



NORTHSTAR NEWS

Jackson St Roundhouse is Now the July Meeting Location Directions Page 2

Memories of Growing Up on Dayton's Bluff by Richard Tubbesing



Chicago & North Western F-7 and F-3 units lead an eastbound freight at Division Street. Photo by Richard Tubbesing

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Meeting Notice

The July meeting of the Northstar Chapter of the NRHS will be held at the **NEW LOCATION**, the Jackson Street Roundhouse, 193 Pennsylvania Ave. East, St. Paul, July 17th 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.

Program: Kerck Kelsey of South Freeport, Maine, a historian of the Washburn family of Livermore, Maine. The program will discuss William Washburn's involvement with building of the M&StL, the Soo Line, and Twin Cities Rapid Transit.

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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 St. 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.

Memories of Growing Up on Dayton's Bluff By Richard Tubbesing

Born in Mounds Park Hospital and living about one block from Indian Mounds Park, I got the train fever at about four years old, (as far back as I can remember). I used to beg my Dad or my brother to take me down to the rail yards where Childs Road and Warner Road meet. There I could watch the trains, watch the box cars go by and recognize what railroad owned them by the emblem on the side.

As a young pup, I visited the Milwaukee Road shops at Pig's Eye many times and saw many L-2 Mikados, S-2 Northerns, and 2-6-2 Prairies on the engine tracks. This was the era of dieselization and in a couple instances I got to ride in the cab of some vintage diesels, (I think the engines were F-7s or F-3s in the grey lightening scheme, and diesel switchers) as the hostler moved the engines around the engine terminal. A neighbor (Orlando Martin) who lived in back of us was a relief yard master at Pig's Eye, and a neighbor, Elmer Johnson, who lived down the street, worked in the CB&Q Dayton's Bluff shops.

Many times, I would ride my bike to Mounds Park and sit on the limestone walls for hours watching the trains and river traffic. It was the only place I know of where you could watch all forms of transportation. There was Holman Field across the river with planes coming in and out, Warner Road with road traffic, tow boats with river barges and of course, the trains of the CB&Q, Milwaukee Road and Chicago Great Western (CGW). My favorite time was weekday evenings when the CGW would come across the river to the Belt Yard with Swift and Armour reefers and cattle cars from the Armour and Swift meat packing plants in South St. Paul for interchange. It was always interesting to see how many reefer cars were in the consist, usually powered by a Baldwin S-12 diesel or by an EMD cow and calf switcher. Then the parade would start as the CGW would switch the cars with EMD SW-1200 switchers to appropriate tracks for the GN, NP, C&NW (Chicago and North Western), CMStP&O (Omaha Road) with EMD, Baldwin or Fairbanks Morse switchers. The CB&Q (Burlington Route) usually using EMD SW-1200 switchers and Milwaukee using Baldwin S-12, AS616, or EMD switchers would arrive with interchange for the CGW and pick up their cars from the CGW. Also a treat was to watch the *Afternoon Hiawatha* come by in early evening and sometimes a Rock Island passenger train would pass by heading south.



Milwaukee Road Baldwin S-12 switching piggyback flats near Hoffman St. Photo by Russ Isbrandt

On my many trips to Mounds Park, especially in the late morning or early afternoon, I would watch for the Milwaukee's train #262 (Thunderhawk) hot transcontinental freight from Tacoma, WA to arrive at Pig's Eye Yard. In the 1960s, when reefers in service still needed to be iced, an indication was to watch for ice to be loaded on the roof of the ice house on the north side of Pig's Eye yard to replenish the ice in the orange MILW U.R.T.X. reefers on the



Milwaukee Road eastbound freight entering Pig's Eye Yard, 1973. Photo by Richard Tubbesing



Milwaukee Road Fairbanks Morse H16-66 "Baby Train Master" and CB&Q SD 9 unit at adjacent Dayton's Bluff Yard. Photo by Russ Isbrandt



Chicago Great Western Alco RS-2 or 3 with a transfer run at Hoffman Avenue. Photo by Richard Tubbesing

front end of #262. In the 1970s, these were replaced initially by MILW mechanical reefers that I think were built by the Milwaukee shops, and subsequently by the standard 57' mechanical reefers of the time. Then I would watch for the train to head down Short Line Hill near Chestnut Street in the distance. Power for this train was EMD GP-40s and eventually SD-40s and SD-45s and in the 1970s, occasionally an FP-45. Usually the train consisted of reefers on the head end, piggy back cars and then general freight with many MILW shopped box cars.

