



NORTHSTAR NEWS

Dues Are Due Now

THIS WILL BE YOUR LAST ISSUE IF WE HAVEN'T RECEIVED PAYMENT BY THE END OF MARCH

The 1961 NRHS Convention by Russ Isbrandt



NRHS Convention Special behind Grand Trunk Western Northern 6323 arrived at the joint GTW - New York Central station in South Bend September 2, 1961. The station no longer exists, with Amtrak trains now using the former South Shore station on the west side of South Bend. Photo by Russ Isbrandt

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Meeting Notice

The March meeting of the Northstar Chapter of the NRHS will be held on March 17th 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: Bill Herzog will present some of his Super 8 sound movies from the '70s.

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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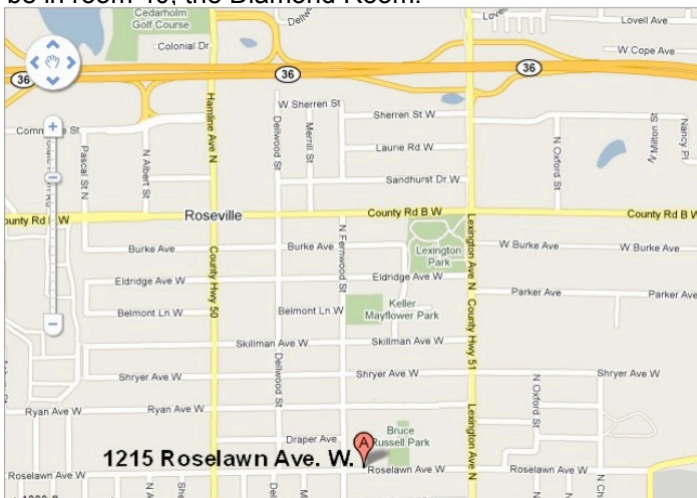
MEMBERSHIP INFORMATION

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 1961 NRHS Convention
By Russ Isbrandt**

Note: Trip handouts for all trips are in the electronic edition extra pages.

I recently came upon the "brochure" for the 1961 NRHS Convention in Chicago, sponsored by the Wisconsin Chapter. As readers of this newsletters saw in the previous article on the Iowa Chapter's Intermountain Limited to the Denver convention, railroads were extremely accommodating 50 years ago. As a result even a college freshman could afford participation in a convention.

I was a member of the Wisconsin Chapter then. To cut expenses to the minimum, my good friend Ed Beimborn and I shared a room at the Chicago YMCA.

There were four trips for that convention. Saturday, September 2nd, the first trip was steam on the Grand Trunk Western to South Bend, IN with Northern 6323 for \$9.50 (\$70 in today's dollars). The train left Dearborn Station at 9:00 am and returned about 6 pm. A baggage car equipped with 110 v to power tape recorders was supplied plus 9 coaches and a diner, possibly 2. There were two runbys, one at a place called Mill Creek where there was a highway overpass and one at Valparaiso.



The September 2, 1961 Grand Trunk Western fantrip runby at a place called Mill Creek, IN. See the trip handout in the electronic edition extra pages. Photo by Russ Isbrandt

Sunday, September 3rd, the CB&Q hosted us with Northern 5632 and a 12 car train all for \$13.50 (\$100 in today's dollars). Passenger agent, Mr. Charles Abel, later a member of the Northstar Chapter, took exceptionally good care

of us. That morning's CB&Q train 21, the *Morning Zephyr* went out with 2 dome coaches, while we had three, including the pattern dome *Silver Dome*. There were 6 heavy-weight coaches including two silver painted, modernized heavyweights, a diner, a coach that had been a lounge and still had the deck lamps, and the *Omaha Club*, a solarium observation car. The train ran through the Illinois Central tunnel and bridge over the Mississippi River to Dubuque, IA. After a brief visit to the Fenlon Place Incline, we headed back to the train. The train had not been turned except that the *Omaha Club* was placed on the rear and the baggage car moved to the front.

