



NORTHSTAR NEWS

Dues Are Due Now

The Great Western Circle Trip - Part 2 by H. Martin Swan



Amtrak City of New Orleans at Jackson, MS. Photo by H. Martin Swan

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Meeting Notice

The February meeting of the Northstar Chapter of the NRHS will be held on February 18th at 6:30 pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page.

Note the EARLIER START TIME at 6:30 pm.

Program: This will be members' night with an opportunity to present slides to be considered for the 2013 Minnesota Calendar. Please limit yourself to 20 slides or CD images.

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

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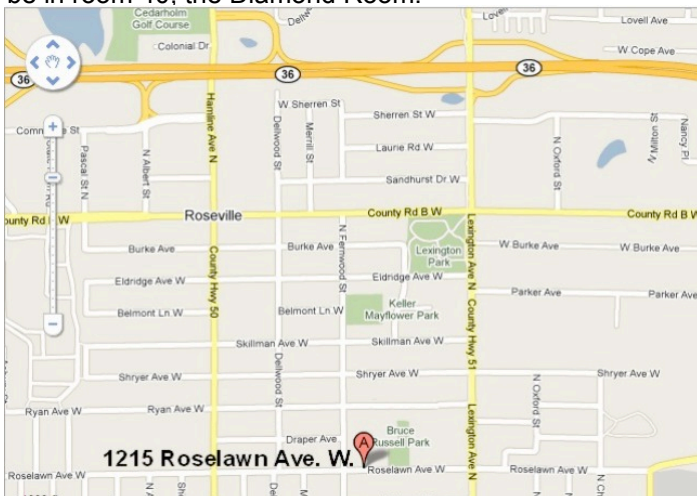
MEMBERSHIP INFORMATION

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 \$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 the Meeting Site

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.



The Great Western Rail Circle Trip or How to Spend 6 out of 7 Nights on the Train Part 2 By H. Martin Swan

We left New Orleans at 11:55 am, on time, and proceeded to go through the suburbs of New Orleans. Soon we were on the Huey P. Long Bridge, aptly named as it was loooooong. It was 8076 feet long and it took a while to travel over the Mississippi River. Once we got back to the ground, we headed out, but not very fast. According to my

GPS, we were only going 60 mph with short bursts up to 72 mph. However, the track was rough and it felt like we were going 79 mph.

The view from the window was of wet green land with lots of trees. There was so much water down there that tombs in the various graveyards were above ground.

We passed fields of what I first thought was corn but later realized that I was looking at sugar cane. I had no idea sugar cane grew anywhere in the US except Hawaii. Slowly the greenery started to dissipate until when we crossed into Texas it was gone. Eastern Texas isn't so bad, it is hilly and there is some greenery now and then, but further west it became drier until there was only brown and yellow outside the window.

My sleeping car was running backwards, i.e. bedrooms at the rear. Since I was in bedroom A, it was but a few steps from my room into the dining car. The special that night was a pork chop, nice size, nicely plated, very tasty and as tough as shoe leather. My gosh was it chewy. The next night an older woman across from me had the chop and she couldn't cut it, the conductor working across the aisle told the waiters to give her a steak knife. That didn't work either. She finally picked it up with her fingers and gnawed at the thing.

One thing that surprised me was how early it got dark. I had forgotten that I was 1400 miles south of the Twin Cities and thus the sun set sooner than up in the Northland.

I stayed up until we left Houston; at this point we were running just a bit late. From the train I was able to get a good night time view of the Houston skyline. I wonder

what Sam Houston would think if he could see his name-sake city.

I stepped off for a minute, literally. Hot! Hot! Hot! Hot! It was like stepping into a hot sauna. I was instantly covered with sweat and I instantly returned to the cool air conditioning of the sleeper. The air conditioning worked well on my entire trip.

I actually didn't sleep well that night. I woke up several times and we were just sitting. I finally woke up at San Antonio when the power cut off thus turning off my CPAC machine. It came back on and I went back to sleep. I woke again at 6:00 am and we were still sitting in San Antonio, due out at 5:40 am. I looked out the window and saw a big yellow bus backing down toward the train. Oh gosh, is something wrong? Are we going to be in a bus bridge? Then an ambulance style vehicle backed up to the train with lights including the strobe flashing and then a long line of people came out of somewhere and boarded the bus. I decided to get up. When next I looked out the window, all that had disappeared. I also felt the gentle bump of the *Texas Eagle* cars being added to the train and very shortly thereafter we left. Turned out that the *Texas Eagle* didn't arrive until 6:00 am which was why we were late. Our train now had two engines and the *Texas Eagle* coach and sleeper added.



