



NORTHSTAR NEWS

Back in Those Days-A Long Day on the *North American* by Roger Clark



Omaha Road #203, The *North American* about to depart St. Paul. Soo Line train may be the just arrived *Winnipeg*, with what might be GN #27 adjacent. **Photo courtesy Greg Smith.**

Retraction !

The article telling about the closing of Amtrak stations in La Crosse and Winona on weekends is NOT correct. The stations remain open on weekends. We apologize for any inconvenience this may have caused.

Inside this Issue

Officer Contact List	P.2
Last Issue Warning Dues Reminder	P.2
Map to Meeting Location	P.2
Treasurer Dan Meyer Losed Mother to Cancer	P.2
A Long Day on C&NW <i>North American</i>	P.3
A Fast ride on Amtrak Keystone Trains	P.5
Reason for Optimism for Passenger Trains	P.6
Wanted: Streetcar Operators	P.7
Norfolk Southern F-Units in Service	P.8
Seen Around Town	P.8

MEETING NOTICE

Note Meeting Location and One Week Earlier Date

See Map P. 2

The April Meeting of the Northstar Chapter NRHS will be held at **7pm, April 14th** 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.

Bill Graham of the Minnesota Streetcar Museum will present historic photos of the Twin Cities Lines, Minnetonka ferry boats and area railroads. Roger Clark's presentation of Lakeville railroad history will also be shown.

Northstar Chapter Officers

Board of Directors

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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



Will This Be Your Last Issue?

If you've procrastinated and haven't paid your dues, this will be your last Northstar News. If you enjoy the mix of nostalgia, trip reports and railroad news, don't miss a single issue by sending your dues in now.

Chapter Treasurer and Long Time Member, Dan Meyer Loses Mother to Cancer

Meyer, Theresa M. (Bleess) age 67, of Plymouth, passed away on March 29th after a 10-year battle with cancer. She died peacefully with her husband at her side. She was preceded in death by her parents, Francis and Maurine Bleess of Long Prairie, MN, her brother Nick Bleess and sister, Connie Becker. Theresa is survived by

her beloved husband of 46 years, Roger; her children: Dan (Dawn Holmberg) Meyer, Kathy (Cameron) Hagen and David Meyer; grandchildren: Garth, Hannah, Connor, and Kyla; siblings: Charlotte (Frank), Chuck (Karen), Mike (Juanita), Pat (Shirley), Ron (Allette), Rich (Karen), Rita, Gina (Gene), Mark (Rona), Joe (Linda), Jerry (Sandy), Frani (Dan), Pete (Linda), Lindsey (Jodie), Rhonda (Roland), Ginger (Stan), & Brian (Dawn); numerous nieces and nephews, many aunts and uncles and countless friends.

Mass of Christian Burial was held on April 3 at 11:00 AM at The Church of the Holy Name of Jesus, 155 County Road 24, Medina.

Memorials preferred to:

University of Minnesota Medical Foundation, Attn: Becky Hunt, Dept of Otolaryngology, 420 Delaware St. SE, MMC396, Minneapolis, MN 55455 (please write, In memory of Theresa Meyer, For ENT Cancer Research" in the memo line); or

Great Northern Union Chorus, P.O. Box 21547, Eagan, MN 55121; or

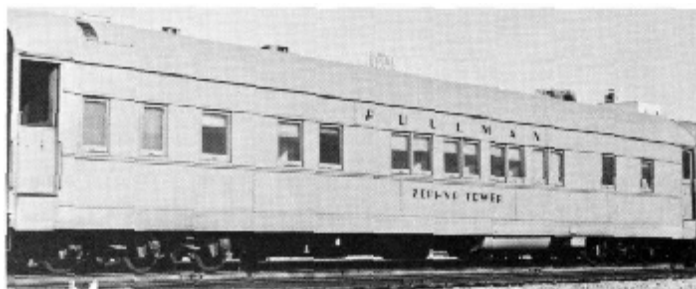
N. C. Little Memorial Hospice, 7019 Lynmar Lane, Edina, MN 55435.