On exiting the east portal of the tunnel, we pulled out far enough to unload and the train was backed into the tunnel for a runby / photo op. Apparently we had missed our window of opportunity for the runby, as the westbound *North Coast Limited* roared by. The next runby was down the river near Savanna at the US 52 bridge over the Mississippi River just north of Savanna. Someone had produced a copy of the runby instructions which read, "Run by in a crescendo of smoke and steam." And that they did! The train was backed up out of sight around a curve. The runby was carried out at high speed and lots of whistle and deep black smoke.



The CB&Q 5632 runby north of Savanna, possibly at the US 52 bridge across the Mississippi. Photo by Russ Isbrandt

After that, it was time to head home. We were a good 2-3 hours late. Ed, in the baggage car recording the engine on his battery powered reel to reel tape recorder, timed us at



The Labor Day Monday 1961 NRHS fantrip to Michigan city on the South Shore. Here's a photo stop a Burnham Yard. Photo by Russ Isbrandt

92 mph. CB&Q President, Harry Murphy, apparently had a soft spot in his heart for passenger trains and steam locomotives.

Monday, Labor Day, we started out on the South Shore on a six car train at 8 am for the princely sum of \$4.50 or about \$33 in today's dollars. We had a photo stop at Burnham Yard near the state line. At Gary, they put on freight motor and at Wagner siding there was a runby. We then headed for the shops at Michigan City. We were permitted to wander around the shops during the layover. Among the sights was car 36 which had been in a wreck and was being stretched as a part of the rebuilding. The South Shore stretched a number of their cars, installed wide windows, air conditioning and fluorescent lights. The car I rode was #22, a unique car. This one had been stretched, had fluorescent lights and wide windows but not the air conditioning. The wide windows were split into two openable sashes.

On the return trip we pulled onto a siding on the west side of Michigan City called Sheridan. There east and west-bound regular trains met while we photographed the meet. There a couple pulled their car over on nearby US 12, came across the field and asked us what happened? Train wreck? They saw all the fans milling about and thought they had come upon a disaster. Most certainly today such "suspicious behavior" would have brought out a fleet of police cars.

On the way back there was a runby at East Chicago. Mr. Jamison, the South Shore's General Passenger Agent, rode along to make sure things went as planned.

On return to Chicago, an "unlisted" fantrip was run on the North Shore. This was a 5 car train composed of combine 255, the only one in which the seats were removed and not normally run on regular passenger trains, a former parlor with wide windows and three other cars including a Silverliner. This trip ran out to Mundelein and back. I don't recall any runbys. Besides I had probably burned through all the slide film I could afford by that time.



Our North Shore fantrip diverges from the Skokie Valley Route to the Mundelein branch at South Upton Junction. This view was from baggage car 255. The consist was 255, 413 a former parlor open platform observation car, 718, 151 one of the oldest cars and Silverliner 755 one of the last updated cars. See the trip handout in the electronic edition extra pages. Photo by Russ Isbrandt

This illustrates the cooperative relationship many railroads had with the railfan community back then. See electronic edition for the handouts for these trips. These are very revealing as to trip details and the extent to which the railroads worked with the convention planners.

In Troubled Times Still Growing **By Luther S. Miller, Senior Consulting Editor** **Railway Age, January 2012**

North American passenger rail growth continues despite budget woes, parochial concerns, and anti-rail rhetoric. Look for more in 2012.

In long-range perspective, the story of North American passenger rail is one of extraordinary growth. The story isn't over. The year 2012 will see a continuation of the trend that in the last three decades has seen the number of regional/commuter systems grow from 10 to 28; the count of major rapid transit systems rise from 11 to 15; and light rail transit take off on a trajectory that has sent the number of systems from seven to 36.

All told, a nation that had 28 rail systems in 1980 had 78 in 2011.

Signs of continued growth are abundant.

