

10/29/2001

**Minutes** of the July 14, 2001 meeting of the board of directors, Great Northern Railway Historical Society. Meeting was convened 1:25 PM in St. Paul, Minnesota. The meeting recessed at 5:00 PM. It reconvened on July 16, 2001 at 6:00 PM and adjourned at 7:45 PM.

**These minutes** become the official record of the proceedings only when the directors accept them as such. Until then, corrections and additions are welcomed!

**Present:** Max Ulver, Dave Thorsett, Mike Lunak, Peter Thompson, Jim Chinquist, Alan Baucom, Dave Durfee, Phil Gjevre, Dale Peterka, Ron Sherry, Cliff Salmon, Stu Holmquist, Gary Klouda, Scott Tanner, Duane Amdahl, Ed Nygaard, Lee Thompson, Ray Wozniak, and President James Larson.

Directors and officers had received by mail in the days preceding the meeting: a copy of the 2000 financial report; a report from the president; a copy of the minutes of the July 2000 directors meeting; a report on a conference call of two directors meeting with other directors and officers (June 23, 2001) at the home of the president; a formal request from the president for budget proposals from various officers; treasurer's report with accompanying financial statements; a list of convention events from Gary Klouda, and a printed agenda for the July 14 meeting of the directors. Additional agenda items were emailed, by Phil Gjevre, to the President and Directors and were added to the agenda.

1. Dave Thorsett moved to accept the minutes of the GNRHS board meeting of July 16, 2000 in Bellevue, Washington. Seconded by Jim Chinquist and passed unanimously.
2. Phil Gjevre moved to reappoint the present officers of the Society for twelve months. Seconded by Jim Chinquist. Passed unanimously.
3. Officers submitted reports of their activities in the past twelve months. Highlights of these reports can be found in appendix A. Jim Knollmiller reported *in absentia* that GNRHS lost money last year because of the high cost of the hotel in Bellevue. He suggested that we raise membership dues.
4. The directors reviewed a draft of the "Memorandum of Understanding Jackson Street Roundhouse Archives" document prepared recently by representatives of GNRHS, NPRHA, and Minnesota Museum of Transportation. It proposes the establishment of a jointly operated office/railway history archive at the GN Jackson Street Roundhouse. It described in detail how the office/archive would be administered. After some discussion, director Phil Gjevre moved that the document be tabled because it did not contain an acceptable description of circumstances under which one or more of the organizations might withdraw from the partnership without the agreement of all partners. The document as worded seemed to allow dissolution of the partnership only by "mutual agreement". Four directors voted to table the document until Jim Knollmiller could provide an opinion on the "memorandum." Three voted no. The directors agreed to consider when the Board reconvened during the convention. The President proposed and

when the Board reconvened during the convention. The President proposed and was directed to contact attorney Jim Knollmiller, GNRHS Treasurer, for his advice in the next day or two.

5. Phil Gjevre moved to make a grant of \$500 from the Heritage Fund to the Iron Goat Trail project and another \$500 to the Stumptown Historical Society. Seconded by Ron Sherry. The motion passed with one abstention.
6. Phil Gjevre proposed that the Society give some tangible sign of appreciation to Parsons, Kleintop, and Erickson who contributed time and energy to our SD-45 locomotive, *Hustle Muscle*. The President will provide a certificate or plaque.
7. At the urging of Peter Thompson, Ron Sherry proposed a continuation of the practice that all masthead-listed officers receive a full membership roster at the annual meeting. Ron Sherry's motion included making the roster of regional members, upon request and with adequate notice, in the form of mailing labels to members. The motion was seconded by Phil Gjevre and passed unanimously.
8. Ron Sherry moved that the Society publish a new membership brochure in colors red, white and blue. No second was recorded. Phil Gjevre moved that we print more copies of our present brochure in the same color as we have in the past. Seconded by Ron Sherry and after discussion, reflected below passed unanimously. Duane Amdahl the society is receiving 20% of our new members from the use of our present brochure and 80% of new members via the Internet. This was followed by Scott Tanner's comment the Society needs to make a major decision on membership activities. The revised membership brochure should be revised and updated with new dues amount. The Society should seek the lowest cost for printing with the number of copies begin similar to the last printing order.
9. A recess was suggested at this point. It was agreed to reconvene on Monday evening at 6 PM. Motion to recess by Ron Sherry.

The Board reconvened at 6:10 PM Monday July 16 in the Radisson Hotel dining room.