Another thing to watch was the CB&Q transfer runs to Dayton's Bluff Yard from the NP and GN in Minneapolis with at least a couple of the Q's SW1200 or SW1500 switchers pulling a long drag of freight from the west coast. Then one of the Q's switchers would tear apart these transfer drags and build road freights into eastbound trains to Chicago. In the 1960s the Q still powered their road freights with their light grey and red stripped F-3s and F-7s. The road power would eventually be replaced by the Chinese Red GP-30s, and SD-24s in the mid 60s and 70s.

Sometimes I would walk down to Warner Road (there was a paved walkway from Mounds Park down to the old Burlington Hotel) to view trains more closely. The Burlington Hotel was a building that once housed and fed layover train crews with a café. It was always tiring to walk back up this walkway as there were three sets of steps and a stiff grade to reach the top of Mounds Park.

Also, of note, were the Rock Island transfers from its South St. Paul Yard to the NP and GN yards in Minneapolis. Power was always interesting as Rock Island used F-3s, F-7s, GP-7s, GP-9s, U boats, in the various maroon and yellow paint schemes on these trains. The older units were eventually replaced by newer GP-40s, SD-40s and GP-38s in the 70s. On occasion, you would see units from the SP, D&RGW, UP, and even IC units on these transfer runs.



Rock Island transfer run approaching Hoffman Avenue. Photo by Richard Tubbesing



Burlington Northern Bi-Centennial units near Hoffman Avenue tower. Photo by Richard Tubbesing

In the 1970s after Chicago and North Western merged with the Chicago Great Western, the North Western ran transfers from both the Western Ave. Yard and the Payne Ave. Yard in St. Paul to the former CGW Belt Yard.

In 1975 and 1976 railroads painted a selected few of their units in celebration of our nations bicentennial.

Additional pictures are in the electronic edition extra page.

IMPORTANT VOTE COMING

Future Meeting Location to be Voted On

The chapter has an opportunity to combine our meeting location with our library at our current library location at 2010 E. Hennepin Ave.

The financial facts are as follows: We pay about \$112.00 per month at the Streetcar Waiting Station times 10 months (\$1,120.00). We skip August and December each year. We now pay \$300.00 per month for the present library site x 12 months or \$3600.00 per year + the above equals: \$4,720.00 total. The new room would cost \$450.00 times 12 months or \$5,400.00 yearly. Difference is \$5,400.00 minus \$4,720.00 or \$680.00 more per year. \$680.00 divided by 12 months is about \$56.66 per month more than we now pay for two different sites for our members to use.

The room is large enough to accommodate the library and perhaps 30 members for a meeting. The carpeted room features a drop down projection screen, a good view of the BNSF St. Paul Sub with its heavy traffic, plenty of off street parking and is about as centrally located in the metro area as possible. I-35W ramps to Stinson Blvd. are near by. Members could utilize the library prior to the meeting.

The downside is that it is not handicapped accessible. It requires climbing two flights of stairs. Members in wheel chairs, scooters or with walkers would be unable to attend our meetings. This is not an unimportant consideration given the increasing age of our membership. The lack of disabled accessibility is the reason for the affordable rent. Should major building renovations be required, ADA requirements would have to be met by the landlord most likely leading to a steep increase in rent. Because our meetings are outside of normal business hours the doors are fitted with card reader locks and someone would have to admit meeting attendees. This would mean late arriving members may not be able to gain entrance.

If we assume all current dues is consumed by newsletter and miscellaneous expenses, local membership dues stays the same, and we exhaust all salable items from the library, and we receive declining minimal interest on our nest egg, no grants or bequests, we would exhaust the nest egg in 6 to 7 years.

