law. Moreover, the University is expecting a level of detail today that normally would not be achieved in a project such as this until much later – when the project moves into the final design phase.

"We hope to receive federal approval to enter final design yet this fall and complete this work by the middle of next year, allowing us to secure federal funding and begin construction," Bell stated.

One Minneapolis observer familiar with the situation, reached by *Railway Age* for comment, said, "The U has known for nearly 20 years that light rail would likely use Washington Avenue and has continued to locate sensitive lab equipment close to the corridor. Is that arrogance or just poor planning? The tunnel originally planned would have placed trains even closer to underground labs." The statement by Metropolitan Council Chairman Bell also questions the timing of the University's renewed adversarial stance. "Over the past many months, the Council and our project partners have held numerous meetings with the University – before and since the FEIS was completed – to further develop mitigation plans that satisfy the University's concerns while moving the project forward on time and within budget. As recently as last week, all of our project partners – including the University – agreed that we have

made substantial progress toward resolving many of the U's issues," Bell said.

"Unfortunately, the University once again felt compelled to get the lawyers involved, which we don't believe is particularly helpful. If the U's lawsuit delays the project schedule one year, inflationary adjustments alone would add at least \$30 million to the project's cost," Bell said.

Modal bias also appears to blind the University, said the Minneapolis observer commenting to *Railway Age*; he asserted that the University's "labs are better off with the removal of 25,000 cars/trucks a day from Washington Avenue," should LRT be put in place, assuming the concerns over vibration were legitimate.

VIA overhaul program eyes 78 cars, 21 locomotives September 23, 2009

The Canadian government and VIA Rail Canada have launched a C\$20 million (US\$18.7 million) program to "renew and improve two key components of its nationwide locomotive and rolling stock fleet," including 78 passenger cars and 21 P-42 diesel electric locomotives. The program will be funded from the federal government's C\$407 million (US\$381 million) Economic Action Plan.

The renovation and upgrade of 78 HEP 1 long haul passenger cars will primarily benefit VIA's world-renowned Toronto-Vancouver *Canadian* service. By contrast, the P-42 locomotives will primarily cover VIA's Quebec-Windsor Corridor.

Said Hon. Rob Merrifield, Minister of State (Transport), "Combined with the other capital projects announced recently, it will give Canadians a more efficient, reliable and comfortable passenger rail network."

"Equally satisfying for all of us at VIA is the fact that this program will create and maintain skilled employment, contributing to the government's strategy of employment and economic stimulus," said VIA Chief Operating Officer, John Marginson. "This initiative is creating 58 positions at VIA's Montreal Maintenance Centre (MMC): 51 positions for the HEP 1 project and seven positions for the P-42 locomotives.

"When coupled with our other fleet renewal programs, it adds up to the largest investment ever in Canadian passenger rail equipment," added Marginson.

From Trains Newswire

Iowa Northern Railway to be whole again — 16 months later -- Tuesday, September 29, 2009

WATERLOO, IA — Sixteen months after floods washed it away, Iowa Northern Railway's Cedar River crossing is set to reopen within weeks, the Associated Press has reported. The Union Pacific-owned structure gives the railroad direct access to its Bryant Yard and to customers on its southern half.

The June 2008 floods devastated railroads across the Midwest, but larger railroads were able to recover quickly. However, bureaucratic hurdles kept the Waterloo crossing from being rebuilt, and Iowa Northern incurred high costs to detour freight over Union Pacific and Canadian Na-

tional routes. A spokesman for Rep. Bruce Braley, D-Iowa, said reroute costs stand around \$500,000 per month.

The cost to replace the Waterloo bridge: \$6 million.

Escanaba & Lake Superior may no longer reach Lake Superior -- Wednesday, September 30, 2009

ONTONAGON, MI — As of October 9th, the Escanaba & Lake Superior Railroad plans to file with the Surface Transportation Board for the abandonment of its line from Ontonagon for a distance of up to 50 miles, according to a story in The Daily Mining Gazette of Houghton, MI.

Ontonagon, on the shore of Lake Superior in Michigan's Upper Peninsula, is the northernmost point on the railroad's 92-mile line from Channing, a crossroads for several E&LS routes.

Victoria James, a trustee with the village of Ontonagon and Ontonagon County Chamber of Commerce president, expressed concern that the abandonment would deter future industry from coming to Ontonagon.

Previously, the railroad was serving Smurfit-Stone Container, which ceased operations as of September 19th.

Amtrak to launch service connecting Virginia cities to Northeast Corridor -- Wednesday, September 30, 2009

LYNCHBURG, VA — Amtrak will launch a new round-trip passenger service connecting Lynchburg and Central Virginia to the Northeast Corridor, including stops in Washington, D.C., Philadelphia, and Boston beginning October 1st, the passenger carrier announced. The service marks the first time in history that an Amtrak train will originate in Lynchburg, providing communities along the Route 29 corridor with a direct ride to D.C. and the Northeast.

