



# NORTHSTAR NEWS

## A Day Out With The Empress



Canadian Pacific Hudson 2816 "The Empress" at Glenwood, MN August 22, 2007. Photo by Russ Isbrandt

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### MEETING NOTICE

**Note Meeting Location See Map P. 2**

The September Meeting of the Northstar Chapter NRHS will be held at **7 pm, September 15th, 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 second 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.**

The program will feature two videos, one of a ride on the Grand Canyon Railway, the other featuring spectacular footage of train wrecks including a couple of clips caught by railfan photographers.

# Northstar Chapter Officers

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

## Membership Information

Dues are \$34 (\$22 for the National dues and \$12 for the Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 for the National dues and \$6 for the Northstar Chapter). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made out to Northstar Chapter NRHS to Northstar Chapter NRHS Membership Services, P.O. Box.120832, St. Paul, MN 55112.



## Picnic Report

The chapter picnic was held August 18th at Prescott, WI and was attended by 15 members and friends who braved a downpour and cool weather. They were rewarded with 10 trains, however.

## Dues Increase Approved

The Board of Directors, after a five hour meeting at the Chattanooga National Convention, approved the full dues increase from \$22 to \$33 for the individual chapter member, from \$23 to \$34 for at-large members, from \$11 to \$16 for student members, and from \$4-\$5 for family membership. The roll call vote was 150 to 48.

Separately, Marty Swan received a standing ovation on his retirement from his post as Emblem Sales Manager.

## A Day Out with the Empress By Russ Isbrandt

John Goodman arranged a trip up to Thief River Falls,

MN to ride the positioning move of Canadian Pacific 4-6-4 2618 from Calgary to Minneapolis for a series of state-side trips in August and September co-sponsored by the Friends of the 261.

Our "Day Out with the Empress" began with "A Night Out with The *Empire Builder*". On the evening of August 21st, 13 of John's friends and Northstar chapter members gathered at the Amtrak station to board a coach on #7.

As luck would have it, this was just after mudslides and a bridge washout knocked out the Canadian Pacific mainline between La Crosse and Winona. As a result



**Amtrak #7 about to depart Grand Forks, ND August 22nd.**

Photo by Russ Isbrandt

Amtrak #8 on arriving at St. Paul was turned for that evening's #7 and its passengers bused from Milwaukee to St. Paul. The express buses arrived in plenty of time, but such was not true of the local buses, the last of which arrived around 11:10 pm. After passengers and their bag-



**The scene at Thief River Falls as the steam extra was loading.** Photo by Russ Isbrandt

gage were transferred, #7 departed at 11:40 pm, 50 minutes late with chapter member Kurt Mahr serving as assistant conductor. Thanks to triple stops at St. Cloud and Fargo, a meet west of St. Cloud, and a signal failure a few miles out of Grand Forks, our arrival was at 6:10 am - 1 hour and 47 minutes late - as the day was dawning bright and clear.

John arranged for a limousine / mini bus to haul us to a truck stop on I-29 for a substantial breakfast before our hour and 15 min. trek to Thief River Falls. There we were greeted by Steve Sandberg of 261 fame and directed to our coach. Approximately 100 CP employees occupied the Canadian Pacific ex-Via Rail Day-Nighter coaches with paying passengers occupying a Canadian Pacific ex-Union Pacific/ ex-Amtrak coach and a 261 former Central of Georgia coach. Some members chose to upgrade to first class and rode the ex-Milwaukee Road Super Dome and Skytop Lounge.

Departure was on time at 9am. The Empress strutted along at the 40 mph track speed. At Mahanomen we met a westbound empty grain train. Somewhere between Vergas and Richville a defect detector called out a hot box on the 48th axle in addition to the usual second and third axle "hot box" defects caused by the proximity of the engine's firebox. Thirty five minutes were consumed establishing that the defect alarm was false.

Arrival at Glenwood was about 3:30 pm. Passengers from Thief River Falls left us and those bused from Minneapolis replaced them. The train was backed into the yard for fueling with diesel. Passengers were forbidden to gather around the engine during the fueling over fire concerns. Ironically, the overwhelming number of smokers observed were operating employees.

