



NORTHSTAR NEWS

Colorado and Utah 1993 by Richard Tubbesing



Durango and Silverton train entering the Las Animas Canyon in 1993. Photo by Richard Tubbesing

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Meeting Notice

The October meeting of the Northstar Chapter of the NRHS will be held at the Jackson Street Roundhouse, 193 Pennsylvania Ave. East, St. Paul, October 15th at 7pm CDT. See map on following page.

There will be a pre-meeting get-together at the Keys Cafe and Bakery downtown at 500 N. Robert St. 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.

The program will feature Mike Mackner, "40 Years of Minnesota 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.

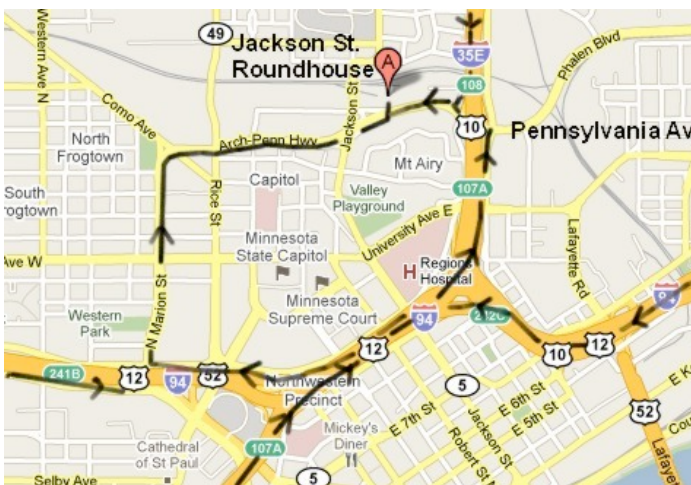
MEMBERSHIP INFORMATION

Dues are \$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.

Directions to Jackson Street Roundhouse

From the east and west, exit I-94 at Marion St. Turn north and follow Marion St. to the three way intersection of Marion, Como Ave. and Pennsylvania Ave. Curve right on to Pennsylvania Ave. Just after you pass under Jackson St. you'll find the roundhouse on your left.

From north or south, exit I-35E at Pennsylvania Ave. Turn west on to Pennsylvania Ave. The roundhouse will be on your right a short distance from the off ramp from I-35E South.



My 1993 Trip to Colorado and Utah By Richard Tubbesing

As I recall, it was the end of June and I decided to take a 2 week vacation in which the first week was a trip to Colorado and a visit to all the railroads the state had to offer. I left home and drove to Des Moines and motel'ed it there. From there, I drove to North Platte, NE following US 30 from Omaha which parallels the UP main line. I



UP DD40X at North Platte. Photo by Richard Tubbesing

saw quite a few UP freights and stopped at Gothenburg, NE to catch a UP freight. I then headed to North Platte, NE and wanted to see the UP's massive Bailey Yard. I found a road to the observation deck where I could see the hump and the diesel facility. I snapped a picture of a DD40X parked there. After an overnight stay, I headed to Denver, CO.

On arrival, I met Bob Michonski, an old army friend who lived there. Bob took me to the famous Buckhorn Restaurant in downtown and I had a taste of Buffalo, Alligator and Rattlesnake. The next morning, he took me to visit the Colorado Railroad Museum, and we toured the grounds and saw many vintage standard and narrow gauge railroad artifacts, including the CB&Q Northern and also Rio Grande Southern locomotive and cars. The museum is



Burlington 4-8-4 5629, former fantrip engine, which unlike the 5632, escaped scrapping. Photo by Richard Tubbesing

virtually right across from the massive Coors brewery in Golden, CO. Then we headed west on I-70 to Georgetown, where we rode behind a narrow gauge locomotive #40 from Central America and across the famous reconstructed trestle over Clear Creek and I-70. The Shay locomotive at the time was not running. We had a nice lunch at a quaint café in Georgetown before we parted ways. I then headed west. I stopped at Vail to view the



scenery, but missed the Moffat Tunnel as I was scheduled to get to Leadville. I went to Dotsero where the Rio Grande Tennessee Pass line joins the Denver – Salt Lake line and headed south amongst beautiful scenery, trying to see if there were any SP trains on the Tennessee Pass line.

