



# NORTHSTAR NEWS

**Dues are due NOW.**

**This will be your LAST Northstar News if you haven't renewed by April 1st.**

**Memories of a Trip on British Columbia Railway Budd Car Charter, September 2000, by Richard Tubbesing**



**Illinois Chicago and Eastern plow extra between Mason City and Calmar, IA, February 6th. Photo by Dawn Holmberg**

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## Meeting Notice

The March meeting of the Northstar Chapter of the NRHS will be held on Saturday, March 19th, at Roseville 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.

This month will be members' night. Bring in 20 of your best images of Minnesota railroading, slides or digital on a CD with the idea in mind that they would be candidates for the 2012 calendar. They can be current or vintage images, even black and white. See page 8 for calendar photo criterion.

# Northstar Chapter Officers

## Board of Directors

Office	Name	Email	Phone
<b>President</b>	<b>Dawn Holmberg</b>	<b>dawn@dholmberg.com</b>	<b>763-784-8835</b>
<b>Vice President</b>	<b>H. Martin Swan</b>	<b>hmartinswan@msn.com</b>	<b>612-961-1684</b>
<b>Past President</b>	<b>Cy Svobodny</b>	<b>ctsvobodny@yahoo.com</b>	<b>651-455-0052</b>
<b>National Director</b>	<b>Bill Dredge</b>	<b>williamdredge@yahoo.com</b>	<b>952-937-1313</b>
<b>Treasurer</b>	<b>Dan Meyer</b>	<b>treasurer@northstar-nrhs.org</b>	<b>763-784-8835</b>
<b>Secretary</b>	<b>Dave Norman</b>	<b>nevad11@hotmail.com</b>	<b>612-729-2428</b>
<b>Trustee</b>	<b>Bob Clarkson</b>	<b>railroadbob@hotmail.com</b>	<b>651-636-2323</b>

## Staff

<b>Program Chairman</b>	<b>Richard Tubbesing</b>	<b>Tubbesing261@yahoo.com</b>	<b>763-757-1304</b>
<b>Newsletter Editor</b>	<b>Russ Isbrandt</b>	<b>risbrandt@comcast.net</b>	<b>651-426-1156</b>
<b>Newsletter Production and Distribution</b>	<b>Richard Tubbesing</b>	<b>Tubbesing261@yahoo.com</b>	<b>763-757-1304</b>
<b>Chapter Mail Box</b>	<b>Northstar Chapter NRHS</b>	<b>PO Box 120832</b>	<b>St. Paul, MN 55112</b>
<b>Chapter Librarian / Historian</b>	<b>John Cartwright</b>	<b>stationman86@yahoo.com</b>	<b>651-481-8479</b>
<b>Webmaster</b>	<b>Dan Meyer</b>	<b>Website: www.northstar-nrhs.org</b>	

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

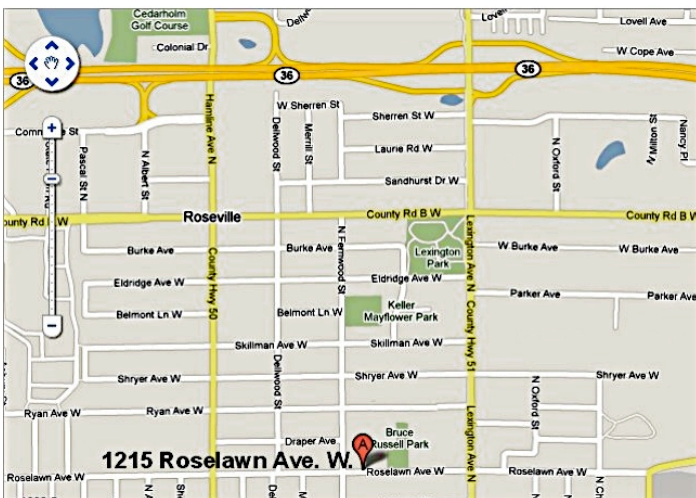
## MEMBERSHIP INFORMATION

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.

A subscription to this newsletter may be obtained for \$15 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.