About 4:30 pm the train was reloaded for a 5:00 pm departure. The 2816 was permitted to run at track speed of 55 mph. Initially we ran at that speed. However after another hot box alarm for the second axle, a lubrication stop was made at South Haven. From then on speed seemed to be held around 40 mph, give or take a mile per hour. Even at that we anticipated arrival around 9 pm. Around Buffalo, John called the bus company he chartered to take us back to the Amtrak station to have the bus report at Shoreham at 9 pm. I called my wife to have her show up at 9:30 pm. Then what had been a nearly flawless operation by CP, stumbled badly. We went into the siding at Loretto only to learn that a freight had just departed Humboldt Yard and that there were no sidings in between. Furthermore that freight had a steep climb to Loretto. In addition, train 198 was right on our tail supposedly blocking a grade crossing. So we braced ourselves for a long wait. Meanwhile speculation went rampant, about how the dispatcher was going to put three trains, two against one, on two tracks. It turned out those betting on a saw-by won. The delay totaled 45 minutes. Okay, so now we would arrive within about 15 min. of the originally promised 10 pm. All is well with the world, right? Wrong! On arriving at Humboldt Yard at about 9:30, we sat and sat while a debate raged about how to solve the



following “jackpot”. It turns out there was an intermodal train occupying the track on which we were to arrive and unload. Furthermore, train 198 behind us was running short on crew hours of service. The dispatcher didn’t seem to know where he was going to put us. Managers had to be consulted. After about a half hour of this everyone was getting pretty impatient as little dramas began to start playing. One Fargo guy not being real familiar with the town, had his wife meeting him to drive down to Rochester for a 6:30 am appointment at the Mayo Clinic the next morning. She and the chartered bus driver meanwhile arrived at the Shoreham yard on Central Avenue only to find it closed. Eventually security arrived to open



**CP2816 crossing the new “Soo Line” bridge over Northtown.** Photo by John Hill with permission

the gate, but where in the huge expanse of the Intermodal yard were they to meet us? They couldn’t be directed because we didn’t know and neither did the dispatcher.



**2816 train’s path through Shoreham.**

Two more passengers had to get that night’s *Empire Builder* back to Fargo. It was now approaching 10:30 and still nothing was happening. Earlier John had determined that it would be better for him to get a larger bus for people expecting to get cabs and for them to join us rather than depend on cabs finding their way into Shoreham. Just to add to the fun, the question arose as to whether the 2816 could negotiate the sharp turns of the shoe-fly for the new bridge over Northtown.

Finally the “jackpot” was resolved with CP delivering the intermodal train to the BNSF and managers driving a relief crew out to train 198, which then pulled along side of us. About 10:55 pm we began to move. We were routed onto a loop track and traversed about 270 degrees of a circle before we could back up on to a track for unloading. Finally the bus was loaded and after delivering people to the Metrodome light rail station, hotels along Washington Ave. at the University, we arrived back at Amtrak around 12:10 am.

**Heavy Rains, Floods Distruct Minnesota Rail Service From Trains Newswires**

The three railroads serving this part of the upper Mississippi Valley have faced line closures due to severe flooding that has killed at least 13 people. The busy BNSF "northern Transcon" was expected to reopen this afternoon, but nearby Canadian Pacific, and Dakota, Minne-



**The DM&E at Stockton, MN.** Photo by Dan Grossell with permission

sota & Eastern lines will face a longer road to recovery. Damage Reports:  
Dakota, Minnesota and Eastern:

The hardest-hit area stretches along DM&E's Waseca Subdivision between Eyota and Winona. Though a route of secondary importance for DM&E - the line hosts only one daily train - the narrow Stockton Valley through which

the line runs is among the hardest-hit areas, according to an article in the Minneapolis Star-Tribune. The same stretch of line was knocked out of service by flooding in 1993. As of August 23rd the railroad had embargoed traffic bound for several stations on the Waseca Subdivision east of St. Charles, MN, with no estimate yet on when the embargo will be lifted. Severe flooding from Garvin Brook, which closely follows DM&E's line between Lewiston and Minnesota City, has created at least a dozen washouts, including several bridges. Traffic that was on hand to move over this portion of the DM&E when the flooding occurred is being re-routed, with cars bound for the UP interchange at Winona, MN, being diverted to Mankato, MN, 130 miles to the west.

DM&E sister railroad Iowa, Chicago & Eastern, plagued by washouts and damaged right-of-way between La Crescent, MN, and the Iowa border, is detouring its freights between Kansas City and St. Paul, MN. Its northbound Kansas City-St. Paul freight used the IC&E line to Chicago, then used Union Pacific's Chicago-Twin Cities main line.