Near the summit of Tennessee Pass, I heard the roar of diesels climbing the stiff grade. I pulled off the road near the west portal of the summit tunnel and caught an east-bound coal train with 16 units, SD45's and SD45T-2 diesels, and took some pictures. Then it was on to Leadville. I think it is the highest elevation of any railroad in the US, at about 10,000 feet. I overnighted in Leadville.



Eastbound SP coal train about to enter the Summit Tunnel on the Tennessee Pass line. Note the Rio Grande painted helpers. Photos by Richard Tubbesing

The next day, I was scheduled to ride the Leadville, Colorado and Southern tourist line. This is a remnant of the old Colorado & Southern Line isolated from the other Colorado & Southern lines in Colorado. It ran from Leadville to the silver mining town of Climax, CO. The run only goes about half way to Climax, but the scenery is



Riding the Leadville, Colorado and Southern. Photo by Richard Tubbesing

magnificent as the train hugs the mountainside high above the valley below. The cars were open air cars to ride in and pulled by a vintage GP-7 or GP-9.

I then headed east following the Tennessee Pass line thru Buena Vista to the Royal Gorge. I really liked Buena Vista, as it is a great picturesque town in a valley with mountains in the distance all around. I got to the Royal Gorge Park and ate some lunch at an outdoor café which had great number of hummingbirds feeding off their many bird feeders. I then saw the suspension bridge. I didn't go on it, as heights and me don't get along! I did take the tram down to the Arkansas River to see what the Gorge at river level was like and maybe a train would come through... but alas, to no avail. I then drove to Colorado Springs for the night.

The next morning, I visited the red rocks in Colorado that are famous for rock climbers, and watched a few people rock climbing. I then headed to Manitou Springs for a scheduled trip on the Manitou and Pikes Peak Cog Railroad. The cog railroad has two-car diesel powered sets built by Sulzer of Switzerland that climb to the top of Pikes Peak. I rode these diesels, and the climb was great, as I got a glimpse of Rocky Mountain sheep grazing near the top. When I got to the top, 14,000 plus feet, I was treated to a great view of Colorado where to the north, west and south, many of Colorado's highest peaks are seen. To the east and southeast lie the prairies that extend all the way to Kansas. At that elevation, I did get headache that was



Manitou and Pike's Peak train at the summit. Photo by Richard Tubbesing

hard to get rid of, but I think it was mostly due to the diesel fumes on the ascent.

After an overnight in Colorado Springs, I headed for Antonito, CO. On the way, I stopped at Cripple Creek, CO, and rode the Cripple Creek & Victor Narrow Gauge Railroad. On the way there, I got behind a semi, and had to eat diesel fumes until I got to Cripple Creek, and got a headache again. This line was used in gold mining. Gold mining is still prevalent in the area as streaks were prevalent down a lot of the mountain sides because chemicals are used to leach out the gold that is mined there. This line had a couple of neat steam engines, one of which pulled open air coaches for the short run along the mountain sides.

Then I headed to Antonito, CO, drove thru Alamosa, CO, and then by the DRG&W depot there as where were two DRG&W Geeps, GP-30's as I remember, that were used on the Alamosa to Antonito locals. I then stayed at the Cumbres & Toltec Scenic motel in Antonito.

