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NORTHSTAR NEWS

2006 NRHS Convention Preview



The 2006 NRHS Convention at New Philadelphia promises to be a feast for Alco-haulics. First and second generation Alco units will be hauling passenger trains. Here are two of the candidates for power. The second unit is ex-Erie Mining. More pictures in the email edition extra pages. Photo by Russ Isbrandt

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Officer Contact List	P.2	<p>The July meeting of the Northstar Chapter will be at 7pm July 15 at the St. Paul Fire Department Training Center, 1695 Energy Park Drive, St. Paul (Snelling and Energy Park Drive just east of Midway Stadium).</p> <p>Andy Koetz will give a slide program of 1992 to present Minnesota-Wisconsin area railroads.</p>	
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Note: Consult the website for any announcements regarding Chapter activities including cancellation of meeting for any reason including weather.

Membership Information

Dues are \$34 (this includes \$22 National dues and \$12 Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 to the National). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out the application and send it with a check made out to Northstar Chapter, NRHS to Treasurer, Northstar Chapter NRHS, 1092 Humboldt Ave, West Saint Paul, MN 55118.

The President's Page

Your President certainly has had his trouble with photographic imaging equipment this past year, starting with the end of the NRHS National Convention in Portland. On the return trip from Portland, somebody reached into my roomette and stole my little digital camera. Upon arrival at St. Paul, I had my camcorder out and was taking pictures. I took it with me into the cab but apparently left it there. Of course the cab company's lost and found didn't have any record of a lost camcorder.

I bought a new one of each.

I took my new digital camera down to Charles City to visit Mr. Goodman and his private car. I took a couple of pictures of his car and, because it was Mr. Meyer's birthday, I took pictures of that function with the thought that I would publish them in this column this month.

Alas, I can't find my new digital camera. The last time I recall seeing the camera, it was on our kitchen table. Since that time I had two people come out and install my new TV. I had 5 people from the cable company come out and try to hook up the new TV to the digital system. Seems like our cable "cables" were old and various junctions were not working right; they were here for 3 hours, and then my air conditioner check up man was here.

So, either (1) the camera fell of the kitchen table into the garbage pail which was right below where the camera was on the table or (2) it was stolen by some of those people that came into the house or (3) it's still here and I just can't find it. You know how it is, you put something in a place where it can't get lost and now you can't remember where the place was that you put it. So.....if it doesn't show up before the middle of July, I'll have to purchase yet another one. My fear there is if I do, just as soon as I come back, I'll find the "lost" one. Sigh!

The National Organization certainly has its troubles. I volunteered a long time ago to help the National update the Chapter Operations Manual. Now one would think that the National

would be tickled pink to get this help and try to provide all the assistance that they could to get this project going. An obvious starting point would be a copy of the current Operations Manual. I am assuming that this chapter should have one in our records, but I can't find it nor can I find a copy in the National's website. Not saying it isn't there, but I can't find it. So I have sent e-mails, made calls, talked to the people in charge of the project on the National level and nothing. Most of my e-mails were not answered. So here we are months after I volunteered and I have done absolutely nothing on the project since I can't get any response out of the National.

Another member of the Chapter also volunteered to work on a project from the National, and he is also having problems trying to get the National to send him information so he can get started.

Shortly after you get this the National Convention over and down in New Philadelphia, Ohio begins. Mr. Dan Meyer, Mr. Doug Johnson, Mr. Russ Isbrandt and Mr. John Goodman are members of the Committee that are running the convention. They have all worked very very hard on this matter and the frustrations of running a convention from afar are certainly starting to tell on one or two of them. Regardless, they and the other members of the Committee have worked hard, and for those of you going to the Convention, I'm certain that you will have a very good time at a very well run Convention. I hope to see you there.

The Annual Chapter picnic will be held Aug. 18th at the same location as it was last year, over in Prescott. I wasn't able to go last year due to the recent operation on my knee. I'm looking forward to going this year.

I have set up a Nominating Committee headed by Cy Svobodny. He and his Committee will have their work cut out for them as several Board of Director positions will open up, not the least will be the one I currently hold. For this reason I set them up a couple of months earlier than it is customary. No use waiting until the last minute.

The By-Laws Committee is about done with their work. Soon they will be presenting to the Chapter their suggested updated By-Laws.

