



NORTHSTAR NEWS

Pacific Northwest Trains I've Ridden in the 1960s - Part 2, by H. Martin Swan



King Street Station, Seattle with the Northern Pacific's *North Coast Limited* ready to depart for Chicago. Photo by H. Martin Swan

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Meeting Notice

The October meeting of the Northstar Chapter of the NRHS will be held on October 15th at 7pm, at Roselawn Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map 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. **IMPORTANT: PLEASE CALL** Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you. Last minute walk-ins can sometimes be a problem.

Program: Dick Tubbesing will present a video of Summer 2011.

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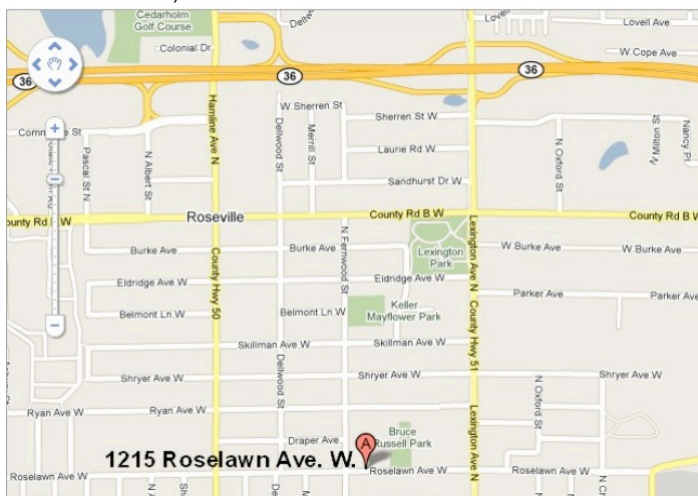
MEMBERSHIP INFORMATION

Dues are \$51 (\$36 for the National dues and \$15 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.

A subscription to this newsletter may be obtained for \$18 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.

Directions to Roseville Lutheran Church

From the east and west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, the Diamond Room.



Pacific Northwest Trains I've Ridden in the 1960s - Part 2 By H. Martin Swan

Northern Pacific

The North Coast Limited #25 & 26

#25 Ar. Seattle 8:30 am

#26 Lv Seattle 1:30 pm

The was certainly a beautiful train with its two-tone green paint scheme. Into Seattle it would carry dome and flat

top coaches, dome and flat top Pullmans, a dining car, the *Lewis and Clark Travelers Rest* (lounge designed for coach passengers), a *Slumbercoach* (not painted - but in Budd stainless steel) and a round-end observation car. At Pasco, the Portland section would be broken off or added. That section would have a flat top and dome coach, and a flat top sleeper. During the winter season, some or all of the flat top coaches and sleepers (except Portland) would be eliminated. The train's Pullmans carried the usual array of sleeping car accommodations plus one that extremely few other railroads carried. Under the dome in the dome Pullmans, were 4 duplex single rooms. Personally those were my very favorite room. They were as wide (from window to door) as a standard bedroom, but the length (from forward bulkhead to back bulkhead) was the same as a standard roomette. Each room had a nice full length sofa, and of course all the other amenities that a normal roomette would have as a bedroom. Two of the duplex single rooms faced forward and two faced to the rear. If I remember correctly they could be sold en-suite.

The *Slumbercoach* did cause the NP some problems. The *Slumbercoach* was available for the coach fare and a room charge. As such they were not first class cars, and passengers in the *Slumbercoach* were not permitted in the first class section of the train including the observation car. However, some passengers took the position that they were sleeping car passengers and the observation lounge was for sleeping car passengers, therefore they had the right to go there. The NP tried various methods to try to keep the *Slumbercoach* passengers in the coach section of the train, such as signs, notes on their tickets, explanation by the porter, etc. Nothing worked. NP finally relocated the car to the very front of

the train hoping the long walk would discourage the migration to the first class section. Nope! The NP finally gave up and permitted the *Slumbercoach* passengers to go to the first class section rather than constantly have hostile situations. The point became moot after the NP took the observation cars off the train and converted one of the dome sleepers to a *Lounge-in-the-Sky*. All they did was remodel the upstairs to have a table between pairs of seats. The car porter would serve drinks but there was nothing in the car that could be called "lounge". No lounge seats, just the non-reclining seats around the tables.