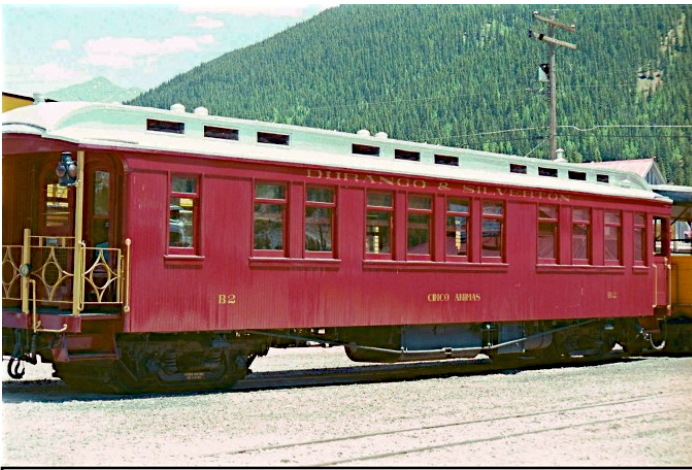
The next day, I was scheduled to ride the Cumbres & Toltec Scenic Narrow Gauge from Chama to Antonito. The daily trains run in each direction from Antonito and Chama and meet at the station at Ossier where the engines are swapped and the train is returned to its point of origin. I chose to bus to Chama, NM and take the eastbound train all the way to Antonito (about 60 miles). A very good BBQ lunch at the meet in Ossier was included in the ticket. I was hoping for a double header of narrow gauge steam, but one engine was enough power for our train. The train traveled through some very scenic areas, and through famous icons at the 4% climb out of Chama, Tanglefoot Curve, Cumbres Pass, Mud and Rock tunnels, trestles and the Toltec Gorge. Once we got past the Toltec Gorge, the train goes downhill through uninteresting sagebrush desert to Antonito.



Eastbound on the Cumbres and Toltec. Photo by Richard Tubbesing

Once I got to Antonito, I had to high tail it to Durango to ride the Durango & Silverton Narrow Gauge Railroad the next day.

After an overnight in Durango, I rode the D&SNG all the way to Silverton. I rode in the parlor car, which was the last car in the consist, and had a couple of cocktails from a very friendly bartender. I got some nice shots of the train and scenery from the open platform of the parlor car, especially the high line along the Animas River Gorge. Since that same day, I had to drive to Grand Junction to my next hotel, I inquired if I could take an earlier train from Silverton but the conductor wouldn't honor my request. I think I had lunch at some café in Silverton, but I don't remember much about it. This line ranks as my number 1 or number 2 rides in the US. Great scenery and a train powered by vintage DRG&W narrow gauge steam. I got back to Durango late in the afternoon and hustled to get on the road to Grand Junction, CO. I drove the 'Million Dollar' highway through the Bavarian town of Ouray, nestled in the San Juan Mountains, Montrose and Delta to Grand Junction, CO. I had a hard time finding my motel as it was about 10 pm when I got to Grand Junction.



The Durango and Silverton parlor car. Photo by Richard Tubbesing

The next day, I headed for Salt Lake City, UT. I followed the DRG&W line most of the way to Provo and Salt Lake City. I drove through Price Canyon and Helper as the highway followed the railroad line. I was hoping to catch a train to follow, but alas, I had no luck. It took a whole day to make the drive from Grand Junction to Salt Lake City where I stayed the night. The street system in Salt Lake City is very hard to figure out. Street naming is done outwardly from the City Center. I needed to wash some clothes and tried to find a laundromat. I found a couple in the Yellow Pages, but I could not find one as the streets were confusing to me. I just didn't understand the naming scheme...so I had to wait to do laundry. The next morning, I headed for Heber City, UT to ride the Heber Valley train. The town is neat as it sits in a valley surrounded by mountains. I drove around town for about an hour and could not find the boarding point. There were no signs anywhere that I could see. I found the railroad line and all kinds of cars in their yard, but could not find the depot or loading point. So, I missed the departing time, but saw the SW 1500 switcher powered train. The UP steamer they have was



The Heber Valley Railroad train at Heber, Utah. Photo by Richard Tubbesing

under overhaul. As the train left town, it followed the shore line of a reservoir outside of town. I think I got a few pictures of the train anyway.

After seeing the train, I had one more stop to make. I drove out to Promontory Point, UT to see where the golden spike was driven on the first transcontinental railroad. This is a National Park Service site and they have replicas of the steam engines that met at Promontory Point

and they run occasionally. Of course, this day they weren't running the engines. I visited the National Park Center and then was able to photograph the spot where the golden spike was driven. I went back to Salt Lake City for the night.