I think I must give kudos to Russ. Despite working with the handicap of having our meeting a week early, his own personal long awaited vacation, a visit down to Milwaukee for a family reunion and having to go to New Philadelphia Ohio for a National Convention Committee meeting, he still produced an excellent June Newsletter. Well done Russ.

Hope to see many of you at the July meeting

Meeting Minutes for May 2006

The meeting was called to order by chapter president Marty Swan at 7:02 pm in the St. Paul Fire Department Training Center with 23 members and guests present, with several more arriving later. Marty announced that 18 chapter members have

not renewed their NRHS dues for this year. They got a letter advising them that they must renew, but only two did.

Member Bob Koetz is very ill. After a poll of the board, it was decided that the chapter would renew his chapter dues and pay his NRHS national dues for this year in view of his service to the chapter.

Cheer Committee -- There was a thank you card from Ron Linebarger for the sympathy card sent by the chapter acknowledging the death of his father. Andy Koetz gave a report on the current status of his father, Bob Koetz. Bob has been moved to the Lyngblomsten Convalescent Center. [See June meeting minutes for updated information on his status.] Visitors are encouraged. The best time for visits are weekends, as he has therapy during weekdays.

Treasurer Joe Fishbein gave his report. As of April 1, 2006, the chapter had \$5,096 in the checking account. Income during April was \$1 in checking account interest and \$152 in dues and donations, for total income during April of \$153. Expenses during April were \$112 in newsletter expenses and \$114 in dues payments to the NRHS national office, for total expenses during April of \$226. Cash in checking account, as of April 30, 2006, was \$5,023, of which \$3,283 was in the General Fund and \$1,740 was in the GTW 8327 Restoration Fund. Funds in CDs and investments was \$31,000. Current chapter membership is 92, of whom 75 have renewed for 2006.

National director Doug Johnson gave his report. He received a letter from NRHS national president Greg Molloy saying that the director of the eastern RailCamp had been terminated. There is also an adult RailCamp at Ely, NV. Doug described his trip to the spring NRHS board of directors meeting in Indianapolis in April. There was a fan trip on the Indiana Rail Road and a book signing on Friday. On Saturday, there was a tour of Amtrak's Beech Grove shops. Doug had to leave before the event was over, but Dan Meyer continued the report on the BOD meeting. Record keeping of the membership records has been improved and the dues statements for next year's dues should be out on time. RailCamp -- some autistic children had signed up, but it would be difficult to accommodate them. Eastwood and Hodges did not want to take on the responsibility of administering medications to them.

Housing -- Mike Mackner had no report.

Trip chairman John Goodman said that he had not gotten a call from Steve Sandberg about the possibility of joining the planned rail trip to Chicago with the group of baseball fans. John gave a description of the trips planned for restored Milwaukee Road steam engine 261. These include trips July 29-30 from St. Louis Park to Cologne at reasonable prices. Iowa chapter NRHS will visit the Charles City Western in August. There will also be a private car open house at Charles City on Saturday, June 3rd -- chapter members are welcome. The Iowa chapter will be riding the Iowa Traction RR on Saturday, October 14th. The trip will start at 1 pm and last about 1 1/2 hours. There is limited room aboard the car, as some seats are missing due to on-going restoration work. If there is enough interest, we could rent a 15 passenger van. If enough people are interested, we could run our own trip. John asked for a show of hands to see how many would be interested. John said that he would talk to the leader of the Iowa chapter at the Charles City event in early June. John

noted that during the baseball trip weekend in August, the Illinois Railway Museum will be having a Thomas the Tank Engine event, so the museum will be crowded and admission charges will be higher than normal.

Northstar News editor Russ Isbrandt said that the June issue will be shorter than usual due to his travel plans.

Webmaster Dan Meyer said that he has been keeping the chapter's website up to date, typically with one or two updates per month.

Dennis Loudon reported on plans for the banquet. We will be going back to Tinucci's in December of 2007. We have Mancini's lined up for December 3rd of this year.

Mark Braun reported on progress on revising the by-laws. They are being worked on -- he should have copies of the proposed amendments to members of the committee in two weeks. It was mentioned that those who get the newsletter by conventional mail miss the pictures and additional information in the electronic version.

