



NORTHSTAR NEWS

A Bad Day on the CN's former British Columbia Railway



Rough start of the year on the CN. The same day as this avalanche on the CN Tumbler Division of the ex-British Columbia Railway, a rock slide took out a train down near Lytton, B.C. Photo from Gordy Smith via Gary Braasch and Cy Svobody.

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MEETING NOTICE

Note New Meeting Location See Map P. 2

The February Meeting of the Northstar Chapter NRHS will be held at 7pm, February 17th at the Como Park St. Paul Twin Cities Lines Streetcar Waiting Station at Lexington and Horton Ave. Exit I-94 at Lexington Parkway and travel North to first light AFTER going UNDER the BNSF mainline. Turn right on Horton and park in a small lot in front of the building. It may be filled when you arrive, so park on Churchill St. to the east. See detail map on page 2.

This meeting ride Via's *Canadian* Edmonton to Vancouver and the Esquimalt and Nanaimo on Vancouver Island as seen by your editor last May. In addition the commercial DVD, *Dome Car Magic* will be shown.

Northstar Chapter Officers

Board of Directors

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President	Mark Braun	mkbraun@hutchtel.net	320-587-2279
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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, 2642 Clearview Ave. Moundsview, MN 55112.

Dues are Due Now



Editorial

With the selection of the Como Park Streetcar Waiting Station as the venue for the remaining meetings this year at about 3/4 the annual newsletter budget, it is imperative that additional sources of income be found to avoid a deficit operation. Previously the newsletter budget has taken nearly all the income generated by dues and our savings certificates. We could operate close to breakeven if this newsletter were replaced with postcard meeting notices. As editor, I enjoy putting out this newsletter. I think it represents a tangible benefit for our members, especially with the delivery problems of the *National Bulletin*. I would hate to see it eliminated or reduced to a single folded 11in.X17in.sheet with no photos and minimal news and feature articles. If you like the current newsletter, then it's time to add a little extra tax deductible contribution in addition to your dues payment. We've been getting a free ride for a meeting venue for many years thanks to Bob Koetz. The free ride is over and deficit operation, while not an immediate problem, will eventually lead to the degradation of the newsletter quality and ultimately elimination.

Russ Isbrandt, Editor

Large Crowd Pays Final Respects to Kurt Peterson

A crowd estimated by the funeral chapel to be close to 200, including about 20 chapter members, paid their last respects to Kurt Peterson on Saturday January 13th. Kurt, age 59, died suddenly January 2, 2007. Preceded in death by parents, Clarence & Margit. Survived by cousins, Aldys Miller and Jack Anderson; special friend, Pat Perry; and many other relatives & friends. 25 year member of NRHS and other railroad societies; active member of SAT singles group and local BSF & CBS bible study groups and his churches, Mt. Olivet Lutheran and 1st Baptist in Minneapolis. Kurt had served two terms as chapter president in the '90's and was in charge of procuring seminar speakers for the 2004 Minneapolis National Convention.

Bad Day on the CN/ British Columbia Railway Contribution from Cy Svododny and Gordy Smith Via the Internet

Not a great start to the year for CN! Here are photos pro-



vided by a list member, of a CN coal train that was hit by an avalanche 100 miles from Prince George, B.C. Thank-

fully no injuries resulted. This occurred on the same day as the rockslide derailment in Lytton! (lower picture) The derailment in Montmagny, Quebec, (24 cars on the ground) was yet to come.

Check out the lead units. The avalanche pushed the locomotives right off the track! These were brand new ES44DC's from GE with an advertised weight of 420,000 lbs. each.

Train Rides During the Holidays By Russ Isbrandt

This year my wife Martha and I went to visit our grandkids in Harrisburg, PA. Besides being much more expensive, the direct flights to Harrisburg were at the extreme ends of the day, outbound being at about 7pm. That is a good candidate for cancellation in the event of bad weather. So we flew to Philadelphia, planning on taking SEPTA and Amtrak to Harrisburg and return.