In a separate washout at DM&E's opposite end, the Black Hills Subdivision near Hermosa, south of Rapid City, SD, was expected to reopen August 24th.

Crews from Hulcher Services are working on the bridge to begin the rebuilding process. DM&E traffic from Winona is being re-routed via Canadian Pacific to La Crescent, MN. There it heads onto sister railroad Iowa, Chicago & Eastern from La Crescent to Marquette, IA, then west from Marquette to the DM&E main line at Owatonna, MN.

Most of its 5.4-mile line between Minnesota City and Stockton, MN, was taken out by the flooding. As reported on August 23rd News Wire, a house was blocking the main line at Stockton. Giving new meaning to the term "rare mileage," after taking refuge on the roof of their home, Roger and Bonnie Oldham rode the house about 1,000 feet down the DM&E main line when it was swept off its foundation by the current. An embargo has been laid for the four affected stations east of St. Charles, MN, as it is now expected to be several weeks before the track can be restored to service. DM&E also had flooding near Hermosa, SD, south of Rapid City on its line to Chadron, NE DM&E expected the track to be back in service by the evening of August 24th.

Iowa, Chicago & Eastern: DM&E's sister railroad expects its Marquette Subdivision south of La Crescent, MN, which parallels the Mississippi River for 63 miles to Marquette, IA, to reopen tomorrow. However, IC&E trains use the Canadian Pacific from La Crescent to St. Paul, and until that line opens, IC&E will not be able to operate through trains to St. Paul. An IC&E train bound from St. Paul to Kansas City has been stranded at Lakeview siding south of Lake City, MN, since last weekend. At least one IC&E train has detoured by way of Chicago and Union Pacific's Adams Line between Chicago and the Twin



**CP's Garvin Creek bridge.** Photo by Dan Grossell with permission.

Cities.

Canadian Pacific:

At Minnesota City, where DM&E's line runs closely parallel to CP's, a bridge carrying the CP main line over Garvin Brook washed out, shutting down the railway's busy route between Chicago and western Canada. A Canadian Pacific spokesperson confirmed trains are being detoured, but would not say which routes would handle the detours. However, witness reports indicate at least two CP freights on BNSF's St. Croix Subdivision (La Crosse-Twin Cities) August 20th, and CN's former Wisconsin Central has handled detours for both BNSF and CP.

Canadian Pacific Railway continued work August 22nd on a "shoo-fly," a temporary bridge and rail line, to bypass a washed-out bridge over Garvin Brook at Minnesota City, MN. Additionally, the approaches to the Whitewater River bridge near Weaver remain washed away, with no estimate as to when service will resume. To keep trains moving, the railway continues to detour on nearby CN Rail, Union Pacific, and BNSF Railway lines. Amtrak's *Empire Builder*, which uses CP's line between Chicago and St. Paul, MN, continued to substitute buses between those points until Saturday, August 25th.

BNSF:

Parts of BNSF's Aurora Subdivision of its Chicago Division main line between Minneapolis and Chicago were flooded in some areas with up to four feet of water above the rails about nine miles south of La Crosse, according to BNSF spokesman Steve Forsberg. There are additional washouts along a two-to-four mile stretch of line, which is expected to have one of its two mainline tracks back in service by sometime today. Customers have been alerted that they may experience delays of up to 48 hours.

With railroads in the Midwest continuing to try to stay operational against torrential flooding, BNSF spokesman Steve Forsberg said that Main Track 1 of its double-track Aurora Subdivision main line, 9 miles south of La Crosse,



WI reopened at 1:50 am August 23rd. Crews are still trying to get the second main track reopened by Friday. The Aurora Subdivision is a key component in BNSF's "Northern Transcon" main line between Chicago and Seattle.

Amtrak's *Empire Builder* resumed service Saturday between Chicago and St. Paul for the first time since southeastern Minnesota was hit with massive flooding a week ago. The *Builder* used BNSF to detour between Hastings, MN, and La Crosse. Because the train bypassed regular stops in Winona and Red Wing, MN, passengers en route to those cities were being transported by bus. Westbound passengers were bused from La Crosse to their final destination. Eastbound passengers got on buses in St. Paul. The detour was short lived, since Canadian Pacific built a shoofly track around the damaged bridge over Garvin Brook in Minnesota City that opened Saturday night and mainline traffic resumed.