Program chair John Goodman mentioned that for our June meeting, which will be on June 10th, the second Saturday of the month instead of our usual 3rd Saturday, we will have a program by Greg Smith on Twin Cities railroads. We need a program for our July meeting, which will be on July 15th. It was suggested that we show Disc #3 of the movies copied from the Prosser Collection, plus there is a program on the Railway Post Office. We will have our picnic in August, so that leaves September, October, and November meetings, plus our Holiday Party that need programs. John will talk to Professor Don Hof-sommer, who has offered to present a program to us. Bill Herzog said that he thinks we will not finish the restoration work on GTW 8327 this year. There is no new news on the project.

Old Business -- The question was asked, who has the program for the automatic slide projector we used to recruit potential members at flea markets of railroad and model railroad items? Jim George had more information about the suggestion he made some months ago that the chapter donate money toward a project by the Soo Line Historical Society to build an archives building. The estimated cost would be close to \$400,000. The group has a line on a possible source of money -- a state program. They met with the Neenah, WI city council, who signed on with them to apply for a grant. They won't know if they will get the grant until September 14th. Extra sample copies of the Society's magazine were available.

New Business -- None.

Announcements -- Next month's meeting will be one week earlier than usual. The June issue of Northstar News will be shorter than usual. Marty Swan is the national Director of Emblem Sales for the NRHS. One item that he has been asked for, but didn't have, was a pin. Now they are available. He will sell them tonight at the special price of \$5.25. After tonight, they will sell at the regular price of \$5.50. Those who are interested should see him after the meeting.

A motion to adjourn the meeting was made, seconded, and car-

ried.

After a break, Mike Mackner presented a program on Civil War Railroads.

Respectfully submitted, Dave Norman
Secretary, Northstar Chapter NRHS

June Meeting Minutes were not available and will be printed in the August issue.

The NRHS Indianapolis Board of Director's Meeting Trip By H. Martin Swan

The Spring 2006 NRHS BOD was held in Indianapolis this year. Three Chapter members decided to attend. Two of us, true railfans, decided to take the train, the 3rd, a non-true railfan decided to fly.

Doug Johnson, Northstar's National Director and I (NRHS's Director if Emblem Sales) met down at the Amtrak station to join a lot of other passengers riding the *Empire Builder* to Chicago. We pooled our money and bought a low fare bucket double bedroom to increase our enjoyment.

The *EB* arrived St. Paul 5 minutes late and left one minute late. Doug and I had Bedroom E in the 830 car which during this time of year is the only Seattle sleeping car. One thing I had been wondering about was that the Amtrak website had been offering \$56 roomettes from St. Paul to Chicago. I have never seen the price that low. It turned out that the 831 car (the 2nd Seattle sleeper) was also on the train carrying a charter group to St. Paul. From St. Paul to Chicago it was empty except for the people that boarded here--and there were quite a few of them. With all those roomettes available I can see why the rate was so low.

The train had a regular sleeper as a transition sleeper, the 831 and 830 cars, thence the usual 2 Seattle coaches, dining car from Seattle, lounge car from Portland, the 2 Portland coaches and the Portland sleeper, no local St. Paul to Chicago coach.

We went immediately to the dining car. I ordered eggs easy over (got scrambled), grits, and bacon (the waiter offered to go get me the egg easy over but I decided to go with the scrambled) OJ and coffee. Doug chose the Bob Evans breakfast which I don't like.

I wasn't impressed with our female sleeping car attendant. Somewhat lazy she left the strawberry trail mix packets and the cookies out by the coffee pot instead of bringing them into our rooms.

Our sleeper was one of the refurnished ones. I love the new toilets. The trip down the river was nice. Spring has sprung, the grass was getting green and the trees were starting to bud.

Lunch was a cheeseburger with bacon, precooked, but it tasted just fine, no problems.

Now something new. Our attendant made a rare appearance offering each of us a bottle of California champagne or sparkling grape juice. We both took the wine and it was just fine.

Arrival in Chicago was on time. We went to a well known place, Miller's Pub and Grill and were greatly disappointed. My lamb wasn't even "OK". We had much better food on the *Empire Builder*.