The next day, I headed for Bozeman, MT and our family and friend's bi-annual week long outing at a youth camp in the mountains south of Bozeman.

Additional photos are in the extra pages of the electronic edition.

Library Inventory is on a Secure Website

The inventory of the books, periodicals and timetables belonging to the chapter library is now on the chapter website www.northstar-nrhs.org/~library. The page is username and password protected. The user name and password is available by emailing Richard Tubbesing. This is a members only site.

It is the library committee's hope that an open house can be held in November.

Membership has Approved the Purchase of Publishing Rights to the Minnesota Railroad Calendar

At the September membership meeting the membership approved the acquisition of the publishing rights to the Minnesota Railroad Calendar for 2011 and beyond from the current publisher, John Luecke. A calendar committee composed of Cy Svobodny, Chairman; Dawn Holmberg, project manager; Joe Fishbein, treasurer; Hudson Leighton, photo editor and advisor; John Luecke, advisor and proofreader; John Cartwright and Bob Gallegos, caption writers and proofreaders; Mark Braun, Bill Dredge, Glen Holmberg and Dave Norman, general and shipping assistance. The deal is expected to close in early October with delivery of the calendars in late October.

Membership to Decide On Meeting Location

The membership, in addition to electing officers for the next year, will be voting on a meeting location. A decision will be made as to whether or not to remain at the Jackson St. Roundhouse or hold the meetings at Roseville Lutheran Church at 1215 Roselawn Ave, Roseville. This location is a true meeting room with multimedia equipment present, an inside the building location suitable for showing slides at all times during the year, a well lit parking area and closer to the center of the metropolitan area, just off MN 36 and a short distance north of the St. Paul Parks Streetcar Waiting Station in Como Park. There would be no increase in room rental from what we are paying now.

Minutes of the September 18th Meeting

The meeting was called to order in the Jackson St. Roundhouse by chapter president Cy Svobodny at 7:04 pm with 20 members and guests present. Members were asked to introduce themselves. The question was asked whether there were any changes or corrections to the minutes of the July 17, 2010 membership meeting, as published in the September 2010 issue of Northstar News. Hearing none, there was a motion to approve the minutes, as published. The motion was seconded and carried.

Treasurer Dan Meyer gave his report. He talked about the proposed budget for 2011. Current chapter member-

ship is 60 regular members and 15 family members. A question was asked about how much the chapter has in its accounts.

We will probably have to have an increase in the chapter dues. So far, the expenses of the library have (at least approximately) been paid for by sales of duplicate items or items that are not relevant to the library. It was suggested that we attempt to sell certain items on eBay.

The chapter's budget for 2011 proposes elimination of membership meetings in June and July to reduce expenses. There was a discussion about this. Russ Isbrandt moved that we eliminate membership meetings in June and July to reduce expenses. The motion was seconded by Gary Wildung and carried by 19 to 1. It was noted that we could have events in June and July, even though we will not be having membership meetings in those months. Someone suggested that we take Amtrak to Railfest in La Crosse next July. There were several other suggestions for possible events.

Cy noted that, in view of the chapter's financial situation, we could use donations directly to the chapter. He emphasized that these donations should be in cash, NOT additional items of railroadiana. It was noted that the NRHS national office is planning on mailing out dues renewal notices in early October.

Editor Russ Isbrandt reported on Northstar News. We are now taking production to a different place which charges less than the old one. Russ noted that the chapter saves money when members get their Northstar News by e-mail, but the majority are still getting printed copies.

On the newsletter, Russ Isbrandt said that those who want to get the electronic version of the Northstar News, let Dick Tubbesing know your e-mail address, as he is handling the circulation.

Trip director John Goodman reported that we had a very successful trip August 14th on the Hiawatha Line and the Northstar train to Big Lake, then the reverse. Nineteen people took part in the event. He suggested that we may run the trip again next year, perhaps even twice.