## Once Upon a Timetable The Viking-A Fascinating Study of Railroad History By Dick Prosser via Roger Clark

Ed Magnuson sent me a picture of a train board for *The*



*Viking*, at the museum in Spooner, Wisconsin. The board with its list of town names inspired me to look into my timetable collection to outline *The Viking's* evolution. *Viking* is a familiar name in Minnesota, but *The Viking* described only the daytime standard train between Minneapolis and Chicago via Madison on the North Western — variously a limited and a local, mainly local.

Overnight counterpart was *The Victory*.

The train board at Spooner lists these: Hudson, Menomonie (actually reached by bus), Eau Claire, Merrillan, Madison, Janesville, Beloit, Harvard, Crystal Lake, Chicago. *The Viking* made the detour via Beloit between Janesville and Harvard. I wonder why Black River Falls wasn't listed. *The Viking* shared distinction with *The Duluth-Superior Limited* of serving Black River Falls via sidetrack off the main line. And why not Elroy, a bigger junction point than Merrillan?

The C&NW symbol on the board specifies System. Since

Line became System in 1944, my estimation is the era of the board was post-1944, till the name was dropped in 1955, or possibly till the train itself expired in 1957. Since St. Paul is not listed, I estimate further the train board came from St. Paul Union Depot.

I will leave it to others for exact date when *The Viking* first came onto the scene. It was not extant in 1905s. In my table of June 18, 1905 — Train 504, *The Badger State Express*, making all stops, left Minneapolis 7:50 am, St. Paul 8:30; Eau Claire 11:20; Madison 5:30pm; arrived Chicago 9:25. Train 501 left Chicago 9:00 am; Madison 1:00 pm; Eau Claire 6:55; St. Paul 9:50; arrived Minneapolis 10:20. Equipment was specified as through coaches and "Nos. 501 and 504, all meals A LA CARTE in Observation Parlor Cafe Cars."

My dad encouraged railfan interest to some extent, mainly as to high-class through trains. I was privileged to ride *The 400* within the first month of its streamlining in 1940 (sic) to Eau Claire, and within the year to Chicago. But his interest did not extend to secondary trains, which he referred to as 'rattlers.' I did get to ride *The Viking*, in steam (4-6-4), in 1954 to Woodville on the Minnesota Railfans Association special to Spring Valley.

The timetable of July 15, 1935 shows Trains 503 & 504, *The Viking-Mountaineer*. *The Mountaineer*, ancestor of *The Soo-Dominion*, ran to Vancouver. In those days when it ran through to Chicago, it used the North Western. The *Viking-Mountaineer* indeed was a limited, with stops at Menomonie Junction (conditional), Eau Claire, Elroy, Madison, and Janesville. Running time both directions Chicago-St. Paul was 8 hours for 396 miles, a very 'heady' average for 1935 of 49.5 mph, even though the faster *400* had just come onto the scene.

In March, 1933 (Official Guide) equipment of *The Viking* was this: coaches, dining car, Pullman observation drawing-room parlor car (radio equipped). The first timetable of my regular collection, September 29, 1940, shows *The Viking* both directions as a limited with fairly frequent stops. Eastbound was 10 hours, westbound 10 hours 25 minutes, average speeds 40-42. Equipment was coaches plus buffet parlor car or cafe parlor car. "Regularly assigned through cars are air-conditioned."

By 1942 *The Viking* became 'gunked-up' in wartime restrictions. One can wonder what manner of troop and equipment trains were moving in and out of Camp McCoy and Camp Douglas. *The Viking* became an unglamorous local, making virtually all stops as far as Janesville, with arrival at Chicago extended nearly three hours to 9:00 pm. Running time westbound Chicago-Minneapolis was 11 hours 40 minutes. Average speeds were 33.2 mph eastbound, 36.7 mph westbound. Equipment was coaches through, lunch car service Minneapolis-Elroy, cafe parlor car Madison-Chicago. It was at this time *The Viking* became the Twin City connection at Hudson, for that motor train with observation, *The Namekagon* to Spooner and Ashland when it ceased coming to the Twin Cities.

By March 7, 1943 *The Viking* schedule eastbound was stretched further to 12 1/2 hours, with a faster run from Madison on Sundays. By September 10, 1944, the eastbound schedule was slowed to 13 hours 50 minutes, westbound to 12 1/2 hours. Equipment remained the same as 1942.