Sunset Limited at San Antonio. Photo by H. Martin Swan

And now we were in the desert of Texas. All day long I would look out onto desert-type land, occasionally there would be a ranch and cattle would be grazing. Just like in an old Johnny Mack Brown western.

My GPS indicated that we were going a bit faster, around 70, with bumps to 75 and dips to 65.

Arrival at El Paso was early. I was excited as this was where I was supposed to be able to look into Mexico and see hordes of illegal immigrants racing to the border.

One of the members of the A-A Board (Yahoo group) that I belong to came down to see me at El Paso. I detrained into the sauna again. How can people live in this stuff? Howe was from the east and retired here due to the lower living expenses. He no longer had to shovel snow, but his home was in the distant mountains and at the elevation he lives at, they did get snow every once in awhile.

After a nice visit, it was time to go. I reboarded, got my camcorder out and was ready to record the Mexican landscape. We started out, I was shooting and there was a cut. As we passed out of the cut, camcorder ready to go, a Union Pacific freight started to pass on the opposite track NOOOOOOOooooooo! It has a million containers and I would get flashes of what was on the other side between cars but that was it. As the last car of the UP freight passed, we cut inland and that was that. I have gone through Horseshoe Curve in Pennsylvania 4 times and 2 of those times a freight passed on the opposite track just as we entered the curve. I suspect dispatchers must have learned I was coming and deliberately put that freight train there to block my view. Sigh.

It was interesting noting the homes in El Paso. Most people had gravel instead of grass, but a few tried to grow grass. It was mostly pretty sickly looking. I understand that there is a series of irrigation channels that water goes through once every week or so, and people can use that water to try to water their grass. I would imagine that it is very expensive.

After leaving El Paso we finally sped up, the GPS was now steady at 79 mph with a few bumps up to 82. Soon we ran into a desert monsoon. We could see the storm coming and soon it hit with a heavy rainfall and many lightning bolts. The *Sunset* was soon out of it but it could be seen in the distance. Speed suddenly dropped to about 50 mph. Later I learned that it was a real doozy--lots of rain, lightning, flash floods, etc. I assume the flash flood possibility was the reason for the slow down.

Another member of the A-A Board was to meet me in Tucson. Even though we had the slow running for a while, we arrived in Tucson 30 minutes early. And here is where I had my misadventure. The attendant warned me that there was a large gap between the footstool and the car vestibule and suggested I use the coach to get off. Nonsense. I can get off and so I did--hanging on to the grab irons with both hands, I navigated the distance and got off. It appears that the platform at Tucson slopes and where the sleeping car always stops it is very low, further up the platform it is more manageable for people getting on or off.

I was off and once again in a sauna. Mike was there with his friend and they bought me a lemon ice from a fast food store that we don't have up here. It was delicious and welcome on this hot steaming night. After we had conversed for awhile it was time to reboard. I thought about boarding at the coach but I had my cane and the lemon ice and didn't want to walk through those cars to get to my sleeper. I figured with Mike and his friend there, they could just give me a boost and I would be aboard. So, I went to the car, the attendant once again suggested that I go to the coaches, I waved him off, took hold of the grab irons on either side of the car door and started to pull myself up. About half way up I decided this was a BIG mistake. Mike and friend gave me a big shove and I shot into the car, falling down and hitting my right leg on the door sill. As luck would have it, I had a large blister at that exact spot and it was torn open and the skin on either side was torn back. In addition, I was down. With my bad knees and

back, once down I stay down unless I can grab something to pull myself up on.

With Mike on one side and his friend on the other they pulled me into a standing position and I was back up. It was time for the train to leave and so they left and we waved goodbye. I asked the porter if he had any disinfectant and he handed me the first aid box.

The only thing that I could find was alcohol wipes. So I used one of them to wipe off the wound. Such searing pain I have never known. Any terrorist, demanding information would only have to wipe a sore with an alcohol wipe and I would tell them everything I know, in complete detail and also tell them things I didn't know.

Then I used some gauze and band aids to cover up the wound. By this time I was tired and so it was to bed. I woke up next morning around Ontario, CA and knew we were going to be early. Gritting my teeth I used another alcohol wipe on the wound and tried hard not to scream too loud. Afterwards, I packed up and waited for arrival. There was a knock at the door and a operating employee came in and introduced himself as a lurker on the *A-A Board*. I was surprised and we had a nice talk. I mentioned my mishap and showed him the makeshift bandage I had on it and he suggested that I tell Amtrak's Customer Service about it for the record.

