



## NORTHSTAR NEWS

### Southern Pacific 4449 to Power NRHS Convention Trains!

### Trains of Our Youth - An Open Platform Ride on the Wabash - Russ Isbrandt



Wabash's *City of LaFayette* parlor - observation car at Forrest, IL, August 9, 1964 following the editor's first parlor car ride. The train is the Chicago - St. Louis *Banner Blue*. The diverging track in the foreground is the interchange track with the Toledo Peoria and Western. Photo by Russ Isbrandt

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#### Meeting Notice

The May meeting of the Northstar Chapter of the NRHS will be held in the Como Park Streetcar waiting station, May 16th 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: Cy Svobodny will show several carousels of slides from the Kurt Peterson collection. These will be composed of pre-merger local railroads.

# Northstar Chapter Officers

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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.



## Trains of Our Youth A Surprise Ride on the Wabash By Russ Isbrandt

August 9, 1964, there was supposed to be a fantrip on the Chicago and North Western out to Belvidere, IL. This prompted my friend Ron and I to ride Milwaukee's *Pioneer Limited* down to Chicago for a 7:45 am arrival.

We then hiked over to the North Western Station. On approaching the ticket agent to buy a ticket for the excursion, we learned it had been canceled. Bummer! Here we are in Chicago with nothing to do.

We decided to hike over to Central Station to see if we could catch the Illinois Central's *Panama Limited's* arrival. We got there too late. Central Station was located at the foot of Roosevelt Road. Roosevelt Road crossed the throats of Dearborn Station, Grand Central Station, La-Salle Street Station and Union Station. What a great place to watch trains!



While watching the action at Dearborn Station, we saw a long Grand Trunk Western passenger extra arrive behind 3 Geeps. The GTW was quite pro-passenger at the time and they ran specials to Niagara Falls. This was one of them. It was composed mostly of heavyweight sleepers.



**Inbound Grand Trunk Western Niagara Falls tour train arriving Dearborn Station.**

Photo by Russ Isbrandt

Power for the 11 am departure of Santa Fe's *Grand Canyon* was already in place. Following the GTW extra, the Wabash *Banner Blue* was backing in. Much to our surprise, the last car was an open platform parlor – observation car! Never mind that an Alco PA was up front leading.



**The Wabash *Banner Blue* has just been spotted at its Dearborn Station platform. Note the PA leading it and the pre-simplified paint scheme.** Photo by Ron Albers

That settled it. We hustled down to the Dearborn ticket window and asked the agent where the first stop for the *Banner Blue* was. It turned out to be Forrest, IL. We found out we could ride the *Blue Bird* back. We then asked for one way parlor car seats to Forrest and one way coach back. The agent suggested a mixed class ticket would be cheaper and that's what we got.

The train was loading, or soon began loading, and we took our seats in the parlor car (for a minute or two) before heading out to the back platform.

The 10:30 departure time arrived and we started out from the trainshed. We hadn't even cleared the trainshed when the rear end brakeman came out and informed us that we couldn't ride out there. "What?!!!! That's the whole reason for riding the train and buying a first class ticket! Could we

at least ride out there through the Chicago terminal district?" "Oh, all right", grumbled the brakeman. "Just be careful." With that he collected the tickets and we never saw him again.



**Chicago and Eastern Illinois *Georgian - Hummingbird* arriving at Dearborn Station as our *Banner Blue* was pulling out.** Photo by Russ Isbrandt

Beyond the yards, we quickly accelerated. Despite the relatively flat northern Illinois landscape, there were plenty of curves. The engineer pinched the speed down for the sharper curves, but shoved the throttle out to run 8 as soon as the engine cleared the curve. Needless to say, it was quite apparent why the rear brakeman was concerned as the engineer was playing "crack the whip." We got a good grip on the hand irons and had the time of our lives. As the Noon arrival at Forrest approached, we came back in and claimed our reclining swivel modern "Sleepy Hollow" seats. We, of course, with our grimey faces certainly did not fit the genteel appearance of the rest of the parlor car passengers. So what! We had a great time.

The stop at Forrest was short, so we couldn't get a photo of the power. Less than an hour later, our *Blue Bird* appeared from the south and was crashing across the Toledo Peoria and Western diamond. This time the PA was trailing. Didn't matter though. I was out of film! Fortunately Ron had a couple of shots left.