Another option discovered by Dawn Holmberg is a meeting room at Roseville Lutheran Church at 1215 Roselawn Ave. W. in Roseville. This is 2.1 miles north and slightly west of the Como Park streetcar waiting station. This is handicapped accessible, air conditioned with screen and

projector. The rent is \$75 per month with no long term commitment required.

The downside is that we must vacate the room by 9:30 pm Saturday. There would be no railroad action visible and it's about 5-6 min. further from the Streetcar Waiting station. At this writing it has not been visited by members of the board.

National Director's Report By Bill Dredge

BOD Meeting, Friday, June 25, During the Convention at Scranton.

The meeting was called to order by President Molloy at 8:30 am. After initial opening procedures the following happened: 1. It was announced that Bob Bitzer would be taking over as NRHS Treasurer. 2. President's Report: James Constable has been named as Special Master to investigate actions of Carl Jensen. This investigation is not complete, but should be completed by the fall BOD from November 4-7 in Lancaster, PA. 3. The NRHS budget for legal fees was \$12,000 but raised to \$20,000 because of the Special Master investigation. This fee may not be the final amount. 4. Future Conventions: 2011 Tacoma, WA June 20-26; 2012 Cedar Rapids, IA. Beyond 2012 nothing has been firmly set. 5. Upcoming Board Meetings: fall 2010, Lancaster, PA (Nov. 4-7); winter 2011, Williamsburg, VA (Jan. 29-30); spring 2011, Champaign/Urbana, IL (April 14-17); fall 2011, Wilmington, DE. (Oct. 28-30). 6. NRHS agrees to Railway Heritage Programs with other groups. There is a need for a list of events, such as board meetings, conventions, etc. The NRHS wants to get other organizations involved. This also includes the National Model Railroad Association (NMRA). 7. Railcamp is currently exclusive to Steamtown at Scranton. An agreement has been finalized with the Nevada Northern not to "bad-mouth" the NRHS. If there are any violations, the NRHS will go after them.

Governance, and By-Law revisions. The committee meets in July. The final document should be available by the fall BOD in Lancaster, PA. The changes may come up for vote by the 2011 winter BOD in Williamsburg, VA. If the new by-laws pass, at the Tacoma convention, the chapters will lose their votes for NRHS issues. Changes include the President and Vice President being seated by election with term limits. That means they are eligible to hold office for x number of years and then must be out of office for x number years. They will then be eligible again to again run for office. The secretary, and treasurer positions would be appointed or elected (not yet determined) since these positions require special skills. Each chapter would select a National Representative to serve on an advisory council, which would meet at least 3 times a year where and with whom has yet to be determined. The purpose would be to have better communications between the NRHS and chapters.

This is VERY IMPORTANT. The new schedule for dues renewal is as follows: Members whose dues for current year are NOT paid by June 15th WILL be dropped from the active members list. Any problems can be addressed to: management @ nrhs.com/. Dues processing for 2011 begins on July 9th 2010. If the chapter treasurer completes spread sheets early, Barry Smith begged us to send them in early instead of waiting for due date to send them in.

Barry also requested that we get address changes and other status changes to the National ASAP.

The 2009 yearbook will be distributed as a PDF file to members with an email address on record. A printed copy can be had for \$37.00 and will be of lower printing quality. The available date was not disclosed.

NRHS convention policy was discussed, and the first paragraph amended as follows: The Board of Directors authorizes the President to suspend or modify specific provisions of NRHS Convention Policy with consent of the executive committee.

A motion was made and passed to change BOD meeting to winter, spring, and fall conferences.

The ANNUAL MEMBERSHIP MEETING at Scranton, PA - June 25th, 2010

Minutes of meeting at Duluth, MN were read and approved.

During the President's Report, the following issues were discussed. Improvement Program: The membership database was replaced. Bulletins are back on schedule, and NRHS News has been improved.

Lingering problems:

1. Decline in membership (losing 3 to 6% annually).
2. Financial trends are not good despite the fact the NRHS received a gift from an estate of \$250,000; revenues have been on the decline while costs of doing business are rising.
3. The National library's future is uncertain.
4. The society has to re-direct itself and needs to modernize its image.