I rode the *North Coast Limited* many times eastbound to Spokane. The train left 2 hours before the *Empire Builder* and got to the mountains very shortly after leaving Seattle. Once, while riding in the observation car, I overheard a conversation between a high official with the Western Railroad Association who was complaining that he and his wife had been stuck in the bedrooms of the observation car. This car had the old-fashioned style of bedroom where the toilet was located under the washbasin and would fold out into the middle of the room for use. Apparently he was traveling with his wife and another husband-wife couple with the bedrooms ensuite. Any time anybody wanted to use the toilet everybody else had to leave and he was quite angry about that. The Pullman conductor assured him that he would be taken care of when the Portland section arrived at Pasco. That satisfied him but he couldn't help wondering why the Northern Pacific would run such an old outdated car on their train. Only once did I ride the *North Coast Limited* on its entire route from St. Paul to Seattle and that was just prior to Amtrak. I took a circle tour going out on the *North Coast Limited* and returning on the *Empire Builder*.

The Mainstreeter #1 & #2

#1 Ar Seattle 7:20 am

#2 Lv Seattle 9:30 pm

The *Mainstreeter* was Northern Pacific's secondary trans-continental train. It generally ran a few head end cars, a couple of coaches, a diner lounge, and a Pullman. Prior to my arrival in Seattle, Northern Pacific had discontinued the Pullman except between Spokane and Seattle, but by the time I arrived in Seattle the NP had re-established the Pullman. About a year after I arrived the NP substituted a *Slumbercoach* for the Pullman. I did not ride the *Mainstreeter* too often due to its schedule not being convenient to what I wanted to do. About the only exception was a ride to Spokane so I could catch the train to Lewiston, and once to Billings so I could make connections to the CB&Q's train to Lincoln.

Northern Pacific Pool train #407 & #408

#408 Lv Seattle 12:15 pm Ar Portland 4:15 pm

#407 Lv Portland 5:15 pm Ar Seattle 9:15 pm

These were my favorite trains out in the Pacific Northwest. The trains would be 10 or more coaches, a full dining car and a parlor-bar-lounge which turned out to be the last surviving *Holiday Lounge* originally built for the *Mainstreeter* when the NP tried, unsuccessfully, to upgrade the that train and increase its patronage. Southbound #408 would carry 2 to 3 Pullmans to interchange with the SP at Portland. These cars were painted SP silver with red letter board. Two of the cars (NP 364 and 365 per Wayner's *Car Names Numbers and Consists*) carried the Northern Pacific name, in SP script, on the letter board. The interchange was rather amazing by today's standards. #408



Northern Pacific Mainstreeter at Missoula, MT.

Photo by H. Martin Swan

would arrive Portland at 4:15 pm. The SP's *Cascade* would leave at 4:30 pm. In that 15 minutes, the Seattle sleepers had to be transferred and the SP's mock observation car (blunt end 10 and 6 sleeper 9053 or 9054 with no rear windows and no diaphragm) had to be added.



Northern Pacific Mainstreeter at Spokane, September 2, 1962. Photo by H. Martin Swan

Meanwhile, the coach passengers from #408 had to be safely transferred to the *Cascade*. Actually, they never got the job done in 15 minutes; every time I observed the show--about 25 minutes was the actual required time.

I didn't use the southbound train too often unless I was headed south of Portland on the *Cascade* as I did every Christmas when I went to visit family in the San Francisco area. It was really nice to ride the through sleepers until they were removed on January 9, 1966. I don't know if it was the SP (most likely) or the NP/UP that decided to end the service. I often used the northbound train as it would be the train to ride back to Seattle after a day of taking railroad movies in Portland or returning from a business trip to Portland. The train, even though it had no real connections, nothing from Portland and only the *Mainstreeter*

or *Western Star* at Seattle, still carried a heavy load of people returning from Portland.

The UP used Union Station in Seattle (the Milwaukee Road also used that station when it had passenger service) and the GN/NP used King Street Station. The two stations were directly across the street from each other although on different levels. The through sleeping cars which came north on the UP pool train and thus into Union Station had to be switched over to King Street Station for the NP pool train to take south.

UP Pool Trains

#458 Lv Seattle 5:00 pm Ar Portland 9:15 pm

#457 Lv Portland 9:30 am Ar Seattle 1:30 pm

The UP pool trains, like the Northern Pacific pool trains were very busy, running 10-12 coaches or more, a dining car and a club-lounge car (no parlor seats). Northbound it carried the sleeping cars from the *Cascade* that the NP #408 brought down to Portland.