The 261 group will be running trips with a diesel to Winona and La Crescent on one day and to Askov on another, both in October.

As program director, John reported that our program tonight will be on the Kinzua Viaduct in Pennsylvania. If time permits, he also has a video loaned by Bill Dredge on the North Coast Limited. For the October meeting, Mike Mackner will present pictures from the last 40 years. In November, Russ Isbrandt will present the program, plus he has a North Coast film from the 1920s. Dick Tubbesing also will also have something.

For the holiday banquet in December, Barney Olsen and John Diers will present a program on the St. Paul Union Depot. This year, the banquet will be held at Gulden's on the first Sunday in December, which is the 5th of December.

Cheer committee - Marty Swan reported that he had sent out just one card - to Dick Tubbesing, noting the death of his brother. Dick Tubbesing thanked him.

The Nominating Committee gave their report. It was noted that we will also take nominations from the floor. The voting will take place at the November meeting.

There was a call for any other Old Business. It has been suggested that the chapter take over publication of the Minnesota Railroad Calendar. While the equipment was being set up to show information about the proposal and a mock-up of the proposed 2011 version of the calendar, there was a discussion of a proposal to set up a "subscribers" status for those who wished to be affiliated with the chapter without also becoming full members of the national NRHS. Such subscribers would receive the Northstar News and be able to attend membership meetings. We haven't determined what we would charge for this. Hudson Leighton suggested that the Northstar Chapter take over publication of the Minnesota Railroad Calendar. Dawn Holmberg gave a presentation on the project, including a mock-up of the 2011 version. John Leucke, who has been publishing the calendar for a number of years, said that he has been placing ads in magazines like Trains, but he wonders if that is cost-effective. He noted that we could send them a copy and hope that they review it. So far, we have contacted a number of railroads for licenses to use images of their equipment which have trademarked insignias on them. We have already received permission from some of them and are waiting to hear from others. Several paper mock-ups of the proposed 2011 calendar were passed around. There was more discussion about the matter, including whether we actually need permission to publish photos or whether we can just go ahead without it. Mark Braun made a motion that we proceed to the publication from John Leucke and publish a 2011 calendar. The motion was seconded by Dawn Holmberg. There was a secret ballot, with members being instructed to vote "Yes" or "No." The ballots were collected and Mark Braun volunteered to count them. John Leucke said that he had been paying photographers \$50 per photo, plus giving them a free copy of the calendar, but we may not do that. The results of the vote were announced: 11 Yes votes, 8 No votes. Cy said that he had no other New Business. A motion to adjourn was made, seconded, and carried at 9:00 p.m.

Announcements: There will be something interesting on the Minneapolis area rail scene tomorrow (Sunday.) Both the Twins and the Vikings will be playing home games, so they are planning to run extra service on Northstar trains, specifically 10 car trains (but there will be only one return train later in the afternoon). This will be an interesting day for railfans.

Dick Tubbesing announced that he has created a DVD of the chapter's trip on the Hiawatha Line and the Northstar train. It is available for a \$15 donation to the chapter.

After a brief break, the program was presented. It was a video about the famous Kinzua Viaduct in Pennsylvania. The video was done by Pennsylvania Public Television. The copy we showed was loaned to us by the Collis P.

Huntington Chapter of the NRHS. After it was shown, it was decided that it was too late to show anything else.

Respectfully submitted,
Dave Norman, Secretary Northstar Chapter NRHS



A ten car Northstar Commuter Rail Twins and Viking's special train at Ramsey, September 19th on its turn-back run to Big Lake for another load. Photo by Dawn Holmberg

Feds Want Alternative Routes Studied for the Northern Lights Express By Mike Gaynor - Pine City Pioneer

The route for the proposed Northern Lights Express (NLX) high-speed commuter train project has been sent back to the drawing board by federal officials. September 15, 2010
Thirteen possible routes were originally offered as possibilities for the project in 2007. After a number of studies, one of those routes was selected by NLX Board members for the project in November 2009 – a route which runs from Minneapolis to Duluth/Superior, with stops in Coon Rapids, Cambridge and Hinckley, with a possible loop to Grand Casino Hinckley and a possible maintenance station in Sandstone.