Excerpts from the Minnesota Department of of Transportation's Response to the National Rail Plan Submitted by Bob Clarkson

The following are excerpts from MN/DOT's response to the FRA's request for input on policy questions on the National Rail Plan.

Funding

The Strategic Plan lacks a national vision for funding for all travel modes. The States and local partners responsible for system infrastructure and operations need stable and dedicated funding to implement this national vision. The federal commitment to funding should be at a minimum 80 percent federal share and 20 percent state share consistent with PRIIA and similar to other FHWA and FTA programs.

Access and Liability

Different access standards between railroads and passenger rail authorities make negotiation of a new passenger service difficult. At present, each state or passenger rail authority is left the task to negotiate access rights with each railroad, resulting in inconsistent and sometimes very costly access agreements. In negotiation, a railroad may not acknowledge benefit from a proposed passenger rail improvement. If an improvement is made, such as laying additional track, there becomes an increase in passenger and freight capacity. MN/DOT would like to see a formula for calculating capacity to determine

on a national basis the cost for adding passenger service to an existing freight line. A uniform calculation of benefits and costs, based on best examples would allow for more efficient and equitable negotiations.

Regulatory, legislative, and administrative actions by the public sector should in no way confine the options and flexibility of future passenger rail generations to control costs, incentivize employer and system performance, implement new constructive technologies, and limit overhead costs and compliance, reporting, or administrative burdens.

Protection from liability for freight railroads is one of the most significant issues when passenger rail is proposed to run on existing freight lines. Having a national "cap" on liability similar to the protection Amtrak receives would provide consistency across state lines. MN/DOT would like to see a national standard that acknowledges the potential exposure for railroads and provides liability protection.

Safety

Highway-rail grade crossing standards developed in the Manual on Uniform Traffic Control Devices (MUTCD) are a function, in part, of FHWA. FRA is now promulgating additional standards for high speed rail grade crossings. To eliminate confusion and redundancy, these jurisdictional issues need to be resolved between FRA and FHWA. MN/DOT would like to see a single standard, and agency responsibilities between the FHWA and FRA need to be resolved in development of the standard.

Land Use

Land use planning is a critical issue that should be addressed in the plan. MN/DOT would like to see the plan develop best practices or guidelines for integrating land use planning at passenger rail stations. This includes downtown and suburban station areas in medium and large MPO areas, but also small rural municipalities that are located along inter-city routes. This will allow for improved planning in those areas to promote rail use. Also, guidelines should be developed for compatibility issues associated with proximity between freight uses and passenger stations as well as development encroachment along rail corridors.

Railway Age Breaking News

First St. Paul LRT heavy construction contract awarded

Thursday, June 24, 2010

St. Paul, MN's Central Corridor light rail transit project marked a milestone Wednesday, June 23rd, as the Metropolitan Council awarded its first heavy construction contract, at \$205.1 million, to Chicago-based Walsh Construction.

Walsh Construction will oversee the seven-mile portion of the line within St. Paul, the state capital. Construction is expected to begin in August east of the state Capitol on Robert and 12th Streets north of Interstate 94. Utility relocation work, however, is expected to start soon after July 4.

Bids for the heavy construction work on the line's western three miles will be opened July 27. The Met Council is scheduled to award that contract Aug. 25.

FRA seeks applications for \$2.3 billion in high-speed rail grants - Tuesday, June 29, 2010

The Obama Administration took the next step toward realizing its vision for high-speed rail in the United States. The U.S. Department of Transportation's Federal Railroad Administra-

tion will begin accepting applications for \$2.1 billion in grants to continue the development of high-speed intercity passenger rail corridors.

In addition, FRA will make another \$245 million available for individual construction projects within a corridor. Funds for both come from the FY 2010 DOT Appropriations Act.

"This important step builds on the \$8 billion for high-speed rail that President Obama announced last January," said Transportation Secretary Ray LaHood. "The President's bold vision for high-speed rail is a game changer for U.S. transportation. It will not only create good jobs and reinvigorate our manufacturing base, but also reduce our dependence on fossil fuels."

"We are excited to move the President's vision on high-speed rail forward and are working quickly to get money in the hands of states," said FRA Administrator Joseph C. Szabo. "These new funds will allow the states to further advance their high-speed rail plans and represent a commitment to developing a world-class transportation network."