## Memories of A British Columbia Railway Budd Car Charter to Ft. Nelson, B.C. By Richard Tubbesing

### Day 1

I flew into Seattle's SEATAC airport and transferred by shuttle bus to the King Street Station to get the *Empire Builder* to Everett, WA. King Street station was under restoration. The ceiling and other areas of the station were under construction where you could see the ceiling was tiled over. The grand art work of the original ceiling was revealed. The waiting area had the typical bench seating reminiscent of the GN, NP days but was reduced in size. The ticketing area still seemed to be the same as it probably was in the past.

As is typical of the Pacific Northwest, the day was cloudy with some rain as I rode the last car of the train along Puget Sound. After a stop in Edmonds, WA, the train continued to Everett where I stayed overnight to catch the *Cascade Service Talgo* train to Vancouver, BC the next morning.

### Day 2

I got to the station early (in the rain!) to try and catch some BNSF action by the station. This was the BN station



close to the Sound which was replaced by a new transit center in Everett a few years later. I caught a long west-bound BN stack-auto carrier train and eastbound manifest train while waiting for the *Talgo* train. The *Talgo* train was a nice train that rode well on freight railroad track and had a nice buffet car where I bought some mid-morning coffee and a snack. We arrived in Vancouver in a fenced-in area at the Vancouver Station. I went through customs. A valid drivers license was the only ID needed to be granted access to Canada, at the time. From the station, I got a cab to my hotel for the night.

Day 3

The next morning, I again took a cab to the BCR North Vancouver Station to board our chartered BCR RDC-2. I then wandered around the station and the BCR steam shop where Royal Hudson #2860 was under restoration and got some pictures of the steam shop and engine. I saw the substitute engine #3716 being readied for the BCR excursion train to Squamish. ( I would ride this later in my trip.)

Since there was a food workers strike by BCR food workers, we could not ride our RDC to Squamish as other workers were not crossing the picket lines. We were then



**Ex-CP 2-8-0 3716 standing in for the Royal Hudson on the British Columbia Railway Squamish tour train at North Vancouver.** Photo by Richard Tubbesing

bused to Squamish where we met up with our charter RDC thus avoiding the strikers in North Vancouver. We got to the Squamish station and waited for our RDC to arrive. I watched a BCR Alco/MLW RS18C switcher shuttling cars around the Squamish Station. We loaded our baggage on to the bus that would follow us along since there was no room for all the passenger's luggage on the RDC and finally boarded our RDC. We then headed North to Whistler, BC.

There was a 4 man crew on our train: engineer, conductor, guide and another conductor. Marvel was our guide and knew the BCR line backwards and forwards (and could sing a tune too). Our engineer had 40+ years of service on the BCR and the conductor was great answering questions along the way as he was in constant touch with the BCR dispatcher. I learned later, with the engineer's seniority, he liked to run track maintenance trains. Sadly, I was to eventually learn that Marvel had passed away about 5 years later.

We headed North through the picturesque Cheakamus Canyon across bridges and streams of the mountainous Coast range toward Whistler. We arrived at Whistler for a brief stop and proceeded along Green Lake.

We saw a sea plane land on the lake as we rode by while headed to Lillooet. The rail line passes along the shore of the scenic Seton and Anderson lakes before arrival at Lillooet and we had a runby along the shore of Seton Lake. Lillooet is at the north end of Anderson lake right in the midst of high mountains all around.



**Runby at Anderson Lake.** Photo by Richard Tubbesing



**Charter car at Lillooet.** Photo by Richard Tubbesing

After loading some supplies for the RDC at Lillooet, we had a 2% grade on the long climb along the Fraser River Canyon. Along the river we saw many ginseng farms as that is one of the best growing areas in the world. At the apex of the canyon, we were 1200 feet above the Fraser River providing spectacular views. Out of the back window of the RDC I did photo a southbound BCR freight train. All along the trip, passengers could go up to the head end and see the track as the engineer does and converse with the engineer and conductor. Controls of the RDC seemed rather simple as there was the throttle and a couple of brake levers. Once atop the canyon, the track veered away from the river to the 'high country' and our destination for the day at Williams Lake, BC. There was a small yard at Williams Lake with a couple of Alco/MLW RS18C BCR switchers. We arrived at Williams Lake for our hotel stay and dinner at the hotel which was a tasty buffet.