The chapter conveys our deepest sympathy to Dan and his family.

Back in Those Days A Long Day on the C&NW *North American* in 1957 By Roger Clark

[Dedicated to the memory of Dick Prosser and Kurt Peterson and inspired by the article in the December 2006 issue in which Marty Swan describes an auto trip from the Twin Cities to Lincoln, Nebraska.]

A warm morning on June 4, 1957, found me in the depot in Omaha, Nebraska, awaiting the call for boarding of 9:00 am C&NW Train No. 204 (the "Omaha Road") *North American*. Parlor car ticket in hand, I was ready for a last leg to Minneapolis, the completion of a delightful Memorial Day weekend in Colorado with J. Stanley Rhine and Mike Davis, in which we not only inspected abandoned narrow gauge lines of the Denver and Rio Grande Western and Colorado and Southern Railways but actually rode the D&RGW on a three-day trip from Alamosa-Durango-Silverton and return. I took many slides of this extraordinary Colorado excursion which I hope to show at a future membership meeting. I had arrived in Omaha from Denver that morning at 8:00 am on CB&Q No. 6, *The Coloradoan*. My accommodation had been Upper 6 in car 60, *Zephyr Tower*, a remodeled sleeper. Since the upper berth did not have a window, my night's sleep had been better than average. I wasn't able to raise the shade at every stop during the



Zephyr Tower, the 8 section-3 double bedroom sleeper ridden by the author as it appears in William Kratville's *Steam Steel and Limiteds*, p.35. Barnhart Press, Omaha, NE 1962

night. Yet, I was still tired and ready to get home. The *North American* was an all day ride, so I had decided the most relaxing place would be in the parlor car. It turned out to be a good decision in every way.

The *North American* was called at about 8:45. As was his custom, the caller's tag was "All Aboard for God's Coun-



C&NW Train 204 at Council Bluffs, IA .October 17, 1959 in a photo by Ray Lowry, *Passenger Train Journal* p. 28, September 1989. by this time the train had lost its parlor car and according to the December 6, 1959 timetable it was gone. The Mankato-Twin Cities segment replaced by Central Greyhound bus, rail tickets NOT honored.

try!" The consist was its usual for the time: E's on the head-end, baggage, mail and express cars, coaches, an ancient-looking diner, and parlor taking up the tail end. I was directed to seat no. 14. Although the coaches may have been busy, the parlor passengers including me totaled three. Later in the day it was down to just me plus two elderly lady "temporary passengers." I'll describe their misadventures in a bit.

My trip to Colorado had been by air, Braniff Convair prop MSP to Omaha, connection with United DC-6B Omaha-Denver. That trip had taken only a portion of an afternoon. But now, returning by train, I was in the second day, and looking over the *North American's* schedule it promised to be a long day. Maybe tedious would be the



North Western streamlined straight parlor car of the type the author rode. Photo: From Chicago & North Western Passenger Trains of the 400 Fleet Photo archive by John Kelly Iconografix 2006

best description. (Editor's note: November 16, 1958 schedule appears in the electronic edition, p.9.)

The last portion of the previous paragraph may seem preposterous, but I had a deadline. I never should have made this trip in the first place. I was well along in my studies at the University of Minnesota, finals were soon, I had very little money, and the draft board was knocking at my door to get my grades up. The Colorado journey cost me honor points, nearly got me drafted that summer, and depleted my cash assets to virtually nil. However, at that time most importantly to me, I accomplished a lifelong goal of riding a narrow gauge passenger train in Colorado. Never mind getting a college degree anytime soon! I finally did, the next year, and about that time I got nabbed by the military as well.

So, one would ask, why bother returning on two slow trains when you could have flown home. Answer: I was (still am) a white knuckle flier. The trip out had been through (not around) a succession of turbulent thunderstorms, so I was more than happy to be on the rails rather than in the clouds.