Applications and proposals for these latest funds will be due back to FRA by August 6, 2010. Grant awards, including the \$2.1 billion and \$245 million from the FY2010 appropriations, are expected to be announced by September 30, 2010.

In addition to the President's \$8-billion investment for high-speed passenger rail in the Recovery Act, DOT earlier this spring made available \$50 million in planning funds appropriated under the FY 2010 DOT Appropriations Act, and approximately \$65 million in construction funds appropriated under the FY 2009 DOT Appropriations Act.

A new report by the U.S. Conference of Mayors found that full construction of high-speed rail networks, in conjunction with healthy metropolitan economies over the next 20 years, and supportive infrastructure investments to allow high-speed rail benefits to be realized, in Los Angeles, could create up to \$7.6 billion per year in new business and up to 55,000 jobs; in Chicago, up to \$6.1 billion per year in new business and up to 42,000 jobs; in Orlando, up to \$2.9 billion per year in new business and up to 27,500 jobs; and in Albany, NY, up to \$2.5 billion per year in new business and up to 21,000 jobs.

New board members recognize Amtrak is key to future of passenger rail - Tuesday, June 29, 2010

The three newest members of the Amtrak board of directors recognize that Amtrak and its national network of high-speed and intercity passenger trains are key to the future of passenger rail transportation in America.

Anthony R. Coscia, Bert DiClemente and Jeff Moreland were nominated by President Obama and recently confirmed by the United States Senate. They are expected to soon assume their new responsibilities guiding and overseeing America's railroad.

"We welcome our newest board members with confidence they will contribute their considerable knowledge and experience to advance Amtrak's growth strategy and efforts to make the nation's railroad safer, greener and healthier," said Amtrak Chairman Thomas Carper.

"I am excited about serving as an Amtrak director because I strongly believe that a vibrant, competitive, and comprehen-

sive passenger rail system is a critical component of a 21st Century multimodal transportation system," stated Coscia.

"I am a believer in the critical role that Amtrak plays in the national transportation fabric of our country. I believe to the core of my being that Amtrak's best days lie ahead of us," said Di-Clemente.

"Amtrak has made progress in recent years and I believe these positive trends will continue. I also believe it is important to the U.S. transportation system that Amtrak maintain a nationwide rail system and develop high-speed rail corridors in many areas of the country," said Moreland. Chairman Carper noted that with the arrival of these new members, eight of nine director positions would be filled. They will join himself, Donna McLean, Nancy Naples, U.S. Secretary of Transportation Ray La Hood, and Amtrak President and CEO Joseph Boardman on the Amtrak board of directors.

From Trains Newswire

Mainline steam excursions could return to Norfolk Southern rails soon - Published: Wednesday, June 30, 2010
NORFOLK, VA and CHATTANOOGA, TN — Mainline steam excursions could return to Norfolk Southern rails as early as this fall after NS said Wednesday it is negotiating with Tennessee Valley Railroad Museum to operate a limited schedule of steam locomotive appearances and public passenger excursions beginning later this year.

Norfolk Southern and its predecessor Southern Railway ran an extensive series of excursions each year from 1966 to 1994. The new program, called 21st Century Steam, marks a return to steam-powered public relations on the big Eastern carrier and would highlight important dates in railroad history and provide an opportunity for audiences to learn about modern freight railroads.

The program would feature three venerable coal-powered steam locomotives:

- Southern Railway 2-8-2 No. 4501, a 1911 Baldwin which began the Southern excursions in 1966, and requires a complete overhaul at TVRM, which owns the Mikado. TVRM President Tim Andrews said the engine could be made ready to run in a year if enough laborers are assigned to the engine.

- Southern Railway 2-8-0 No. 630, a 1904 Alco product that also ran on Southern excursions from 1968 to 1978. An extensive six-year rehabilitation to Federal Railroad Administration standards is set for completion at TVRM's Soule Shops complex with a target date of September.

- Tennessee Valley Railroad 2-8-0 No. 610, a 1952 by Baldwin-Lima-Hamilton product for the U.S. Army. The engine has been the mainstay of TVRM steam operations since 1990. It also appeared on several Norfolk Southern steam excursions from 1990 to 1993.