Northbound the train carried the connections from the *Cascade* and from UP's *City of Portland* as well as the SP&S' s *Streamliner*. At Tacoma, passengers for the *North Coast Limited* would take a NP bus to East Auburn to connect with the *North Coast Limited* and at Seattle it made connections with the *Empire Builder* and the *International* to Vancouver, BC.

Southbound it made connections from the southbound *International* from Vancouver and at Portland with the *Portland Rose*. It was the train that folks from Portland would take to return from Seattle after a half day in Seattle, and business people (mostly men back then) would take to get ready for a meeting the next morning in the Rose City.

Of note, for about one year after I arrived, the train also carried the dome car from the *Train Of Tomorrow*, the last surviving car from that train.

I rode this train mostly only as a business train to take me to Portland the night before a rate hearing. Its schedule was not too useful for personal fun, except if I was going out on the *Portland Rose*. Northbound, I rode it maybe 4 times, twice when I had returned to Portland on the *City of Portland* and once when I had returned on the *Cascade* and once when I had returned on the *Shasta Daylight*, which arrived at midnight and forced me to spend the night in a hotel room.

I got a new taste treat on this train. Being a good Catholic boy back then, I didn't eat meat on Friday. I boarded the southbound UP pool on a Friday to go down to Portland and thence on the *Portland Rose*. I went into the dining car of UP #458 and scanned the menu; the only things on the menu that were not meat were salmon and a peanut butter and jelly sandwich. Now I was a Nebraska boy born in corn-fed beef country, the only time I had salmon was when my mom would take canned salmon, the kind where the bones had been puried and were eatable. My mom would make salmon patties and then pour a cream sauce with peas over the patties--not my favorite meal.

Since the only non-meat meal on the UP's menu was salmon I ordered it. Much to my surprise, I was served a grilled salmon steak. I had no idea that salmon could be



A UP switcher working newly arrived train 457 at Union Station. Photo by H. Martin Swan



The Train of Tomorrow dome coach on trains 457 and 458. Photo by H. Martin Swan

served that way and it was delicious. After that, grilled salmon became the first non-shell fish that I would eat on days other than Friday.

Trains out of Portland, not originating or terminating at Seattle.

Union Pacific

***City of Portland* - Portland/Denver/Omaha/Chicago**

#105 Ar 9:00 am

#106 Lv 12:30 pm

The *City of Portland* was a beautiful train. It carried the usual coaches and sleepers and then it also carried a dome lounge, dome coach and the only dome dining cars on any railroad in the nation. The dome lounge used to be a dome observation car but the Union Pacific turned it into a mid-train lounge car. I was told that the reason for this was that when people would go to the dining car and be told that it was full (UP did not take dinner reservations--first come first served), they would be given a number and

told go to the lounge car to wait their turn. However the lounge car could be as many as four or five cars away from the dining car which was inconvenient. By making the lounge car a mid-train car and placing it next to the dome dining car the problem was solved. In the summer the train would run 3 to 5 Pullmans, but in the winter it would run one or two Pullmans, many times just one.

The schedule wasn't too convenient for me but I did manage to get a few rides on the train, mostly the westbound. It was very enjoyable sitting in the dome dining car enjoying a ham and cheese omelet (my favorite breakfast in those days) looking out to the beautiful Columbia River George as the train went by and every once in awhile racing a late SP&S *Streamliner* on the opposite side of the river.

Portland Rose - Portland/Denver/Kansas City

#17 Ar 5:00 am

#18 Lv 9:45 pm

The *Portland Rose* was a pretty good secondary train. It carried the usual head-end equipment, coaches (2 to 4) to and from Kansas City, a Pullman (sections, roomettes and bedrooms) between Denver and Portland and a buffet-lounge between Green River and La Grande. It was a survivor too, being the only 2nd train on any Union Pacific route by Amtrak Day.

I used this train relatively often eastbound. I would go to Baker, ID and turnaround on the mail train for a daylight ride through the Blue Mountains, or I would go to Pocatello and turn around on either the *City of Portland* to Portland or the *Butte Special* to Butte (thence NP back to Seattle) and once to Boise to turn around on the eastbound version. When I went to the NRHS National Convention in 1966, I took #18 all the way to Denver.