A compelling one came in an updated report, "The Case for Business Investment in Public Transportation," released in November by the American Public Transportation Association. Its major finding: Soaring demand has created a \$55 billion a year public transportation industry. This includes capital investments of around \$18.3 billion, of which nearly \$13 billion is for rail transit. (To complete the passenger rail capital spending picture, add the hundreds of millions allocated to Amtrak for fleet acquisitions and system modernization, along with allocations from the \$9 billion high speed rail program.)

A traditional measure of the strength of the passenger rail marketplace is the rate of railcar acquisitions. After a soft dip, it's beginning to look very good. *Railway Age's* exclusive annual passenger railcar survey, conducted by Managing Editor Douglas John Bowen, shows that 2012 is shaping up as one the busiest in recent memory for new railcar orders. Information supplied by the purchasing agencies discloses firm plans for ordering 749 new heavy rail (rapid transit) cars, 369 commuter/regional cars, 95 intercity cars, 66 light rail cars, and 15 streetcars. That's nearly \$3 billion worth of new business for carbuilders. Meanwhile, the *Railway Age* survey shows that builders entered 2012 with a backlog of 4,502 new or rebuilt passenger cars, slightly higher than the backlog a year ago and substantially higher than pre-recession levels.

Looking ahead, purchasing agencies told *Railway Age* they already have plans to acquire more than 4,000 additional cars over the 2013-2017 period inclusive.

The number of passenger transit vehicles of all types increased from 124,048 in 1998 to 172,893 in 2009. The total fleet included, on January 1, 2012, 11,461 heavy rail cars, 6,941 "commuter" cars, and 2,068 light rail cars. Costs have escalated since 2009, but in that year, rail vehicles accounted for \$2.51 billion in sales: \$1.65 billion for

heavy rail, \$455.4 million for commuter rail, and \$404 million for light rail.

Federal funding helped pay for this equipment. Right now, funding levels are determined annually by continuing resolutions while Congress bickers over a new omnibus transportation spending bill. APTA recently commended Congress for passing the FY2012 appropriations bill providing \$10.6 billion, a 3% increase over FY2011.

Although noting that "public transportation infrastructure needs exceed the appropriated funds," APTA said, "We hope this will be a catalyst to help focus Congress on a long-term robust transportation bill. The federal Surface Transportation legislation expired more than two years ago and we are currently operating under multiple extensions. The commitment for 2012 is one important step for public transportation nationwide."

With the funding uncertainties stemming from growing political pressure to lower taxes and to cut spending, transit agencies are scrambling for strategies keep trains running and systems growing. The biggest of them all has a strategy that so far has worked.

The New York Metropolitan Transportation Authority reduced train operations system-wide in 2011 to meet budget shortfalls. Late in the year it approved a \$12.5 billion operating budget for 2012 and said a bonding program would permit MTA Capital Construction Co. to focus on multibillion-dollar expansions that will extend commuter/subway systems for the first time in 60 years.

MTA said "remarkable progress" was made in 2011 on (1) the No. 7 line West Side Extension, with structural work at the future 34th Street Station now complete; (2) the Fulton Street Transit Center, now more than 50% complete; (3) the Second Avenue Subway, with tunneling for the project's first phase now finished; and (4) the East Side Access project, the first expansion of the LIRR in more than 100 years, and the largest transportation project in the country. Now halfway to completion, it will give LIRR riders direct access to Grand Central Terminal on Manhattan's East Side as well as to Penn Station on the West Side.