March 23, 1947 (timetable) was 1 1/2 years after war's end, and now the study gets more interesting. Logically one would expect improvement of service in peacetime, as to both schedule and equipment. What actually happened probably demonstrates the postwar attitude of North Western management toward the future of secondary trains and what it wanted to do with them. The intention seems to have been to make service of *The Viking* slower than any competing bus runs. Schedule may have been adapted to merchandise, mail/express and related, but for passengers, result was something less than desirable.

What was the schedule? (Thought you'd never ask!)

Stretched out to 14 hours 10 minutes eastbound (13 hours on Sundays) That's 1 hour 15 minutes longer than the depths of wartime 1943. That makes an average speed of less than 30. 9 hours to Madison — 277 miles. This on a route that carried 400s. And now equipment was coaches only to Madison, with a cafe lounge car Madison-Chicago on Sundays-only eastbound, daily westbound.

By September 24, 1950 *The Viking* was put on an except-Sunday basis, in the manner of typical branch-line trains of earlier days, coaches only. The eastbound schedule duration became 14 hours 20 minutes; westbound 12 hours 20 minutes.

The September 24, 1954 timetable showed this eastbound schedule: leave Minneapolis 7:30 am and arrive Chicago 10:25 pm, which was the final schedule used. Westbound was set at 11 hours 45 minutes. The last timetable with these schedules was April 28, 1957. In the next issue, October 27, they were gone.

In the October 28, 1956 timetable *The Viking* was stripped of its identity and became merely train 508 east, 501 west, coaches only."

The 14 hours 55 minutes eastbound meant an average speed of 28.2 mph. The Madison-Chicago segment consumed an incredible 5 hours 40 minutes, 130 miles, an average of about 23.

These comparisons may be helpful in realizing the incredible character of the post-1954 *Viking* schedule: more than twice as long as even a 7-hour 400; 4 hours 55 minutes — 48.3% — slower than the 1941 *Viking*; 1 hour 55 minutes longer than the wartime (1943) version.

Probably the most startling is comparison with 1905: the 1957 trip duration was a full hour longer than *The Badger State Express* of 1905, which was a local. Also in 1905, of 10 trains between Chicago and Madison, only one took as

Table 3			
Miles		Times above connecting tables	
Ex. Sun.			Ex. Sun.
10	0.0	Central Standard Time	PM
10.05	9.3	CHICAGO	10 25
10.20	27.1	Jefferson Park	10 05
	32.0	Des Plaines	9 51
	37.0	Harrington	9 27
11.02	43.3	Crystal Lake	8 08
11.20	51.6	Woodstock	8 49
11.33	43.1	HARVARD	8 20
11.35	43.1	HARVARD	8 10
11.42	69.8	Capron	W.
11.58	75.0	Poplar Grove	
12.05	75.0	Caladonia, Ill.	
12.40	81.4	BELoit, Wis.	7 20
1.10	106.2	JANESVILLE	6 49
	63.1	HARVARD ILL.	Ar
	71.2	Sharon, Wis.	Ly
	78.9	Clinton Jct.	Ar
	91.8	JANESVILLE	Ly
1.10	106.2	JANESVILLE	Ar
1.35	107.0	Evansville	Ly
1.44	114.3	Brooklyn	Ar
	119.9	Oregon	Ar
2.05	130.3	MADISON ILL.	Ly
2.20	130.3	MADISON ILL.	Ar
2.34	140.1	Waukegan	Ly
2.34	145.0	Dane	Ar
2.34	149.8	Lodi	Ar
2.59	153.6	Okech	Ar
3.06	158.4	Merrimack	Ar
	163.0	Devils Lake	Ar
	167.2	Baraboo	Ar
3.29	173.4	North Freedom	Ar
3.39	176.5	Rock Springs	Ar
3.47	182.9	Redsburg	Ar
3.56	190.7	La Valle	Ar
4.07	187.8	Wendover	Ar
4.12	200.6	Union Center	Ar
4.20	204.8	ELROY 20	Ly
4.30	204.8	ELROY	Ar
4.52	217.8	Camp Douglas	Ly
	227.0	Wyeville	Ar
5.13	236.4	Warren	Ar
	244.7	Millston	Ar
5.41	256.0	Black River Falls	Ar
6.02	269.2	MERRILLAN	Ar
6.11	276.1	Romford	Ar
6.21	281.0	Fairchild	Ar
6.33	291.2	Augusta	Ar
6.45	301.1	Fall Creek	Ar
6.55	309.9	Attona	Ar
7.15	313.3	EAU CLAIRE 2.5	Ly
7.15	313	EAU CLAIRE	Ar
7.29	324.0	Elk Mound	Ly
7.38	331.5	Rusk	Ly
7.48	336.2	Menomonie Jct.	Ly
7.58	344.6	MENOMONIE	Ly
8.09	355.8	MENOMONIE	Ly
8.17	359.4	Menomonie Jct.	Ly
8.23	362.6	Knapp	Ly
8.32	368.8	Woodville	Ly
8.50	379.4	Baldwin	Ly
9.02	368.7	Hammond	Ly
9.20	398.4	Roberts	Ly
9.50	400.2	Hudson, Wis.	Ly
		Lake Elmo, Minn.	Ly
		ST. PAUL	Ly
		MINNEAPOLIS	Ly