Mail & Express between Salt Lake City and Portland (between Salt Lake City and Pocatello it was #35 & 36)

#11 Ar 9:00 pm

#12 Lv 7:10 am



The *Portland Rose* about to depart Portland September 6, 1962 with units 939, 932B, 908. Photo by Russ Isbrandt

Just what it says, a mail & express train with lots of mail and express cars and a coach or two for passengers. The longest ride I had on #11 was from Baker back to Portland, going through the Blue Mountains in a blizzard. The train had no meal service, and darn if I can remember where we stopped for food. I also rode it once coming back from Hinkle, OR. Additional photos in the electronic edition extra pages.

The Story of the NRHS Emblem The Gondola Gazette

On its return route to the city, the 11-car railfan special stopped at a suburban station to discharge a portion of its riders. Linger on the station platform to watch the train pull out, the alighted railfans and their friends displayed admirable smiles as the rear car rolled past them. For there, brilliantly illuminated in full color, in the form of a drum sign on the train's end gate was the attractive emblem of the National Railway Historical Society.

The train-end drum signs owned by several of our chapters are probably the most dramatic presentations that are seen by railfans and the general public alike, of our Society's emblem — an insignia that was once described by a noted industrial designer as "an extremely pleasing and well balanced herald that emphatically conveys the firm purposes of the organization." The emblem has appeared in many forms — printed on stationery, publicity literature, flyers, menus; formed into lapel buttons and tie clips; woven into banners and shoulder patches and made into decal transfers.

The official emblem now in use is the second one designed for the organization since its founding in 1935. Shown below, it replaced the first emblem early in 1937. The original "keystone" design, shown below, was first presented and adopted at a Board meeting held in Lancaster, PA, on Sunday, February 13, 1936. It represented the initial attempt to establish a herald for our then very young railway club. The thought behind the keystone shape, as described in early publications of our Society, was "to symbolize the paramount importance of the work



Original National Emblem



that this organization can and will do for posterity." The trolley and locomotive represented models and indicated the extreme interest of our original members in scale model railroading. However, because many persons thought it gave an impression of a leaning toward the Pennsylvania Railroad due to the shape of its outline, the Board of Directors, at the suggestion of Ed Reese of Lancaster, authorized the groundwork for a new emblem design in October, 1936.

David Bowers of the Philadelphia Chapter, a highly skilled professional artist and designer, finally perfected the present circular shaped herald with the attractively-proportioned 4-4-0 gracing the center focal point. It was adopted by official action of the Board at a special meeting held in Philadelphia on Thursday, January 7, 1937, and has remained the same ever since, with the exception of one slight design revision. The original drawing had a silhouetted map of the United States in the "sky" space over the locomotive, but because this map had a tendency to blur on small line cut reproductions, it was

removed from the authorized design in October 1947 by motion of the Board of Directors.

Our present emblem first appeared on the April 1937 Bulletin and also on membership cards for that year. By July of the same year, Bowers had adopted the design onto a membership button, the first of which were hand-assembled by another member, Martin Flattley.

This article first appeared in the Third Quarter, 1961 NRHS Bulletin and again in the 50th Anniversary Issue, National Railway Bulletin, Volume 50, 1985. 50th Anniversary Issue furnished by Dale Smith.

Editorial



This is the new, controversial NRHS logo, which apparently was adopted without membership or board input. Is this "an extremely pleasing and well balanced herald that emphatically conveys the firm purposes of the organization"? A member who did a Google search found the NRHS stood for New Rochelle High School. This may be a good logo for them but not for a railroad historical society. Those of us familiar with the railroad practice of "white lining" retired equipment wonder if this is a hint about the future of our organization.

