



# NORTHSTAR NEWS

## A Christmas Train Ride by Russ Isbrandt



On this snowy night in Lexington, KY, the lucky Pullman passengers are cozy and carefree aboard their sleeper on northbound Southern #4, the *Royal Palm*, a sight not unlike that of the southbound *Carolina Special* the photographer rode on several occasions. **Photo by Russ Isbrandt**

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**MEETING NOTICE**  
 The December Meeting of the Northstar Chapter NRHS has been annulled. The banquet took the place of the regular meeting. Next meeting is January 20th.

 **Happy Holidays To All!**

# Northstar Chapter Officers

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

## Membership Information

Dues are \$34 (\$22 for the National dues and \$12 for the Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 for the National dues and \$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 out to Northstar Chapter NRHS to Treasurer, Northstar Chapter NRHS, 1092 Humboldt Ave., West St. Paul, MN 55118.

## The President's Page By Lame Duck (Swan) Marty

I wish to congratulate the elected members to the Board of Directors, i.e. Mark Braun, President; Dennis Loudon, VP; Dave Norman, Secretary; Dan Meyer, Treasurer; Bill Dredge; Trustee; and Doug Johnson, National Director. I will also be joining the Board of Directors as Past President. For the members of the Board that are not returning, i.e. Joe Fishbein, Treasurer and Bill Herzog, Past President, I want to thank you for your years of selfless contribution to the well being of Northstar Chapter.

This will be the last President's Page written by me. Two years ago, I decided I wanted to have the best person possible for Editor of the Northstar News and I asked Russ Isbrandt if he would accept the position. He did and he made me look like a genius for choosing him. Knowing that previous editors had problems getting articles from the members for inclusion in the News, I promised Russ that I would write various articles for him and also

give him a monthly column, i.e. the President's Page. This would serve two purposes: give Russ copy for the Newsletter and to open a line of communication from me to the members.

Actually, as it turned out, the President's Page sort of became a stone around Russ' neck. Russ is so well organized that he thinks well ahead. This President's Page goes into the December issue and Russ is already thinking about the January and perhaps even the February issue of the News. The problem was that until I presented the President's Page to Russ, he had no idea how big it was and how much space he needed to save for its inclusion. Further the President's Page was the one article in the Newsletter he was not allowed to edit so it had to run as given to him. He had the same problem with the minutes but he was able to change text size to accommodate the minutes in the allotted space.

Regardless, I am an honorable person. I always keep my promises to individuals so I continued to write the Presi-

dent's Page, however, I usually wrote it immediately after the meeting so Russ would have time to figure out his spacing.

When I started this Page I figured it would be a breeze. Sit down and type up some information about the Chapter and whatever came to mind. That was great for the first 3 issues. Then came the 4th issue and all that followed. Chapter information took about a paragraph, so what else do I put in? Over the last two years I have "entertained" you with information about my knee replacement operation; my decision to make movies (first via film then by tape) instead of still pictures; a Christmas where I got my first American Flyer train set; my working career with my age discrimination law suite against BN. I think my crowning glory, however, was when I published a picture of a 32 oz piece of prime rib which was being eaten by a NRHS member at the BOD being held in Indianapolis- a very very tenuous stretch for it being rail-related, but it did take up space. I think Russ was pretty disgusted with that one. (Editor's Note: It didn't bother me a bit and a number of National Convention Committee members had a good laugh!)

At any rate, I have learned to greatly appreciate those people that write columns for a living and are published, for example, in the Twin Cities daily newspapers. Week after week they have to come up with some subject to talk about. Believe me, it ain't that easy.

I hope you have enjoyed the President's Page, first as a line of communication between me and you dealing with NRHS and Northstar News, and then second reading my rumblings and discourses.

It's been mostly fun, and I thank you for the past two years.

Have a Merry Christmas one and all.