A motion by Jim Chinquist and Ron Sherry to bring the proposed draft of the "Memorandum of Understanding Jackson Street Roundhouse Archives" before the Directors was accepted. President Larson reported Jim Knollmiller had been consulted for his advice. Mr. Knollmiller commented that the document is "a reasonable one" and that we ought not be concerned that the "mutual consent" clause would restrict the action of a partner who wished to withdraw from the partnership without the agreement of the other partners. He suggested the addition of a clause stipulating that any partner wishing to withdraw be required to give 30-90 day notice to the other partners.

Mr. Knollmiller termed the \$1500 usage fee to be paid annually by the GNRHS and NPRHA to Minnesota Transportation Museum "straightforward". As treasurer, Knollmiller was anxious to learn how we would pay such a fee in our present financial circumstances.

Mr. Knollmiller's general comment concerning the memorandum of understanding was that "the document reflects well the intent of the process".

After some discussion, Phil Gjevre moved that the following be added to the "duration" clause of the document: "...and/or by a 180 day written notification by any signatory party to the other parties." Seconded by Scott Tanner. Approved by all.

Director Dave Thorsett moved that the board grant to the president the power to sign documents in the name of the board of directors. No second to this motion. Phil Gjevre stated: "Let the minutes reflect that the president is empowered by the board in this regard."

Director Phil Gjevre moved that a permanent advisory committee be established to advise the editors, to provide oversight of *The Great Northern Goat* and the published content of reference sheets. Motion seconded by Ron Sherry. Approved by all.

President Larson announced that members of this new committee would be selected by the president or by nomination. Robert Niederkorn, and Norm Priebe have already agreed to serve on this committee. Stuart Holmquist requested that he be included.

Phil Gjevre moved that a policy be adopted requiring the directors to meet and conduct business twice a year instead of only once during the annual convention. Seconded by Jim Chinquist. After discussion, there was no vote on this motion. President Larson declared his intention to convene the board more than the convention meeting time. This would minimally be an additional meeting by telephone conference call or by video conferencing.

Director Dave Thorsett moved that the GNRHS annual membership dues be raised to \$30. Seconded by Phil Gjevre. In a friendly motion by Phil Gjevre and Ron Sherry, the amount was changed to \$25. Dave Thorsett accepted this change. At the suggestion of Peter Thompson, the \$2.50 dues set-aside for future needs of publication of the *Goat previously dropped* was continued. And, the \$2.50 allocated to the Heritage Fund was cancelled with the 2002 dues. The new additional \$5.00 arising from the \$25.00 annual dues payment from each member will be designated as Heritage Fund, Jackson Street Roundhouse Fund operating and administration fund. Motion passed with one abstention.

Director Phil Gjevre moved that a policy be adopted of allowing the leasing of our SD-45 locomotive, *Hustle Muscle*, only with the approval of the board of directors. Seconded by Scott Tanner. Motion passed unanimously.

It was announced that the Radisson Hotel in Portland, Oregon would most likely be selected as the site for the 2002 convention. Rooms will cost \$99. Parking is

abundant. The banquet room is small but overflow space is available. Two small rooms will be available for presentations.

The GNRHS 2003 convention will probably be held in Helena, Montana. The 2004 convention will probably be held in Spokane, Washington.

Motion to adjourn was made by Ron Sherry. Seconded by Scott Tanner.  
July 16, 2001 7:45 p.m. St. Paul, MN.

## APPENDIX A

Officers announcements to the Board.

Jim Larson reported that contact with BNSF is a challenge because officers of the company continue to arrive and depart the Twin Cities. The GNRHS has developed a "better working relationship" with the BNSF over the past four years. Although, each day demonstrates how fragile the "relationship" is with the BNSF. As illustrated by the FRA report on the splitting of a switch caused the derailment of the excursion train at Wishram by the sponsoring group's cars. This and a bad experience with another sponsoring group have caused BNSF to waver in its support of excursions. Fortunately our July 15, 2001 survived. Jim Chinquist reported that Steve Sandburg cut some red tape to make our excursion possible. (And Nancy and Brenda and John Robinson). Trip revenue is \$30,000 so far.

Stu Holmquist reported that the office space at Jackson Street is now heated but not air-conditioned. Lead paint removal is a future project. We spent \$4059 in July at the office; \$2000 of this was equipment. Requests for research and information are being received. Robert Downing donated \$1000 for storage.

Scott Tanner reported that we are cooperating with a filming project, a documentary on the Great Northern Railway and James J. Hill. Producers Jed Rauscher and Steven Sadis addressed the directors which included a video presentation.

Cliff Salmon suggested that we are paying unnecessarily for back issue storage space. Storage was \$288 for the past six months. This expense will disappear once space is available at MTM.

Duane Amdahl reported that we have 2403 members, with some paid until the year 2005. Membership renewals are up this year. 190 members did not renew this year as contrasted to 290 last year. However the number of new members is down this year.