Day 4

The next morning, we arrived at the Williams Lake Depot only to find out that a mechanical problem disabled our RDC2. So arrangements were made to bus us to Prince George and the RDC would be towed to Prince George for repair. While waiting for our bus to arrive, I caught a long southbound BCR freight with mid-train power pass by the depot. While our RDC was still in Williams Lake,



we boarded the RDC on a siding and had lunch. We saw one of the ALCO switchers take our RDC away from the depot for it's trip towed by a freight to Prince George. The bus trip to Prince George was uneventful, but missed the museum at Quesnel, where we would have stopped had we been riding the RDC. We arrived downtown in Prince George at our hotel.

Day 5

The next morning, we were bused to the BCR railyard to our RDC as it was repaired and ready to go. It was rainy and very grey as we departed Prince George for Fort St. John, BC. We passed under a bridge of the CN line to Prince Rupert. We passed the Tumbler Ridge Electric line to the coal fields that had seen the coal markets deflated and much of the traffic on this new line diminished. We passed a set of three electric locomotives under the catenary. As we headed north, we encountered a black bear



**BCR Tumbler Ridge electrics.** Photo by Richard Tubbesing

rumbling down the middle of the track ahead of us. We slowed until the bear veered off into the woods. We continued northeast through the Rocky Mountains, crossing the summit at Pine Pass. At Pine Pass, we pulled into a siding with another train ahead of us to wait for two southbound freights. I shot both the freights as they passed by, and then we had a runby with the RDC before we headed north.

Next stop was Chetwynd, BC. This is a junction of a branch line to Dawson Creek, BC, the beginning of the



**Meet at Pine Pass.** Photo by Richard Tubbesing

Alaska Highway. We stopped at this junction, and caught the westbound local just arriving from Dawson Creek. I managed to photograph this train thru the RDC window.

From Chetwynd, we headed north to Fort St. John and the Peace River Country. The Peace River flows to the Arctic Ocean. We followed the Peace River which we crossed on a long steel trestle. After crossing the trestle, we turned right along the river and the tracks passed by Taylor Yard. The rail traverses many curves as it climbs out of the Peace River valley. Near the top of grade, we got a great high view of the Peace River Bridge we just crossed and behold, a work train was crossing the bridge. I got a shot of this train from the conductor's window, albeit somewhat shaky. We also saw a coyote and fox along the tracks too. Once out of the Peace River Valley, it was only a few miles to the yard at Fort St. John. A bus met us to take us to our hotel.

Day 6

Up the next morning, we boarded the RDC for our last leg to Fort Nelson. At this point, the fall colors were spectacular. The countryside was a gleaming yellow of the aspens and other trees that populate this region. We are now running on track through the muskeg. Muskeg means 'grassy swamp'. In the summer months, this is a precarious line because the track lies on such soft ground. Winter time has more traffic on this line since the ground is more stable when the muskeg is frozen. All along this line are many natural gas fields and complexes are lit by stacks burning off impurities. As we headed north, we encountered a kink in the rails ahead, and we slowed down to a crawl to pass over this part of the track. Then we headed north to a loop of track close to one of the rivers for a runby. The area was ablaze in yellow making for a picturesque runby. The ground was very soft, and every step you took, you sunk into the soil at least a couple of inches. Finally, we headed into Fort Nelson, the northern terminus of the BCR. The town has a huge fiber board plant which ships out a lot of product on the BCR, mostly in the winter months.

Day 7

After our hotel stay, we were bused to the end of track and a group photo was made with the RDC on the End of Track location. Some people were to ride back to North Vancouver and some headed by bus on the Alaska Highway to Carcross, Yukon to ride on the White Pass and



**Runby south of Fort Nelson.** Photo by Richard Tubbesing



Yukon. Before departure, we went to the Sikanii River Bridge south of town for one last runby. This is a single lane bridge for both rail and highway traffic. The golden colors of fall were a nice setting for this runby across the bridge.