Marty

## A Christmas Train Ride By Russ Isbrandt

From 1965 to 1971 I attended graduate school in Lexington, KY while my home was in Milwaukee. This gave me many opportunities to train ride. The following describes two of the route combinations I used.

For Christmas of 1968, I chose to use the combination of the C&O's Louisville section of the *George Washington* and Penn Central's *South Wind*. The *George* left Lexington at a civilized 8:15am, arrived in Louisville at 10:50am. The train consisted of a single E-8, with two of those wonderful divided Pullman Standard coaches. In contrast to the spartaness of most eastern road equipment, this car had yellow and black diamond patterned drapes, textured

stainless steel paneling below the windows, a curved mid-car divider covered with what appeared to be leather, and a mirror etched with a floral pattern. The only amenities lacking were carpeting and leg rests. In addition to the two coaches, the consist included a "snack" diner - lounge



**February 1969 - The eastbound Louisville section of the *George Washington* loads at the new Lexington Station. C&O passenger trains had been rerouted off a line passing through the middle of downtown to a belt line resulting in the relocation of the station to the east side of town. Photo by Russ Isbrandt**

and sleeper. It was a cold rainy morning, miserable for driving, but great for watching the rain streaking across the wide coach window while comfortably ensconced in my "Sleepy Hollow" seat. We wound our way at a leisurely pace though the Bluegrass country over trackage rights on the L&N through Frankfort, Shelbyville, to the Cincinnati - Louisville mainline at Anchorage, KY. The L&N turned over the *South Wind* to the PC at 12:50pm and we were off at 1:05pm. The train was a bit shorter than the one I rode the first time. The dome sleeper and twin unit diner were gone and probably a sleeper and coach or two also, but it was still an impressive train of about 15 cars. Since this route was merely a secondary main line, the pace was quite moderate, 50 mph south of Seymour, IN and usually in the 60 - 65 mph range north of the B&O crossing there. "Real" speed didn't come until we reached the Chicago - Pittsburgh main at Colehour (South Chicago).

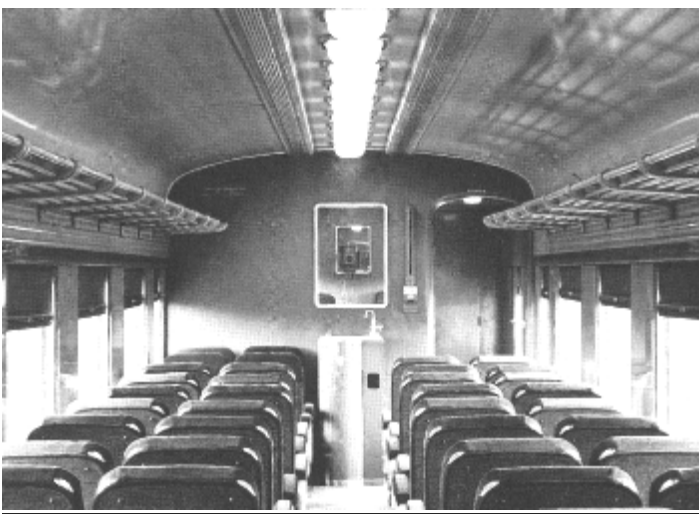
This day the train was packed. I made only one foray to the lounge which, despite smoke that indicated a four alarm fire, was jammed with holiday revelers. North of Logansport, dusk fell to reveal the procession of Christmas lights of little hamlets the likes of Star City, La-Crosse, and Crown Point, which in combination with the soothing, muffled, clicky clack of jointed rail at 60 proved to be a very comforting experience.

The train arrived about at Chicago Union Station about 6:45pm allowing me to connect with the Milwaukee Road's *Copper Country Limited*.