Intercity

A "high speed initiative" billed as the story of the century—many call it ObamaRail—turned out to be less than advertised, but more than most critics have been ready to acknowledge. The only surviving state initiative that meets international standards of speeds in the neighborhood of 200 mph is California's plan for a 700-mile statewide HSR system linking San Diego and Los Angeles in the south with twin branches to both the Bay Area and Sacramento, the state capital. The estimated cost has risen from an initial \$44 billion to a revised \$98.5 billion. Washington has pledged more than \$3 billion to the project, and the state is offering an initial \$11 billion through bonds. Gov. Jerry Brown is an enthusiastic supporter of the plan, though it has an army of critics. The strategy is to build an initial section of line in the Central Valley between the end points; making ends meet could be a challenge. As of January 1, 2012, the U.S. Department of Transportation had allocated \$9,238,552,394 for 145 high (or higher-) speed projects in 27 states. All but the California

grant have gone to projects throughout the country to raise speeds on existing lines, an objective few are ready to quarrel with.

Amtrak, perennially short of capital funding, scented an opportunity and came up with a 30-year, \$117 billion "vision" to bring 220 mph service to its Northeast Corridor. Amtrak and states in the region have received \$954 million from the high-speed program to date to improve existing infrastructure. Amtrak's \$1.42 billion in funding from Congress for this fiscal year was short of a requested \$2.22 billion that included plans to buy 40 more *Acela Express* cars to increase trainset lengths on its well-patronized premium Northeast Corridor service.

Even if its HSR vision turns out to be blurred, Amtrak has a better story than many are ready to listen to. Persistently regarded by right-wing think tanks as a failure (because it doesn't mint profits—a fault shared by every major intercity passenger rail system in the world), Amtrak carried more passengers in FY2011, 30.2 million, than ever before in its history, and its eighth record in nine years. With business at record levels, Amtrak has capacity issues and has 70 electric locomotives and 120 single-level cars on order. Amtrak President Joe Boardman hopes to order the 40 new *Acela Express* cars this year, Congress willing.

New equipment will help improve Amtrak's on time performance, but equipment alone can't solve the problem. In a 30-day period toward the end of 2011, 1,225 trains were operated; only 619 (51%) were on time. It is a point of contention as to how much of this Amtrak can fix and how much is derived from the host freight railroads' impatience with anything that gets in the way of their freight trains.

From Trains Newswire

Copper thieves strike Connecticut Trolley Museum

Published: February 21, 2012

EAST WINDSOR, CT.— Three trolley cars at the Connecticut Trolley Museum were stripped of brass and copper parts last week, causing thousands of dollars in damage. The vandalism was discovered February 18.

According to an email from the museum, thieves were able to peel back a section of the metal siding on a car-barn to gain access. Once inside, they used crowbars to pry brass pieces off the ceilings, windows, and exterior of three wooden cars, causing extensive damage to the woodwork. Wiring was cut and some of the control gear was stripped out of the cars. The three cars that were stripped include Connecticut Co. passenger car No. 1326, Connecticut Co. open car No. 840 (the last open car to operate in revenue service in the U.S.), and Centerville, Albia & Southern freight motor No. 101, which the museum acquired in 2009. All three will require extensive work before they can be returned to operation. Parts were missing from a fourth car in the barn that was already partially disassembled.

The museum was vandalized in 2011, but the damage discovered February 18 was more extensive.

Illinois official: Train ridership up

Published: February 28, 2012

CHICAGO — Illinois Department of Transportation Secretary Ann L. Schneider says ridership is up and high speed rail will be a hit with passengers. At remarks yesterday at the City Club of Chicago, Schneider said state-supported Chicago-St. Louis Amtrak service has seen an increase in ridership of 210 percent over the last five years, WJBC Radio reported. "And that is on old, outdated equipment with spotty reliability and few rider amenities. When the Chicago-to-St. Louis route is complete, the trains will become more reliable, more convenient, and with the new equipment, there will be added amenities leading to enhanced passenger experiences," she said.

The department is working with Amtrak and Union Pacific to begin 110-mph service on 18 miles of the Chicago-St. Louis route between Pontiac and Dwight, IL, by the end of this year. Higher speed service will be extended to other portions of the 285-mile route, as track is upgraded and new signals installed. Schneider said she expects the higher speed service to be a hit with passengers.