Our granddaughter wanted to visit the American Girl doll store in New York City. Amtrak would have been the all weather way to New York from Harrisburg, but it would have cost \$462 for the six of us just for the transportation. Furthermore, the Keystone Service has no dining service, not even a snack coach. As a result, we drove to a suburb on the Northeast Corridor serviced by New Jersey Transit. In this case Metuchen was closest to a freeway exit and also had cheap station parking. So Thursday, my wife, daughter, son in law and 8 year old granddaughter and 2 ½ year old grandson drove to Metuchen to catch a NJ Transit commuter train.

While the boys were less than thrilled about American Girl dolls, it was a small price to pay for a great train riding and watching experience. We got to Metuchen just in time to miss the 11:12 am departure to NYC. Great! Now we got to watch trains. Walking to the station we caught a glimpse of an eastbound *Acela* train 2158, followed by Richmond to New York Train 84, then a NJ Transit train 3835 to Trenton. Westbound *Acela* 2155, was followed closely by train 43, the *Pennsylvanian*. The latter two came though at better than 100mph.

As we patiently waited for our next train due at 11:45 am, a headlight appeared on the outside eastbound track about 11:30. I figured it was another Amtrak train at high speed. So I gathered up my grandson and stepped back in anticipation of the rush. Surprise! It was a train Arrow III mu cars. It turns out NJ Transit was running extras between the regularly scheduled trains and this was one of them. The reason for the extras became readily apparent when we got into town. By Newark passengers were standing in the vestibules. No standing is permitted in the aisles.

Penn Station was jammed! After a quick lunch at the food court, we walked uptown to the American Girl store at 50th and 5th Avenue via Times Square. Picture the state

fair on the most crowded day and multiply by 50! The sidewalks were jammed. Lines of parents and kids wound down the blocks at the Build a Bear and Toys 'R Us stores. The same was true at the American Girl store. Fortunately the line moved quickly.

With our now very happy granddaughter, we walked over to the 53rd and 5th Avenue subway entrance to return to Penn Station. The song lyrics "New York New York! It's a helluva town. The people ride in a hole in the ground" certainly hit home. People were lined 4 or 5 deep in front of the Sak's Fifth Avenue Christmas display windows. Masses of people literally cheek to jowl going north-south and east-west shuffled through each other at 51st and 5th Avenue.

At 4:17 loading began for train 3861 leaving at 4:28 pm back to Metuchen. On walking down the steps to the platform we were greeted by a train of shiny stainless steel double deck cars. These were brand new Bombardier cars. According to the January *Railway Age*, the six car set had just been put into service in December and was the only set in service. Contrary to that report, I spotted another new train set on the connecting tracks from the Erie-Lackawanna lines to the Northeast Corridor at Secaucus.



New New Jersey Transit Multilevel cars at Trenton.
Photo by Bob Vogel (chuchubob.rrpicturearchives.net)

Unlike the 3-2 seating of the Arrow III cars, this had 2-2 seating with half the seats facing backwards on the upper level. We took the seats at the transition point where seats faced each other.

For weary commuters looking forward to a quiet ride home, such was not to be. Our 2 ½ year grandson was having way too good of time for that. Just before departure he was yelling, "All aboard! Last call, all aboard!" His timing was perfect since we started right after that.

The tickets are magnetic strip cards obtained from vending machines. They are disposable once punched by the

conductor. In the case of Elijah, the conductor gave him our five tickets and Elijah had a great time passing them out to us and then collecting them again and again.

The passengers were quite patient under the circumstances. In fact, one lady just before getting off, handed Elijah a fire truck and fireman toy, saying she had a little girl and had no need of it. Elijah opened it up and when he started playing with it, the voice chip in it said "Put out the fire!" in the best Brooklyn accent! We all had a good laugh.

Now Elijah usually takes an afternoon nap and this was an exhausting adventure. But being on a train and not hog tied in a car seat, he happily walked back and forth between Grandpa, Grandma, Daddy and Mommy. I think he must have been on his feet all the way back to Metuchen!

Finally we reached Metuchen, much to the relief of our fellow passengers. On alighting from the train I noticed a string of green dots to the south coming around a curve with occasional blue flashes. Those were door status lights on a fast approaching Amtrak Regional train. When it hit the crossovers north of the station, the arcing put on quite a light show. Oh to have had a video camera!

Now I want to go back and do more serious train watching including some time after dark.