South from Chicago on the Pennsy, via Cincinnati,

Pennsy train #70, later Penn Central #66, the deluxe accommodations of the *South Wind* notwithstanding, was by far the most convenient route back to Lexington. Departure from Chicago was about 11:10am. This allowed me to take the 7:45am Milwaukee Road *Traveler* or the competing North Western *Commuter 400*. #70's scheduled arrival in Cincinnati was 7:45pm EST in time to connect with Southern's *Ponce de Leon / Carolina Special*. There was no food service except for the little ol' sandwich man from Norwood, OH. He would ride #70's counterpart up from Norwood to Logansport. After one or two trips, I carried a bag lunch, relying on him only for pop. One could never be quite sure of his inventory if the northbound train had a good crowd. On my first trip on #70, the stop at Richmond was sufficiently long enough for me and several fellow passengers to dash across the street to a greasy spoon cafe for a hamburger. This practice was discontinued on later trips.

Train #70, formerly known as the *Red Bird*, consisted of one or two heavyweight coaches from the P-70 class and a Budd stainless steel coach, plus numerous headend cars and on occasion a deadheading caboose on the tail end. After the Penn Central merger, the heavyweights were replaced with those ubiquitous former New York Central stainless steel coaches. Inevitably, the crew would seat the shorts (short haul pas-



**Interior of a modernized Pennsy P70KR coach. The Budd *South Wind* coaches had very similar interiors. Not all the rebuilds got wide windows. The less extensive rebuilds got the luggage racks, reclining seats and lighting system. One crew member referred to these cars as "Teddy Roosevelt Cars" because they were "Rough Riders".**

Photo from *Pennsy Streamliners—The Blue Ribbon Fleet* by Joe Welsh

sengers) in the stainless steel car and the long hauls in the heavyweights. Now Raymond Loewy may have done a remarkable job designing the GG-1, but his influence was light years away when it came to the interior design of these coaches. The dominant color was baby blue with dated arched doorways at the car ends leading to the

restrooms on either side of the aisle. Above the doorway was usually mounted car card advertising. (On coaches used for the overnight Cincinnati - Chicago run this was a TWA airline ad!) Likewise, whereas western roads mounted photographs or mirrors on the bulkhead walls, Pennsy mounted large ads. The car lighting featured a row of rounded off square incandescent fixtures mounted adjacent to each other for the length of the car. With all the fixtures turned on, the lighting level would match anything done with fluorescent lighting. Topping off the decor were window shades in salmon with wavy red lines alternating with rows of stars.

One trip I lucked out and was seated in the Budd stainless steel coach! Much to my amazement, the interior, aside from the wide windows, was virtually identical to the P70's! Apparently the Pennsylvania specified the same interiors they were using in a P-70 modernization program in the late thirties for these cars, built by Budd at the same time. Ever the Standard Railroad of the World!

One trip, a former Norfolk and Western heavyweight car was included in the consist. This car featured dual pane deeply tinted windows, no shades and walk over seats! It also was the best riding car in the consist. Apparently the Pennsy had bought 8 of these P-70L coaches (1300-1307) from the N&W around 1962-63.

For the most part the connection with the Southern in Cincinnati was always quite comfortable. Such was not the case January 6, 1968. Departure from Union Station was on time into heavy snow. The Burlington coach yards and Pennsy enginehouse were nearly whited out as we passed by. While we chugged down the mainline to Colehour at 70 mph plus, traffic on the adjacent Chicago Skyway was at a crawl. I was feeling quite smug, watching the poor souls driving through the snow. By the time we made our way away from Lake Michigan, the snow had abated. Down around Crown Point the car started getting a bit cool. At Kouts, IN, 8 miles north of LaCrosse, we came to a stop and sat for nearly an hour. Apparently one of the headend cars suffered from a broken steam pipe. Finally maintenance crews showed up, fixed the problem and we were on our way again. However, the connection with Southern #1 was a lot less certain. Normally, this was 60 - 65 mph track. In order to make up a little time, our engineer jacked the speed up to the 70's. At this speed, the reason for the speed limit became quite apparent as our car slammed against the side travel limits of the trucks with several loud bangs.