Minutes of the May 21, 2011 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order by chapter president Dawn Holmberg at 7:03 pm in the Roseville Lutheran Church with 23 members and guests present. Those present were asked to introduce themselves. A motion was made, seconded, and carried to approve the minutes of the April 16, 2011 meeting, as published in the May 2011 issue of Northstar News. Treasurer Dan Meyer gave his report. Several people had suggestions for getting higher interest rates on the chapter's long-term savings. Dan Meyer also reported as webmaster. He asked how many members have a Facebook account. There was a report on the calendar project. The second (and final) payment was made to John Luecke, the previous publisher of the calendar, plus other bills were paid. We also got payment for calendars that were sold. White River said that they would honor last year's quote. We are working on the 2012 calendar. There was a question about the pricing of the 2011 calendar. There were also other questions about the calendar. National Director Bill Dredge reported that he had just gotten back from the NRHS National Board meeting in Urbana, IL. He described it as very peaceful. He also reported on other matters. The NRHS will continue to operate under its current governance for a while if the proposed new by-laws pass. Plans for this year's national convention at Tacoma appear to be OK. The budget has been set up for 3 years ahead. Bill noted that all proxies must be in to the office in Philadelphia by June 17th. Trip director John Goodman is not here. There is a proposed trip to Omaha. We had to move the dates of the trip as there is a very big rodeo in the Omaha area on the dates we had originally planned to be there. We are still working on this. Also, we are looking into a trip on a speeder train. We would go to Durand, WI, where we would ride with the Chipewewa Valley Motor Car Association. They don't run in the summer because of mosquitoes. We will look into this. Programs - Dick Tubbesing is not here to give a report - we are planning on having a picnic on Saturday, June 11th next to the BNSF mainline at Coon Rapids. We haven't decided what event to have for Saturday, July 9th. One possibility that had been suggested would be a picnic at the Wayzata depot adjacent to the BNSF mainline there. Another possibility would be a trip on the Northstar commuter train. Dave Norman said that he had seen an announcement that Aaron Isaacs of the Minnesota Streetcar Museum (and a retired Metro Transit employee) would be leading a tour on the Hiawatha Light Rail line, with stops at different stations where he would talk about the significance of each and the history of the area. [Secretary's note: It was subsequently learned that the flyer was on display merely as a sample of the sponsoring organization's activities - the tour described on it had already taken place in a previous year, when July 9th also happened to be on a weekend day - it is NOT some-

thing that will be happening on July 9th of 2011.] Another possibility would be to go on a tour led by Phil Epstein of the Minnesota Streetcar Museum and the Minnesota Transportation Museum, using a vintage bus to take people on a tour of transit sites. Pat Perry made a motion that the chapter pursue the Aaron Isaacs tour on July 9th. The motion was seconded and carried. Possible events for August were discussed. There was a suggestion that we open the event up to the public. This was suggested as a way to get former chapter members to rejoin. The event for August would be on the 3rd Saturday, probably a picnic. Here was a discussion about the location - specifically, going back to Prescott, WI versus going to some other location, such as Maiden Rock, WI. Marty Swan made a motion that the chapter go to Prescott, WI for a picnic in August. The motion was seconded and voted on. There was one vote for Prescott, with most others opposing the motion. The September program will be presented by John Goodman, with Dick Tubbesing doing the October meeting and Jim George doing a program on Switzerland in November. We have someone in mind to present the program at the Holiday Banquet, but it is not definite yet. Plans for the Holiday Banquet were described. It is set for Gulden's Restaurant. It was noted that we will not have to pay a deposit this year because we were there last year. It was felt that we didn't have time at tonight's meeting to decide on the menu. Joe Stark gave a report on sales of library items and donated items at flea markets. Northstar News editor, Russ Isbrandt, presented a brief report. Marty Swan reported for the Cheer Committee - he sent a get-well card to John Cartwright's wife, who broke her leg. The Nominating Committee has three members, but needs one more, who should not be a board member. The question was asked if there was any more Old Business. We got a letter from the Friends of the 261 which says that they are estimating that the engine will not be running this Fall, but should be ready for next year's Fall. There was a report from the Library Committee - they had a special meeting and came up with a Mission Statement. A motion was made, seconded, and carried to approve the Mission Statement. The library's collection policy was discussed - should it be only a reference library or should it also be a circulating one? Mentioned was the experience of other NRHS chapters which have libraries, plus it was noted that the Northern Pacific Historical Society library is reference only. A motion was made, seconded, and carried that we keep the chapter library reference only. There was a revote, but the result was the same. There was a call for any other Old Business. New Business - Dan Meyer's father donated a desk, credenza, and file cabinet to the library. Members were urged to watch the chapter's website, Northstar News, etc. A motion to adjourn the meeting was made, seconded, and carried at 7:55 pm. After a brief break, Bill Herzog presented the program, a slide show on Railroads of the Early 90s.