Back to the *North American*. Sioux City, Iowa, at about 11:40 was the first major stop after a couple in the Council Bluffs area and one at Onawa, Iowa. River Sioux was a conditional stop at 10:35 and we blew by that, only to come to a screeching stop a mile or so out of town, resulting in a back up move to the depot and a brief stop there. We must have bypassed a conditional passenger or missed a train order. The conductor was unresponsive as to my query for a reason. No surprise there. Train crews usually were guarded on any operational questions from the public.

Sioux City was a rather large station, several tracks and train sheds, and entailed a back in, pull out opera-

tion. We seemed to be maintaining a schedule. Definitely a leisurely one. My two fellow parlor car riders left me at Sioux City and I was alone, except for an occasional visit by a brakeman or the conductor, presumably checking to see if any coach passengers had wandered into the high rent area. Being in the last car I spent my time enjoying the window scenery or wandering to the rear door and watching the track vanish behind us. Somewhere along towards Worthington, scheduled 5 minute stop at 2:14 pm, I awoke from a nap. I must have been asleep for awhile as it was past time for lunch and I decided to wait for dinner call which I anticipated would be towards 4:30.

As we ambled along, I was getting bored, so I decided to walk the train. First car was the diner. The air conditioning was not working well, it was very warm. The car was a real antique, it had a grungy appearance, dirty carpet, yellowed paint, and foul looking oil cloth on the tables. I got a glance at the cook. His once-white uniform was speckled with coal dust. Coal cooking stoves were rather common in dining cars, especially the older variety. Next I walked through the several coaches and they were hot. They were also crowded, almost standing room, all seats occupied. Someone was grumbling that the outside temperature was over 90 with the typical June humidity. I was only too happy to return to the "plush" and my parlor car seat. That car remained cool the entire trip.

After viewing the conditions in the coaches I knew IT was going to happen and IT did. Somewhere near Windom, positive stop scheduled for 2:56, two elderly ladies sauntered through the door from the diner. They were dressed in the attire of the day, dark dresses, hats, veils, gloves, the whole bit. Exclaimed one, "Oh, Thelma, this is more like it, a cool car, why we'll stay here 'til St. Paul!" And they plopped down in Seats 1 and 2. Yeahhh, sure. I decided it was not my duty to advise them they were riding first class on a coach ticket. Nossir. Here comes the conductor, barging through the door from the diner. Hot on the trail, like a cat waiting to pounce. "Hey, you ladies, you got first class tickets?" The old gals looked shocked "Why, no, we don't, I guess, Mister." "Well, then you must leave here immediately or buy a step-up ticket." "What's a 'step-up,' then?" "Lady, it's two bucks apiece. This man over here has paid the step-up, it's not fair to him that you get by with just a coach ticket." I, by then, was feeling sorry for the ladies, they were obviously overheated, and, quite frankly, I didn't really care if they stayed where they were. However, the conductor was adamant, so out they went. In a little while I decided it was time for some kind of meal. So to the diner.

I don't remember anything about the dinner in the diner. It must have been unremarkable. The "ambiance" resembled a second rate cafe. There were scant customers. By the time I got back to the parlor car, a couple of head-end cars had been tacked on behind the parlor. Goodbye to anymore viewing to the rear. Oh, well, by then we were north of Le Sueur. I was really, really getting tired of the *North American* and the end of the trip was almost in sight. St. Paul at about 6:15, then up

the hill past Koppers, and on into GN Station Minneapolis at about 7:00 pm, virtually on time.

For one of the few times in my life I was happy to be detraining. It had been a very long day and I'd had enough. The recently-installed depot escalator took me to concourse level and Dad was waiting for me. He didn't ask me much about my all day trip on the *North American*. Trains were a necessity for him in his business travels. He was "forced" to ride the rails often, such "miserable" (his words, not mine) trips frequently on the *Pioneer Limited*, the *Broadway Limited* and the *20th Century*. He preferred to fly. All in all, I still am glad I decided to split the difference and go one way by train, even though it cost me an extra day which I could ill afford.

But now who wouldn't enjoy the "boredom" of a day in the parlor car on the *North American*! Even with the cranky crew, the slow schedule, the hot cars, the mediocre food, and the hapless ladies who got kicked out of a first-class accommodation. The service ended in the fall of 1958. Dick Prosser and I rode the last run, boarding at Shakopee and riding into Minneapolis. There were two other passengers on the last day, as I recall, who were in a state of mourning over the loss of service. Otherwise, the event went by largely unnoticed.