The connection with Southern #1 was made in plenty of time. Number 1 consisted of a pair of Southern FP-7s, two minimally modernized heavyweight coaches, two extensively modernized heavyweight coaches, a single 10 - 6 sleeper for Asheville, and enough head end cars to make the consist about 15 cars long.

The least modernized coaches had narrow windows, globe lights, slats in the ceiling for air conditioning, but reclining seats with adjustable head rests as on Santa Fe's *Hi Level El Capitan!* The extensively modernized

coaches had wide windows, fluorescent lighting, and modern luggage racks with reading lights, but not the adjustable head rest seats. On one occasion, one of the two FP-7s failed to load properly and the single remaining FP-7 had to struggle up Erlanger Hill with the heavy consist. That was good for a 45 minute delay.

After the conductor and brakeman lifted the tickets, the latter would don overalls to keep his uniform clean while working the baggage car. The lights remained on in the first two cars, but the blue night lights were turned on in the second two coaches. I would usually inform the conductor I'd be back in one of those coaches in order to enjoy the rolling Kentucky countryside quietly glide by.

On one occasion we arrived in Lexington in freezing rain. My car door locks were frozen. Fortunately the kind conductor gave me a pack of matches to heat the key so I could get in. Getting to my apartment was like driving on an ice rink. Fortunately at 11:30 at night, traffic was minimal.

Note: Pennsy Budd SS coaches 4000 - 4014 were classified as P-82 type, 4018- 4019 P85 type, 4020-23 original *South Wind* coaches. Pennsy and N&W coach info from El Simon May 19, 1996. See additional pictures in electronic edition.

## To Lincoln, Nebraska on the Santa Fe

By H. Martin Swan

Well, maybe not on the Santa Fe but in my Hyundai Santa Fe. On Sept. 21 I "boarded" my Santa Fe and headed down to Lincoln to visit my Mother. Leaving my home located in the far East Side of St. Paul, I proceeded down 3rd street past US 61 to Warner Road. At mile post 2.2 (OK OK, odometer reading 2.2, but for the fun of it will call them mile post), I crossed the bridge over the BNSF/CP tracks and saw CP mixed freight led by CP 4600. Proceeding on and entering Shepard Rd. I went past Union Station at M.P. 4.1. At M.P. 6.2 I left all traces of rail-roading and proceeded to I-35E.

Zippping down I-35E at 5 mph over the speed limit I soon reached the State High 60 interchange at Faribault and turned west. It started raining and would continue to rain the rest of the day. At M.P. 62.8, a few miles west of Faribault, I noticed a bike trail that was an obvious former railroad right of way. Subsequent review of old Official Guides revealed that it was a former branch of the old CGW that ran from Faribault to Mankato.

The rain was coming down pretty hard now on this two lane road as I proceeded west. At M.P. 92.5 I crossed over tracks which I believe are the DM&E and at M.P. 101.5 I arrived Mankato. From this point to about Butterfield the road expands to a 4 lane highway, and at M.P. 145.9 The Omaha, now the UP, starts to follow



Highway 60 and will more or less parallel the road all the way to Sioux City, Iowa.

At 153.9 I finally saw my first train. A UP grain train just after Minn 60 had reverted to a two lane highway. Pulling over I shot the units that were "dead" and not connected to its train, which were grain cars. The train was led by 5911 and had a filthy SP painted unit in its consist.

Proceeding on, The Santa Fe reached Windom where the highway once again spread out to 4 lanes. At 191.5 I passed another stopped UP grain train led by UP 4405 and at M.P. 199.2, I passed a moving UP grain train. The rain was coming down pretty hard so I wasn't able to get the lead number. All trains that I had passed so far were pointed east.



At Worthington, the road once again turned into a two lane road, but the Omaha continued to follow closely. From Worthington I follow MN 60 into Iowa where it became Iowa 60.

My Santa Fe didn't have a dining car, so when I arrived Shelton, Iowa M.P. 219.1, I made my lunch stop at the Family Restaurant.