The service is an extension of two Northeast Regional trains that previously had run between Boston and Washington.

The new northbound train, Northeast Regional train No. 176, will depart Lynchburg at 7:38 am, arriving in Washington at 11:20 am, and terminating in Boston at 8:05 pm. The return trip, train 171, will leave Boston at 8:20 am, with a departure from Washington at 4:50 pm, arriving in Lynchburg at 8:36 pm.

California says high speed rail plan must include San Francisco peninsula -- Thursday, October 01, 2009

SACRAMENTO, CA — Love it or hate it, California's planned high speed train will bolt through each neighborhood along Caltrain's commuter rail line either on rail bridges 20 feet high, alongside the current railroad, or underground between San Francisco and San Jose, according to state plans revealed Wednesday, says a story in the San Mateo County Times.

The California High-Speed Rail Authority released its much anticipated "alternatives analysis," by far the most detailed view yet of how the massive project will forever transform the region. The \$40 billion bullet train will travel up to 125 mph along the Caltrain corridor, then whisk passengers to Los Angeles at up to 220 mph.

The authority proposed three track alignment options: raised tracks either on open aerial structures similar to freeway overpasses or on filled-in berms, typically around 20 feet above street level; adding two high speed tracks next to the existing railroad; or underground tracks through either an enclosed tunnel or open trench. At no point will the tracks cross streets at grade.

The rail authority will not select the actual track alignment until early 2011, and construction could begin in late 2012. The configurations proposed Wednesday would give planners, city officials, and residents options to study — and debate — for the next 1.5 years.

In most areas the railroad would have four side-by-side tracks, with two for electrified Caltrain commuter trains and two for the bullet trains. The expansion may result in taking property of homes and businesses through eminent domain, although high speed train project manager Dominic Spaethling said they may consider stacking the new tracks, two-by-two, in especially tight areas such as Millbrae, San Mateo, and Redwood City.

Minutes from the September 19th Meeting

The meeting was called to order by chapter president Cy Svobodny at 7:01 1/2 pm in the historic Como Park Streetcar Station with 16 members and guests present (several more arrived later.) Members and guests were asked to introduce themselves. The question was asked, if anyone had any changes or corrections to the minutes of the July 18, 2009 membership meeting, as published in the September 2009 issue of Northstar News? There was no response, so a motion was made, seconded, and carried to approve the minutes of that meeting, as published. Treasurer Dan Meyer was not present to give a report in person, but he sent a report. The checkbook balance, as of September 17, 2009, was \$1,424.22. The investment account balance was \$33,759.47. He noted that this account has not been used since he became treasurer. Library income (minus expenses) is negative \$399.92. He noted that the budget is close to plan, which called for the budget to have a negative \$710 cash flow for the year. Although the current figure is greater than that, he anticipates that we will be taking in dues for 2010 and we will be selling many duplicate or unwanted library items at upcoming flea markets. Next year's budget is still under development. His report mentioned the project to restore steam locomotive #8327. There is a fund balance of approximately \$1,600 for this. He raised the question of whether we can get approval to close this out or whether we will be having more expenses related to this project. He also raised a question about the national director's expense reimbursement. This was created many years ago to cover one night's hotel expenses of \$100 for up to three national directors meetings per year. Now that we are having four such meetings per year, he suggested that we should discuss whether we should change this policy. His report also covered chapter memberships. We now have 84 members who are both chapter and national members, including 16 memberships which are family memberships. He noted that we also have a handful of chapter-only memberships.

The fund to finish the cosmetic restoration of GTW steam loco #8327, which is on display at Bandana Square, was brought up. Bill Herzog, who had been coordinating the project, is not here tonight. There was a discussion on the matter. The question was asked, do we have any moral obligation to those who donated to the fund? Progressive Rail might be interested in the engine as a display piece, but they have some concern about the possibility that the engine might have some

asbestos residue. It was suggested that we remove ourselves from the project.

A motion was made by John Goodman to add \$100 per year for the fourth Board of Directors meeting. The motion was seconded and carried.

It was noted that our chapter has been gaining members, including one from Duluth.

National director Bill Dredge gave his report. At Fernley & Fernley, Kristen Olszewski has been assigned as the NRHS Account Director. An Assistant Director has also been appointed to assist her. He also reported on many of the highlights of Board of Directors meeting held August 14th at the NRHS national convention in Duluth. The next BOD meeting will be October 23-25 in Saint Peters, MO. The NRHS national convention was mentioned.