Dave Thorsett reported that we will request reimbursement. (Vague. Sorry.)  
[Dave, please clarify]

Max Ulver reported that we have 71 museum and other sources of information about the GN on our list. These will be submitted to our GNRHS website soon.

Dale Peterka reported that he has three completed reference sheets and one in preparation. He submitted a first-hand experience article to Lindsay Korst's web-site last fall. Such shallow articles are probably not welcome in *The Goat*. It is difficult to find authors.

Peter Thompson reported that he and his wife are planning to move to a new home. President Larson has asked Peter to continue editing the "Goat wrapper"

even after March 2002. A continuing problem is whether to publish articles that are of only minimal interest to our members.

Dave Durfee reported that we have enough reference sheet articles only for the fall and winter issues of *The Goat*.

Gary Klouda commented that only one-on-one recruitment of new members is effective.

Lee Thompson suggested that Tom Tennessen might be encouraged to write an article on the St. Paul & Pacific and that Scott Thompson might be encouraged to write an article on the Iron Range.

Jim Chinquist reported that Alan Baucom will be local chair for the 2002 convention. Five other volunteers will assist. There is an impressive layout to tour. Doyle McCormack and Alan favor an excursion to Wishram, possibly using EMD F-units in GN and NP paint to pull the train.

Jim Larson delivered a check from the Heritage Fund to Max Ulver for use in the restoration of the GN Bruck in Columbia Falls. The coach is receiving new glass and tires in 2001.

**Subj: GNRHS Agenda Items**  
**Date: 4/22/02 8:33:10 PM Central Daylight Time**  
**From: gjevre@pointonline.net (Phil Gjevre)**  
**To: GNCONNIE@aol.com (Connie Hoffman), ja.larson@att.net (James A. Larson)**  
**CC: gnrocky@seanet.com (Scott Tanner), jfchinquist@qwest.net (Jim Chinquist)**

Connie, per your letter requesting agenda items: Here are a few to start the listing. Please acknowledge receipt.

1. The Board directs the President to require the treasurer to provide quarterly snapshots of the GNRHS finances. The President will also require the Treasurer to submit to the Board not less than 30 days prior to the annual board meeting the complete financial report for the preceding year.
2. The Board directs that the President have a recorder available at all Board meetings. The President, or his designee, will voice record all motions accurately; playing back for the Board and correcting if necessary; and the disposition of such motion by the result of the Board vote. This shall be done prior to moving to the next item of business. The recording shall be the record for use by the Secretary for the final recording of the Board minutes. The discussion of the Board will not be recorded. The cost of the recorder will be paid for by the Society.
3. The official address on website and brochure for new and renewal membership correspondence to the Society shall be P.O. Box 3016, Burnsville, MN 55337-8016. The correspondence will be forwarded to the recording secretary after deposit of enclosed funds.
4. The Board directs the President to require full, detailed and timely reporting of Convention Financial matters for each event.
5. The Board directs the President to obtain, disclose and submit a complete operating budget and proposed other expenses over the next three years for GNRHS participation and occupancy of the Jackson Street Roundhouse.

Connie, there may be other items which will be added to the Agenda before July. I am sending a copy via regular mail to Ron Sherry and to Dave Thorsett.

Currently working on the Mug. Nice Challenge since the GN did not go into Portland. See you in July!

Phil

----- Headers -----

Return-Path: <gjevre@pointonline.net>

Received: from rly-za04.mx.aol.com (rly-za04.mail.aol.com [172.31.36.100]) by air-za02.mail.aol.com (v84.10) with ESMTP id MAILINZA21-0422213310; Mon, 22 Apr 2002 21:33:10 -0400

Received: from squid.tznet.com (squid.tznet.com [66.170.64.7]) by rly-za04.mx.aol.com (v85.3) with ESMTP id MAILRELAYINZA41-0422213256; Mon, 22 Apr 2002 21:32:56 -0400

Received: from PHIL (stpoint-dial134.tznet.com [66.170.69.197])  
by squid.tznet.com (8.11.2/8.11.2) with SMTP id g3N1Wqf88072;  
Mon, 22 Apr 2002 20:32:53 -0500 (CDT)

Message-ID: <002701c1ea66\$c4f85f60\$c545aa42@PHIL>

Tuesday, May 07, 2002 America Online: GNCONNIE

To: GNRHS Directors  
From Peter Thompson

GNRHS Officers.

June 10, 2002

PLYMOUTH COPY  
DETROIT LAKES COPY

**1 Preamble:** This is a report on the special meeting of Directors and specific Officers of the GNRHS, namely Peter Thompson, Duane Amdahl, Stu Holmquist, Gary Klouda, which officers were deemed to be particularly related to many of the items to be discussed at the below called Board Meeting.