Now for something new, since last time I had been down

this way, Iowa had been doing some road construction, and from Shelton all the way to Sioux City the road was 4 lanes again. At 240.0, I saw a Hi Rail car and at 251.0, near Orange City, another UP train led by UP 7243.

At Le Mars, Iowa we picked up the former IC, now CN, line to Sioux City. BNSF must have trackage rights on this line as I have several times over the past seen BNSF coal



trains on this route, and sure enough here came a BNSF coal train at M.P. 287.9 Rain was so bad that there was no way to get a picture or the number of the unit. (On the way home I saw a CN merchandise freight led by former IC unit but traffic was such I couldn't get any further information.) At M.P.284.5 at Hinton, Iowa I saw a couple of Floyd Valley Grain Ltd. Conrail units.

That was just about it. At South City, Iowa I turned south on US 75 to Lincoln. At various points I paralleled the former CB&Q line from Ashland to Sioux City. At M.P. 376.3, Fremont, NE, the Santa Fe crossed over the UP Overland Route trackage. The City of Fremont, apparently to stop gawkers from slowing down on the overpass, had installed grating on the bridge which made it impossible to look down to the tracks. There was no further rail activity and I arrived safe at my Mothers house at M.P. 468.9.

In Lincoln, I got to meet old friend Hebbie Raska and some of NU's cheerleaders, hearing I was in town, came over to visit.

The trip home was by the same route, but I was in a real hurry this time. While I saw several freights, I wasn't able to record them.

The Omaha sure has changed since the UP merger. It used to be old and rundown, and I would be lucky to see even one freight on the line. Now it has been built up, looks sharp, and has considerably more traffic.

## Bob Koetz Back in Hospital

As of November 30th, Andy Koetz reported that his

father was back in St. Joseph's Hospital suffering from "seeing things and not being himself". The members' prayers and good wishes will be appreciated.

At the Sunday December 3rd Holiday Banquet it was announced that he is back at the convalescent care facility.

## Thirty six Members and Guests Attend Holiday Banquet By Dennis Loudon

The annual banquet of Northstar Chapter of the NRHS was held on 3 December, 2006 at Mancini's Char house located in St. Paul. We had 25 members and 11 guests. Our guest speaker for the evening was Don Hofsommer, author of *Minneapolis and the Age of Railways*. Don's program was entitled Railway RPO's. After the program an autograph and question and answer section was held. I would like to thank the following members who donated holiday prizes for the party: Bill Herzog, Warren Krekelberg, Ron Linebarger, and H. Martin Swan. A wonderful time was had by all. The 2007 will be held on 7 December 2007 at Tinucci's in Newport. More to follow in upcoming months. Thanks again to Pat and Nick Mancini for a wonderful Holiday party.



**Outgoing President Swan, members and their guests enjoying the Northstar holiday banquet.** Photo by Dan Meyer, edited by Dawn Holmberg

## Light Rail Sets Record From Metro Council *Directions* Provided by Bob Clarkson

Hiawatha light-rail transit carried more than one million in August, setting a new monthly ridership record. Ridership was 21 percent higher than a year earlier. Twins and Vikings fans took 152,000 rides to games during the month, but "the growth in the number of regular daily riders is the primary reason that our ridership has been so strong," said Brian Lamb, Metro Transit's general manager. In August, Metro Transit's overall ridership topped 7 million, the highest monthly total in more than 23 years.

## Ice storm shuts down Amtrak's Chicago-St. Louis route

### From December 4, 2006 Trains News Wire

**C**HICAGO - A crippling 320-mile-long ice storm that struck the Midwest late Thursday and Friday, along an area stretching from Missouri's Arcadia Valley northeast through St. Louis and into central Illinois as far north as Pontiac, knocked out Amtrak service on the Chicago-St. Louis route that by Monday was only beginning to resume, according to Amtrak.