Postscript: I still have the numbers for my 1957 weekend in Colorado.

Air fare: MSP to Denver, first class, via Braniff and United: \$55.83 including tax.

Train fare: Denver to Omaha first class upper berth: \$29.02 including tax.

Omaha to Minneapolis first class parlor car: \$17.22 including tax.

Narrow Gauge Excursion: not sure exactly, but probably about \$20.00.

In addition I brought along \$70 in travelers checks and probably about \$50 in cash. Meals and motels were el cheapo as was gasoline, so I think I got home with five bucks in my pocket.

Comparing first class by air with first class by train, one can see the trend that developed wherein, with time factors and meal costs factored, it became more economical to travel by plane. A railfan would vigorously argue that point, though.

Additional photo appears in the electronic edition.

A Fast Ride on Amtrak Keystone Trains

By Russ Isbrandt

March 2nd and 6th my wife and I rode Keystone trains 647 and 644 as part of our journey from Minneapolis to Harrisburg. We got very much better airfares directly to Philadelphia even after the SEPTA and Amtrak fares

were included.

Departure from Minneapolis was in one of the best snowstorms in 25 years. I was afraid of not getting out of our street at 4am Friday for a 7 am flight. So we booked a room at a hotel across from the Mall of America and drove down there after the rush hour Thursday evening. I missed the turn from I-694 to I-35E because I was uncertain as to whether the tracks in the snow led to the ramp or ditch. Thus we detoured by way of the Rice Street exit where the pathway was more apparent.

Friday night Northwest left a message that our 7 am flight had been canceled. We decided rather than lose our parking slot at the park and ride lot for which we had already paid, we'd get up early and head for the airport. This entailed getting the shovel out of the minivan and digging our way out of our hotel parking spot and brushing off another 3-4 inches of snow off the car.

Fortunately we were able to get on a 10:10 am flight to Philly as standbys. This meant a 1:40 pm arrival there in broad daylight instead of a rush hour arrival we had been rebooked for.

Since we did not have checked baggage, we headed directly to the SEPTA airport station to catch an R-1 train to the 30th Street Amtrak Station. Since the fare machine was out of service, we paid the conductor the peak cash fare of \$5.50 each. We made up for it though on the return trip for which we were sold off peak senior tickets of \$1.00 each.

We had smooth and quiet Pioneer IV cars for the 21 minute ride downtown. The line parallels the Northeast Corridor on the way. Unfortunately there was no action on the NEC during our ride.

I did discover an enclosed walkway to the Cira Center Tower. This building has a parking ramp with glass enclosed stairways overlooking the Amtrak Race Street engine terminal and the north throat of 30th St station. This is a far safer route to a surface parking lot overlooking the station throat than trying to cross Arch Street on the north side of the station.

After shooting some of the action in shirtsleeves on a sunny balmy afternoon, I headed back to join my wife who was guarding the luggage.

When train 647 was announced a huge line formed to the stairs to the track. I could understand the huge crowds going to New York for the weekend, but Harrisburg?! Apparently lots of people go home for the weekend to central Pennsylvania, many getting off at Lancaster.

Train 647's five cars were packed with the only seats remaining in the cab car (9638) on the rear. I noticed the cab car rode somewhat noisier than the Amfleet I cars. But then again it was 40 years old. Though the station to station times don't show it, the train blazes through the Mainline suburbs with spurts of 100 mph running. With

Reasons to be Optimistic About the Future of Rail Passenger Service From March Railway Age



Eastbound train 664 pulling away from its Mt. Joy, PA Saturday stop. Non stop trains roar through this narrow cut at better than 100mph. My eyes were not fast enough to catch the waiting shelter of the station as we flew by.