**2 Call to Order:** President Larson called the meeting to order at 9:15 am. on Saturday June 1, 2002 at his residence at Pineview Lane N., Plymouth, Minnesota. **PLEASE NOTE-effective immediately , Jim's address is 12245 Fern Drive, Detroit Lakes, MN 56501, and tel # is (218) 847-9586**

Directors were present as follows:- Phil Gjevre, Jim Chinquist, Cliff Salmon, and Telephone Conference Call hookup was established with Ron Sherry and Scott Tanner. Directors not present were Dave Thorsett and Bob Bye.

**3 President Larson** determined that a quorum was present for a meeting of the Board of Directors of the Great Northern Railway Historical Society on June 1, 2002.

Opening the meeting, President Larson commented that the meeting had been called to have an opportunity to discuss and, where necessary, act upon a number of items of some importance. These might, otherwise, slow proceedings at the usual Board Meeting to be held at the coming July Convention.

He added that Peter Thompson would provide the official record of this meeting.

**4 Thompson** distributed an information sheet which reminded us several items of importance were fast coming to a climax, particularly with respect to the GOAT publication, and a copy of this page is attached herein. Larson will distribute the sheet to absent persons.

Thompson reported that our proposed text output for the September (including the Calendar) and December quarters of the Goat were in good shape. However, we are starting to run out of authors/articles for next year.

**5 Archival Expenses:** a Summary of Expenses was distributed

	July-Dec 2001	Jan-April 2002
telephone	\$1,296.64	\$593.79
rent	1,500.00	900.00
move AFE files	1,263.64	
bookcases	1,500.00	
dehumidifier	212.87	
ship computers	333.61	
supplies	391.97	
<b>Total</b>	<b>\$6,498.73</b>	<b>\$1,493.79</b>

**6 Convention statistics:** to date, but not of great significance because of late running registration, there are 46 registrations. Comparison with the previous year is not viable.

Late running item, received after the meeting---- Swap meet is now **4pm Sunday** to 9pm. **Also** GNRHS Members can attend the NPRHA and the SP&S Saturday swap meet without charge, provided proof of GNRHS registration, or intended registration, **is shown.**

**7 Open Discussion of Gjevre written comment:** regarding these items  
General lack of communication, especially financial  
Jackson Street costs-control of  
Convention Costs-control of, and relationship to future convention sites- we must try and stay away from metropolitan areas with their high hotel rates.  
Audit reports are extremely important  
Financial reports should be available in advance of Convention board meeting  
Substantial gifts must be reported for amount, not necessarily naming donee  
**COMMENTS TAKEN UNDER ADVISEMENT FOR LATER ACTION.**

**8 Open Discussion on Jackson St:** Stu Holmquist reported on the activities at Jackson Street. There has been continuous movement, however the pace in 2002 has been severely slowed down because of a collapse of a sewer line underneath the roundhouse complex. There is no causal relationship to GNRHS, but sewage did get into our space, and until this is cleared up and the sewer line re-established, we cannot proceed in getting the AFE files onto the property. Currently they are stored in protected areas outside of the complex. The archives has also received substantial gifts of computer and program software from a friend of the GNRHS, and we give thanks for her gift.

**9 Officers and Directors Insurance Coverage:** Phil Gjevre will get current costs. Motion for this was passed unanimously.

**10 Society to acquire a Dedicated Recording Instrument:** The Society to review costs and acquire a recorder which will be allocated to the Office of President, and which will accompany him to record all GNRHS official meetings. A resolution for this passed unanimously. **Gary Klouda** will research the item and confer with President Larson.

**11 Reports from Operating Officers and Directors.:** Unanimously **Resolved** that Operating Officers will send to President Larson a **brief** mid-monthly report on activity in minor detail. If no activity, so state. **For Directors**, the report to be due quarterly, **no later than the last day of the quarter. If no activity, so to be stated.**

**12 Year 2002 Dues were reported on by Duane Amdahl.** First quarter dues income exceeded the 2001 figures. However, the 2nd. quarter is not showing good progress, probably because of the late delivery of the June GOAT which would normally be a reminder. We should get a better feel of progress by Convention time.

**13 Reprint of Hidy, Hidy, Scott, Hofsommer, GN book:** The President requested information on the probability of sufficient membership financial support/interest to help in a projected reprint of the book, which has been out of print for some time. Please give him your comments. Use his new address--**see item 2 of this report.**

**14 Annual GNRHS Convention Mug:** Phil Gjevre reported that he is taking on this project for this 2002 July Convention, and things are in normal progression.