The Bombardier cars are sweet riding, smooth and quiet. Amtrak would do well to tag on an order of these cars equipped with restrooms and long distance seats to a commuter agency order. Ultimately adapting these cars to diner lounge and parlor car configurations would be a smart, cost effective way of expanding the fleet. It has been done in the case of Horizon cars.

The return to the Philadelphia airport was on New Year's Day on Keystone Service train 666, departing at 11:20am. It was composed of a former Metroliner cab car, 4 Amfleet coaches and an AEM electric locomotive pushing. The first two cars were closed at Harrisburg in anticipation of passengers boarding down the line. Good crowds got on at Harrisburg and Lancaster. At Lancaster, I started recording both arrival and departure times, enabling me to do a crude estimate of average speeds between towns. Between Mount Joy and Lancaster the average was 80mph, Lancaster and Parkesburg, 81.2 mph, Parkesburg and Coatesville, 72mph. All averages are start to stop and were not timed closely with a stop watch. Needless to say the track upgrading is quite apparent.

Between Exton and Paoli we encountered slow running, losing 8 minutes. Arrival at 30th St. was 5 minutes down.

Full timing stats and additional photos appear in the electronic edition.

Annual Trip to Springfield, MA

By H. Martin Swan

The cab dropped me off at the Saint Paul Amtrak station at 6:45 am. The *Empire Builder*, scheduled to arrive at 7:05 am was already in the station.

There already was a good crowd in the general waiting room, but the secret first class waiting room only had a couple of people in it. For whatever reason, Amtrak failed to reduce the sleeping car charge down to a reasonable level this year. It always starts high, after all you don't want a person from St. Paul to Chicago blocking a person from Seattle to Chicago. But usually, about 2 weeks before departure, they drop the roomette fare down below \$100, usually about \$89. This year they did drop it to \$138, but then quickly raised it back up to the \$230 level (at the same time a bedroom was selling for \$158).

I had gone down to the depot when they dropped it to \$138 to obtain one. While there, agent Mike mentioned that the family room in the Portland train was only \$90, so I grabbed that. It was interesting to note on the website that the family room on the Seattle train was listed as \$350—some really weird pricing by Amtrak this year.

At any rate, the conductor, noting the small group, took those of us that were on the Portland train out to our car shortly after 7:05 am. All the lower level roomettes were empty when I got to the family room. It appeared that Amtrak was willing to let the rooms go empty with no revenue rather than let them go for a reasonable under \$100 price.

I marched off to breakfast and since this train had fresh eggs, I had them easy over with bacon, grits, orange juice and coffee with cream but no sugar. Very Good!. The train was the standard Amtrak *Empire Builder* consist, baggage car, transition sleeper, two head end sleepers, dining car, and two coaches filled out the Seattle train. The Portland train had the lounge car, two coaches and the sleeper, and we had the St. Paul train of one coach added behind the Portland sleeper. All cars appeared to be from the renovated pool.

The Minnesota Commercial Railroad was late in getting the St. Paul coach to the train. It wasn't added until about 7:45 am, the coach passengers weren't loaded until about 7:55 am, and we didn't depart until about 8:15 am. By this time, I had worked myself back to the family room in the Portland train. The lower level roomettes were still empty.

It was a smooth and comfortable ride. At about 10:00 am, I went out of my room to use some of the other facilities one finds on the lower level of the Superliner cars and noted that the lower level rooms were now filled. Checking with the attendant, it appears that these people bought the space on board. Makes me wonder if Amtrak didn't come out ahead, after all, on the deal. I don't know what the roomette charge on something purchased on board is, but it most likely was in the \$100 range AND the passenger

did not get his transportation charge reduced to the lowest bucket like I did when I bought the family room. Maybe the combined revenue of the \$116 coach price (the price that had been on the website for a very long time) plus the maybe \$100 charge for the roomette exceeded what they would have gotten if they had reduced the rate below \$100 on the website. It just depends on what the actual onboard room charge was.

Lunch time came and I pulled out a couple of ham sandwiches I brought with me, leftovers from our Christmas meal and far better than Amtrak's lunch menu. So I gave back to Amtrak my prepaid lunch, they got the revenue with no expense.

Arrival in Chicago was delayed by a broken down freight train on the track ahead of us in Metra Territory, but we finally got there at 4:30 pm.