Arrival was in fact a half hour early. I had no idea how large Los Angeles Union Station was. It was huge. I hitched a ride on the Red Cap's electric cart and we traveled a long way, through an access tunnel to a spot just outside the Customer Service Office of the station. He said that there was a first class lounge, *Tracks*, for sleeping car passengers, but it wasn't going to open for another hour, so he left us in this small waiting area and said he would be back to get us when *Tracks* opened up.

I walked over to the Customer Service lady, who looked somewhat bored. She sat behind a bullet-proof glass cage. We talked through an intercom system. I mentioned what happened and she immediately perked up. She told me to go back and sit down and she would get a manager to talk to me. Not one, but 3 Amtrak officials, showed up. The first thing I did was to clear the attendant of any wrong doing. Then I mentioned that it was totally my fault and I wasn't filing any claims. They looked at my wound and asked what I would like done. Thinking they might have a nursing station in that cavernous station, I said it would be nice if I could get it dressed. They went away came back and told me that they had called the paramedics. Yikes--don't call them for this. Well, here they came, siren blaring, rushing in with stretcher, padded wheelchair, and all sorts of medical equipment. They were somewhat put out when they found out why they were called. After a few minutes they realized that I wasn't the one that called them and were very polite. One of them did in fact put a proper sterile covering of the wound. They took a report and left.

Shortly thereafter the Red Cap reappeared to take the sleeping car passengers to the "First Class" waiting room. This area is known as *Tracks* and seemed to be a bar area transformed into a not so very comfortable waiting room. It is "open" air. The bar was providing coffee. I went outside and took a couple of shots with my camcorder of the LA

downtown area. This is the closest I would get to LA's downtown area.

A word about Los Angeles Union Station. The place is HUGE. Pictures I have seen, mostly from the outside gave me no hint as to how big that station is. There are trains coming and going all the time, people milling around everywhere. To get us to and from the train the Red Caps took underground tunnels that seemed to stretch forever. I've been in some busy stations before but this one wins hands down.

About 30 minutes before train time the Red Caps reappeared. I asked for and got a ride in the electric cart. And off we went. I no longer have any clue where we dipped into one of the long tunnels to reach the train. Finally above ground again we came upon our train. My biggest disappointment of the trip was soon apparent. No *Pacific Parlor*. Awwwwwww.

I was in the first of 3 sleepers--rebuilt so I figured I'm going to have trouble tonight, but right now I was looking out both sides of the train taking pictures of the various trains. As we slid out of Union Station, I decided to be sure and walked through the 3 sleepers to where the *Pacific Parlor Car* was supposed to be. In its place was a *Cross Country Cafe*. The attendant greeted me warmly and, to give credit where credit is due, did his best to provide the *Pacific Parlor Car* ambiance--but I was looking forward to riding in those plush parlor type seats as we went by ocean. I had lunch there and I went back for the wine and cheese tasting, but besides that I stayed in my room.

By now the lack of sleep is catching up with me. I did not want to fall asleep while we were leaving LA and along side the Pacific Ocean. Coffee, slaps to the face, biting my cheek did work and I managed to stay awake while we passed through the LA suburbs with some pretty swanky houses. We entered the agricultural area and it was amazing. There was field after field of vegetables, some of them under small "tents" to keep the sun from beating down on them. It was an ongoing process, some fields were bare, some were being planted and some were being harvested. If the Midwest is America's food basket, the far West in the fertile areas of California and Washington are America's salad bowl.

We finally arrived at the coastline and spent a long time running alongside the ocean. I was surprised that only certain relatively small areas were open to the public. Long sections of the coastline were totally barren of humans, some areas only accessible from the ocean itself.

My GPS device clearly showed the horseshoe curves that we were approaching. Just glancing at my GPS I could determine the exact point that we entered the curves, where we were and what was going to be happening next. This gave me time to position myself for taping.

After leaving the curves, the land became barren and ranches again started to crop up. Again I took it all in.

I went for dinner at 6:00 pm and had the best meal I had on the entire trip. The day's special was barbequed pork ribs, a full half slab, thick and meaty and perfectly

cooked. Meat was falling off the bone -- didn't need my knife.

One of the members of the *A-A Board* had offered to come meet me at Emeryville, but now I resembled the "walking dead" and passed. My attendant came and made down the bed, and now the problems began.