Photo by Russ Isbrandt

the stations, houses, trees and streets so close to the right of way, the speed is readily apparent. At Thorndale we had slow running for about 5 minutes including a brief stop due to a track gang and track work. Despite the slow running, arrival at Harrisburg was only 2 minutes late for an average speed of 61.1 mph versus a scheduled 61.9 mph. Fastest segments were 77.4 mph between Exton and Lancaster (including the slow running at Thorndale) and 77.4 mph between Lancaster and Elizabethtown.

Train 644 was also well patronized. At least one person was overheard saying they were going to the Philadelphia Flower Show. I found it interesting that they chose the train over the car for essentially a pleasure trip.

Once again slow running occurred at Thorndale and a 30 second stop occurred just outside 30th St. Station. The HEP had gone down briefly at Overbrook.

Arrival at 30th Street was 2 2/3 minutes late. Train 644 averaged 60.5 mph, versus a scheduled 61.3. Best average stop to stop was on train 644 at 101mph between Downingtown and Exton. Other fast segments were 81.3 and 81.4 mph between Elizabethtown and Lancaster and Lancaster and Parkesburg respectively.

In this instance Amtrak performed very well. My only gripe is the lack of snack service. Once again train timing has become fun.

See the electronic edition for additional photos and complete train timings.

The March issue of *Railway Age* had several articles concerning the future of rail passenger service, including a 15 page supplement summarizing current and near future rail passenger projects. One article entitled "The Looming Crisis in Transportation" which only tangentially mentions rail passenger service is an article on public/private participation in expanding rail capacity. It is this concept that offers hope for better long distance passenger service.

Railroad management is coming to the conclusion that business dynamics are changing. The old business model of increasing volume, reducing assets, reducing pricing and competing on price is no longer valid. The railroads are concluding that they are in the drivers seat when it comes to increasing income for new investment. They will need to attract more private capital for capacity expansion. They also realize that alone will be insufficient and are looking to formulate ways to attract public capital (read tax payer investment).

So far the best known case of public/private participation is the Alameda Corridor to Long Beach / San Pedro, California to vastly improve intermodal traffic flow. This article also cites the Heartland Corridor tunnel clearance program between the states of Ohio, West Virginia, Virginia and Norfolk Southern. NS got the increased tunnel clearances they needed but couldn't afford to vastly reduce shipping time to the Atlantic coast, while Ohio and West Virginia got intermodal terminals with attendant jobs and economic activity. The Federal government provided \$140 million to the \$500 million project, Virginia supplied \$37million and Ohio supplied \$850,000.

Lawrence Kaufman, former *Trains Magazine* columnist, had a side bar article addressing the misconception that the railroads want public investment to maintain and expand their physical plant. They want public/ private partnerships where benefits to both the public and railroads are clearly defined and tax incentives to encourage more private investment.

He cites the Chicago Regional Environmental and Transportation Efficiency (CREATE) program which is geared to reduce rail congestion in Chicago, eliminate grade crossings, and improve METRA service as such a situation.

One proposal currently in Congress is an Investment Tax Credit for investment in transportation infrastructure capacity increases. This would apply not only to railroads but to Powder River Basin coal mines to build more loop tracks and utilities that increase unloading facilities.

This concern about rail capacity dovetails with Amtrak CEO Alex Kummant's comment that the railroads, Amtrak and the Federal government have a common need to en-

sure that sufficient rail capacity is added to accommodate future traffic growth.

Railway Age ran an article on Amtrak's budget request that featured the headline "Amtrak's Kummant wants to preserve "national system of long distance routes". He stated, "Amtrak believes that a national system of long distance routes should continue to be a part of the fabric of a future rail network." He stated that while most of the future growth in service will be in shorter distance corridors, a basic network of interregional connections should remain in place.

Among the new items in the latest Amtrak budget request was \$21 million for new diesel MU cars to be tested as an equipment option in low density corridors. (Editor's note: Like Duluth-Twin Cities maybe?)

According to Kummant, "Amtrak's recent focus on customer service, along with growing state investment in corridors, has made intercity rail an increasingly attractive option."