**The *Blue Bird* arriving at Forrest, IL about to hit the TP&W diamond.** Photo by Ron Albers

By this time the *Blue Bird*'s all Budd stainless steel consist had been compromised with a heavyweight baggage car and Pullman Standard mid-train dome – parlor instead of a dome – parlor observation car. We decided to





**Ron Albers enjoying luncheon in the Wabash's Blue Bird diner.** Photo by Russ Isbrandt with Ron's camera.

live it up and have lunch in the Budd diner. I believe the Blue Bird still carried a Budd dome coach though.



**The Pullman Standard dome-parlor on the Blue Bird.** Photo by Ron Albers

We arrived about on time at 2:45 in time to catch the Milwaukee Road's #23 at 4:20 pm. At this time the Milwaukee had a surplus of Super Domes owing to the discontinuance of the *Olympian Hiawatha*. As a result, they used Super Domes on Chicago – Milwaukee and Chicago – Madison trains for a short period.

To paraphrase Frank Sinatra, "In 1964 it was a very good year" (for train riding).

### News from Railway Age - Breaking News

#### **Obama on U.S. high speed rail: "Make no little plans"** **Railway Age Breaking News, April 17, 2009**

President Obama on Thursday, April 16, released an unprecedented long-term strategic plan to advance U.S. high speed rail development, beginning with the \$8 billion "down payment" provided through the Administration's recent American Recovery and Reinvestment Act, augmented by \$1 billion per year for five years in budget appropriations.

"Make no little plans," the President said at a nationally televised news conference as he presented a plan—centered on rail—for the future of U.S. transportation. It would begin with upgrading existing rail lines—a foundation, so to speak—and then progress to building dedicated high speed corridors, as has been done elsewhere in the world. In great detail and with an almost startling degree of tech-

nical accuracy, he talked about the many benefits of high speed rail, among them the convenience of center city to center city travel and relief from highway and air travel congestion.

"If we want to move from recovery to prosperity, then we have to do a little bit more," Obama said. "We have to build a new foundation for our future growth." Citing congested highways and air routes, as well as being "at the mercy of fluctuating gas prices," he noted that high speed rail wasn't "some fanciful pie-in-the-sky vision of the future; it is now. It is happening right now; it's been happening for decades. The problem is, it's been happening elsewhere, not here."

Joined by Vice President Joe Biden (who would not have been able to conceal his enthusiasm, even if he tried) and Secretary of Transportation Ray LaHood, the President formalized the identity of 10 rail routes for high speed rail development, defined (in U.S. terms) as capable of 110 mph speeds. The 10 include:

1. California Corridor (Bay Area, Sacramento, Los Angeles, San Diego)
2. Pacific Northwest Corridor (Eugene, Portland, Tacoma, Seattle, Vancouver BC)
3. South Central Corridor (Tulsa, Oklahoma City, Dallas/Fort Worth, Austin, San Antonio, Little Rock)
4. Gulf Coast Corridor (Houston, New Orleans, Mobile, Birmingham, Atlanta)
5. Chicago Hub Network (Chicago, Milwaukee, Twin Cities, St. Louis, Kansas City, Detroit, Toledo, Cleveland, Columbus, Cincinnati, Indianapolis, Louisville)
6. Florida Corridor (Orlando, Tampa, Miami)
7. Southeast Corridor (Washington, Richmond, Raleigh, Charlotte, Atlanta, Macon, Columbia, Savannah, Jacksonville)
8. Keystone Corridor (Philadelphia, Harrisburg, Pittsburgh)
9. Empire Corridor (New York City, Albany, Buffalo)
10. Northern New England Corridor (Boston, Montreal, Portland, Springfield, New Haven, Albany)

Amtrak's Northeast Corridor, which operates at top speeds of 150 mph, isn't identified as one of the 10, but the Department of Transportation did note "opportunities for the Northeast Corridor from Washington to Boston to compete for funds to improve the nation's only existing high speed rail service."

Administration officials said they will take a collaborative approach to formulate HSR programs, including working with stakeholders to gather feedback to advance given routes.

The program divides projects eligible for funding into "first round" candidates "that can be completed quickly and yield measurable, near-term job creation and other public bene-

fits, and “next round” items “to include proposals for comprehensive high speed programs covering entire corridors or sections of corridors.”

Within the latter group, California’s proposed \$44 billion, 700-mile HSR system is deemed likely to receive significant federal support, since the Golden State has committed almost \$10 billion of its own funds to advance the project.