However, when a report describing the possible routes, and the research involved in deciding on the NLX-approved route was delivered to the Federal Rail Authority (FRA), the FRA responded with an email saying that they considered two other routes leading from St. Paul north through White Bear Lake, North Branch and Rush City as “feasible and reasonable alternatives.”

At the NLX Board Meeting at the Pine County Courthouse on August 25, Jeanne Witzig and Beth Bartz of Kimley-Horn and Associates, Inc. said that FRA Environmental Protection Specialist Wendy Messenger told them that the studies already completed were good enough to narrow the field of possible route options, but not good enough to choose a final route.

“While many of us who are familiar with that area (White Bear to Rush City) can very intuitively see the differences in ridership and cost, FRA staff really need to see the background behind that,” Bartz said. “We’re going to conduct a functional analysis on the three alternatives, we are going to bring that to the steering committee to identify what we’re going to call the ‘locally preferred’ alternative, and bring that to the FRA.” Messenger told them that if the results of the functional analysis showed that the Coon Rapids-Cambridge-Hinckley route was clearly superior to the other routes, then the FRA would be satisfied with that route, Bartz said. If the results are not

clear, then more studies will be required before choosing a final route.

Bartz asserted that the functional analysis will be done quickly, to keep the NLX project moving along. Kimley-Horn hopes to do the study in September and October, with the results delivered to the NLX Board at the November meeting, and sent to the FRA in December.

NLX Executive Director Bob Manzoline noted that other studies on the route north of St. Paul indicated that ridership and revenues would be lower and construction costs would be higher than the Coon Rapids-Cambridge-Hinckley route.

From Trains Newswire

Update: Employee failure blamed in Minnesota crash

By Andy Cummings, Published: October 1, 2010

TWO HARBORS, MN— Canadian National is blaming employee failure for a Minnesota wreck that sent five of its employees to the hospital. Two members of a train crew remain hospitalized in Duluth, MN, with serious injuries; the other three have been released.

The wreck occurred near Highland, MN, on the Iron Range Subdivision, part of CN's Duluth, Missabe & Iron Range Railway subsidiary, at around 4:05 pm yesterday. The portion of line where the wreck occurred is “dark,” or unsignaled, territory, and dispatchers issue train crews track authority over the radio. The wreck occurred immediately south of the siding at Highland. Most loaded trains use a scalehouse on the siding to weigh before proceeding southward to the docks at Two Harbors.

The southbound train, U78982-30, included three locomotives and 115 cars loaded with taconite, a processed and pelletized form of iron ore; it was traveling at approximately 14 mph at the time of the wreck. The northbound train, U78983-30, included three locomotives and 118 empty ore cars; it was traveling at approximately 29 mph at the time of the wreck, according to a CN report obtained by TRAINS.

The report says employee failure caused the accident, but doesn't specify what the failure was. The National Transportation Safety Board has announced it's sending a team to investigate the accident.

In response to an inquiry from TRAINS, CN spokesman Patrick Waldron wrote, “Thursday's incident remains under investigation. The Federal Railroad Administration and the NTSB have now joined in that investigation and we will not discuss the specifics of it, or comment on any purported conclusions of it, while that investigation is ongoing.”

CN estimates it'll reopen the line around 4 pm October 1st. In the mean time, it'll detour one empty ore train over the North Shore Scenic Railroad, a tourist line that operates an ex-DM&IR main line that connects to CN at Two Harbors and Duluth. It's the first time in six years that DM&IR has operated over the North Shore Scenic line.

Midwest floods continue to slam Union Pacific

Published: September 28, 2010

MINNEAPOLIS — Union Pacific's main routes stretching southward from St. Paul, MN, continue to face closure nearly a week after the first interruptions began. Its Albert Lea and Mankato subdivisions, part of UP's St. Paul-Kansas City and St. Paul-Omaha routes, respectively, are currently washed out.