Ridership in 2006 set a record of 24.3 million and a ticket revenue record of \$1.37 billion and increase of 11% over 2005. Early fiscal year 2007 apparently shows a 4% increase in ridership and a 10% increase in ticket revenue over first quarter 2006.

The Passenger Rail Planner's Guide for 2007 featured a proposal to separate out Amtrak's Northeast Corridor governance to a Federal-state owned corporation with Amtrak becoming a contract manager-operator. The Northeast states want more of a say over how the Northeast Corridor is operated. This corporation would be controlled 50-50 by the Federal government and the eight northeastern states with the District of Columbia. The claim is that Amtrak's national responsibilities cause conflicts with its NEC stewardship. Amtrak's board has no direct accountability to the northeastern states. Its nationwide business, service, pricing and investment objectives do not match the objectives of the northeastern states.

This proposal was in an article prepared for Railway Age by Martin E. Robins, Senior Fellow, Alan M. Vorhees Transportation Center, Rutgers, The State University of New Jersey.

Via's operations were mentioned. Like Amtrak, Via is capital starved. Despite this, Via introduced a Fallsview casino car with wine tasting between Toronto and Niagara Falls, and a weekend only dome equipped ski train between Edmonton and Jasper introduced this January for the winter season. A Leger Marketing survey found that 83% of those surveyed had a favorable opinion of Via, ahead of Air Canada and WestJet in the Quebec-Windsor corridor.

Via has a \$C800 million capital request to fund rebuilding of the F-40's, LRC equipment, fill in CTC gaps and lengthen sidings in the Quebec—Windsor corridor, add two frequencies in each segment of the corridor, improve speeds and on time performance. A supplemental request would permit rebuilding some of the Budd sleepers to more deluxe ac-

commodations to increase revenue.

The Passenger Rail Planner's Guide for 2007 contained individual reports on new activity in 41 cities. Of these, several are relative new comers to rail transit. Among those were Albuquerque - Rail Runner commuter rail service, Austin, Texas - diesel MU based commuter rail line, Nashville - new commuter rail on the Nashville and Eastern, Memphis - three line streetcar system with LRT plans on hold due to budget problems, Little Rock - 2.5 mile two car line with Gomaco replica Birney cars, Houston - \$58 million to double the 15 car LRT fleet, with 1/2 mile extension and a new 8 mile line to be built. Houston's LRT line which was originally met with strong opposition is now regarded as the center piece of a revitalized Main Street corridor and the backbone of the region's transit system. Phoenix has started its new LRT system. Salt Lake City is going nuts with rail. The commuter rail FrontRunner will use 11 Motive Power MPXpress locomotives, 22 Bombardier bi-levels as well as 15 refurbished ex-New Jersey Comet I cars. They also have 30 Chicago Metra gallery cars held for refurbishing as traffic grows. Then there's preliminary construction of four, count 'em FOUR, new light rail lines or extensions. (Editor's note: Then there's the Twin Cities with one new LRT line every 10 years.)

Charlotte's light rail line is scheduled to open in November. They're taking delivery of 16 Siemens S70 low floor cars for the 9.6 mile 16 station line. The city's very successful 2 mile vintage streetcar line has been closed for LRT contraction.

Tampa operates a 10 car fleet on a 2.4 mile line. The fleet includes 8 air conditioned replica Birney cars, a restored real Birney car and an open air "Breezer" car.

Minneapolis is mentioned. The three additional Hiawatha line cars apparently have been delivered by Bombardier. They also mentioned the Northstar commuter rail line and LRT line extension, Central Corridor line. Apparently Bloomington wants a station at American Blvd.

Then there's Denver which just added 19 miles of additional light rail line, with 34 more cars. They are proceeding with a \$4.7 billion program of 119 miles of light rail and commuter rail, 18 miles of Bus Rapid Transit and expanded bus service throughout an 8 county area.

Clearly a passenger rail renaissance across the country is occurring.

Wanted: Streetcar Operators

The Minnesota Streetcar Museum is in need of streetcar operators. Training begins in mid April. Your editor has been an operator for the past three years. I'm having a blast! You meet some of the coolest people and the little kids are especially fun. "Shooting the bull" with visiting railfans is also enjoyable. I'm a member of the Tuesday morning work group also. These are great people to be around. If you've had an unpleasant experience at other railroad museums, give this gang a chance. This is a more laidback atmosphere. Call Rod Eaton at 763-576-0608.