Observers pointed out that Obama’s support for U.S. passenger rail development has exceeded that of any other U.S. president in recent times. Some had expected the President to allow Vice President Biden, a frequent Amtrak traveler and longtime passenger rail supporter, to handle any such program by himself, but Obama has continued to give direct input into U.S. HSR efforts.

—Douglas John Bowen, Managing Editor, with William C. Vantuono, Editor

### **Schwarzenegger appointments to HSR committee Railway Age Breaking News, April 16, 2009**

In anticipation of the Obama Administration unveiling its strategic plan for high-speed rail as mandated in the American Recovery and Reinvestment Act (Recovery Act), Governor Arnold Schwarzenegger continued to urge significant federal investment in California’s high-speed rail system, the development of which is far ahead of any other high-speed rail system in the nation.

“With more than 10 years of planning already completed, and a commitment last November by voters to issue nearly \$10 billion of state bonds, California is once again leading the nation as the first state to commence and fund high speed rail development. On top of boosting demand for jobs at a time when we need it most, federal investment in our high-speed rail system will help lay a sustainable foundation for economic growth, help us meet our environmental goals and improve our quality of life,” said Governor Schwarzenegger. “We have already laid the groundwork for high-speed rail in California and with a boost from our federal partners, nearly 40 million Californians and millions of travelers from around the world will be able to experience the reality of America’s first high-speed rail system.”

The state formed the California High Speed Rail Authority in 1996 and voters provided a nearly \$10 billion down payment for high-speed rail in California with the passage of Proposition 1A last November. Over the past 10 years, the CHSRA has conducted extensive studies to prepare for the implementation of high-speed trains in California, including detailed feasibility studies, environmental impact reports and an implementation plan. Additionally, CHSRA is actively pursuing a multi-track financing strategy for the planning, design and construction phases of the project, including three tiers: state and local funding, federal funding and public-private partnerships.

With the passage of Proposition 1A voters also approved the formation of the California High-Speed Rail Independent Peer Review Committee (Peer Review Committee) to provide additional support to CHSRA’s board and management in building out the high-speed rail project. The Peer Review Committee was formed for the purpose

of reviewing the planning, engineering, financing and other elements of the CHSRA’s plans and issuing an analysis of the authority’s financing plan, including the funding plan required for each corridor. Governor Schwarzenegger announced four appointments from his Administration to the Peer Review Committee: Louis Thompson, 67, of Saratoga; Will Kempton, 62, of Folsom; Eugene Skoropowski, 64, of Dublin, has served as managing director for the Capitol Corridor Joint Powers Authority since 1999; and John Chalker, 58, of San Diego.

### **Union Pacific increasing train speed in west-central Wisconsin**

#### **Railway Age Breaking News, April 15, 2009**

Recent track improvements will allow Union Pacific to increase the speed of its trains from 30 mph to 50 mph on nearly 13 miles of its rail line between Knapp and near Rusk, WI.

The increased train speed typically reduces motorist wait time at crossings and improves railroad operating efficiency where Union Pacific has made track improvements. Train speeds increased 10 mph on April 22, 2009, and another 10 mph on April 29, 2009, when the new maximum speed limit of 50 mph went into effect.

Union Pacific invested \$8.4 million last year on track improvements between Altoona and near Rusk, which was instrumental in enabling the speed of the trains between Knapp and near Rusk to be increased. Crews replaced the rail, installed a switch, replaced ties and improved the road surfaces at 36 crossings.

### **IBM study highlights exploding demand for smarter, faster rail systems committee**

#### **Railway Age Breaking News, April 16, 2009**

According to a study released by IBM, increasing demand on rail systems in the U.S. and around the world will dramatically strain existing rail infrastructure. The study, “The Smarter Railroad,” analyzes new approaches to modernize and build high-speed rail networks globally, such as those announced by President Obama.

Findings from the report indicate that the top key challenges in the development of better rail systems, cited by the world’s leading global rail executives, were capacity and congestion; operational efficiency and reliability; structural and competitive issues; and safety and security. The report also highlights emerging technologies that will help rail companies better instrument, analyze and manage rail networks and equipment in real-time.

“The global rail industry in 2009 and beyond will struggle to meet the increasing demand for freight and passenger transportation, while aging systems and infrastructure complicate the problem,” says Keith Dierkx, director, IBM Global Rail Programs. “However, rail companies around the world are starting to apply new technologies that will help them build high-speed rail systems that more efficiently move people, are more cost effective and make more intelligent use of all rail assets, from tracks to trains. IBM is already working with railroads to build these smarter systems around the world.”

