

**MINUTES - GNRHS BOARD MEETING  
PORTLAND, OREGON JULY 14TH., 2002**

Greetings and a call to order by President Larson, of the GNRHS Board of Directors at 7:30 AM. Directors present were: Barsness, Chinquist, Gjevre, Larson, Tanner, Thorsett and Ulver. Salmon was unable to attend.

The President declared a quorum present, and the meeting open to transact business. The president noted that Operating Officers and visitors were encouraged to participate in the discussion, even though not entitled to vote. The president also commented that under the "**Not-For-Profit**" Laws of the State of Illinois, Proxy votes are not permitted.

**Item 01: Acceptance of the St Paul, Minnesota Minutes** and items to be considered as "New Business" Motion by Thorsett 2nd. by Chinquist Unanimous

**Item 02: Re-election of all Operating officers**

Operating Officers were requested to send the Secretary a letter if they were **NOT** willing to be considered for re-election. The Secretary noted that no **letters** were received.. Motion by Gjevre to re-elect all Officers. 2nd. by Chinquist Unanimous

**"Officers Reports"**

**Items 03: thru 06:**

Knollmiller gave a brief report of the treasurers office.  
Motion by Gjevre to accept. 2nd. by Larson Unanimous

Motion to establish a separate budget for Jackson Street - (Archival) that it will be established by the Society utilizing a \$5.00 per member as the base. The Treasurer will set up the account.

Motion by Gjevre  
2nd. by Thorsett  
Unanimous

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**Item 07: Vacant Officer Positions: Nominations and Confirmation**

National Convention Officer            Klouda  
Badges, Pins Etc.                        Thorsett  
Motion by Chinquist to elect Bruce Barsness as our Editorial Officer  
2nd. by Tanner  
Unanimous

Motion by Larson that we elect Ron Erickson for Superintendant Locomotive  
Power lines east 2nd. by Thorsett Unanimous

Propose that we open an account for Stock that is received by the Society.  
Whom should be signatories on the account

Board resolution that the secretary prepare a document signifying that the board  
has passed a resolution that the society authorize the Secretary to appropriate  
an account.

Motion by Larson  
2nd. by Thorsett  
Unanimous

**Item 08: Goat/Reference sheet plan for remaining issues in 2002**

. Thompson & Barsness A Technical Review  
Committee B. Modeling Pages ( Salmon to talk to  
Duane Buck)

**Item 09: Membership process & 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.

**Item 10: Report on GN 400 Hustle Muscle**

The locomotive is appearing at the Galesburg Railroad Days display June 21 -  
23. The locomotive will be accompanied by GN NW-5 #192, from Duluth,  
and the two will be on display together.

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**Item 11: Status of Bruck**

Secretary Connie gave a brief report on the Bruck. They do need windows desperately. There is to be much done to the inside this fall.

**Item 12: Report on Jackson Street (Stu Holmquist & Cliff Salmon)**

- A. GNRHS Office
- B. Moving the AFE Files
- C. Back Issues

Stu Holmquist reported on the activities at Jackson Street. There has been continuous movement, however the page for 2002 has been severely slowed down because of a collapse of a sewer line underneath the roundhouse complex. Currently the AFE files 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.

**Items 13: Status-GNRHS property (Ulver  
Tabled**

**Items 14: Future Convention Sites**

- A. Havre 2003
- B. Spokane 2004
- C. Winnipeg, MB 2005

A. Motion by Tanner to accept  
2nd. by Gjevre  
Unanimous

B. Motion by Larson to accept  
2nd. by Thorsett  
Unanimous

**Item 15: Heritage Fund requests**

- |  |           |
|--|-----------|
| A. Iron Goat Trail                                 | \$500.00  |
| B. Stumptown Historical Society (Hoffman Memorial) | \$2000.00 |
| C. Lake Superior Transportation Museum             | \$1000.00 |

Motion by Tanner to accept  
2nd, by Thorsett Unanimous

**Item 16: Reprinting Book-Great Northern Railway : A History**

"See attached"

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**Item 17: GNRHS Awards**

A. Publication & Officer Complimentary Dues

Motion by Larson that anyone doing a reference sheet shall receive a free one year membership 2nd. by Tanner Unanimous

B. Recognition Awards

Awards were presented to John and Marilyn Thomas - Jim Knollmiller, Stu Holmquist, and John Strauss

Item 18:

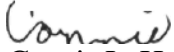
Additional items

Adjournment 2:35 P.M.

Motion to adjourn by Tanner

2nd. Chinquist Unanimous

Distribution to all Directors and Masthead Officers



Connie L. Hoffman, Secretary

June 9th, 2003

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 early. 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 Hickcox 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 specialized 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

INDIANA UNIVERSITY



INDIANA UNIVERSITY  
PRESS

April 25, 2002

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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% nonrefundable. 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,

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Bobbi Diehl  
Sponsoring Editor

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