I was in the hated bedroom A of a rebuilt car that only had about 3 inches of space between the mattress and the toilet module. With my knees, my open wound, and my sore back, it became clear that it was close to impossible to move from one end of the bed to the other. Further, getting out of bed would be a problem since the feet had to swing by the module and in effect blocking my feet until I repositioned myself on the bed with a lot of squirming and shuffling. Feeling that this just wasn't going to work, I hunted up the attendant, had him put the bed away, keep the pillows and blankets and slept on the sofa. It worked out pretty good, I slept soundly through Sacramento and into the Cascades, waking up just as we were passing Mt. Shasta. The area from Mt. Shasta is green and beautiful. It was the first time I had seen green in a long time. I had breakfast and just sat back in my room watching the beautiful mountain views go by my windows.

Arrival in Portland was a bit early and was greeted by 90 degree temps. No! No! No! This is all wrong! Portland should be cool and pleasant. Staggering inside I went to the only *Metropolitan First Class Lounge* west of Chicago. It was a set up similar to the one in St. Paul Midway Station, but larger, and even though there was only one sleeper on the Portland section of the *Empire Builder*, it was packed.

The train was called and we went out to the car. I was in bedroom B (at last) until Whitefish. Then I had to change to the Seattle section and would be in the hated bedroom A for the balance of the trip.

The trip along the Columbia River is breathtaking. Too bad we didn't get to see all of it. Shortly after leaving Vancouver we came to a stop and were told we were going to have to wait for 3 freight trains to pass us. This cost us 1 hour before we were barely started. Meanwhile the attendant brought me my cold supper. I had chosen beef over chicken, salmon and chef's salad. It was surprisingly good and the portions were large. We finally started to go and I enjoyed the Columbia River. Somewhere around Pasco we were put in the hole again for a couple of freights, which cost us another half hour. Once we left the Columbia River Gorge, I decided to hit the hay in my nice roomy bedroom B. I only woke up at Spokane for a few minutes when they cut headend power and my CPAC machine stopped. I woke up the next morning just after leaving Libby Tunnel. I got up and packed since I would have to change trains (i.e. #28 to #8) at Whitefish. It was so beautiful out there and green. Since waking up yesterday morning on the *Coast Starlight* I hadn't seen much green on this trip.

The first hiccup came when we got to Whitefish. They are working on the platform and where the back half of the train was stopped there currently wasn't any platform. The attendant told me to walk up toward the front through the

train and he would carry my luggage outside to bring it up to me. So off I went through the two coaches, the lounge, the dining car, then 2 more coaches, the first sleeper, and finally my sleeper at the head of the train. The first thing I noticed was that this was one of the rebuilt cars. Oh DRAT!(actual language censored). Hiccup number 2, somebody was in bedroom A. So I went looking for the attendant and found him making up some beds. He looked at me and asked if I was lost. I advised no. I have a ticket for bedroom A. He looked at me and said "What are you doing here?"

I said "Er, Uh I have a ticket for bedroom A". He looked at me and said "Didn't anybody tell you?????" "Uh tell me what?" Well it seems that the conductor looked over the manifest, saw that I was moving from the Portland's sleeper bedroom B to one of the Seattle's sleeper bedroom A. They also noted that at Whitefish a person was boarding bedroom A in the Portland Car so they switched the person boarding in Whitefish in the Portland car to the Seattle car and all I had to do was to move from bedroom B to bedroom A in the same car. The problem was nobody told me or the Portland car's attendant. So now I had to turn around and walk all the way back. When I got back to the dining car, which was almost full and the steward was calling out numbers, I told him my tale of woe, and asked, since I'm here and have to go ALLLLLLL the way back, would it be possible to seat me. He looked at me (I, looking at him with my big brown pleading eyes) and waved me to a empty table. YES! He let me cut in line.

While there was a mix-up, I wasn't unhappy. I got some exercise, got to eat breakfast and was put in a bedroom A in an unrebuilt car where, when the bed is down, there is room to maneuver.

I spent the morning looking out the window at the beautiful mountain scenery in Glacier Park. I was a bit surprised, however, that once we crossed the "divide" and was heading down toward the Glacier Park Lodge that the pines all looked distressed with many branches looking like they were dying and all rusted. When we got to the lodge, the lush greenery that I was used to was missing. Instead the grass was brown even on the golf course. The mountain behind the lodge which always had a heavy blanket of snow on it, was mostly snowless with just a touch of snow at the very peak. I could only conclude that this area must be suffering from a very bad drought.