Data indicates that \$300 billion will be spent globally to upgrade, expand and initiate railway networks during the next five years. These investments are designed to build a new rail infrastructure that can meet dramatically increasing rail capacity demand over the next two decades. Even meeting current demand requires that nearly 40 cents on every revenue dollar be spent maintaining the rail system.

IBM developed this report to help governments and railroad companies better understand and address the challenges facing both passenger and freight rail systems. Building these modern railroad systems requires information to be shared across the rail network and among many different stakeholders, including the rail company, shippers, car owners, travel agents, municipalities, intermodal carriers and customers.

IBM is building intelligent transportation systems around the world to help cities manage traffic congestion, improve urban environmental conditions and increase economic competitiveness. These systems leverage business consulting, advanced transportation analytics, research, supercomputing and new sensor networks. These projects include smart transportation initiatives in China, the Netherlands, Stockholm, Brisbane, Singapore, Dublin, London and other locations around the world.

IBM's smart rail projects involve software and services designed to collect and analyze data gathered from devices on trains, tracks, stations and other assets to improve the speed, safety, and reliability of rail service. For example, Netherlands Railways, one of the busiest national railway networks in Europe, is using IBM software to manage more than 5,000 trains in the Netherlands through a network of 390 stations and 2,800 kilometers of track.

The smart transportation system improves the on-time performance for more than one million passengers each day by more accurately matching the number of trains in service to expected user traffic. Netherlands Railways has been able to improve its operating efficiency by as much as six percent, netting the railway a cost savings of over euro 20 million annually.

#### **DM&E to rebuild track through Rochester, MN, this summer, April 22, 2009**

By mid-July or early August, Rochester's section of the Dakota, Minnesota & Eastern Railroad will have all-new rail -- and faster trains, according to the Rochester Post-Bulletin.

Officials of the DM&E, now a subsidiary of Canadian Pacific Railway, detailed plans to spend more than \$12 million in southeastern Minnesota this summer on a project that calls not only for replacing rail, but more than half a dozen switches and perhaps a dozen crossings. Plans also call for upgrading the Zumbro River bridge and installing new hot box detectors on either side of Rochester that are intended to spot defects that might otherwise cause derailments.

The improvements will enable the railroad to operate faster trains -- potentially up to 49 mph, the planned maximum speed over the whole line, said Randy Henke, the railroad's vice president of engineering.

Through Rochester though, "I don't think we'll go there exactly," Henke said. "The plan is to go to at least 30 (mph), which is what our timetable was when we started this project."

Faster-moving trains will mean that Rochester drivers will have to take extra caution at crossings. The southbound crossing on North Broadway, at Civic Center Drive is one spot drivers frequently are seen stopping on the tracks or under the crossing gates. "They are taking a terrible risk when they do that," said CPR spokesman Mike LoVecchio. "They've got to stop before the crossing, and not impede the crossing. A train coming through is not going to have time to stop."

DM&E has spent heavily on rail replacement over the last five years, Henke said, and the project through Rochester is part of Canadian Pacific's pledge to invest at least \$300 million upgrading the DM&E line over its first five years of ownership. Rochester will be part of a 30-mile project stretching from about one mile east of East Circle Drive to near Claremont.

"Starting about the first week of May through about the middle of July, we're going to be doing something in town almost every week," Henke said. The new rail -- 136-pound, continuous-welded segments -- will be delivered aboard a 2,000-foot-long train starting around May 10, he said. "You unload the rail like you're unloading long strings of spaghetti," Henke said. "You shove the train out from underneath it." The rail delivery will cause road traffic delays over two days, he said. Actually laying the rail will have comparatively little effect on traffic. It will only take two days to get through Rochester, and only affect traffic where two segments meet at a crossing, and must be welded.

DM&E is trying to accommodate the city's plans for Rochesterfest and the July 4 celebration by accelerating plans to replace the crossing on Second Avenue Northeast, near the Silver Lake Power Plant. That crossing lies near both community celebrations.

Crossings are complicated to replace, Henke said, and the Second Avenue crossing is especially complicated, because a switch from the main line to the power plant also lies in the crossing. Work will shut down Second Avenue for about two weeks. The railroad company hopes to have the work done before the start of Rochesterfest on June 20.

Canadian Pacific is keeping its project costs private, but Henke said a rule of thumb is that rail costs \$400,000 per mile to replace. Over 30 miles, that adds up to \$12 million. In addition to that, he said, the railroad is spending more than \$500,000 to upgrade the Zumbro River bridge with new railroad ties and steel bracing. On top of that, the railroad is spending still more money on the hot box detectors, as well as switches and crossings. DM&E has 17 crossings in this area, but already replaced several of those in recent years.