Schneider said ridership on Amtrak routes supported by the state of Illinois is up 85 percent over the last five years. She expects demand to grow with the start of high speed service and the rising price of gasoline.

BNSF repositions rotary snowplow for upcoming blizzard

Published: February 28, 2012

MINNEAPOLIS — A late season winter storm in the upper Midwest has BNSF positioning its snow fighting equipment in advance of the storm's arrival. Rotary snowplow No. 972551 along with BNSF GP28-2 No. 1543 were dispatched west from Northtown Yard in Minneapolis, MN today to stage in Willmar, MN. The storm is expected to drop more than a foot of snow near the North Dakota/South Dakota state line and bring sustained winds of 30 mph with higher gusts.

If used, the rotary would most likely be dispatched along the former Milwaukee Road mainline in the Aberdeen to Hettinger, ND area. This section has traditionally had problems with drifting snow affecting mainline movements. The locomotive traveling with the rotary is one of several units on BNSF's roster that's specially wired to provide electrical power for the rotary unit. If used, it will be the rotary's first use since being rebuilt last year at Relco in Albia, Iowa, after suffering a mechanical failure of its blades while clearing snow near Stockholm, SD one year ago. — Chris Guss

Kodak discontinuing manufacture of slide films

Published: March 2, 2012

ROCHESTER, NY — Eastman Kodak announced this week that it will end the production of all slide films, including the once-popular Ektachrome reversal film, ending 77-years of slide film production. In a notice sent to retailers and distributors Kodak said, "due to a steady decrease in sales and customer usage, combined with highly complex product formulation and manufacturing processes, Kodak is discontinuing three Ektachrome (color reversal) films." The slide films are E100VS, E100G and Elite Chrome Extra Color 100.

While Kodak's Kodachrome film, discontinued in 2009, was the most popular slide film among railroad photographers in the pre-digital era, its other slide films were well-liked by railfans, and some made the switch to Ektachrome after Kodachrome production ended.

Kodak said the end of slide film production would not affect any other films in its portfolio, including color negative and black and white films. Pioneering filmmaker Eastman Kodak has been struggling for years to adapt to the digital world. It filed for bankruptcy protection in January.

Branson Scenic Railroad equipment damaged in tornado

Published: March 2, 2012

BRANSON, MO – Branson Scenic Railroad officials Friday were looking for replacement glass for the railroad's F9PH, which was damaged when a tornado struck Branson around 1 am Wednesday, February 29th. The tornado damaged several businesses in the city, including the Branson Scenic Railroad depot and excursion passenger train.

Branson Scenic F9PH No. 98 and GP30M No. 99 sustained broken windshields, side glass, and headlights. The stainless grills and grab irons on No. 98 were bent, and flying glass and other debris damaged the paint on the locomotives. Passenger cars *Silver Terrace*, *Silver Chef*, *Silver Garden*, *Silver Lake* and *Westport* suffered window damage due to the flying debris. The restored 1906 depot next to Branson Landing in downtown Branson had all its roof shingles stripped off, windows broken, and paint damaged.

Despite the damage, the railroad is trying to repair equipment to open for the season as scheduled on March 5. Branson Scenic President Alan Kamp told Trains News Wire that the search for replacement glass for the F-unit is difficult. The railroad is seeking a waiver from the Federal Railroad Administration and its host railroad, the Missouri & Northern Arkansas, to temporarily use auto safety glass for the windshield. If the waiver is not approved, the train cannot run. Branson Scenic operates over the Missouri & Northern Arkansas Railroad's ex-Missouri Pacific route. Missouri & North Arkansas personnel have been on site helping inspect the locomotives and equipment, and clean up the mainline and surrounding property.

Union Pacific CEO to take leave of absence for cancer treatment

Published: March 2, 2012

OMAHA, Neb. – Union Pacific Corp. announced today that Chairman, President, and Chief Executive Officer James R. Young will take a medical leave of absence from his responsibilities as President and Chief Executive Officer. Young is taking the leave to be treated for pancreatic cancer. He will remain chairman of the board during his treatment.