Respectfully submitted, Dave Norman, Secretary Northstar Chapter NRHS

Minutes of the September 17, 2011 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order in the Roseville Lutheran Church at 7:04 pm by chapter president Dawn Holmberg with 20 members and guests present. Those present were asked to introduce themselves. A visitor to our meeting was Carl Jensen, Appalachian Regional Vice President of the NRHS. Secretary Dave Norman announced that the minutes of the May 21, 2011 membership meeting had been submitted to Northstar News editor Russ Isbrandt for publication in the October issue. It was moved, seconded, and carried that we wait until they have been published before voting on whether to approve them. Treasurer Dan Meyer gave his report. He noted that the chapter will need the income from sales at the upcoming flea markets. As membership chair, Dan noted that we now have 62 regular members, plus 6 subscribers. He said that he thought we were doing pretty well. As for chapter dues for 2012, he noted that we had to raise dues by \$3, as the existing dues rate wasn't covering costs. There was a tight deadline for sending the 2012 information in to the NRHS national office, so the chapter's board had to take an emergency vote to increase the dues. Next year, the chapter membership dues will be \$15 and the subscriber rate will be \$18 per year. Jim George reported for the Audit Committee, which had a meeting earlier in the day. They examined both the chapter's main checking account and the calendar checking account. The committee found the chapter's main checking well organized. They felt that everything was OK except for a few minor details: the canceled checks should be printed out and the treasurer should give a monthly report. The committee also examined activity in the calendar account. They noted that this was a new activity for the chapter and there was no established format to follow. The committee described this as pretty disorganized. The committee said

that they had reconstructed sales versus the number of calendars sold. Their major recommendation for the calendar project was that we need to be able to track things better. The canceled checks need to be printed out. The committee said that we need to have a financial report at the end of the year (or maybe in February for the calendar project). Eventually, maybe in the future, we will only need to have an audit every other year. It was noted that we now have an improved form to report calendar sales. National Director Bill Dredge gave his report. There was a directors' meeting on June 24th in Tacoma in conjunction with the NRHS National Convention. The new National By-Laws passed, so the NRHS board passed a transitional governance plan. There was a proposal to hire a paid executive director, but it did not pass. Upcoming meetings will now be called a "conference" instead of a "board of directors meeting." Trip Director John Goodman reported that a number of chapter members rode a special train on the Twin Cities & Western in late July which was being operated to celebrate the 20th Anniversary of the start of operations of the railroad. There was a picnic in June at Coon Rapids and another picnic in August at Maiden Rock, WI. Dawn Holmberg reported on the calendar project. There has been little activity lately on the 2011 calendar. The Cloquet Terminal's parent company has said they might donate the paper for the 2012 calendar, but unless we hear from them by the deadline, we will go ahead with a print run of 750 copies. Earlier tonight, we had a special board meeting to approve the funds to have the calendars printed and for a postcard announcing that they are ready and can be ordered. Northstar News editor Russ Isbrandt said that, at this time, he has a good selection of articles in the pipeline. Webmaster Dan Meyer said that he had recently updated the chapter's website. He asked how many were on Facebook. Joe Stark reported on sales at recent flea markets. There was no one from the library who had a report to give. Dick Tubbesing reported on upcoming programs. He noted that, at this time, 2012 is completely open. Tonight, John Goodman will show old films transferred to DVD. Next month, Dick Tubbesing will present the program. We do have a program lined up for the Holiday Banquet, but the speaker might be called away to work, so we need an alternate if that happens. Newsletter distribution - members and others getting the newsletter should let Dick Tubbesing know if they want to get the electronic version (which usually has more pages) instead of the mailed-out one. Library - Russ Isbrandt said that the Bill Cordes slides are being scanned (saved to a data CD) and inventoried. He also noted that the Library Committee hopes to schedule another open house in October. There was a question about electronic distribution of Northstar News - the preference is about 2 to 1 for conventional (mailed) distribution. The Nominating Committee reported that all existing board members will run for another term. Marty Swan reported that the Cheer Committee had received more cards to send out. Since last month's meeting, he sent out four cards. There was a call for any other Old Business. New Business - (Going back to the dues increase for a moment, some on the board remember the matter being discussed, but there is no record of an official vote approving it. There was a motion from the floor to confirm the increase. The motion was seconded and carried.) Mike Mackner said that he had appeared before the Marine on St. Croix city council to promote the idea of building a new station there from original plans. They have found many artifacts from the older eras. The city council supports the idea of building a station, but wants support from other groups. A motion was made and seconded that the Northstar Chapter support the building of a new station at Marine on St. Croix. During a discussion on the motion, it was "fine tuned" to say that the chapter "endorses" construction of a new station (instead of "supports"). The motion, as modified, carried. The Bill Cordes slide collection was discussed. Many people want copies of various slides in the collection. We need to have a board meeting to set policy on this before any copies are made. Dick Tubbesing announced that he has rail DVDs for sale. Marty Swan said that Dennis McDonald, a chapter member who lives in England, will be visiting the Twin Cities starting September 28th. He wants to get together with chapter members - railfanning during the day, possibly lunch together, plus something in the evening. There was no other business. A motion to adjourn was made, seconded, and carried at 7:54 pm. It was announced that exchange newsletters and rail postcards are available at the front table. After a brief break, John Goodman presented vintage rail films taken decades ago by the Minnesota Railfans' Association's official photographer, Bob Melcher, and recently transferred to DVD. This was followed by a selection of short videos by Dick Tubbesing.