**15 Revision of Membership Brochure:** With the increasing impact of Jackson Street on our Society, it has become necessary to substantially rewrite the membership brochure. Phil Gjevre, together with Ron Sherry, are rewriting the brochure to take into consideration our need to give more general information, to receive financial support, and our increasing storage availability to conserve artifact collections, books, etc.

The brochure will also define the new streamlining of our membership records/procedures.

It was resolved unanimously by directors that to assist in our communications, that effective from the July Convention date, or the date the first revised membership brochure is effective (if later), all new member application forms and checks and correspondence, all renewals and renewal correspondence, all freight car orders and checks, back-issue orders and checks, should first be addressed only to GNRHS, PO Box 3016, Burnsville, MN 55337-8016.

**16 Pins and Badges:** We have a vacancy in the Pins/Badges operation. Alan Baucom has asked to be taken off the project, and we are advertising for a replacement in the June issue of the GOAT. We thank Alan for his efforts over the years.

**17 Non-renewals reminders:** Phil is sending letters to non-renewing members.

**18 GNRHS Web site:** Cliff Salmon will review the authorities required to permit items to be inserted on the GNRHS web site. Care is needed to prevent inaccurate statements on this, and on some other websites, which have had incorrect items attributable to GNRHS.

**19 GOAT Co-ordinator:** The June Wrapper for the GOAT includes a request for applicants or interested parties for such a position. This position is not a Layout or Page-maker computer position, but is purely a collecting/organizing operation.

**20 GNRHS Hustle Muscle:** The locomotive is appearing at the Galesburg Railroad Days display June 21-23. The locomotive will be under the personal care of GNRHS member Ron Erickson, who is GNRHS Superintendent of Locomotive Power-Lines East, and principal custodian for it in its St. Paul home-base. The locomotive will be accompanied by GN NW-5 #192, from Duluth, and the two will be on display together.

RONALD G. ERICKSON RAILROAD EXPERIENCE

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March 1962 First employed by the Great Northern Ry as a laborer at Dale St. locomotive shop in St. Paul, Minnesota.

March 1963 Promoted to Electrician Apprentice GNRy Dale St. locomotive shop, St. Paul.

March 1966 Promoted to Electrical Draftsman, General Office, GNRy St. Paul.

March 1967 Promoted to Asst. Roundhouse Foreman, GNRy Whitefish Montana.

April 1967 Established date as Journeyman Electrician.

Dec. 1967 Promoted to Asst. to General Superintendent Air Brakes, General Office, GNRy, St. Paul.

Had various titles in the Air Brake Department in St. Paul with system responsibility for maintenance and operation of locomotive air brake equipment, radio control locomotive equipment, air repeater car equipment wrecking cranes brake equipment, and specifications for all new and rebuilt locomotives. Was involved in Locomotive Engineer training from 1969 thru 1983.

June 1983 Exercised seniority as Locomotive Electrician at Northtown Diesel Shop, Minneapolis, BNRy, account General Office moved from St. Paul to Kansas City.

June 1984 Promoted to Asst. Diesel Shop Foreman, Northtown Diesel Shop, Minneapolis, BNRy.

June 1986 Promoted to General Roadforeman of Engines, Minnesota Division, Minneapolis, BNRy.

June 1990 Appointed General Manager, North Shore Scenic Railroad, Duluth Minnesota.

April 1992 Appointed Asst. Manager Locomotive Maintenance, Diesel Shop, Proctor Minnesota, DM&IR.

August 1997 Promoted to Asst. to Rules Examiner, Proctor, DM&IR RY.

July 1998 Retired from DM&IR RY.

6161 Willow Lake Dr.  
Hudson, Ohio 44236  
June 26, 2002

Dr. James H. Larson  
12245 Fern Dr.  
Detroit Lakes, Minn. 56501

Report of Activities Involving AFE Resource Officer from July 2001 to June 2002

Dear Dr. Larson:

It appears that I will not be able to attend the 2002 GNRHS BOD meeting. So my official report follows:

This office was established to receive requests from members for copies of materials held in the GNRHS AFE files, to evaluate the validity of the requests [Is it likely that the requested information will lead to a finished reference sheet?], and to make suggestions for other places where the requester should look for material.

During the last 12 months, I have not received a member request for copies of material in AFE files or for the loan of AFE files. During this period, I made requests of our Archives & Research Officer for copies of four (4) sets of AFE files for my own reference sheet writing, and I received a set of photo copies of some files covering one request. So our system is working. However, I sense that the GNRHS move into the Jackson Street roundhouse is currently a distracting element to the use of AFE files by members for research.

I do not communicate with all potential and actual reference sheet authors, so I don't know how they might be doing getting AFE files without my involvement. I have heard from one past author who expressed frustration at not receiving action on an old request for AFE file data. So there appears to be a need for a few more willing hands devoted to care and use of files and a few reminders in the GOAT on how the system to use AFE file material is intended to and should work.