According to a Chicago Tribune story Monday by Jeff Long and Josh Noel, about 150,000 Illinois customers of St. Louis-based utility Ameren Corp. remained without electricity as crews from 14 other states helped chip away at the damage in central and southwestern Illinois. Ameren has about 2.4 million customers, half in Illinois and half in Missouri, across a 64,000-square-mile area.

Amtrak's Chicago-St. Louis corridor hosts four round trips a day, recently re-branded as *Lincoln Service*, plus the daily Chicago-San Antonio *Texas Eagle*. The northbound *Eagle* turned back at Carlinville, Ill., on Friday and at St. Louis Saturday and Sunday, with passengers destined to or from points north accommodated in buses. Southbound *Eagle* passengers were bused from Chicago and intermediate points to St. Louis all three days.

Nearly 600 passengers in Illinois and Missouri were delayed up to 10 hours Friday and Saturday morning, Amtrak spokesman Marc Magliari said Monday. The worst-case scenario occurred with *Lincoln Service* trains 301, 303, 305, and 21 (the southbound *Eagle*) on Friday, which all became stranded near the city of Lincoln, Ill., which is 30 miles northeast of Springfield. Downed trees blocked tracks, and power outages left track signals dark and rendered grade crossing mechanisms inoperable. More than 474 passengers were stranded for 15 hours, according to TV station WJBC's Web site, WJBC.com, which quoted Logan County Emergency Management Agency Director Dan Fulscher in Lincoln. Behind them, train 307 terminated at Bloomington-Normal that day.

Fulscher, who said passengers were off-loaded from the trains at Lincoln, said the situation became dire when four passengers needed medical attention and a four-month-old baby needed formula. Passengers complained about receiving no information from train crews.

No Amtrak trains operated on the route Saturday, and on Sunday, only one train-southward from Chicago and only as far as Springfield, as train 303. At the capital city, it reversed to become train 304 northbound. Union Pacific owns the line, the onetime Gulf, Mobile & Ohio, from Joliet to St. Louis. Monday morning's Amtrak train 300

originated in Springfield, while buses covered St. Louis-Chicago for train 302.

Monday's northbound *Eagle* became the first train out of St. Louis for Chicago, at 9 a.m., despite the route still being plagued by signal outages and downed trees. Amtrak planned to operate all other *Lincoln Service* trains Monday except 301 and 306.

Across Missouri, where Amtrak normally operates two St. Louis-Kansas City trains a day in each direction, only the morning trains ran Monday. Amtrak said the Chicago-St. Louis trains that are running would incur delays, since pockets of signal and grade-crossing protection outages still exist between St. Louis and the city of Lincoln, Ill., which require trains to stop and "flag" crossings and to run at restricted speeds.

The storm hit northwestern Illinois and southeastern Wisconsin, too, but not as hard, and with more snow than ice. Virtually all southeastern Wisconsin schools, and many businesses, including Kalmbach Publishing Co., were closed Friday as Milwaukee was buried in 8 to 14 inches of snow.

Editor's Comment: Would this have shut down the GM&O in 1966? Would some of the thousands of stranded passengers at O'Hare have found their way to Union, North Western, LaSalle, Dearborn, Central and Grand Central stations and extra coaches and sleepers? Is transportation better now than in 1966?

## Northstar Commuter Service To Go to Final Design Step From Metro Council *Directions* Provided by Bob Clarkson

**T**he Federal Transit Administration (FTA) has granted approval for Northstar commuter rail to enter the final design phase. Construction could begin next summer.

Before then, the project must clear a final hurdle: securing a full funding grant agreement from the FTA in early 2007. "We're now in the final stretch," said Mark Fuhrmann, Northstar project director.

The final design phase has several components, including completing design of the:

- Commuter rail stations and park-and-ride lots associated with the line.

- Vehicle maintenance facility at the current northern terminus of the line in Big Lake.

- Connection with Hiawatha light-rail (LRT) in downtown Minneapolis.

The project office is also soliciting industry review of the locomotive and passenger coach designs.