A friend of mine from Chicago, Robert Madison, met me and we had a very pleasant chat. Robert had traveled to Washington, DC to ride one of the *Capitol Limited* trains that had the new diner lounge. Robert's report was mostly favorable, although changes needed to be made, especially in the seating that had dining car passenger looking out and lounge car passengers looking in. He also mentioned that the diner-lounge menu had appetizers added, while primarily for the lounge people, dining car people could also use them.

I had noted on the Arrival Board that the *Southwest Chief* (SWC) was due in at about 7:20 pm and the *California Zephyr* (CZ) about 10:30 pm. The CZ's connecting passengers were doomed, but the SWC's would make their connections. Both the *Capitol Ltd.* and the *Lake Shore Ltd* (LS) were being held. The SWC arrived and on listening on the scanner, that they had everybody aboard the LS except one person and they couldn't find her. Eventually they decided to look for her at the baggage room, and sure enough there she was. She was going to a point where there was no checked baggage, so she had to pick it up at Chicago before she could move on. A red cap picked her and her bags up on a cart and raced to our train and got her on and our LS, with baggage, really beat up dormitory car, 3 sleepers, dining car, lounge and 5 coaches pulled out at 8:10 pm only 15 minutes late. We roared out of Union Station and raced along for 10 minutes, when we came to a complete stop.

Listening in on the scanner, I heard the engineer announce that he was having engine trouble. It seems that when he put the engine in notch 2 it almost died on him, but recovered and when it was put in notch 4 and 5, the same thing happened. He figured that maybe he should stop and have somebody check it out.

He was told that somebody from the diesel shop was coming, and he advised that they were already there and had isolated the lead unit. After a while he said that they needed a new part and were going back to the shop to get it. Eventually the new part was put in, a couple of sensors were cleaned, and we were cleared to go. So once again

we headed out but now about an hour late.

Meanwhile back in my sleeper, a young lady came by my room and introduced herself as a Customer Service Manager. She would be traveling as far as Albany. Great! That was the last time I saw her. Maybe she set up shop somewhere and was hard working, but you couldn't prove it by me.

My car attendant was a real friendly type. He had put signs on the windows outside our rooms listing our names, first and last. And he immediately began calling me by my first name. I know that I'm an old fuddy-duddy, but that just bothered me. It was also interesting to note how many people of the opposite sex were sharing a room with different last names, including one with a new born baby. Interesting, but really none of my business and really shouldn't be shouted from the roof tops, at least in my old-fashioned opinion. (Yes I know that many times in the modern world the ladies keep their last names, but it still looks strange to me.)

I decided to have dinner in my room and my "friend" brought me my lamb shank dinner, quite tasty.

I stayed up to about midnight before I hit the hay, but for some reason I couldn't fall asleep. I just lay there with my eyes closed waiting, waiting, waiting but not until around 4:00 am did I actually fall asleep.



Business class seating on the Lake Shore Boston stub. Photo by H. Martin Swan.

Arrival at Albany was something like 2 1/2 hours down. I gave my "friend" a \$10 tip and crossed the platform to the Boston stub. I had business class seats, which I believe were actually club seating 2/1. Last year the car was full. This year it was only about 1/2 full. The two coaches weren't as full as they had been in the past.

Arrival in Springfield was at 6:15 pm local time and my outbound trip was over.
Return Trip Report Next Month.
Additional photo in the electronic edition.

Resurgence in Rail Passenger Business

Excerpts From January Railway Age

The January issue of *Railway Age* had a four page supplement on the passenger car construction. As of December 31st, 1702 new or rebuilt passenger cars had been delivered to North American passenger operators, up from 1202 delivered in 2005. The backlog of cars on order and under construction was 3726, up from 3002 in 2005. The builders involved were Amtrak in-house, Alstom, Ansaldo/Breda, Breda, BART in-house, Bombardier, Bombardier /CAF, Brookville Equipment Co., CAF, Colorado Railcar, Gomaco Trolley, Inekon Kawasaki, Kinkisharyo, Minner, Nippon Sharyo, Ontario Northland, Siemens, and TTA.