Last year I was able to provide a few helpful hints on research sources to members wanting to write. Unfortunately, this year I received no requests that could be answered with such help.

Sincerely,



Martin Evoy III  
GNRHS AFE Resource Officer

cc: S. Holmquist

From: "liz dunlap & mike sharpe" <lizmikey@attbi.com>  
To: "James A Larson" <ja.larson@worldnet.att.net>  
Cc: "Scott J Tanner" <gnrocky@seanet.com>  
Subject: consideration of Iron Goat Trail Grant.  
Date: Thu, 4 Jul 2002 10:25:00 -0700

Dr. James H. Larson  
President, Great Northern Railway Historical Society

July 4, 2002

Dear Dr. Larson:

On behalf of the Iron Goat Trail staff and volunteers I wish to present to you a request for a grant of funds from the Great Northern Railway Historical Society to continue the building and maintenance of the trail.

We have some key projects at this time on the "lower grade". The first major task is to build a foot bridge(100') at the twin tunnels area. The second major task is to begin construction of a trailhead at Scenic. This trailhead will greatly increase access to the trail because of it's location close to Hwy 2.

Your support over the years has been greatly appreciated by our entire organization.

Volunteers for Outdoor Washington(VOW) has been our parent organization and any grants awarded are addressed to VOW.

Sincerely submitted,

Michael J. Sharpe  
3216 NW 73rd St.  
Seattle, WA 98117

Committee member -- Iron Goat Trail  
Member -- GNRHS

cc: Scott Tanner ([gnrocky@seanet.com](mailto:gnrocky@seanet.com))

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# Lake Superior Railroad Museum

May 9, 2002

Dr. James Larson, President  
Great Northern Railway Historical Society  
5385 Pineview Lane  
Plymouth, MN 55442

Dear Dr. Larson:

Because of the long history of generous support afforded the Lake Superior Railroad Museum by the Great Northern Railway Historical Society over the years, I'd like to update you on progress toward the realization of a dream we've all shared for a long time.

Last season the Museum, via its North Shore Scenic Railroad, carried 37,120 passengers through downtown Duluth and along the North Shore of Lake Superior. Beginning in June of 2003, those riders will be onboard a complete passenger train restored to the dramatic green and orange livery of the GN's legendary "Empire Builder."

While the actual collection of pieces might be less than perfect to the truly dedicated railfan, the dramatic effect of the train will be significant. Operating daily through downtown Duluth and along the North Shore, it will be a thrilling sight to all and a powerful reminder of the central role the GN played in the history of our region.

As you are aware, LSRM has acquired and restored the following as part of this consist:

*The dining car: GN # 1250 "Lake of the Isles," built in 1951 for use on the Empire Builder; acquired and preserved by the Museum since 1976. The Society was helpful in side sheet repair and painting soon after the museum acquired it. The Museum recently installed new windows and use the car regularly on special NSSR dinner train charters. The car has been recently featured in an article by James Porterfield in Railfan Magazine.*

*The baggage car: CN # 9299, built in 1957 and run later on Via Rail, acquired and restored in 1991. This car was restored for the museum with the generous help of the Lake Superior and Escanaba Railroad and is in regular use on the NSSR as the power car and concession area. For many riders, the open baggage doors are the favorite locations from which to enjoy the trip on a bright summer day and wave to strollers along the Duluth Lakewalk.*

*The locomotive: GN # 192, one of ten NW-5's built for GN in 1946 and 1947, acquired by the museum and restored, at a total cost of approximately \$35,000, for regular use on the NSSR in 1996. As you know, the Society was one of the major donors for this phase of the project. This spring the 192 will carry the colors at Railroad Days in Galesburg, Illinois.*

This month we add the newly-restored GN # 1115 to the train. Built for GN's "Internationals" service between Seattle and Vancouver in 1950, this passenger car was purchased by the museum from BN as car # A-13 in 1984. Its appearance this year—in new, sparkling Empire Builder colors-- will bring us one more step toward our goal of a complete, regularly scheduled Great Northern passenger train carrying riders along the north shore of Lake Superior.

The final step will be the restoration of the 1115's sister car, GN #1116. The museum has already scheduled this car for extensive roof and window repair work and repainting over the winter of 2002-03. We plan to run the inaugural trip of the completed consist in some time early in June of 2003.

We would like to invite the Great Northern Railway Historical Society to participate in this event in several ways.