## **Ski Train sold, to leave Colorado** **By Jeff Leib and Joey Bunch** **The Denver Post**

The last Ski Train to Winter Park has left Union Station.

A spokesman for Denver businessman Phil Anschutz confirmed late Tuesday April 21st, that the train operation is being bought and moved to Canada by a subsidiary of the Canadian National Railway Co.

The subsidiary, Algoma Central Railway Inc., already operates a Snow Train from its headquarters in Sault Ste. Marie, Ontario.

The sale ends ski train service between Denver and Winter Park that began in 1940.

The reason for the sale was a "combination of things," said Anschutz Co. spokesman Jim Monaghan.

"There is common knowledge that the train consistently lost money in its operation, yet profitability never really was the driving issue," Monaghan said. "It was something a subsidiary of the Anschutz Company wanted to do. Monaghan would not identify the transaction's sale price.

He said a number of "dramatic things" arose recently that imperiled the operation, including "overall cost increases, particularly for liability coverage."

The Ski Train also has had "operating issues with freight trains," Monaghan said, referring to the need for the tourist train to lease track from the Union Pacific Railroad for its route.

He said uncertainty surrounding the redevelopment of Union Station and the Ski Train's place in that development also was a factor leading to the sale.

The Regional Transportation District and the city and county of Denver are spearheading Union Station redevelopment as part of RTD's plan to add six new FasTracks trains to its passenger rail network in metro Denver.

These challenges that the Ski Train faced, coupled with a weakened overall economy, helped lead to this decision, Monaghan said.

The train will not operate its summer schedule.

The Ski Train operation had at least 14 railcars, according to its website.

The 69-year-old run started when Denverites took mail trains to Routt County to enjoy the slopes, and the venture grew into an tourism tradition.

### **Railfan Calendar**

**The Twin City Model Railroad Hobby Sale and Show**  
Saturday May 16th, 9 am to 3 pm at the State Fair Grounds Education Building. Admission: \$5, Children under 5 free.

**Roads to Hutch - The 2009 Thousand Lakes Region NMRA Convention**  
Friday May 29th through Sunday May 31st. Best Western

Victorian Inn, 1000 Highway 7 W., Hutchinson, MN. See [www.thousandlakesregion.org](http://www.thousandlakesregion.org) for more details.

### **From Trains Newswire**

#### **BNSF takes steps toward electrification**

Published: Monday, April 20, 2009

FORT WORTH, Texas - BNSF Railway is in talks to see major power lines installed over or beneath some of its routes, which CEO Matt Rose said could lead to electrification, the Journal of Commerce has reported. Rose said the plan is in its infancy, and would require some federal money to make happen.

"We have had conversations with two, if not three, outside organizations," Rose said, "around using railroad right-of-way for different opportunities of electrification." Though he said nothing will be happening immediately, he said the railroad is in "serious" talks with two companies.

In all, Rose said electrifying all of BNSF's mainline routes would cost about \$10 billion. He said that's too expensive for BNSF to contemplate now, but that the power line projects would be a starting point.

Rose brought up the idea of electrification in an interview with TRAINS Editor Jim Wrinn, published in the September 2008 issue. His latest statements indicate the railroad is taking the first steps in this direction. Rose said the possibility of a federal carbon-pricing plan would be the likely impetus for electrification.

"There's lots of good news, and lots of not so good news, in that for the railroads," he said of the plan, which President Obama plugged during his campaign last year.

#### **Dubuque Amtrak service would use UP route**

Published: Tuesday, April 21, 2009

CHICAGO - If Illinois decides to create a new Chicago-Dubuque, IA, Amtrak service, it will operate over Union Pacific tracks via Belvidere, IL, the Associated Press has reported. At the behest of officials in Winnebago and Boone counties, the Illinois Department of Transportation selected a route that would use three different railroads.

The project will need around \$30 million to fund repairs to the lines, money which hasn't yet been allocated.

Under the plan, trains would use Metra (CP's freight line) from Chicago to Elgin, IL; UP from Elgin to Rockford, IL; and Canadian National/Illinois Central to Dubuque. Backers say using the UP line will shave 20 minutes off transit times and traverse more populated areas.