While most of these companies are familiar names, there were some relatively unknown players. For instance, Boston got 41 light rail cars from Ansaldo/Breda, Cleveland had 4 light rail cars rebuilt by TTA, Galveston Island Trolley got 4 diesel electric trolleys from Minner, Washington Anacostia Streetcar got 3 cars from Inekon, Pittsburgh had 23 light rail cars rebuilt by CAF, and San Francisco had 7 ex-Newark PCC cars rebuilt by Brookville Equipment Corp. Colorado Railcar finally sold 2 diesel MU commuter cars to Pompano Beach, Florida, South Florida RTA. Gomaco sold two "vintage" streetcars to the Central Arkansas Transit Authority at North Little Rock.

For 2007 Minneapolis is slated to get 3 light rail cars from Bombardier. The Northstar Rail commuter system is shown as having 18 cars in the "likely to be ordered" category.

San Francisco is listed as having 3 more PCCs rebuilt for 2007 and 2008 from the Brookville Equipment Corp.

Kummant Answers General Accounting Office Criticism

There was a three page article detailing the conversation Amtrak CEO, Alex Kummant had with the New York Times reporters. Among his comments was a response to the General Accounting Office charge that the long distance trains carried 15% of Amtrak's passengers but was responsible for 80% of the losses. Mr. Kummant responded that the significance of that charge was undercut by the fact that the long haul passengers represented almost half of Amtrak's passenger miles and that differences in federal subsidies per passenger between long distance trains and other non-Northeast Corridor trains was attributed to state funding for many corridor trains rather than lower farebox recovery ratios. He also repudiated the GAO's charge that the Amtrak rail system exists much as it did 35 years ago. He said that charge overlooked the enormous growth in state supported corridor service. He pointed out that corridor train service in the three rapidly growing West Coast states has increased

from eight trains per day in 1971 on two routes totaling 300 miles to nearly 80 daily corridor trains that operate over 1300 route-miles. The predominantly state-funded growth in these services demonstrates that increased federal investment in corridor development could produce significant public benefits.

Kummant also took issue with the GAO's depiction of the relationship between Amtrak and the freight railroads as being adversarial with both fighting over a finite amount of rail network capacity. He said that that view ignores the fact that increasing rail network capacity is an important national policy issue on which both freight and passenger interests should be aligned. The freight railroads, Amtrak, and the federal government have a common need to ensure that sufficient rail network capacity is added to accommodate the growth in traffic which will cause gridlock if forced onto other even more congested modes.

Minutes of the January 20, 2007 Membership Meeting

Minutes of the January 20, 2007 Membership Meeting of the Northstar Chapter NRHS

The meeting was called to order by chapter president Mark Braun at 7:02 pm in the Historic Streetcar Station in Como Park, St. Paul, with 28 members and guests present. Mark thanked everyone for coming to the meeting in its new location. He noted that this meeting location is on a trial basis. He urged members to let board members know if they liked or disliked the new location. Mark asked if there were any guests or new members present. There was one guest, the man who would be presenting tonight's program. A motion to approve the minutes of the November 18, 2006 membership meeting, as printed in the January 2007 issue of Northstar News, was made, seconded, and carried.

The treasurer's report was given by Joe Fishbein, who was treasurer during the period covered by the report. He reported that cash in checking account, as of November 1, 2006, was \$4,288. Income during November and December was \$770 in Holiday Banquet registrations, \$500 transferred from Money Market account, \$1,786 in dues and donations, \$1 in checking account interest, for total income during the period of \$3,057. Expenses during November and December were \$792 for the Holiday Banquet (paid to Mancini's,) \$162 in newsletter expenses, \$1,115 paid to the NRHS national office for dues payments, \$270 for National Director expenses, \$23 for postage for renewal notices, and \$109 for rental of the January membership meeting location, for total expenses during the period of \$2,471. Cash in checking account, as of December 31, 2006 was \$4,874, of which \$3,134 was in the general fund and \$1,740 was in the GTW 8327 restoration fund. Funds in CDs and investments, as of December 31, 2006, was \$31,420. Total chapter membership is 82, of whom 52 have renewed their membership for 2007. New treasurer, Dan Meyer reported that he will be using Quick Books to keep track of the chapter's money. He has already received several membership renewals. Mark Braun gave thanks to Joe Fishbein for his many years of ser-

vice to the chapter as treasurer.