**End of the line, literally. This is the end of track on the BCR.** Photo by Richard Tubbesing



**The last runby of the trip at the single lane bridge, Ft. Nelson, BC** Photo by Richard Tubbesing

## **Florida High Speed Rail Soap Opera From Several Railway Age Breaking News Reports**

In February Florida's Governor Rick Scott rejected funding for the Tampa – Orlando high speed rail line and sent the funds back to the DOT.

On February 16th DOT Secretary Ray LaHood said, "We are extremely disappointed by Governor Rick Scott's decision to walk away from the job-creating and economic development benefits of high speed rail in Florida. We worked with the governor to make sure we eliminated all financial risk for the state, instead requiring private businesses competing for the project to assume cost overruns and operating expenses. It is projects like these that will help America out-build our global competitors and lay the foundation needed to win the future."

On February 24th Florida's governor reaffirmed his rejection saying, "I remain convinced that the construction cost overruns, the operating cost risk, the risk that we would

give the money back if it's ever shut down, is too much for the taxpayers of the state."

But State Sen. Thad Altman said he hoped Transportation Secretary Ray LaHood would grant Florida more time before reallocating the \$2.4 billion to other states, in order to give the state legislature more time to devise an alternate plan, and so lawmakers can explore challenging the governor on constitutional grounds. "I believe that he exceeded his executive authority and in a very strong sense we have a constitutional crisis on our hands," Altman said. LaHood said Friday he would postpone the deadline for a decision by Florida, in hopes the governor's office would reconsider.

Altman noted that the state legislature voted to accept \$2.39 billion in federal money and build HSR in a special session. "We have a law on the books," he said, and quoted the portion of the Florida Constitution that reads: "The Governor shall take care that the laws of Florida are faithfully executed."

Scott argued state taxpayers could be responsible for any cost overruns and doubted ridership would be high enough. Several surveys, however, show state residents generally in support of the project.

In a statement, Rep. John L. Mica (R-FL), Chairman of the House Transportation Committee, said, "The Governor has made his decision to not pursue the Florida passenger rail project. I understand his concerns with the overall project, which would incur certain risks."

Mica added, "I have done all that I can to salvage the project to this point and present what I consider to be a viable alternative plan that places the risk with the private sector and protects the taxpayers." Mica's alternative, a "21-mile segment from the Orlando Airport to the [Orange County] Convention Center and Disney World," has been ridiculed by HSR and rail activists nationwide as timid at best, or simply a political dodge.

On March 1st, two Florida politicians filed a suit in the state supreme court with the aim of overturning Governor Rick Scott's decision to abandon plans for a high-speed line between Tampa and Orlando.

The complaint, tabled by Republican Senator Mr. Thad Altman and Democrat Mrs. Arthenia Joyner, argues Scott acted outside his jurisdiction in rejecting \$2.4 billion in federal funding because responsibility for administering federal funds rests solely with the state legislature and not the governor. Furthermore, because Scott's predecessor accepted the funds and the state government approved the creation of a body, Florida Rail Enterprise, to manage the project, the state may be legally-bound to proceed with construction.

As of March 2nd, despite (or because of) a deadline set by Florida Gov. Rick Scott, numerous pro-rail advocates had continued to press for Scott to reverse his decision to scuttle a proposed high speed rail project linking Tampa and Orlando.

In a six-page letter to the governor sent Thursday, February 24th, the mayors of Tampa, Orlando, Lakeland, and

Miami outlined their belief that Scott's fiscal concerns could be addressed and that HSR could proceed. The letter sought "to clearly restate and further amplify how each of the concerns you have raised have been resolved by the structure we have proposed to eliminate financial risk to the State of Florida and its taxpayers."

The letter outlined the structure devised to privatize the project and provided an explicit response to each concern raised by the governor. A federal grant of \$2.4 billion dollars would pay for 90% of the project, estimated to cost about \$2.67 billion. Private contractors have expressed their willingness to pay the rest in lieu of any state contribution, previously approved by the state legislature.