John J. Koraleski, executive vice president marketing and sales, will serve as Acting President and CEO during Young's absence. Since joining the railroad in 1972, Koraleski has held a number of executive positions including controller of Union Pacific Corp., and Executive Vice President-Finance and Chief Financial Officer of Union Pacific Railroad. He also has held positions in the railroad's Information Technologies, Real Estate, and Administrative departments.

Museum of Transportation opening new visitors center

Published: March 2, 2012

ST. LOUIS – The Museum of Transportation is opening its 14,000-square-foot William R. and Laura Rand Orthwein Education and Visitor Center on March 6. The \$2.2 million expansion will provide an indoor facility for the museum to exhibit rare pieces from the museum collection.

Among the exhibits at the new center will be automobiles built in the St. Louis area; an 1830s Boston & Providence horse-drawn coach that was displayed at the Chicago World's Fair; Bellefontaine No. 33, a mule-drawn streetcar dating to the 1870s; and the Reading Co. *Black Diamond* inspection locomotive. It is currently being restored, and will be installed in the building in about a month. Built in 1889, it is the only surviving example of an American steam inspection locomotive. More information on the *Black Diamond* can be found in the April 2012 issue of *Trains Magazine*.

The building will also feature rotating exhibits, such as "The Whistle Stop: Presidential Travel by Train," which opens March 6 and runs until the presidential inauguration in January 2013. The exhibit includes photos of presidents from William McKinley, elected in 1897, to Barack Obama.

The facility will also house a snack and gift shop; a station for the museum's miniature train line; and children's exhibits. The museum plans to have a grand opening celebration for the Orthwein Center in April. It was built with money from the Orthwein Family Foundation and funds from the Federal Transportation Improvement Project.

From the St. Paul Pioneer Press

Light-rail heavy construction expected to reach turning point by October.

By Frederick Melo, Pioneer Press

As far as the Central Corridor Light Rail Transit project is concerned, 2012 will be the beginning of the end. Central Corridor officials say this will be both the last and busiest year of heavy construction for the 11-mile light-rail line, which will begin transporting passengers between downtown St. Paul and downtown Minneapolis in 2014. Most of the work next year will involve installing overhead wires and communications systems and test-running trains.

In other words, track laying, sidewalk construction, and lighting and tree installations will be complete by the end of this year, if crews keep to schedule. By the end of the year, the project will be about 75 percent finished.

Construction start dates, segment lengths and completion dates are never set in stone, cautioned Central Corridor spokeswoman Laura Baenen. "It depends partly on weather," she said. "It depends on how preconstruction activities proceed."

The first light-rail passenger cars could arrive by August, with 58 more to follow by April 2014.

In downtown St. Paul, rail work has already picked up along Cedar Street, which will be closed to through traffic for most of the year.

Possibly as early as Thursday, March 1st crews will begin ripping up streets and sidewalks on University Avenue from Hamline Avenue to Robert Street.

In University Avenue work areas, one lane of traffic will remain open in each direction. The exception will be between Rice and Robert streets, where there will be a full road closure after the legislative session ends in late April.

During the construction period, road reconstruction will take place in segments on the south side of University Avenue, and then flip to the north side of the avenue as each segment is completed. All dates and segments are tentative and are dependent on the weather and crew availability, but a general schedule calls for work from March through October.

On the south side of University Avenue, crews hope to work on Hamline Avenue to Griggs Street from early March to May; Griggs to Milton Street from March to June; Milton to Galtier

Street from April through July; and Galtier to Rice Street from April to October.

On the north side of University Avenue, they'll prepare to focus on Hamline to Griggs from May to June; Griggs to Milton from June through October; Milton to Galtier from July through November; and Galtier to Rice from May to June. Between Hamline and Robert Streets, left turns across University will be restricted to signal crossings at Hamline, Lexington, Victoria, Dale, Western, Marion, Rice and Robert Streets.