Council Chair Peter Bell said the FTA approval for final

design "represents another important step in our efforts to develop a network of bus and rail transitways to help build transit ridership, improve mobility and slow the growth of traffic congestion in the region."

The project office received permission to undertake utility relocation needed for construction this fall. The relocation effort is on schedule to be completed in December, Fuhrmann said, paving the way for 2007 construction of the Hiawatha LRT connection to Northstar.

Initial service is scheduled to begin in late 2009. It will feature five trains with four cars each weekday morning into Minneapolis from Big Lake, and one reverse trip weekday mornings; and five trains back to Big Lake on weekday afternoons/ evening, with one reverse trip to Minneapolis in the evening. Weekend days will feature three round trips, with limited special event service. Estimated daily ridership is 5,070. The trains will have capacity for 7,200 riders each weekday.

**Stay Away from the Wires**  
**Stories from Trains Newswires of Dec. 4th and**  
**November 17, 2006**

**N**ovember 17: Amtrak and Norfolk Southern have appealed a \$24.2 million federal jury award to two men burned by overhead wires when they climbed on top of a boxcar in a Lancaster yard (see Trains News Wire, Oct.

Northstar News  
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**Address Correction Requested**

30, 2006). Attorneys asked a federal judge to reverse the verdict, grant a new trial or reduce the amount awarded to the men, the Associated Press reported.

Joseph F. Roda, an attorney for the plaintiffs told the federal court jury that catenary wires are a hidden danger because a person can be shocked even without touching the wires. The two men, who were 17 at the time, climbed on the freight car in Lancaster on Aug. 10, 2002. Electricity arced from the catenary wire, leaving one man with severe burns. The other man received lesser burns trying to help the other.

December 4: A man was badly burned Sunday when he came into contact with high-voltage wires as he tried to climb on top of a New Jersey Transit train at Penn Station, authorities said in a story published by the New York Post.

An Amtrak employee, who quickly called for paramedics, spotted the man. NJ Transit officials said the man was trespassing on locked-down Track 2 at about 3 a.m. Police said the train had not been scheduled to depart for about two more hours.

Authorities speculated that the victim might be homeless and trying to get inside to sleep. They speculated that when he couldn't open the doors, he climbed to the top. He was taken to the burn center at New York-Weill Cornell Hospital suffering from burns covering most of his body. His name was withheld pending family notification.



Facing toward the vestibule end of the car (seats are turned opposite from floor plan, top), the center divider can be seen in the background.



The curved passageways to the restrooms at either end of the car are an innovation. Note star pattern in linoleum—a C&O "signature."

Interior shots of a typical C&O coach used on the Louisville section of the *George Washington*. While the curtains and seat upholstery changed from these builder's photos, the cars were vastly superior to anything the New York Central, B&O and Pennsy ran at the time. Photos from *Chesapeake and Ohio Streamliners-Second to None Volume One: The Cars* by James Kemper Millard. Published by the Chesapeake and Ohio Historical Society



February 1969, the eastbound Louisville section of the *George Washington* arriving Lexington, KY. Photo by Russ Isbrandt



Photos to the right: Pennsy train #70 departing Chicago at the 21st Street Interlocking, crossing the Santa Fe and Chicago and Western Indiana tracks, January 29, 1965. Little did the photographer realize that he'd be a frequent rider of this train in the years to follow.

#70 occasionally carried a caboose for deadheading crews. The track in central Indiana was rough enough that it would slip the coupler knuckles and "escape". Both photos by Russ Isbrandt



Christmas banquet photos, next page.



Twenty-five members and eleven guests enjoyed a wonderful meal at Mancini's Char House the December 3rd Northstar Chapter holiday banquet.



Program chairman John Goodman at left and banquet chairman, Dennis Loudon at right hold up a BNSF afghan door prize provided by Warren Krekelberg.



Banquet guest speaker Professor Don Hofsommer. All photos by Dan Meyer, cropped and edited by Dawn Holmberg