After girl watching on the plaza we spent some time in the Met Lounge getting ready for phase two of our journey, coach seats on the *Cardinal* due into Indy at 1:35 am EDT which is 12:35 am CDT. About the time they were supposed to call the *Cardinal* they announced that it wasn't in the station yet and we would be called when it was.

That occurred about 15 minutes later and a large crowd of people went out to the train. In fact the line for the coaches was so long that it extended from the boarding gate back to the Met Lounge. I didn't explore the train but it looked like it was 4 coaches, food service and the sleeper with 3 private cars on the rear.

We left Chicago 30 minutes down and then proceeded for about 30 minutes when we came to a dead stop. The conductor immediately announced that the NS computer system went down, that the dispatchers didn't know where the trains were and that all trains had to stop, all the way from Michigan through Illinois.

We sat for over an hour before we started to move. And move we did. I don't think there was any freight interference but we didn't get to Indy until 3:45 am, almost two hours late. One thing about this run, it reaffirmed my belief that I don't want to have anything to do with overnight coach travel. I believe these were Horizon coaches. They had leg rests and they reclined, but I just wasn't comfortable at all. To make matters worse, they didn't pass out any pillows in our car which was all Indy passengers.

Arrival at the Indy bus/rail station, which is in a corner of the old Union Station's basement, we tried to find out from employees and even a policeman how to get to the Crowne Plaza Hotel which was located in the old Union Station Head house. It appears that there is no direct connection and nobody was completely sure how we got to the hotel, just that they thought we had to go out the street and go left or something.

So there we are at 4:00 am in Indy, walking the sidewalk alongside the Station trying to find the hotel, dragging along all of our luggage. We finally found it. Basically we had to walk a block in one direction and turn and walk a block in another direction to get there. Doug and I had been up since 5:30 am CDT and we finally got to bed at 4:45 am EDT. (We shared a room). We got almost no sleep on the train and we had to set the alarm for 6:45 am EDT so we could get up and

get ready to ride the Indiana Rail Road. Since I wouldn't be getting to bed again until 10:45 pm that night it was going to be a loooooong day. The non-true railfan in our group, Dan Meyer, who had flown down and had gotten there at 6:00 pm, had long time ago retired to his room and bed and was snoring away while Doug and I were walking around the town at 4:00 am. Poor guy, he didn't get to sit up in a coach until 3:45 am and get to walk around Indy before the sun rose, but that's what you get for not being a true railfan.

After a rousing 2 hours of sleep, Doug and I got up so we could ride the *Hoosierland*, NRHS's offering for the day, a ride on the Indiana Rail Road from Indianapolis to Bloomington, IN. After a hasty buffet breakfast in the hotel's restaurant, we boarded buses to the Indiana Rail Road's freight yard. There a two coach train waited for us. I knew we were in trouble the second I saw those coaches, from the bus I couldn't see inside the coaches. They were ex-Long Island cars, apparently with LexanTM windows that had gone opaque. There were really only two places to be able to see out of the train, the back vestibule and the front vestibule. The back was just an open door and the front had been fitted with floor to roof observation view area but with LexanTM. This observation area wasn't too bad.

When we started out, it was announced that there would be no photo run bys. So there we were stuck on a train that moved right along in the 50 mph range, but we couldn't see much out of the windows. So, the trip turned into a social gathering with few people even trying to look out the window. The Hoosierland Chapter provided an excellent box lunch, snacks and soft beverages.

After we got back, a good friend and I went over to the St. Eno's and we had a fantastic supper. A picture of my friend's 32 oz prime rib was in the May issue of the President's page and I had a 15 oz rack of lamb, mmmmm. As we were leaving, Doug Johnson, Dan Meyer and the rest of the 2006 Convention Committee came into this extremely fine restaurant.

Later that evening we enjoyed a book signing with many of the authors of railroad books that the Indiana University Press publishes. Two of the author's were Minnesota's own Professor Don Hofsommer (I bought his book *Steel Trails of Hawkeyeland*) and Craig Sander (I bought his book *Limiteds, Local, and Express in Indiana 1838-1971*).

After that was the semi annual staff meeting and then finally at long last to bed. Doug was already sound asleep when I arrived back at the room.

Next morning Doug got up early to get ready for a tour of Amtrak's Beech Grove shops. I had toured Beech Grove with Bruce Smith 5 or 6 years earlier so I opted to sleep in. Later I was to find out that it was quite an extensive and interesting tour.