The National Director was not present to give a report. Editor Russ Isbrandt had nothing to report. Webmaster Dan Meyer had nothing to report. Trip Director John Goodman reported that he is looking at several trips as possibilities for 2007 -- specifically, the Boone & Scenic Valley in Iowa and the National Railroad Museum in Wisconsin. Restored Milwaukee steam locomotive #261 will be going to Duluth and back this summer. Dennis Loudon reported that about 40 or 42 people attended the Holiday Party in December and had a wonderful time. For 2007, we are going back to Tinucci's, now that highway construction which blocked access to them is further along. We may alternate between Tinucci's and Mancini's in future years. Dennis said that he is also looking for other possibilities for future years. We will be sending a thank you card to Mancini's. The chapter got several gift cards from Mancini's. We will decide later how to give these out. Our after-dinner speaker, Professor Don Hofsommer, reported that he had a good time at the event.

Cheer Committee -- Marty Swan reported that long-time chapter member Kurt Peterson died suddenly on January 2nd. His funeral was held last Saturday. There was a large crowd present, including a number of members of the chapter. The Northstar Chapter made a donation to the Great Northern Historical Society in memory of Kurt. Glen Holmberg spoke about trips that he had been on with Kurt. Pat Perry spoke about Kurt's extensive collection of railroad stuff. His estate will have to go through probate. Kurt had little family. His cousin has already allowed her to remove some of his railroad stuff, such as slides and memorabilia, for safekeeping. She hopes to be able to remove the rest to a safe place also. She noted that Kurt had talked about seeing that his slides and other items would go to historical societies or other suitable organizations. Most of his book collection has already been moved. She will be meeting with representatives of the family tomorrow and the court filing will be on Monday. There was a moment of silence in memory of Kurt.

Mark asked if there was any more Old Business. Mike Mackner said that he had been looking for a new meeting location and that he felt we were unlikely to get a suitable meeting place for free. This place (the streetcar station at Como Park) is in a central location. He recommends that we give him the "go ahead" to lock in this building for the rest of this year. He asked if we want him to keep looking for another location. There was a discussion. It was noted that we meet on Saturday nights, so we probably won't have too much competition from other park users for parking space. There was talk about some other possible meeting locations, however we have no other place to meet at this time. A motion was made by Marty Swan to "lock in" this location for 6 months. The motion was seconded and discussed. One suggestion that came up was that a "kitty" be set up for those attending the meetings to contribute toward the cost of renting the building. Mike noted that he wants to be able to go to the St. Paul Parks office Monday to reserve the building for our meeting nights. With the permission of the mover of the motion, it was amended to be 9 months instead of 6 months, thus taking care of the rest of this year (there usually is a picnic in August instead of a membership meeting and we have our holiday party in December.) There was a call for the question. The motion, as amended, carried.

Mark asked if there was any more Old Business. John Goodman noted that he serves as Program Director. He had lined up Kurt Peterson to do the program at the February meeting. Instead, Russ Isbrandt will present the program. Future months are open. John Goodman and Doug Johnson attended the convention of the Rail Passenger Car Alliance in California. Planning is under way for the 2008 convention, which will be held in Duluth. Plans are going well. Congressman James Oberstar has been asked to speak at the event. It's estimated that 300 people are interested in coming. There is a problem with the date -- the Martin Luther King Jr. holiday will be on the 3rd weekend of January (although there is some uncertainty about that.) Several other members of the chapter will also be working on the convention. There was a question about the numbers for the restoration of steam locomotive GTW 8327 -- Kurt Peterson had had them made up in plastic -- what became of them? Pat Perry said that she might have them. Andy Koetz said that he had an air-operated tool that might be helpful in removing parts that might be in the way.

New Business -- Russ Isbrandt had an editorial in the latest Northstar News about the advantages of getting the newsletter electronically versus a paper copy through the mail. Mark noted that he had recently started getting it that way. Doing so saves the chapter money. The chapter hasn't pushed for donations from members, but they would be a big help in taking care of some of our financial problems. The obituary for Kurt Peterson had suggested making a donation to a non-profit organization instead of sending flowers for his funeral. A question was asked whether we could keep a locked cabinet here at the streetcar station with some of the chap-

ter's stuff in instead of having to haul everything to each meeting. There was no other New Business.