Once we left the park, for the first time on this trip, I looked away from the window and started to read a book I had brought along. At Wolf Point I noticed a bank temperature display that showed that it was 110 degrees outside. On this whole trip, the coolest place was LA. I went to sleep 11:00 pm and woke up to find myself in Minnesota at Staples.

We pulled in to Midway about an hour down and the Great Western Circle Trip was over.

I had a great time, the minuses were few, basically being stuck in bedroom A for the vast majority of the trip, (that will never happen again), the missing *Pacific Parlor* car on the *Coast Starlight*, the unbelievable heat and of course my injury when I fell down at Tucson.

The pluses were many, including consistently friendly Amtrak personal, meeting some of the people I correspond with on the rail passenger advocacy board I belong to, and finally getting to the deep Southwest by riding the *Sunset*, the only long distance train on Amtrak that I have never ridden or been on the route. And of course, since I had Amtrak Reward points, the trip was free.

Buried Treasure: Minnesota's Hidden Railroad Infrastructure

By Joe Fishbein

Rail historians spend a lot of time focusing on locomotives, cars, stations, bridges and other highly visible items that make a railroad system work. However, there is a lot more involved in making a railroad run, especially infrastructure, which plays a very important role but tends to go unnoticed. I recently had the opportunity to explore one such item that may be the oldest structure of its kind in the state of Minnesota.

I work for MnDOT in the Fracture-Critical Bridge Inspection unit, and as such I do a lot of traveling across Minnesota to make sure these bridges are safe. We inspect bridges on trunk highways as well as those on the local system. One of our other functions is to audit inspection programs run by the various counties, municipalities and MnDOT Districts who own these bridges. To perform an audit for a particular agency, we select a few of their bridges, do a brief walk-around inspection, compare our findings with their inspection reports, and then meet with them to discuss our findings. (The agencies we audit generally do a good job with their inspections; most of the issues we find are very minor.)

In early December 2011, we audited Blue Earth County, and one of the structures we selected is a culvert which carries Minneopa Creek under a county road and the Union Pacific line from Mankato to Sioux City, Iowa. However, this is not an ordinary run-of-the-mill culvert. It is a 700-foot long arched tunnel, 20 feet across, and built in three segments with a bend in the middle. The southernmost section is a 187-foot long limestone tunnel, built shortly after the Minnesota Valley Railroad constructed the line through Minneopa in 1869. The date on the keystone over the south portal of the tunnel is hard to read, but is most likely 1879. The MV was acquired by the Chicago, St. Paul, Minneapolis & Omaha Railway in 1881. In 1905, the Omaha began a project to straighten some of the curves on this line, and it was relocated a short distance to the north. A second limestone tunnel, 400 feet in length, was built under the new line to carry the creek under the relocated alignment. In 1924, the state built a 100-foot long section out of reinforced concrete to connect the two limestone tunnels into one long culvert. The structure is currently owned jointly by Blue Earth County and the UP Railroad, and is inspected by the county. Our walk-through inspection team was comprised of three people from our office and two bridge inspectors from Blue Earth County.

The path down to the south portal is steep, winding and -- at the time of our visit -- covered with leaves and a few inches of fallen snow. It is not easy to get to, and judging from the complete lack of graffiti and trash at the tunnel, few people try (if they even know of its existence). The

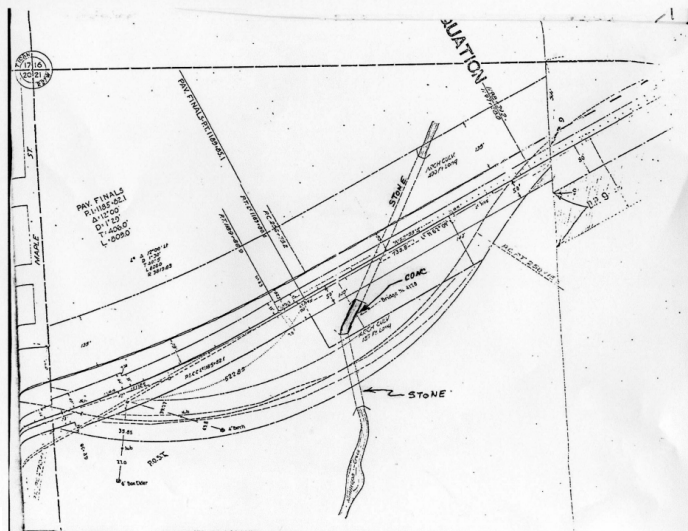
floor of the culvert is mostly strewn boulders, and we had to pick our way carefully through it. The creek was unusually low at the time of our visit, with only a few inches of water flowing between the rocks. For those of you familiar with J.R.R. Tolkien's "Lord of the Rings", walking through this tunnel reminded me a lot of the Fellowship entering the Mines of Moria (but without the orcs).