After I crawled out of bed and, after breakfast, I set up an emblem sales table. My goodness, the new blue denim shirt

and the new pin were extremely popular. I ended up selling 58 of the pins @ \$5.25 and 19 of the shirts @ \$29.50. I sold over \$1000 worth of merchandise, a record for a BOD. I was so busy that I skipped the seminars that the chapter was putting on that afternoon.

Finally it was time for the banquet. It was served buffet style. It was good, but the hotel ran out of several items and didn't seem to be much in a hurry to replenish them. The banquet speaker was from the Indiana Rail Road.

The return:

The next morning Doug and I were up bright and early to attend the BOD. We both had decided to leave early (9:30 am) so we could catch a Thruway bus back to Chicago to catch the *Empire Builder*. I designated Dan Meyer to be our Alternate Director effective when Doug and I left.

This time we were on the Amtrak Thruway bus to Chicago, which was really a Greyhound bus originating in Atlanta and terminating in Chicago. Talk about Amtrak equipment not being in good shape; this bus was falling apart, seats were torn, the arm rests were falling off and hanging in the aisle etc. etc., and crowded. There was no chance to get a whole seat to oneself. It did leave right on time at 10:00 am EDT. It was a non-stop bus, which was nice, although we did stop at an interstate rest stop for 8 minutes. Arrival in Chicago was a little down, apparently they are rebuilding the freeway and traffic at noon on a Sunday was bumper to bumper for awhile. I wonder what it is like on a Monday morning. We had to go to the Greyhound bus terminal first and sit there for about 20 minutes before we left to go to Union Station. There were only 4 of us going to the station. I was surprised at how close the Greyhound station was to Union Station. We went a block, turned a corner and went past Lou Mitchell's (the best place in Chicago for breakfast) and we then went another block and we were there.

The *Empire Builder* was called and this time we had room D in the 2730 car, i.e. the Portland sleeper. This car was NOT one of the refurbished cars. We left Chicago on the dot. We choose the 5:00 pm (CDT) dinner and had the long walk through the 2 Portland coaches, the lounge car which had both upper level and lower level vendor stations working, then the two Seattle coaches. Looking at seat checks it appeared that a lot of the passengers were only going to the Twin Cities, but there was a fair amount of passengers going beyond.

We both had the steak and it was very good. The dessert was something called Mississippi Mud Pie which was basically a million delicious calories on a plate.

The attendant in this car did the job right. We had packets of the strawberry trail mix in our rooms when we boarded. Later he came to the room and offered us cookies from the tray he was carrying. Then finally he brought us our choice of champagne or sparkling grape juice. He did a nice job. He would come by every other hour and ask us if everything was OK. He

took our luggage down when we got to St. Paul and seemed to be surprised when we gave him our tips.

All an all mostly a very nice trip.

Water Woes for Rail Passengers in the East From Trains Newswire

June 26th

On June 26th, due to high water and washout conditions along Amtrak's Northeast Corridor in the Washington area, Amtrak said service was temporarily disrupted Monday between Philadelphia and Richmond, Va. Limited service between Washington and points north resumed about 6:30 a.m., with a normal schedule expected to return later Monday. Amtrak service south and west of Washington on Norfolk Southern and CSX was canceled through early afternoon, but *Auto Train*, which runs between Sanford, Fla. and Lorton, Va., was able to operate in both directions. Tracks were to be cleared in time for the southbound *Silver Meteor*, train 97, to operate through from New York bound for Miami.

Amtrak service north of Washington also resumed after mid-morning, on Monday the 26th with delays.

Commuters Not Immune

Virginia Railway Express and MARC Washington bound trains were disrupted with some trains being stranded at the outer terminals.

June 28th

The rain kept coming down, and Amtrak operations on the Northeast Corridor and nearby lines continued having problems. High-water conditions on CSX's RF&P Subdivision and flash flood warnings delayed trains operating between Washington and Richmond, Va., according to information from Amtrak.

Tuesday's *Regional 86* was held on the No. 2 track behind CSX freight train Q174-26 south of Ravensworth, Va., due to reports of a washout between Ravensworth and Seminary. The track was returned to service, but another washout was reported on the No.3 track at the same location, resulting in continued single-track congestion.