We got a thank-you from our regional V.P., Al Weber and his wife.

An article on the convention, with many nice photos, appeared in the October issue of *Railroad & Railfan* magazine. John Goodman gave a report on the convention. He said that he wasn't sure at this time if the finances would be favorable, noting that some expenses are still coming in. He said that the Duluth museum did a wonderful job. He will be presenting a

preliminary report at the Fall BOD meeting, but there are still some bills coming in. He hopes to have a better report by the Winter BOD meeting in January.

The chapter's annual picnic took place on August 1st at the Iron Horse Central Railroad Museum. It was a wonderful day and those who attended had a wonderful time. The museum's steam locomotive will be undergoing a major boiler-rebuilding job next year.

The Northstar Chapter's 40th Anniversary Celebration was on August 9th at Jax Cafe. Russ Isbrandt created a video with images of many of the chapter's trips. Several of the NRHS national officers were present at the event.

The program for tonight will be presented by Richard Tubbing. The problem with the difficulty people having seeing programs on the screen at the streetcar station during June, July, and August (when sunset comes late) was discussed. It was noted that the Minnesota Transportation Museum has been improving their facilities at the Jackson St. Roundhouse. We don't have a price quote from them yet as to how much it would cost to rent space there. It was suggested that we postpone until next month when we will have a bid from them any decision on where to meet in 2010. John also talked about trips. These days, running a special Amtrak train is just too expensive to be practical. He noted that it has been a

NORTHSTAR CHAPTER'S ANNUAL BANQUET DECEMBER 6, 2009

at

**TINUCCI'S
LOCATED IN NEWPORT**

PRICE

\$22.00

includes meal, beverage, taxes and tip.

Please make your reservations early.

Program:

Jim George

The Duluth and Northeastern Railway

Social time starting at 11:00 am; meal served at noon.

Deadline: December 2, 2009

Member.....\$22.00.....

Guests (number).....@ \$22.00.....

Phone number of member (in case we need to contact you)_____

Make Checks Payable to "Northstar Chapter, NRHS"

S end to:

H. Martin Swan, 1911 Suburban Ave #119, St. Paul, MN 55119-7003

long time since we have visited North Freedom, specifically taking a charter bus there to ride the Snow Train. Unless someone else has another idea, that's what he will pursue. Another suggestion was chartering the *Cedar Rapids* for a trip to Chicago. That idea was discussed. John said that he will ask Steve Sandberg about that.

Russ Isbrandt reported on the library. The library committee is still wading through stuff. We have a computer running in the library. It will take a long time to go through everything. We have been selling duplicate items or items that are not relevant to the library. At the flea market today at the State Fairgrounds, we sold a lot of stuff. We have candy purchased for the NRHS National Convention (but not sold there) available for 75 cents.

Old Business - The Nominating Committee has met. All incumbent officers are willing to run for re-election except trustee Doug Johnson. They are nominating Bob Clarkson for that office. Marty Swan reported on plans for the Holiday Banquet. He has talked to Tinucci's. The cost this year will be \$22. They would like to have at least 35 attendees. Marty asked people to send in their reservation promptly when the reservation form appears in Northstar News and not wait until the last minute. Jim George will present the program.

In other business, it was mentioned that the latest issue of the NRHS Bulletin has a definitive article on gas-electric cars. Bob Clarkson talked about name badges. (This was a follow-up to something he brought up several months ago.) They would be two for \$5 (including mailing). The matter was discussed. There was a call for any other business. They are pulling down the rail bridge over I-35W north of I-694 that formerly led to a rendering plant. Someone suggested that, as a way to make people more aware of the chapter, we issue a quarterly card of coming events. The idea was discussed. It was sug-

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

Address Correction Requested

gested that we discuss this matter at a work session at the chapter library, when most of the board members will be present.

A motion to adjourn the meeting was made, seconded, and carried at 7:56 pm.

After a brief break, Richard Tubbesing presented the program, which included video of the ex-Soo Line 0-6-0 steam engine at the Western Minnesota Steam Threshers' Reunion at Rolag, MN and the Steam Festival at Owasso, MI.

Respectfully submitted,

Dave Norman, Secretary Northstar Chapter NRHS

Railfan Calendar

Fall Color Trips with Southern Pacific Steam Locomotive 4449 To Winona, MN

Saturday October 10, Sunday October 11. See www.261.com for details.

Trainfest

November 14 and 15 Wisconsin Expo Center, West Allis, WI. 9 am - 5:30 pm. Admission: \$12 adults, Kids 4-14 \$2, Under 4 free. See www.trainfest.com

Greater Upper Midwest Train Show

Saturday, November 21, 9 am to 2 pm at Century College, White Bear Lake. Admission: \$5 adults, under age 12 free.