### **Minutes of the April 18, 2009 Meeting**

The meeting was called to order at 7:00 1/2 pm in the historic Como Park Streetcar Station by chapter president Cy Svobodny with 17 members and guests present. Those present were asked to introduce themselves. A motion was made to approve the minutes of the March 21, 2009 membership meeting, as printed in the April 2009 issue of Northstar News. The motion was seconded and approved.

National director Bill Dredge is at the NRHS Board Meeting in Connecticut, so he is not present. Treasurer Dan Meyer reported that we had net income for the period of January through the end of March of \$-33.36 and expenses of \$1,574.14 (the biggest expenses were the library and Northstar News), plus interest income of \$24.22, for net income during that period of



\$-1,549.92. No one had any questions about his report. Dan also reported on membership - we currently have 61 regular members plus 15 family members. There is one pending membership. Dan had been given that person's check, but has not yet forwarded their membership to NRHS National. There is one more person that he expects to renew. Dan noted that, if you got a late notice from the chapter, then you are late. (Some people who actually had renewed got erroneous late notices from National.) Dan talked about the chapter's membership brochure, which is available on the chapter's website. He encouraged everyone to download it and print it out, then to carry a copy with them so that if they meet someone who might be interested in joining, they can sign them up. As webmaster, Dan has been looking for material from the chapter's 40 year history. He thanked Russ Isbrandt for sending information about old trips. He has put some up on the website, but will put more up as it comes in. He has been trying to keep the website up to date. John Goodman, who is in charge of trips and programs, is also at the board meeting in Connecticut. Marty Swan volunteered to do the program for the June meeting. The place where we will hold our 40th anniversary dinner, Jax, has no place to put on a show. Russ may have to move his program on the history of the chapter to the June meeting. He has been putting together old videos and other material. The question was asked if that is going to be a problem. John Cartwright reported on the chapter library. We have been entering information about material into inventory. There is still lots of stuff to do. Some items were sold at recent model railroad flea markets and there is another one coming up May 16th. Recently, another box of stuff was turned over to us. So far, an estimated 12,000 slides have been looked at, but there are many more to go through. Floor space in the room is still a problem. Some of the volunteers are working out in the hallway. There are a total of nine workers, although not all of them are there every week. We are usually there Wednesdays from 10 am to about 3 pm, with a one hour lunch break. There is no room for

more workers at this time. There was a call for any more Old Business, but there was no response.

**New Business** - The next flea market of railroad and model railroad items will be May 16th in the Education Building at the State Fairgrounds. Chapter member John Skooglun had his right knee replaced recently. The books for the 2009 NRHS national convention in Duluth were sent out Wednesday to those who were pre-registered. Pretty much everything is lined up. One of the events of the convention will be a book signing session by authors of railroad books.

A motion to adjourn the meeting was made, seconded, and carried at 7:29 pm. After a short break, a program based on 2 1/4 x 2 1/4 slides made by Joe Elliot when he lived in the Twin Cities was shown. Many of these images were used in the recent book, "Trackside in the Twin Cities." (When Mr. Elliot left the Twin Cities, he gave half his collection to Aaron Isaacs and half to John Cartwright.) There were also some 35 mm slides, some from the Bob Bowes Collection.

Respectfully submitted,  
Dave Norman, Secretary Northstar Chapter NRHS

**Friday May 1st  
A Tentative Agreement Was Reached to  
Power NRHS Convention Trains with  
Southern Pacific 4449**

After an absence of 34 years, SP4449 in *Daylight* colors, will visit the Twin Cities. For the first time it will visit Duluth and Grand Rapids as it leads NRHS convention specials August 11th, 15th and 16th.

Ticket orders are being taken now. Go to [www.steamontherange2009.com](http://www.steamontherange2009.com) to register and order tickets.

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

Address Correction Requested





**Upper Left: Chicago and Western Indiana coach yard, home to trains of the Erie-Lackawanna, Monon and Chicago and Eastern Illinois. Photo by Ron Albers**  
**Upper Right: Belt Railway of Chicago transfer near Belt Junction. Photo by Russ Isbrandt**  
**Left: Wabash U-25B leading three F units inbound near 72nd St. Tower. Photo by Russ Isbrandt**



**Above: Wabash U-25B leading three F units inbound near 72nd St. Tower.**  
**Below: Your editor enjoying the open platform ride.**  
 Photos by Ron Albers



**Above: Adolphus, business car of the Anheuser - Busch Brewing company in Chicago Union Station August 9, 1964. Photo by Russ Isbrandt**  
**Below: A Wabash Geep switching the Chicago yard. Photo by Russ Isbrandt**