Walking through the tunnel gives you a real sense of history. I couldn't help but think of the railroad workers and stone masons who built this structure over 130 years ago. I could only imagine the hardships they had to endure to construct this tunnel without cranes and other mechanized equipment we take for granted today. It is a testament to the engineers and craftsmen of the late 19th century that such a structure continues to perform as designed so many years later.

This culvert, and many more like it, does not have the "glamour" that more prominent railroad structures have, but it serves a vital function in making sure the railroad operates efficiently and smoothly.

[Historical data from "Minnesota Railroads" by William Schweitz, NRHS Northstar Chapter, 1985. Photos by David Hedeon. Photos and diagrams courtesy of the MnDOT Bridge Office, Oakdale]





able service. Amtrak said capital funds will be used on safety and security projects, improving station accessibility under requirements of the Americans with Disabilities Act, continuing the development of a new reservation system, and replacing replace aging locomotives and cars.

Boardman said that Congress should integrate Amtrak and other federal rail programs into a comprehensive surface transportation bill. He said the company believes the rail section should include five priorities: provide dedicated, multi-year funding for intercity and high-speed passenger rail; establish a national investment strategy; create a clear and leading role for Amtrak; ensure coordinated corridor planning and project execution; and address liability and insurance issues.

Electro-Motive to close London plant

Published: February 3, 2012

LONDON, Ontario – Electro-Motive Diesel said today that the company intends to permanently close its London manufacturing facility. The company informed union and Canadian government officials of the closure this morning.

The move comes after EMD locked out union workers at the plant on Jan. 1 when the current labor agreement expired. EMD had asked workers to take a 50 percent reduction in pay, a move that was rejected by the Canadian Auto Workers, which represent about 460 workers at the plant.

A letter from President and CEO Billy Ainsworth to employees obtained by *Trains Magazine*, said:

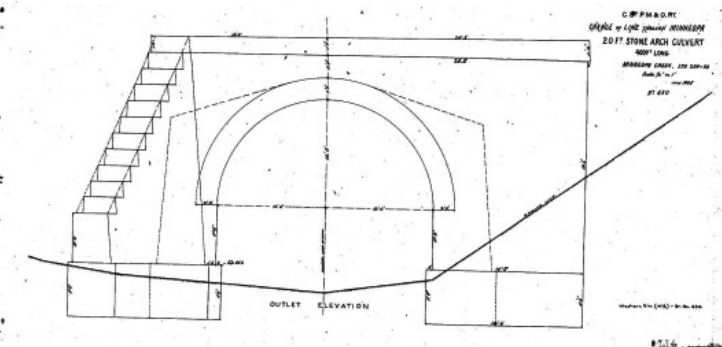
"It is regrettable that it has become necessary to close production operations at the London facility," Electro-Motive said in a statement. "The cost structure of the operation was not sustainable and efforts to negotiate a new, competitive collective agreement were not successful."

The London plant became EMD's primary locomotive manufacturing facility after it closed its famous plant in La Grange, IL, in 1992. EMD opened a new plant in Muncie, IN, in 2011, and Ainsworth said the company will transfer London's work to other operations in North and South America.

EMD was purchased in 2010 by Progress Rail Services Corp., which is owned by machine manufacturer Caterpillar Inc.

Meeting Minutes of the January 21, 2012 Membership Meeting

The meeting was called to order at 6:33 pm in the Roseville Lutheran Church by Chapter Vice President Marty Swan with about 20 members and guests present. Those present were



The Minneopa Creek culvert built by the Minnesota Valley Railroad. Diagram to the upper right shows the realignment. Photo by Photos by David Hedeon. Photos and diagrams courtesy of the MnDOT Bridge Office, Oakdale.

From Trains Newswire

Amtrak submits budget to Congress, asks less for operating support

Published: February 3, 2012

WASHINGTON – In its budget submitted to Congress today, Amtrak said it was requesting \$450 million in federal operating support for fiscal year 2013, a lower amount than the \$466 million appropriated by Congress for FY 2012. Amtrak said its lower request for operations was the result of efforts to improve its financial performance, record ridership, and anticipated increases in revenue.