In downtown St. Paul, light rail construction will continue this season on Cedar Street from Fourth Street through 12th Street. North of Cedar and Seventh Streets, work will include underground utility relocation, station work at the 10th Street Station, a retrofit of the Cedar Street bridge, roadway reconstruction and laying track.

South of Cedar and Seventh, work will include finishing underground utility relocation at intersections, station work at Central Station, roadway reconstruction and laying track.

Cedar Street will be closed to through traffic from March to November, and cross streets will be closed at various times during the season. The closures will be coordinated so several intersections in any given area will not be closed at the same time.

Work also will take place in Minneapolis in Prospect Park, and along the East Bank of the University of Minnesota campus from the Washington Avenue Bridge through Stadium Village to the new Stadium Village Station at 23rd Avenue and University Avenue.

Well Known Twin Cities Model Railroader and Railfan Ray Norton passes

'Ray'--age 93, of Northeast Minneapolis, peacefully passed into eternal life on the 27th of February. Preceded in death by parents George and Maud Norton, and brother Herbert Norton. Ray will be missed by his loving wife of 67 years, Ileen; son and daughter in-law Ronald and Madonna Norton; daughter and son-in-law Patricia Norton and H. Curtis Pratt; grandchildren Robert Norton and Laura Pratt; great grandchildren Desuma and Eiowynn Norton; sister in law Inez Clark; many dear friends. Ray was an expert in railroads, with a passion for all transportation. Member of the Twin Cities Model Railroad Club since the 1930s, Ray was an enthusiastic tour guide to the end, and was a charter member and motorman of the Minnesota Transportation Museum. Ray played trombone, baritone and sang bass in church, performed with the Engineers Band, the Honeywell Band and the bands on his army posts during WWII. He loved to travel, piling his family into the station wagon every summer to see much of the United States and Canada, and visiting the British Isles. He loved animals, especially dogs. Ray owned Ray's Train Shop in Minneapolis in the 1950s and worked for Honeywell for over 20 years. A service celebrating Ray's life was held Thursday, March 1, 2012, at Northeast United Methodist Church. Ray was interred by graveside military honors. In lieu of flowers, memorials were preferred.

Meeting Minutes of the February 18th Membership Meeting

The meeting was called to order by chapter president Dawn Holmberg at 6:35 pm in the Roseville Lutheran Church with 27 members and guests present. Those present were asked to introduce themselves. The minutes of the January 21, 2012 membership meeting were published in the February 2012 issue of Northstar News. No one had any additions or corrections to the minutes. A motion to approve the minutes, as published, was made, seconded, and carried. Treasurer Dan Meyers gave his report. He noted that there still are a number of things on his "to do" list. There were no questions about his report. Dan also reported on membership. He noted that 56 members have re-