A joint statement from the Tampa Bay Partnership, Central Florida Partnership and Greater Miami Chamber of Commerce said in part, "Any worthwhile investment has some risk, but the mayors have managed to eliminate all reasonable and foreseeable risks, with the cooperation and approval of the U.S. Department of Transportation. If we refuse to move forward based on the possibility of remote and speculative risks, then we will cease to invest in our future."

The six-page letter from the mayors concluded in similar fashion: "We wish to emphasize that it will never be possible to eliminate all conceivable risk associated with any significant and worthwhile investment. Every investment entails risk, and if we seek to avoid all such risk, we will make no further investments in the future of our State, which would be regrettable. With every investment, we must weigh the benefits against the risks and consider how we can manage and mitigate the risks. In the case of this project, the potential benefits are enormous."

As of March 4th, according to Trains Newswire, the Florida High Speed Rail project was officially killed. The Florida Supreme Court rejected the suit by the two Florida legislators to force Governor Rick Scott to accept the money. Secretary of Transportation Ray LaHood announced plans to redirect the \$2.4 billion to other states.

Note that the Friday, February 18, 2011 Railway Age Breaking News reported:  
Federal high-speed-rail stimulus funds rejected by Florida could be well spent in Washington on the vital Amtrak Cascades corridor stretching from Oregon to British Columbia, Washington Transportation Secretary Paula Hammond said.

"I've said many times, if other states don't want this funding, Washington state is ready to put it to work," Washington Gov. Chris Gregoire said. "We've been committed to expanding and improving high-speed passenger rail not just to increase convenience for passengers, but to promote Washington state as a great place to visit and live. These rail lines take cars off our roads while moving workers and tourists between Seattle, Portland and Vancouver, B.C. These federal funds are an investment in our economy, and support hundreds of construction and operating jobs in our state."

In early 2010, Washington was selected to receive \$590 million in federal high-speed-rail funding, part of the 2009 American Recovery and Reinvestment Act (ARRA) grants, administered by the Federal Railroad Administration (FRA). That was followed by an additional \$161.5 million in Recovery Act funds redirected from Ohio and Wisconsin.

The additional funding could be applied to eligible projects in the Washington State Department of Transportation's original 2009 Recovery Act application. The additional project work would result in added round trips between Portland and Seattle, improved schedule reliability and reduced travel times throughout

the corridor. The cost of these projects in the original application was estimated at \$539 million.

"These projects will boost rail-line capacity and relieve main-line congestion, as well as improve track quality, reliability and passengers' rides," said Hammond. "We will work with FRA to determine which projects should receive additional funding, based on the direct benefits to high-speed intercity passenger rail."

Washington state strongly supports high-speed rail, as evidenced by its record-breaking ridership this year on the Pacific Northwest rail corridor. Amtrak Cascades ridership was up 10 percent in 2010 compared to 2009. The second train to Vancouver, B.C., which began in August 2009 and will continue at least through October 2011, was a major factor in the growing popularity of Amtrak Cascades.

### **Excerpts from How to Fix Northstar From MinnARP Minnesota Rail Passenger News By Aaron Isaacs Retired Manager of Facilities Planning for Metro Transit**

1. Build the Foley Blvd. Station in Coon Rapids. Cut the number of buses, running a mix of train-bus-bus on a 10 minute headway during the rush hour. Reduce the train fares to equal that of the express buses.
2. Run shuttle buses on the downtown express bus routes to Target Field station. Improve the connection between bus and train downtown by creating a weather protected walkway along the 5th Street side of Target Field and board the buses on the 5th Street bridge over the rail station. Currently buses terminate in the 5th Street Garage nearly two blocks from the rail station.
3. Eliminate the eight Ramsey to downtown express buses from the Ramsey parking ramp. Ramsey built the ramp in anticipation of the building of a station there. To compensate, Anoka County instituted the bus service from the ramp. If each bus carries 25 passengers, that's 200 daily riders that should be taking the train, twice as many as the 5% ridership shortfall.
4. Reduce the fare from the Fridley Station. People who can easily walk to the train station, instead can catch an express bus on University Avenue or East River Road for a dollar less than the train.
5. Add more suburban feeder buses. For minimal cost, existing buses could be diverted to connect the Fridley station with the Medtronic Campus, the Brooklyn Center Transit Center, Columbia Heights and northeast Minneapolis. If the Foley station is built, a byproduct will be an existing bus connection to the Northtown Transit Center.  
Because all these changes result in considerable less bus service than today, costs will be reduced even as ridership increases substantially.