"Amtrak's request for less federal operating support is a strong statement on just how much this railroad has improved its management and financial health. The fact is, Amtrak now covers 85 percent of its operating costs with non-federal dollars and we will further improve on that number without cutting service," President and CEO Joe Boardman said in a news release.

Amtrak's total fiscal year 2013 request is \$2.16 billion. The company is asking for \$450 million for operations to support the national network; \$1.43 billion for capital and infrastructure projects nationally; \$212 million for debt service; and \$60 million for Northeast Corridor development projects. The request for \$212 million for debt service is lower than the \$271 million appropriated by Congress for fiscal year 2012.

The \$1.43 billion request for capital and infrastructure projects is an increase over the \$657 million appropriated by Congress for fiscal year 2012. Boardman said the increase was necessary to move beyond mere maintenance of existing equipment and infrastructure and to invest in improvements to support more reli-

asked to introduce themselves. A motion was made, seconded, and carried to approve the minutes of the November 19, 2011 membership meeting, as published in the January 2012 issue of Northstar News. National representative Bill Dredge gave his report. He described the new voting set-up for the NRHS. He reported on the recent NRHS national conference at Williamsburg, VA. He noted that the business meeting itself was rather brief. He also mentioned that candidates are needed for national elections. Several of the chapter's other officers were not present this month to give their regular reports. Joe Stark reported on sales at recent flea markets. Northstar News editor Russ Isbrandt reported that he had added scans of some items from the chapter library to the electronic edition of the January issue and plans to do the same in future issues. Dick Tubbesing reported on upcoming programs. Russ Isbrandt gave the program. In February, we will have a members' night. Bill Herzog will show 8mm films and some slides in March. Dick doesn't have anything definitely lined up for April or May yet, but he is working on getting something. John Goodman wasn't here tonight to give a report on the Holiday Party, but it was reported that it had a net profit of \$90. Dawn Holmberg wasn't present to give a report on the calendar project, but Marty Swan, who is helping with the project, gave a report. There was no more Old Business. Also, there was no New Business. A motion to adjourn the meeting was made, seconded, and carried at 6:50 p.m. There was an announcement that exchange newsletters were available. The program began immediately after the end of the business meeting without a break. Russ Isbrandt presented "pot luck" from his slide collection, mostly from the mid-1970s. Dick Tubbesing presented some short videos from the past several years. Respectfully submitted,
Dave Norman,
Secretary Northstar Chapter NRHS

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

Address Correction Requested

Chapter Library Open House February 18th 1- 4 pm

Come visit the chapter library / clubroom at 2010 E. Hennepin Ave. Take I-35W to the Hennepin Ave. exit from the south or Stinson Blvd. exit from the east and north. Take the first right available east of Stinson to enter the parking lot. We're on the second floor of the building with the Research Laboratories sign on it. There's lots to see, books, magazines, video tapes, DVDs and players and a TV to view them on. Dick Tubbesing, Cy Svobodny and Bill Dredge will be there to help you. The BNSF St. Paul Sub action is visible too. Here's an opportunity to watch trains in heated comfort.

A sample of one of the historic passenger train brochures available for your inspection appears in the electronic edition extra pages.

Railfan Calendar

Twin City Model Railroad Museum Night Trains

Saturday nights through February 26th, Twin City Model Railroad Museum, 1021 Bandana Blvd., Suite 222, St. Paul. Admission: \$8 individuals, \$25 for immediate family.

North Metro Model Railroad Club Flea Market

Saturday, February 11th, 9:00 am - 4:00 pm, VFW Coon Rapids, 1919 Coon Rapids Blvd, Coon Rapids, MN. Admission: \$5.00 adults, (\$4.00 with canned food donation for local food shelf), children 12 and under are free.

Westminster Junction Model Train Show

Saturday, March 10th, 10 am - 5 pm, Sunday, March 11th, 10 am - 3 pm, Carpenter's Union Hall, 710 Olive St., St. Paul, MN. Admission: either a non-perishable food item or cash donation to the Carpenter's Union food shelf.



Burlington's big new VISTA-DOME DENVER ZEPHYR

CHICAGO-DENVER-COLORADO SPRINGS

Delightful features add distinction to the *big new* VISTA-DOME DENVER ZEPHYR



Modern color schemes—restful and refreshing

The vivid blues of Colorado's lakes and skies, the cool greens of her forests, the rich warm shades of her rocks and soil—you'll find them all in the colorful Vista-Dome Denver Zephyr.

Gay floral pictures in private rooms

There's a distinctive floral painting in each bedroom and compartment. Here you'll see the columbine, the fringed gentian, the lupine, the deer vine, the wild rose, and many others native to Colorado.