"This is the right time for steam to ride the Norfolk Southern rails," said CEO Wick Moorman. "We have a fascinating history, and we have a compelling message about how today's railroads support jobs, competition, and the economy. It is a forward-looking message that resonates with people everywhere."

"21st Century Steam can help introduce historic and modern railroading to a broad new audience of supporters," Andrews said. "We are pleased to be developing this relationship with Norfolk Southern for the purpose of preserving and interpreting the steam age, and of bringing today's railroad closer to people young and old, in communities large and small."

The launch of 21st Century Steam would coincide with key dates. 2011 will be 4501's 100th birthday and TVRM's 50th. The year 2012 will mark Norfolk Southern's 30th anniversary.

Minutes from June 19th Meeting

The meeting was called to order by chapter president Cy Svobodny at 7:01 pm in the Jackson St. Roundhouse with 17 members and guests present (more people arrived later). Those present were asked to introduce themselves. Cy asked if there were changes to minutes of the May 15th, 2010 meeting, as published in the June 2010 issue of *Northstar News*. Treasurer Dan Meyer was not present to give a report. National Director Bill Dredge said that he will be attending the NRHS National Convention in Scranton, PA and will be attending the Board of Directors and Membership Meetings there. Trip Director John Goodman said that on Saturday, August 14th, we will meet at the 28th Avenue Station in Bloomington (which has a large parking ramp) and ride the *Hiawatha Line* to the *Northstar* station in downtown Minneapolis. We will ride the *Northstar* train to Big Lake, where there will be a layover of about one hour. After returning to downtown Minneapolis, we can eat lunch together at Gaviidae Common before returning to Bloomington. In response to a question, John said that he could bring a cooler of pop along. On Saturday, August 21, we will have our chapter picnic adjacent to the BNSF mainline at Prescott, WI. People will be expected to bring their own food. It was noted that there will be a grill available. John also talked about programs for future meetings. In July, we will have a guest speaker who will talk about William Washburn and his role in the building of the Soo Line Railroad. To supplement the talk, Cy Svobodny has selected some slides about the Soo Line from the Kurt Peterson Slide Collection. John is looking for programs for September, October, and November. He has a possible program for the Holiday Party in December, but this is not definite yet. There was mention of the project to upgrade the St. Paul Union Depot. It was also noted that Minneapolis wants to build a new depot of its own. We have been offered a larger room at the building where we have the chapter library. This room would be large enough so we could both have more room for the library and use it as a place to hold our membership meetings. It even has a good view of the BNSF Mainline. There was a discussion of costs, comparisons of space, availability of an elevator, security, and whether we have (or can get) enough chairs. A question was asked as to whether we would need to raise chapter dues to help pay for the extra cost, and if so, by how much. It was noted that the we have already paid rent to meet here at the Jackson St. Roundhouse for our July meeting. We do not have anything definite for our September meeting. A motion was made by Gary Wildung that we accept the offer of the larger space. Russ Isbrandt moved to table a decision on the matter until our July meeting. John Goodman seconded the original motion. There was discussion of the proper procedures for deciding the matter. Marty Swan, who wrote the current by-laws, clarified the procedures. The motion to table until the July meeting the motion to accept the offer of the larger room was seconded and carried. There was a question about the size of the new room. Editor Russ Isbrandt said that he had nothing much new to report about about Northstar News except that he does have a feature article for the July issue. National Train Day had attendance of 5,200. There was a discussion of National Train Day - did we get good traffic through the area where we had exhibit? A problem in planning for next year's event is that there isn't enough parking available. The concessions ran out of food. It is hoped that there will be a Northstar train on display next year. It was suggested that there should be a remote parking lot with a shuttle. Also, this year there was a conflict of dates with a large flea market of railroad and model railroad items at the state fairgrounds. Planning for next year's event begins in September. It was reported that that BNSF was happy with what transpired this year. The subject of steam engine #8327, which is on display at Bandana Square, was brought up. Steve Sandberg has parts which need to be attached to the engine. It was mentioned that the herald painted on the engine is "bleeding" badly. Russ Isbrandt said that he doesn't have the artwork for this. It