First, because we are still in the midst of raising the funds to carry out this last step, we would ask that the Society consider a contribution to the restoration of the final car. The price tag for completing the work on both cars is around \$45,000. We've already raised over \$35,000 from a wide range of local supporters of the museum and railroad and feel it is appropriate to invite you to become involved in this last and most important step.

Second, we would hope that you could also help us reach individual members of the GNRHS, to offer them a chance to contribute personally toward the project.

And finally, because we can't think of anyone who'd find riding along on the first trip more exciting than your members, we invite the Society to be involved in the actual inaugural run. Since the lead time for this event is a full year, we should be able to plan something very special together to make it a very memorable experience for all involved.

I welcome your ideas and your cooperation in whatever way is workable. Call me after you have discussed the possibilities among your members and help us plan an event worthy of the GN and the LSRM.

Sincerely



Ken Buehler  
Executive Director

From: "jim Adams" <trishjim@mindspring.com>  
To: <jhlarson@lakesnet.net>  
Subject: Photography Award  
Date: Sun, 7 Jul 2002 17:16:55 -0700  
X-MSMail-Priority: Normal  
X-Mailer: Microsoft Outlook IMO, Build 9.0.2416 (9.0.2910.0)  
Importance: Normal  
X-MimeOLE: Produced By Microsoft MimeOLE V5.00.2615.200

Dear Dr. Larson,

My name is James Adams I am the second son of Casey Adams. First of all I would like to thank you on behalf of our entire family for you support of the photography award sponsored by Richard Meyer. I have been in touch with Richard Meyer regarding the Award to be presented in Dad's name at the GNRHS convention in Portland. In corresponding with Richard he suggested I contact you directly concerning a few details. First I noticed that the banquet will be held on the Dinner train this year, if this is the case is there a time set aside somewhere during the convention for the presentation of the different awards including this one, or will it be done on board. If it is to take place on the dinner train will I still be able to get reservations? (for two) Also as this years presenter and family representative I would certainly appreciate some time to promote, thank and present this years award. Secondly, I was wondering if there are judges in place and has there been criterion already established? As you may be aware Dad was very particular when it came to railroad photography, and we would hope that the award winner would be representative of the quality he aspired to. Those being, background information on the subject, usually were clear showing detail of subject including numbers, and usually but not always void of any people with exception of crew in performing railroading duties. (not posed).

I look forward to hearing from you very soon.

Jim Adams  
12512 5th Ave NE  
Seattle, WA 98125  
206-367-3430

Spokane  
May 18, 2002

Dear Jim,

It was certainly nice to talk to you last week when you were in Spokane. The March Goat had not yet arrived but it showed up the next day so all is well. One thing that I did not mention but have wondered about not only in this issue but also the December one which had the reference sheet that I wrote. It seems to me that the printing of illustrations is not as sharp as they used to be.

I realize that the printing can only be as good as the photographs that are used. Some of them in my sheet were not all that good but they were the best available. However, there were some excellent prints that came through noticeably poorer than the originals. I mentioned this to Peter Thompson yesterday when I talked to him about something else and he told me that there has been a change of printers. Maybe this is the cause or maybe my perception is in error. I pass it on for what it is worth.

One thing you and I talked about is where the GNRHS stands with respect to the reprint of the GN History. I suggested that we might encourage the Indiana Press to go for 3500 copies. We can't afford to guarantee that many but perhaps 500 would be possible for us on a run of just 2500 provided the price per copy guaranteed is somewhere between their cost of \$9.76 and their price to the trade of 50% off the retail price.

I think this is a matter for negotiation. These figures are based on Bobbi Diehl's letter of April 25th to Don Hofsommer, a copy of which is enclosed. Did you give me this letter or did it come to me from Don?

As to the price it seems to me that the sale price should not exceed the \$49.95 mentioned in Bobbi's letter if the reprint is going to be successful. Insofar as the copies the GNRHS buys I would suggest two things. First we should try a sales pitch to the members on a pre-publication basis of \$45 in order that we give our people an incentive to order esrly. Second, this would give us an idea of what the demand will be. I would suggest that the matter of reprinting the book should be discussed at the convention in July to get an indication of how many members do not have a copy of the book and would like to have one if the price is right. To reach the broader market of railfans and others interested in railroad history it seems to me that the retail price should not exceed \$49.95.

Another thing about the book. Since it is 32 years since the merger, do you think Don Hofsommer should be asked to write a short epilogue of perhaps a page or two to bring up to date

some of the changes that have occurred to the GN as it gradually became absorbed into the present Burlington Northern Santa Fe?