Norfolk Southern's F units emerge from the Gallitzin Tunnel in Gallitzin, Pa., on March 28. The units came out the Altoona's Juniata shops March 28th. The units formerly served the Kansas City Southern as business train power and before that Rail Cruise America. (Tony Kimmel) From Trains Newswire.

No Meeting Minutes this Month

Secretary Dave Norman was absent from the March meeting. Dan Meyer sat in for Dave, but with the unfortunate death of his mother could not transcribe the meeting minutes this month. The March meeting minutes will be printed in the May issue.

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

Address Correction Requested

Seen Around Town From Matt Petersen of TwinCitiesRails Yahoo Group



C&NW business car 405 the *Flambeau* was seen on the UP belt line March 18th and photographed by Matt Petersen. Apparently it was being transported to a new owner in Texas from Escanaba, Michigan. Cy Svobodny reported that the car may be former Southern Pacific *Tucson*. Photo by Matt Petersen

Table 8.
MINNEAPOLIS - ST. PAUL - COUNCIL BLUFFS.

	No. 203	Mile	November 16, 1952	No. 204	
			(Central Standard Time)		
			LEAVE	ARRIVE	
	7:15 A.M.	0	Minneapolis	7:20 P.M.	
	9:00 A.M.	10.0	St. Paul	8:40 P.M.	
		20.0	Savage		
	9:42 A.M.	38.8	Shakopee	5:54 P.M.	
		57.1	Wells Fargo		
		61.5	Blue Earth		
		68.0	Henderson		
	10:23 P.M.	72.0	Le Sueur	5:12 P.M.	
	10:37 P.M.	83.2	St. Peter	4:59 P.M.	
		86.2	Kasson		
	10:53 A.M.	94.0	Mankato	4:45 P.M.	
			LEAVE	ARRIVE	
	7:45 A.M.	0	Rochester	8:00 P.M.	
	7:50 A.M.	84.7	Mankato	5:45 P.M.	
			LEAVE	ARRIVE	
	8:45 A.M.	94.8	Mankato	4:35 P.M.	
		101.0	Lake Crystal		
		111.8	Andover		
	11:50 A.M.	121.5	St. James	3:55 P.M.	
		127.5	Butterfield		
		144.5	Minnetonka		
		151.0	Spring Lake		
	12:20 P.M.	155.0	Winona	3:19 P.M.	
		160.0	Wilder		
		169.8	Illwaco Lake		
		175.1	Minnetonka		
		177.8	Brewster		
	12:56 P.M.	180.0	Washington	2:40 P.M.	
	1:20 P.M.	180.0	Washington	2:17 P.M.	
		193.6	Bigelow		
	1:43 P.M.	203.0	Bibley	1:57 P.M.	
		220.0	Academy		
	2:00 P.M.	220.0	Sheldon	1:38 P.M.	
		227.0	Alton		
	2:27 P.M.	235.7	Alton	1:19 P.M.	
	2:50 P.M.	252.7	La Mars	12:53 P.M.	
	3:40 P.M.	277.2	Sioux City	12:45 P.M.	
	4:00 P.M.	277.2	Sioux City	11:55 A.M.	
		280.6	Sergeant Bluff		
		302.7	Salix		
		309.7	Sioux		
		306.4	Whiting		
	4:43 P.M.	314.4	Orona	10:51 P.M.	
		320.4	Blanca	10:42 P.M.	
		329.4	River Sioux	10:39 P.M.	
		336.5	Madison	10:25 P.M.	
		342.0	Modale	10:16 P.M.	
		351.0	Missouri Valley		
	5:55 P.M.	374.5	Council Bluffs	9:25 A.M.	
		377.3	Omaha, Neb.		
			ARRIVE	LEAVE	