A motion to adjourn the meeting was made, seconded, and carried at 8:02 pm. An announcement was made that there were many exchange newsletters available at the front table. After a break, the program was presented. It was a series of aerial photos, mostly of the Duluth-Superior area. Many of the photos were by Basgen Photography. The program was put together and narrated by Dan Mackey, who also took some of the most recent photos.

Respectfully submitted,
Dave Norman

Miscellaneous Items

Minnesota Streetcar Museum needs operators.

Please email or phone Rod Eaton to get your name on the operator trainees list, contact him at 763 576 0608 or rpeaton@comcast.net. Training begins in April.

The Railroad Club at the University of Minnesota is putting on the third annual Gopher Rail show. It is the group's biggest fundraiser with a full day of train photos and movies on the big screen. It's coming up on February 24th on the East Bank of the UM's Minneapolis campus. Much more info is on the club's website at www.gopherrail.org. It will be bigger and better than ever before.

Northstar News
Northstar Chapter
National Railway Historical Society
4036 Birch Knoll Drive
White Bear Lake, MN 55110

Address Correction Requested



New Jersey Transit multilevel coach upper level on left and mezzanine level (entrance) on right.
 Photos by Bob Vogel through chuchubob.rpicturearchives.net.



New Jersey Transit Arrow III train at Metuchen, NJ.
 Photo by Marc Samuelson through rrpicturearchives.net.



Amtrak Keystone train 650 eastbound at Elizabethtown, PA. November 11, 2006. Photo by Rob Kitchen through rrpicturearchives.net.



Amtrak Keystone train 642 at Overbrook, just outside of Philadelphia, September 26, 2006. Photo by Bob Vogel through rrpicturearchives.net.



Left: CN landslide at Lytton, B.C. Note unit down at the river.
 Photo Courtesy Gordy Smith via the Internet from Cy Svobodny.

Harrisburg Philadelphia 01Jan 07

		Schedule	Actual	Departure from Scheduled	Gain or loss	Mile Post	Distance Between Stations	Minutes	Miles per hour
Lv	Harrisburg	11:20 AM	11:21 AM						
Ar	Middletown		11:31 AM			10		0:10:00	60.0
Lv	Middletown	11:30 AM	11:31 AM	0:01:00	0:01:00				
Ar.	Elizabethtown		11:37 AM			18	8	0:06:00	80.0
Lv	Elizabethtown	11:37 AM	11:38 AM	0:01:00					
Ar	Mt. Joy		11:45 AM			25	7	0:07:00	60.0
Lv.	Mt. Joy	11:43 AM	11:46 AM	0:03:00	0:02:00				
Ar	Lancaster		11:55 AM			37	12	0:09:00	80.0
Lv.	Lancaster	11:55 AM	11:57 AM	0:02:00	0:01:00				
Ar	Parkesburg		12:14 PM			60	23	0:17:00	81.2
Lv.	Parkesburg	12:14 PM	12:15 PM	0:01:00	0:01:00				
Ar	Coatesville		12:20 PM			66	6	0:05:00	72.0
Lv.	Coatesville	12:19 PM	12:21 PM	0:02:00					
Ar	Downingtown		12:27 PM			72	6	0:06:00	60.0
Lv.	Downingtown	12:25 PM	12:27 PM	0:02:00					
Ar	Exton		12:32 PM			77	5	0:05:00	60.0
Lv.	Exton	12:32 PM	12:33 PM	0:01:00	0:01:00				
Ar	Paoli		12:47 PM			85	8	0:14:00	34.3
Lv.	Paoli	12:41 PM	12:49 PM	0:08:00	0:07:00				
Ar	Ardmore		1:02 PM			96	11	0:13:00	50.8
Lv.	Ardmore	12:53 PM	1:03 PM	0:10:00	0:02:00				
Ar	30th Street Philadelphia	1:09 PM	1:14 PM	0:05:00	0:05:00	104	8	0:11:00	43.6



Lakeshore Limited at Albany / Rensselaer, NY. Photo by H. Martin Swan.