The Mankato Subdivision is washed out near Henderson, MN, along the Minnesota River approximately 50 miles southwest of St. Paul. It remains under several inches of water.

The busier Albert Lea Subdivision is washed out near Owatonna, MN, approximately 60 miles south of St. Paul. UP workers ceased work on fixing this washout after fill they'd recently dumped shifted. A UP source said the railroad expects to be closed until at least Monday, October 4th.

Trains have been rerouted over UP's "Adams Line" across Wisconsin, a circuitous route. They've also been detoured over Canadian Pacific routes, but the CP detours have since ceased, as CP's route is also threatened.

CP and BNSF Railway officials say all their routes remain open so far. A crest is expected at St. Paul the week of October 4th.

From National Association of Railroad Passengers

Amtrak unveils long-term plan for 220 mph service on Northeast Corridor

Amtrak declared its intention to pursue a long-term vision for 220-mph bullet trains connecting Washington, Philadelphia, New York and Boston over a largely new right-of-way.

Amtrak President and CEO Joseph Boardman was joined by Pennsylvania Governor Ed Rendell, the American Public Transportation Association's Art Guzzetti, and Amtrak's incoming Vice President for High-Speed Rail, Al Engel, to announce a new conceptual study outlining a plan to bring world-class high speed technology to the Northeast.

The line, estimated to cost around \$70 billion in capital, would bring Washington-New York travel time down to 1 hour 30 minutes, with a trip time of 1 hour 18 minutes New York-Boston. The project would also create 40,000 jobs per year during the 25-year construction phase, and 120,000 permanent jobs upon completion.

"Nothing gets financed without a vision," Boardman emphasized, saying that significant public investment would be needed at the

Northstar News

Northstar Chapter

National Railway Historical Society

4036 Birch Knoll Drive

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Address Correction Requested

outset. "This is real; it really can be done because we see it done in Japan and in Europe and we see it being done now in China."

The entire 32 page report can be read as a PDF file at www.Amtrak.com under "Inside Amtrak" at the bottom of the home page. Clicking that link, go to Reports and Documents.

Railfan Calendar

Woodbury Flea Market

Saturday, October 16th, 10 am - 3 pm, Woodbury High School, 2665 Woodlane Dr. Admission \$5.00, under 12 years free.

Trainfest

Saturday and Sunday, November 13th and 14th, 9 am - 5:30 pm, Saturday and Sunday, Wisconsin Exposition Center, State Fair Grounds, 8200 W. Greenfield Avenue, West Allis, WI. Admission \$12 at the door, ages 4- 12 \$2, under 3 free. Online discount coupons available at www.trainfest.com.

Greater Upper Midwest Train Show

Saturday, November 20th, 9:00 am - 2:00 pm, Century College, White Bear Lake, MN. Admission \$5.00, children under 12 free.

World's Greatest Hobby On Tour

Saturday and Sunday, November 20th and 21st, 10 am to 6 pm on Saturday, 10 am to 5 pm on Sunday, St. Paul River Center. Admission \$10, under 16 free.

Northstar Chapter Banquet

Sunday, December 5th, 3 pm at Gulden's Restaurant, 2999 Highway 61, Maplewood, just south of I-694. The program will be Byron Olsen and John Diers, The History of St. Paul Union Depot. A reservation form will appear in the November Northstar News.



UP freight at Gothenburg, NE.
Photo by Richard Tubbesing



Rio Grande Southern train at the Colorado Railroad Museum. Photo by Richard Tubbesing



Rio Grande painted units as helpers on an SP coal train on Tennessee Pass. Photo by Richard Tubbesing



Riding the Cumbres and Toltec eastbound. Photo by Richard Tubbesing



The Denver and Silverton train loads at Silverton.
Photo by Richard Tubbesing



The afternoon 10 car Twins / Vikings Northstar Rail Special on its return trip to Big Lake. Photo by Richard Tubbesing