long as 5 hours. Think of the improvements in motive power engines, passenger cars, and track during those 52 years.

No doubt there was a great shift to air and motor travel after the big war, and a large improvement in roads and highways. (The Korean War 1950-53 had no significant effect.) It should be remembered, however, that freeway construction as a national activity did not begin till 1956, so that did not contribute to decline of *The Viking*.

**CONCLUSIONS**  
This is an incomplete study of *The Viking's* evolution without knowing exactly when it began. Still, conclusions are possible. It seems clear enough *The Viking* or its predecessor — a day-time train to Chicago making at least the major stops — had its heyday in the '20s and early '30s before *The 400* appeared. As late as 1941 *The Viking's* schedule and equipment were respectable. After wartime

came to the U.S., *The Viking* expectantly was downgraded. After the war it was put out to pasture and withering. Schedule got only longer and equipment more minimal, far beyond what could be called reasonable service in the 50s. In 1956 *The Viking* was reduced from a name to a number. By the time it was pulled off in 1957, it was running notably slower than its counterpart in 1905. Here's a question: Is there any (other) but an underdeveloped nation in the world that ran a given train slower in 1957 than it did in 1905?

Additional timetable examples are in the electronic version extra pages.

## National to be Evicted from Headquarters Building

Just before the National Convention, the Society learned

that the Robert Morris Building in Philadelphia has been sold and will be converted to another use. The current tenants will have to vacate. The building has been the home of the NRHS national office and libraries since 1990. Although a similar conversion project was discussed last year, the previous building owners later dropped the idea.

Our current lease expires on September 30, 2009. However, the owners appear to want the facility vacated earlier than that, and the NRHS is currently negotiating the terms for an earlier move. In any case, we will not be able to occupy our current space past 2009, and we may need to vacate earlier.

## **Amtrak Talgo Trains Withdrawn from Service NARP News September**

Amtrak removed all Talgo trainsets from service on August 2nd after cracks were discovered in the carbody supports of the railcars on one of the trains during a routine inspection. Subsequent inspections found cracks on other cars. Talgo maintains the equipment under contract to Amtrak.

Talgo President and CEO Antonio Perez said, "We are acting very conservatively by removing the equipment from service. The safety of passengers has not and will not be compromised." All *Cascades* service was cancelled

August 3rd-5th. Amtrak quickly brought in replacement Amfleet and Horizon cars from across the country and resumed a limited schedule of *Cascades* service on August 6th. A full replacement schedule (four Seattle-Portland frequencies and both trips south of Portland to Eugene)

began on August 9th. Trains 510 and 517, serving Vancouver, British Columbia, have been unaffected by the disruption as they have been using Superliner equipment for about six months to permit rotating of Talgo equipment in for overhaul. Trains 513 and 516 (Seattle-Bellingham) will be represented by buses during the disruption. All replacement services are in Amtrak's computer system. Schedules have been lengthened, since Amfleet and Horizon cars do not have the tilting capability of the Talgos. In addition, checked baggage, business class, onboard movies and bicycle storage are not available.

The current estimate for returning the Talgos to service is October 28th.

## **CP2816 Steam Train Seats Still Available**

***Seats are still available for the 2816 steam trips to Glenwood, MN September 8th and Dresser, WI September 9th. The trips run out of Shoreham Yard and are excellent opportunities to ride rare freight only trackage. Coach seats are \$75 per person. Call John Goodman at 952-854-6827.***

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

## **Address Correction Requested**



Table 15

## MINNEAPOLIS—ST. PAUL—MADISON—MILWAUKEE—CHICAGO

(For complete Milwaukee to Chicago service see table 82 and Milwaukee Division suburban folder.)