Due to late inbound equipment at Washington, Tuesday's *Regional 85*, bound from New York to Richmond, terminated at Washington. Richmond-bound passengers were accommodated on *Regional 93*, operating from Boston to Newport News, Va., which was held for 85's Washington departure time. Wednesday's *Regional 84*, bound from Richmond to New York, was canceled from Richmond to Washington, with passengers being placed aboard *Regional 86*.

Trains were further delayed in the Richmond area due to CSX freight train Q173-27 stalling on the line. Tuesday's *Carolinian*, bound from Charlotte, N.C., to New York, and the *Palmetto*, bound from Savannah, Ga., to New York, were held for the CSX train, as was the combined *Silver Meteor* and *Silver Star* — trains 98 and 92 — that departed Miami on Monday.

The southbound *Silver Meteor*, train 97; *Regional 95* bound from Boston to Newport News; and the *Silver Star*, train 91, were also delayed due to the stalled freight and subsequent congestion.

At the same time, Norfolk Southern issued flash-flood warnings on its Piedmont Division between Manassas and Charlottesville, Va., between 10 p.m. Tuesday and 1 a.m. Wednesday.

Troubles Not Exclusive to the Northeast Corridor

NS' Pittsburgh Division also issued flash-flood warnings between Harrisburg and Pittsburgh, delaying trains through the area. Trains on the Harrisburg line encountered delays due to numerous weather related problems, including a fallen tree that hit transmission lines two miles east of Coatesville, Pa., at 2:55 a.m. Tuesday; the line was cleared and back in service by 1:30 p.m. Other downed trees were reported at Devon and Paoli, Pa.

Modified Amtrak service between New York City and upstate New York and south of Washington was in effect 28 Jun, and train delays also were expected on the Philadelphia-Harrisburg-Pittsburgh route due to flood warnings.

At about 7:20 a.m. Wednesday, CSX reported flooding conditions at Fonda, N.Y., near Utica, resulting from the Mohawk River overflowing its banks. Several washouts and downed trees blocked the right-of-way. The river was not expected to crest until after midnight. Despite efforts to find alternate transportation for Amtrak service through the area, limited options were available.

Amtrak canceled all *Empire Service* trains between Albany and Niagara Falls, N.Y., with no alternate transportation offered, although buses were provided for trains that had left their originating terminals and were canceled en route. These included *Empire Service* train 280 bound from Niagara Falls to New York; train 63, *The Maple Leaf*, from New York to Toronto; and train 48, *The Lake Shore Limited*, from Chicago to New York. The westbound *Lake Shore Limited*, train 49 from New York to Chicago, was canceled.

Not Even Bussing Worked

Even the buses had problems, for at 11:45 a.m., the New York State Thruway Authority closed a 50-mile section of Interstate 90, with the western limit being Utica. Five Amtrak buses eastbound on the Thruway were detoured onto U.S. Route 20, but by 2:45 p.m., that road too was closed. Four of the five buses moving passengers from the eastbound *Lake Shore Limited* made it through before 20 was shut down, but the fifth bus had to turn back to Syracuse.

All passenger trains between Albany and Niagara Falls were also canceled Thursday, with no alternate transportation provided. *Empire* trains 283 and 285 operated from New York only to Albany, and the *Maple Leaf*, trains 63 and 64, also operated only between New York and Albany. Trains 449 and 448, the Boston-Albany connection train for the *Lake Shore Limited*, were also canceled, with no alternate transportation.

Thursday evening's train 49, the Chicago-bound *Lake Shore*

Limited, originated in Syracuse with the stranded equipment that had left Chicago on Tuesday, and counterpart train 48 from Chicago Thursday night would operate only as far east as Syracuse.

In Virginia, south of Washington, previous high-water conditions on CSX lines forced Amtrak to cancel five trains: *Regional 67*, the overnight run from Boston to Newport News (canceled south of Washington); northbound counterpart 66 from Newport News to Boston, in entirety; *Regional 84* from Richmond to New York, in entirety; train 92, the *Silver Star*, train 92 from Miami to New York; and train 97, the *Silver Meteor* from New York to Miami. Amtrak said no further cancellations on this route were anticipated.