was decided that no motion is needed - Cy Svobodny can handle this. Dan Meyer isn't here tonight, so he can't tell us about the project to make name badges for those members who want one. Marty Swan reported on the Cheer Committee. He sent a get well card to former member Steve Kopacz, who has had serious health problems. Bruce Smith's father, Jerry Smith, had died at the age of 97, so he sent Bruce a sympathy card. Cy asked if there was any other old or new business. John Goodman reported that he has learned that the Union Pacific's Operation Lifesaver train will be in the Twin City area during the week of August 10th through 17th. It will be running to Hudson, WI and Farmington, MN. He doesn't know who will get to ride on the train, but he suggested that, even people can't ride the train, they can bring their cameras and photograph it. Bob Clarkson said that there will be a meeting to update the project to restore the St. Paul Union Depot. This will take place immediately after the next Ramsey County Board meeting, which will take place on the 3rd Floor of the Ramsey County Courthouse. Joe Stark announced that he had brought some duplicate videos from the chapter's library. They are for sale. There was no other business brought up. A motion was made, seconded, and carried to adjourn the meeting. After a brief break, Marty Swan presented the program. It was a video, based on films that he had shot. It began with scenes of the Pacific Northwest, then had a number of sequences on trains in the Midwest and a trip to Expo 67 in Montreal. It concluded with a trip to Hudson Bay.

Respectfully submitted,
Dave Norman, Secretary Northstar Chapter NRHS

Upcoming Chapter Events

July 17th Meeting will have a special program.
Kerck Kelsey of South Freeport, Maine is a historian of the Washburn family of Livermore, Maine. His third book about the

Washburns, titled *Prairie Lightning, The Rise and Fall of William Drew Washburn*, will be published in Minnesota next month. In connection with that event, he is planning a lecture tour of the states where William was most active, including Wisconsin, Minnesota, and North Dakota. Because of William's involvement with building of the M&StL, the Soo Line, and Twin Cities Rapid Transit, he'd been hoping to connect with rail historians in the Twin Cities area while he's there. He will have a good story to tell about early railroading in the upper midwest. Besides "drilling a tunnel through" the empty Wisconsin woods, the story of the Soo Line involves bank panics, great vision and nerve by the flour millers, friends and enemies from the Bank of Montreal to the halls of Congress, rival railroad barons, rioting construction crews, a deeply displeased James J. Hill, and a unique railroad built by amateurs in the wrong direction without a penny of government aid or support.

Big Lake Northstar Trip - August 14th

Chapter members will meet at the 28th Ave. Hiawatha Station in Bloomington to take the 10:36 am train to the Target Field Northstar Commuter Rail Station for the 11:30 am departure to Big Lake. The train arrives at Big Lake at 12:19 pm and departs again at 1:23 pm with arrival at Target Field Station at 2:12 pm. A late lunch can be had at Gaviidae Commons afterwards. Do NOT pack a lunch as eating is not permitted on the trains nor even in the Big Lake Station parking lot. Fare will be \$10.50 regular fare, \$3.50 senior fare roundtrip. **Please call John Goodman at 952-854-6827 and leave a phone number at which you may be contacted in the event the ride must be canceled at the last minute.**

Chapter Picnic August 21st

The annual chapter picnic will be held in the river front and track side park at Prescott, WI starting about noon. The chapter will provide beverages and chips.

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

Address Correction Requested



Above: North Western cow and calf units at the Belt Yard. Photo by Richard Tubbesing



Above: C&NW 1198 or 1199 one of two leased GE SL-144 units leased by the North Western. Photo by Richard Tubbesing



Above: Milwaukee Road Bi-Centennial unit 156 east-bound at Cottage Grove. Photo by Richard Tubbesing



Above: Three BN Bi-Centennial units at Hoffman Ave. Photo by Richard Tubbesing



Above: Rock Island with new blue paint scheme on a transfer at Dayton's Bluff. Photo by Richard Tubbesing



Above: Rock Island GP-40 on a transfer at Dayton's Bluff. Photo by Richard Tubbesing