Respectfully submitted, Dave Norman Secretary Northstar Chapter NRHS

Lake Superior Transportation Museum Photo Session Photos by Richard Tubbesing



Dick Tubbesing attended the annual Lake Superior Transportation Museum Photo Weekend September 9, 10 and 11th. Above is Soo Line power at the night photo session at the museum. Below: Soo Line F on a 22 car ore train crossing the Knife River. Additional photos in the electronic edition extra pages.



Railway Interchange 2011



Railway Interchange CP special train to Loram in Hamel.
Photo from Steve Sandberg via John Goodman

Railway Interchange 2011 was the first North American combined railway supply exhibition and technical conference. The event was held at the Minneapolis Convention Center, with equipment display at CP's Humboldt Yard, September 18-21.

The four-day event combined the technical conferences of the American Railway Engineering and Maintenance-of-Way Association (AREMA) and the Coordinated Mechanical Associations

(CMA). Railway Interchange 2011 also featured an exhibition by members of the Railway Supply Institute (RSI), the Railway Engineering-Maintenance Suppliers Association (REMSA), and Railway Systems Suppliers, Inc. (RSSI).

U.S. Transportation Secretary Ray LaHood, addressed the gathering on Monday, September 19.



EMD SD70ACE on display for Railway Interchange at CP's Humboldt Yard. Photo from Trains Newswire.

Northstar News
Northstar Chapter
National Railway Historical Society
1515 Creek Meadows Drive NW
Coon Rapids, MN, 55433-3768

Address Correction Requested

Railfan Calendar

Ironhorse Central Railroad Steam Up

Saturday, October 8th, 10 am to 4 pm, 24880 Morgan Ave., Chisago City, MN. Rides are \$8 for adults, \$6 for seniors and children.

Friends of 261 Fall Foliage Train Trips

Saturday and Sunday, October 8th and 9th, to Boyleston, WI and Winona / LaCrescent, MN respectively. See www.261.com/excursions for ticket information.

Newport Model Railroad Club Train Show and Sale

Saturday, October 15th, 10 am - 3:00 pm, Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. Admission: \$5.00 adults, children 11 years and under free.

Trainfest

Saturday and Sunday November 12-13th, Wisconsin Exposition Center, State Fairgrounds, 8200 W. Greenfield Ave., West Allis, WI. Admission: Adults \$12 (online discount coupon available), children 4-14, \$2 (free with downloadable coupon). NOTE: THIS INFORMATION IS SUBJECT TO CHANGE. CHECK www.trainfest.com for updated information.

Greater Upper Midwest Train Show

Saturday, November 19th, 9 am - 2 pm, Century College, 3300 Century Ave. N., White Bear Lake, MN. Admission: \$5 adults, children under 12 free.

North Star Chapter Annual Banquet

Sunday, December 4, 4pm-8pm. Guldens Restaurant \$25. A reservation form will appear in next month's Northstar News.



UP Mail and Express train 12, September 7, 1962. Photo by Russ Isbrandt



SP Shasta Daylight at Kalmath Falls, OR. Photo by H. Martin Swan



Lake Superior Transportation Museum photo freight at Fitzgerald's Brewery, Duluth. Photo Richard Tubbesing



Lake Superior Transportation Museum's Duluth South Shore and Atlantic Alco RS-1 and short passenger train, Photo Richard Tubbesing



Lake Superior Transportation Museum Erie Mining F units on the 22 car ore train at Knife River. Photo Richard Tubbesing



North Shore Mining tailings train at mp.7. Photo Richard Tubbesing