All scheduled service on the *Keystone Corridor* between Philadelphia and Harrisburg, Pa., were operating Thursday, but forecasted high water conditions on the Susquehanna River at Harrisburg might cause delays or cancellations later today (June 26) and Friday.

June 29th

With flooding in some parts of the East being compared to the devastation left behind by Hurricane Agnes in 1972, no sooner did rail service on the Northeast Corridor return to some semblance of normal than flooding conditions in New York State and south of Washington in Virginia caused additional cancellations and delays, according to Amtrak sources.

Modified Amtrak service between New York City and upstate New York and south of Washington was in effect today (June 29th), and train delays also are expected on the Philadelphia-Harrisburg-Pittsburgh route due to flood warnings.

Amtrak service between New York and both Rutland, Vt., and Montreal was not affected by this disruption.

From the Yahoo Group All Aboard

CSX Service Bulletin, June 30 - Update on New York Flood Recovery

Released: Jun 30, 2006 Posted by Gary Olden 2 Jul 06

CSXT continues to recover from the flooding in the northeast. One of the main tracks between Syracuse and Selkirk, N.Y., was returned to service with limited operations. There are some reroutes in place until water levels allow for the track work to be completed. The second main track is expected to be back in service late Friday evening with some restrictions.

Posted by Gary Olden 01 Jul 06

SEPTA trains collide, injuring 38

By Larry King and Mari A Schaefer

INQUIRER STAFF WRITERS

Two SEPTA regional rail trains collided head-on in Abington Township this afternoon, injuring 38 people, two of them seriously. The trains collided at about 3 p.m. on a single-track stretch of the R2 Warminster line in Montgomery County,

about a mile south of the Crestmont station, SEPTA spokesman Richard Maloney said.

The operators of the trains, neither of whom was seriously injured, will undergo standard drug and alcohol testing as part of the investigation. They will be interviewed by SEPTA, Abington police, and investigators from the Federal Railroad Administration, Maloney said.

Investigators also are looking into possible equipment failures, including whether signals in the area were properly operating. "The signals are about a mile apart. We are looking into a number of technical factors, including the operation of the trains."

Neighbors living in homes abutting the tracks were the first on the scene to render help. Passengers were led away from the trains to a make-shift triage station where they were treated for broken noses, facial injuries, dislocated jaws, bruised elbows and knees backs and whiplash.

Neighbors - many of them nurses, police officers and volunteer firefighters - ran door-to-door for ice and icepacks to hand to injured passengers.

The trains were moving slowly by the time they collided, Maloney said, although he did not have an estimated speed. The impact left what he described as minimal damage to the front ends of the four-car trains. Some wheels came off the tracks near the point of impact, he said, but the trains remained upright and intact.

"The front-end damage to the two trains is minor, considering that they had a head-on collision," he said. "Obviously if you

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Address Correction Requested

have two vehicles weighing this much colliding at any speed, there is going to be some damage."

All but two of those who were hurt suffered minor injuries, Maloney said, mostly bumps and bruises. He did not know the extent of the other injuries. The injured were taken to several hospitals in the area for observation and treatment.

The inbound train, No. 1143, left Warminster at 2:41 p.m. the outbound, No. 1134, left Suburban Station at 2:05.

Dan Meyer's Mother III

Dan Meyer's mother has been diagnosed with inoperable cancer. Please keep Dan and his mother in your thoughts and prayers.



A familiar "face" near Cleveland, OH on the Cuyahoga Valley. An Alco RSD resplendent in classical North Western colors. Photo by Dawn Holmberg



One of the Cuyahoga Valley's Alco C420 which might be seen on the Wednesday NRHS Convention trip. Photo by Dawn Holmberg



Part of the trainset to be used for the Cuyahoga Valley NRHS Convention Special will consist of ex-MARC , ex- PRR 22 roomette sleeper converted to coaches. Photo by Dawn Holmberg



NRHS Convention Committee members meeting with Cuyahoga Valley management about the railroad's St. Lucie Sound, a former Florida East Coast Budd observation car. This car is to be used in first class service on the convention's Cuyahoga Valley excursion. Photo by Dawn Holmberg



Ohio Central's Ex-Canadian Pacific 4-6-2 1293. This late model (built 1948) steam locomotive is tentatively scheduled to do some excursion train hauling. Photo by Russ Isbrandt