newed so far. Last year, we had 62 members, plus additional family members. He hopes for near 100% renewal after the national NRHS office sends out renewal notices, plus we also have subscribers and we now have 2 new members. As webmaster, Dan said that he had nothing much to report. He did update the membership application on the chapter's website with the current dues rates and will be updating the Northstar News scans on the website. The rent for the chapter library was paid recently - he noted that it was a little higher than it had been, possibly due to an increase in electric bills. National Director Bill Dredge asked if anyone in the chapter was interested in running for a seat on the NRHS national board. Bill presented 25-year certificates to Joe Fishbein, Dawn Holmberg, and Dan Meyer. Photos were taken of each of them being presented with their awards and they were all congratulated. Bill noted that he is planning to be out of town the day of next month's meeting. Trip director John Goodman said that he had been invited to give a talk on the history of Amtrak at the University of Minnesota at Duluth. He noted that Soo Line steam engine #2719 will be running eight weeks this summer and early Fall. He suggested we go up to Duluth to ride behind it. He noted that we might be able to go up there together in a van. Interest was shown in this. John said that he had talked to the Twin Cities & Western and found out that they will not be having a trip this year - the trips they ran last year were a one-time thing to commemorate their 20th Anniversary. The 261 group is planning to have some trips in early October, but they probably will not have the 261 pulling them. John also talked about the UP's plans. This year's NRHS National Convention will be in Iowa. This year is the 150th Anniversary of the first operation of the *William Crooks* in Minnesota - he suggested the chapter should do something to commemorate the event. John said that he and Bob Clarkson had attended a High Speed Rail meeting recently. They are looking at the possibility of a second train each day between the Twin Cities and Chicago. One of the Talgo trains is to be on display here. The renovation of the St. Paul Union Depot is on schedule for a December opening. He asked whether the chapter should somehow participate in the event. The Union Pacific has a diesel locomotive painted in C&NW colors, which they plan to use on the special train from Chicago to the NRHS National Convention in Cedar Rapids. Northstar News editor Russ Isbrandt was not present to give a report. Dick Tubbesing reported on plans for programs at upcoming meetings. This month, we will have a Members' Night and in March, Bill Herzog will show stuff he took many years ago. At this time, Dick doesn't have anything lined up for April or May, but he does have some possibilities that he is working on. Cheer Committee - Marty Swan reported that Ben Fresnel had had an operation - he will send him a card. Dawn Holmberg reported for the Calendar Committee. The sales tax was paid early this month. The report also included the current balance in the calendar account and other information. We will need to set up an audit of the calendar project. Once that is done, then we should be able to start paying the chapter back for the money it had advanced to get the calendar project started. We need to start planning for the 2013 calendar soon - so we can get it published earlier in the year - in the summer, if possible. That should improve sales. A question was asked about whether we should cut the size of the press run so we didn't wind up with so many unsold calendars. The response was that this wasn't practical, as the cost per calendar for a smaller order would be higher. We did get permission from the UP to use photos of their equipment (and those railroads that the UP had bought or merged with) on our calendars.

New Business - We need to have a chapter board meeting sometime in March to set policy. It was suggested that we need to change the Chapter By-Laws to change from National Director to Chapter Representative. We will no longer be sending a representative to the national board meetings. This was discussed. It was suggested that this be discussed at the upcoming board meeting. There were no other items of New Business.

A motion to adjourn the meeting was made, seconded, and carried at 7:15 pm. After a break, the program was a Members' Night.

Respectfully submitted,
Dave Norman, Secretary
Northstar Chapter NRHS

Chapter Library Open House March 17th 1- 4 pm

Looking for a warm dry place to watch trains? Come visit the chapter library / clubroom at 2010 E. Hennepin Ave. The busy BNSF St. Paul Sub action is visible. 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 Russ Isbrandt will be there to help you.

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

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

Address Correction Requested

Railfan Calendar

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 or cash donation to the Carpenter's Union food shelf.

Lakes and Pines Division of Train Collectors Association

Sunday, March 11, 12:15 pm - 2:30 pm, John P. Murzyn Hall, 530 Mill Street NE, Columbia Heights, MN.

Admission: \$2.00 adults, kids under 12 free.

Greater Upper Midwest Train Show

Saturday, April 7th, 9 am - 2 pm, Century College, 3300 Century Ave. N, White Bear Lake, MN. Admission: \$5, Kids under 12 free.

Woodbury Flea Market

Saturday, April 14, 10 am - 3 pm, Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. Admission: \$5, kids under 12, free.

Granite City Train Show

Saturday, April 21st, 10 am - 3 pm, National Guard Armory, 1710 Veteran's Drive, St. Cloud, MN. Admission: \$5, Kids under 12 free.

Randolf Railroad Slide Show

Saturday, April 28th, 6 pm, Randolph Area Historical Society Museum, 4311 Upper 291st St. E., Randolph, MN. Reservations are required, call (507) 263-3199 or email RandolfMNHHistory@yahoo.com