### **Chapter Library Needs Your Help**

The chapter library now has the means to view tapes from our extensive video tape library and DVDs. Unfortunately to make the library more useful, a scanner / printer or separate flatbed scanner and printer are needed so library users may copy and print items they find of interest.

Given the fact that the chapter is running a significant deficit, we need someone to step forward with a donation, or several people making monetary donations, to enable us to purchase the required equipment. Your contribution is completely tax deductible as the Northstar Railway Historical Society Inc. is a 501c3 non-profit organization.





**Chapter President, Dawn Holmberg was in the right place at the right time to capture an approximately 10 hour late east-bound *Empire Builder* (above) and shortly thereafter a west-bound Northstar commuter train (above and right) between Elk River and Ramsey at 165th Avenue in Anoka County February 26th. Note the red, white and blue Salt Lake City Front Runner unit as backup unit for Northstar Rail.**

### From Trains Newswire

#### **TRAINS exclusive: Amtrak police chief bars Transportation Security Administration from some security operations**

By Don Phillips

Published: March 3, 2011

WASHINGTON — In late February, the Transportation Security Administration took over the Amtrak station in Savannah, GA, and thoroughly searched every person who entered. None of the passengers got into trouble, but the TSA certainly did — big time.

Amtrak Police Chief John O'Connor said he first thought a blog posting about the incident was a joke. When he discovered that the TSA's VIPR (Visible Intermodal Prevention Response) team did at least some of what the blog said, he was livid. He ordered the VIPR teams off Amtrak property, at least until a firm agreement can be drawn up to prevent the TSA from taking actions that the chief said were illegal and clearly contrary to Amtrak policy.

"When I saw it, I didn't believe it was real," O'Connor said. When it developed that the posting on an anti-TSA blog was not a joke, "I hit the ceiling."



O'Connor said the TSA VIPR teams have no right to do more than what Amtrak police do occasionally, which has produced few if any protests and which O'Connor said is clearly within the law and the Constitution. More than a thousand times, Amtrak teams (sometimes including VIPR) have performed security screenings at Amtrak stations. These screenings are only occasional and random, and inspect the bags of only about one in 10 passengers. There is no wandering of passengers and no sterile area. O'Connor said the TSA violated every one of these rules.

A posting in late February to the Transportation Security Administration's blog, which serves as a public relations tool of the TSA, tried to explain why TSA agents took over the Amtrak station in Savannah. But O'Connor said the "facts" as posted on the TSA blog were incorrect. He said the blog indicated that Amtrak had approved of the operation, but it had not. He called the TSA's posting on [blog.tsa.gov](http://blog.tsa.gov) "inaccurate and insensitive." As of the time this story was filed, the same posting remained on the blog. A TSA spokesman said he could not elaborate on the blog posting.

O'Connor said he must take some of the blame because he did not more carefully observe what the VIPR teams were doing. He said the TSA had apologized repeatedly to him, but they must agree to firm restrictions before he will consider allowing them back on Amtrak property.

The search was first revealed on the blog [gizmodo.com](http://gizmodo.com). However, that blog got it at least half wrong. The TSA did not, as the blog said, funnel people who arrived by train into the station for a search. Instead, the TSA took over the station and posted

### Northstar Chapter Membership Roster

Many members would like a listing of members so they may contact each other. Therefore we are going to create an updated roster. Please fill out the following form, leaving blank the information you would like to remain confidential. You may either mail the form to Richard Tubbesing at 1515 Creek Meadows Drive NW, Coon Rapids, MN 55433-2768 or bring to the next chapter meeting.

We can obtain much of the information from the National dues spreadsheet and this information will be used in lieu of this form. IF YOU DO NOT WISH TO HAVE YOUR INFORMATION INCLUDED IN THE ROSTER, CHECK HERE \_\_\_\_\_, and return this form with your name only. Remember, the more information provided, the more useful this roster will be.