When you were here we also talked about the desirability of getting people who are in the business of selling railroad books interested in carrying them. I am certain that when the GN history was originally published that the Harvard Business School Press ignored them and relied only on going through the regular book wholesalers. I think that was one of the major reasons the sales were so disappointing. We mentioned Dave Hickox and there are others who do not advertise extensively in Trains and other railfan publications. Recently I received catalogues from Classic Railroad Books and from Historic Railroads and will enclose them. I don't know anything about the mechanics of selling books but it occurs to me that if the Indiana Press could sell directly to dealers who are in the business instead of relying solely on wholesalers they would sell a lot more books in this very specialised market and at prices which would be attractive.

I note from Bobbi's letter that she is planning to retire at the end of June. Do you have any idea who will take her place and do we have to start all over with the reprint project? I will copy this letter to Don Hofsommer and perhaps he will have some thoughts on this.

Sincerely,



Bob Downing

cc. Don Hofsommer

INDIANA UNIVERSITY



April 25, 2002

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INDIANA UNIVERSITY  
PRESS

Prof. Don L. Hofsommer  
Department of History  
St. Cloud State University  
St. Cloud, MN 56301

Dear Don:

RE: *The Great Northern Railway: A History; St. Louis Union Station*

I just wanted to fill you in on the prices we've received for *Great Northern*. I also gave them to Jim Larson yesterday on the phone. I don't seem to have an address for him. Anyway, 2500 copies (produced as per my previous letter) will cost \$24,490 (unit \$9.76). 3500, \$30,270 (unit \$8.64). 5000, \$38,840 (unit \$7.74). It looks as if we would have to put a price of \$59.95, 54.95, and \$49.95 respectively on the book at these three quantities. There are various ways the GNHS can help us out. One would be a straight subsidy; another would be an agreement to buy *X* books at some sort of discount, probably 50% nonreturnable. We should be able to work something out that is to everyone's benefit.

I'm returning *St. Louis Union Station* to you herewith. We don't think we can publish this economically, or market it properly, as I told you in St. Louis.

Did I tell you I am going to retire at the end of June? I decided 27 years of employment at this place was enough. I'm hoping to keep up my involvement with railroads though--via work with Bill and George on the *RR Encyclopedia*--but we are still in the process of working that out. With all good wishes,

Yours truly,

A handwritten signature in cursive script that reads "Bobbi".

Bobbi Diehl  
Sponsoring Editor

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June 28, 2002

James H. Larson  
President  
GNRHS  
5385 Pineview Lane  
Plymouth MN 55442

Dear Jim,

As a matter of information I have the following regarding GN 400's recent move to Galesburg for their Railroad Days.

Because of a mismatch in wheel diameter which exceeded FRA standards, BNSF Northtown Diesel Shop turned all 6 pairs of wheels under GN 400. This not only corrected the mismatch but a flat spot in #5 wheel, a sharp flange in #1 wheel and a high flange in #2 wheel were also corrected. A running gear pit inspection was made and 60 gallons of engine lube oil was added prior to departure from Northtown.

Enroute to Galesburg I was able to work 400's 20 cylinder engine hard at track speed pulling tonnage. It took the better part of an hour under full load (600-900amps) to fully rid the engine of most of the built up carbon and result in a clean stack.

About 50 miles out of Galesburg I noticed the 400 not loading fully. Examination revealed not an electrical problem but a fuel problem. The return fuel sight glass indicated plugged fuel filters, most likely the result of normal 60mph train operation and adgitation of the approximately 2200 gallons of fuel and sediment in the tank. Galesburg Mechanical people changed all of the fuel filters and added 1600 gallons of fuel.

After the 4 excursion train runs at Galesburg, another 270 gallons of fuel were added. I only worked 400 on the return trip to Northtown for about 1 hour to assure the loose carbon had indeed been all blown out. This also resulted in about 3500 gallons of fuel remaining in the tank.

The return trip to Northtown saw 11 units in the locomotive consist with 400 being 5th deep. During the hostler air test I noticed a very slow release of 400's independent brakes because of so many units in consist.

At LaCrosse the road crew set out 1 unit from the rear of the consist and in so doing made a number of independent sets and releases. Each time the engineer used power to begin moving long before 400's brakes were released. I was able to use 400's MU-2A valve to help hurry the release of brakes which I feel may well have averted additional flat spots. Road crews are so used to running with 2 or 3 units that the additional time for brakes to release doesn't occur to them.

I left a message with Gary Parsons at Northtown after returning that a mechanical inspection of 400's diesel engine would be much appreciated prior to being returned to Jackson St. Roundhouse.

I would appreciate very much if you and GNRHS would consider repayment to me either part or all of the cost for business cards I had printed. They proved very valuable during the Galesburg trip both with BNSF and Galesburg people. I have attached the invoice and receipt as well as one of the cards.

Thank you very much.

Ron Erickson



Superintendent  
Locomotive Power  
Lines East