Authentic Western Murals

Pause in the Chuck Wagon and admire the paintings of cowboy life...and in the parlor-observation-lounge, where the murals depict mountains, lakes, and a forests of colorful Colorado. They're interesting and educational.

Fascinating Wood Carvings

There's a lot of good humor (and a little Western sentiment, too) in the unique wood carvings in the Chuck Wagon. Created by Loren Wallace, famous Denver woodcarver, they add a distinctive decorative touch you're sure to enjoy.



NEW

artistry in the paintings, sculpture, and luxurious appointments which make this train truly the masterpiece of travel enjoyment

NEW

platform for passengers in every car, every room...every mile of the way

NEW

luxury in the Colorado Room—a smart luncheon for smart travelers

NEW

hospitality in the old Western way—in the exciting Chuck Wagon—the mid-train Vista-Dome buffet-lounge car

NEW

conduct in thirty private-room Slumbercoaches—another Burlington first

NEW

convenience for travelers to and from Colorado Springs—Zephyr service all the way

NEW

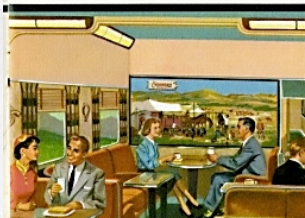
VISTA-DOMES!

Plenty to see...wonderful views for all passengers...presented by Burlington, first to offer Vista-Dome Travel

Perfection...Plus IN WESTERN HOSPITALITY— THE CHUCK WAGON

Everyone will love the friendly informality of the Chuck Wagon. Rich warm colors blended with a wealth of Western character give this car an atmosphere you'll truly enjoy and long remember.

If you like the legends of life on the open range (and who doesn't?) you'll be truly fascinated with the Chuck Wagon.



Sips 'n' snacks—from a coke or a sandwich to a Chuck Wagon meal—are served here. And upstairs, there's a Vista-Dome—a delightful experience for everyone.



Introducing the thrifty new

Slumbercoach

...another Burlington First!

Completely new...surprisingly different...pleasantly economical—that's the Denver Zephyr's Slumbercoach, the biggest travel bargain news in years!

Just imagine: You enjoy a coach room with the convenience of a comfortable arm-rest window seat by day, made into a real bed by night...your own wash basin and toilet—all at regular coach fare plus modest occupancy charge.

For coach passengers who want privacy at a real saving, the Slumbercoach is the space to buy.

Burlington—first with streamlined, diesel-powered trains, first with Vista-Domes, first with many other important innovations in train travel—is now first with the Slumbercoach. Try the Slumbercoach...soon!

(For de luxe private-room accommodations, see preceding page)



The Double Slumbercoach room

Comfortable facing arm-rest window seats...adequate leg-room. Private toilet and wash-basin

DAY

Two berths—complete privacy for a good night's sleep



NIGHT

ROUTE of Burlington's big new

VISTA-DOME DENVER ZEPHYR



Westbound

Lv Chicago.....(Burlington) .. 5:00 pm
Ar Omaha.....(Burlington) .. 12:30 am
Ar Lincoln.....(Burlington) .. 1:45 am
Ar Denver.....(Burlington) .. 8:30 am
Ar Colorado Springs (Rio Grande) .. 10:45 am

Eastbound

Lv Colorado Springs (Rio Grande) .. 1:10 pm
Lv Denver.....(Burlington) .. 4:00 pm
Lv Lincoln.....(Burlington) .. 12:11 am
Lv Omaha.....(Burlington) .. 1:15 am
Ar Chicago.....(Burlington) .. 9:00 am



J.J. ALMS
General Passenger Traffic Manager
547 West Jackson Boulevard
Chicago 6, Illinois

In 1956, the Chicago Burlington and Quincy completely re-equipped the Denver Zephyr with domes, new coaches, sleepers, lounges, diner and dome parlor observation. Excluding the experimental lightweight trains at the time and aside from the Santa Fe's *Hi-Level El Capitan*, this was the last custom built streamliner produced. While the *El Capitan* featured new lounges and diners, it did not feature new sleepers nor a brand new type of private room accommodation, the *Slumbercoach*. This was all done as long distance trains were succumbing to airline and automobile competition. The Burlington went all out with this 16 page 4 color brochure on invitation like high quality paper. Come into the chapter library to examine this fine promotional brochure. Next month will feature the new *Olympian Hiawatha*. Brochure from Northstar Chapter Library Files.