Chicago and North Western / Chicago Omaha and Minneapolis Train 204, the *North American* at Council Bluffs, Iowa enroute to the Twin Cities April 22, 1951. As it appears in Pat Dorin's book, *Chicago and North Western Passenger Service-The Post War Years*, P. 13, TLC Publishing 2000. Photo by Jim Scribbins

Philadelphia to Harrisburg 02 March 07
Train 647 Engine 944 and 5 Amfleet I cars including cab car 9638

		Schedule	Actual	Departure from Scheduled	Mile Post	Distance Between Stations	Travel time Minutes	Miles per hour
Lv	30th Street Philadelphia	3:45:00 PM	3:46:00 PM	0:01:00	0.0			
Ar	Paoli		4:11:00 PM					
Lv	Paoli	4:09:00 PM	4:12:04 PM	0:03:04	20.0	20.0	0:25:00	48.0
Ar	Exton		4:19:11 PM		24.0	4.0		
Lv	Exton	4:17:00 PM	4:20:49 PM	0:03:49			0:07:07	33.7
Ar	Downingtown				32.6	8.6		
Lv	Downingtown							
Ar	Parkesburg				44.3	5.7		
Lv	Parkesburg							
Ar	Lancaster		4:54:51 PM		67.9	23.6		
Lv	Lancaster	4:51:00 PM	4:56:26 PM	0:05:26		43.9	0:34:02	77.4
Ar	Elizabethtown		5:10:37 PM		86.2	6.8		
Lv	Elizabethtown	5:05:00 PM	5:11:24 PM	0:06:24		18.3	0:14:11	77.4
Ar	Middletown		5:17:45 PM		93.7	7.5	0:06:21	70.9
Lv	Middletown	5:12:00 PM	5:18:29 PM	0:06:29				
Ar	Harrisburg	5:25:00 PM	5:27:21 PM	0:02:21	103.2	9.5	0:08:52	64.3
Overall Trip Avg.						103.2	1:41:21	61.1
Scheduled Speed							1:40:00	61.9

Harrisburg to Philadelphia 06 March 07
Train 644 Engine 904 and five Amfleet I cars including cab car number unknown.

Lv	Harrisburg	9:00 AM	9:01:18 AM		103.2			
Ar	Middletown		9:10:20 AM		93.7	9.50	0:09:02	63.1
Lv	Middletown	9:10 AM	9:11:08 AM	0:01:08				
Ar	Elizabethtown		9:17:19 AM		86.2	7.50	0:06:11	49.8
Lv	Elizabethtown	9:17 AM	9:17:49 AM	0:00:49				
Ar	Lancaster		9:31:19 AM		67.9	18.30	0:13:30	81.3
Lv	Lancaster	9:33 AM	9:33:19 AM	0:00:19				
Ar	Parkesburg		9:50:43 AM		44.3	23.60	0:17:24	81.4
Lv	Parkesburg	9:51 AM	9:51:07 AM	0:00:07				
Ar	Downingtown		10:03:48 AM		32.6	11.70	0:12:41	55.3
Lv	Downingtown	10:01 AM	10:04:11 AM	0:03:11				
Ar	Exton		10:09:17 AM		24.0	8.60	0:05:06	101.2
Lv	Exton	10:07 AM	10:09:55 AM	0:02:55				
Ar	Paoli		10:16:38 AM		20.0	4.00	0:06:43	35.7
Lv	Paoli	10:16 AM	10:17:33 AM	0:01:33				
Ar	30th Street Philadelphia	10:41 AM	10:43:40 AM	0:02:40	0.0	20.00	0:26:07	45.9
Overall Trip Avg.						103.2	1:42:22	60.5
Scheduled Speed							1:41:00	61.3



Southbound Acela Train 2159 about to enter 30th St. Station Philadelphia March 2, 2007. All photos this page by Russ Isbrandt



Amtrak Regional train 186 departing 30th St. for New York March 2, 2007.



Amtrak Keystone train 643 heading out of 30th St. to Harrisburg led by a former original Metroliner cab car, March 6, 2007.



Amtrak's Race Street engine terminal, Philadelphia the morning of March 6th 2007.