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Street Address \_\_\_\_\_

Apartment or Unit Number \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

Check here if you prefer only the officers and staff listed on page 2 receive the following information \_\_\_\_\_.

Phone with area code (\_\_\_\_\_) \_\_\_\_\_

Email address \_\_\_\_\_

notes outside saying that anyone who entered would be "subject to mandatory screening." Those who know the Savannah station realize that it generally is not necessary for anyone arriving or departing by train to go into the station. It is much easier to park the car or be dropped off near the platform.

Therefore, why was the TSA searching only anyone entering the station? It might even be easier to explain why they might have searched everyone. For instance, such questions as, did they have a tip someone was carrying a small atomic bomb? In the end, it is not even possible to discern a reason for what they actually did. Why search only people unfortunate enough to need to enter the station – people who needed to buy tickets, an elderly person who was dropped off and needed a place to sit while waiting, a mom whose infant badly needed a diaper change?

The group involved is TSA's VIPR operation, which deals with surface transportation. It turns out that VIPR has been far more active than imagined. Teams have searched bus passengers all over the country, have done similar things at train stations, and have even blocked traffic on bridges to search trucks and cars. That even included the busy Chesapeake Bay Bridge near Washington.

The VIPR teams were rolled out on December 12, 2005, then promptly pulled back two days later when it turned out that no one had informed numerous local governments. It was a fiasco. Several local jurisdictions said they had no interest and opted out, including the Washington Metro system. But teams, moving slowly, have apparently re-infiltrated surface transportation facilities. Unlike the TSA at airports, these teams have access to firepower. Although the TSA is not allowed to carry weapons, some armed Federal Air Marshals have been switched to ground duty.

One major unanswered question is: why? What purpose is being served other than to justify employment? You will certainly hear more about this in *Trains*.

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

Address Correction Requested

## Minnesota Railroad Calendar Needs Photos

We need 26 images of Trains in Minnesota. This is a 13 month calendar. We prefer that the images should not have been published elsewhere. Images posted on the internet are acceptable. The format is a large "A" image approximately 11" high x 14" wide on the top and a smaller "B" image approximately 4" x 4" on the right side of the calendar.

Entries can be slides, prints or 6+ megapixel digital images in a horizontal format. We can use vertical images for only the "B" image. We try to have the "B" image relate to the "A" image.

Please send 1024 pixel-sized .jpg sample files to [Dawn@dholmberg.com](mailto:Dawn@dholmberg.com), and please include your name and email on the bottom of the image.

Please put your first initial and last name in the file name.

Also we like to do long captions, so as much information as you can supply will be a big help. Deadline for Image Submissions is April 30, 2011.

If we use your image you will receive image credit and a free calendar.

If you make the Cover Image you will receive a 2nd Calendar. All slides and prints will be returned. However, since they will be sent to the printer, we can not be responsible for loss or damage. We will do all we can to make sure your material is returned in the same shape as we received it. We especially are looking for out-state and older images.

The calendar is in color but we will consider B&W images. Next month's program will be Member's Night. Bring your possible submissions.

## Railfan Calendar

### Thousand Lakes Division of the NMRA Meeting

Saturday, March 12th, 12 Noon Jackson Street Roundhouse, 193 Pennsylvania Avenue, St. Paul, MN. Admission \$10 for non NMRA member, \$5 for NMRA members. At least seven photographers will present photos of Twin Cities railroading, past and present. Soft drinks and snacks will be available with pizza being ordered for the dinner hour.

### The Lakes and Pines Division of the Train Collectors Association Train Show and Swap Meet

Sunday March 13th, 12:15 pm-2:35 pm, John P. Murzyn Hall, 530 Mill Street NE, Columbia Heights, MN. Admission \$2.00, kids under 12 free.

### Greater Upper Midwest Train Show

Saturday, April 2nd, 9:00 am - 2:00 pm, 3300 Century Ave. N., Century College, White Bear Lake, MN. Admission \$5.00, children under 12 free.