For local service Madison to Chicago see Table 84

Miles	STATIONS	504	502	400	514	410	506	406	62 Motor	64	26 Fitt.
0.0	Ly MINNEAPOLIS	8.02	8.05	8.00	8.05	8.00	8.05	8.00	8.00	8.00	8.00
10.6	" ST. PAUL	8.40	8.45	8.00	8.05	8.00	8.05	8.00	8.00	8.00	8.00
22.4	" Lake Elmo										
25.8	Ar Stillwater										
29.8	" Hudson										
32.8	" Northline										
40.7	" Roberts										
48.5	" Hammond										
49.9	" Baldwin										
54.0	" Woodville										
58.0	" Hersey										
60.9	" Wilson										
64.0	" Knapp										
73.2	Ar Menomonee Jct										
76.1	Ar Menomonee										
78.3	Ly Menomonee Jct										
79.3	" Rusk										
85.3	" Elk Mound										
91.7	" Eau Claire										
99.4	" Altoona										
108.2	" Fall Creek										
113.5	" Rodell										
118.1	" Augusta										
127.4	" Fairchild										
134.2	" Humboldt										
140.0	" Merrillan										
152.4	" Black River Falls										
162.6	" Millston										
170.7	" Warren										
177.7	" Valley Junction										
180.3	Ar WYEVILLE										
180.3	Ly WYEVILLE										
189.4	" Camp Douglas										
192.3	" Hustler										
192.8	Ar Elroy										
206.7	" Union Center										
209.6	" Wauwesa										
216.5	" La Vale										
224.7	" Reedburg										
230.8	" Ablesman's										
235.9	" North Freedom										
240.1	" Baraboo										
244.4	" Devils Lake										
251.0	" Merrimac										
253.7	" Okeech										
257.6	" Lad										
262.4	" Dane										
267.2	" Waunakee										
272.0	" Mendota										
277.0	Ar MADISON										
277.0	Ly MADISON										
299.4	" Evansville										
315.6	" Janesville										
	Ly Beloit										
328.3	Ly Clinton Junction										
344.0	Ar Harvard										
355.4	" Woodstock										
380.3	Ly WYEVILLE										
389.7	" Adams										
398.8	" Grand Marsh										
402.2	" Brooks										
407.7	" Oxford										
412.2	" Buffalo										
418.2	" Glenhok										
424.4	" Dalton										
431.3	" Engle										
437.2	" Friesland										
443.6	" South Randolph										
451.2	" Beaver Dam (Beaver Dam)										
457.6	" North Lowell										
462.7	" Clyman Junction										
469.5	" Lebanon										
476.7	" Ashippun										
483.5	" Mapleton										
490.6	" North Lake										
497.7	" Keesau										
504.5	" Sussex										
511.9	" Butler										
518.2	Ar MILWAUKEE										
524.2	Ly MILWAUKEE										
537.3	Ar Racine										
547.7	" Kenosha										
553.3	" Watsegan										
562.4	" Winnetka										
567.7	" Evanston										
574.7	Ar CHICAGO										

T. S. G.

For Equipment, see pages 9, 10, 11 and 12

The Viking in 1937.

Table 16 CHICAGO—GREEN LAKE

Coordinated Service for guests destined to or from

## LAWSONIA

Country Club Hotel, Green Lake, Wisconsin

READ DOWN READ UP

★401 (See Tables 18 and 15) ★400

+ 3.00 Lv. CHICAGO Ar + 9.30

4.15 Lv. MILWAUKEE Ar 6.15

+ 5.19 Ar. South Beaver Dam Lv. + 7.12

See Lv. South Beaver Dam Ar See

Note Ar. GREEN LAKE Lv. Note

Below (Lawsonia) Below

Note—The Lawsonia Country Club Hotel will operate their station bus between South Beaver Dam and Green Lake whenever notified in advance that there are passengers arriving on No. 401 destined to the hotel; or passengers leaving the hotel desiring to make connections with No. 400. Fare—\$1.00 per person for one or two persons or \$1.00 per person for three or more in each direction.

Table 16a WOODVILLE—ELMWOOD

READ DOWN READ UP

33 Mixed (See Tables 18 and 15) 34 Mixed

+ 12.01 0. Lv. WOODVILLE Ar + 4.15

+ 12.16 8.6 " Wildwood " + 4.02

+ 12.24 7.2 " County Line " + 3.55

+ 1.00 10.4 " Spring Valley " + 3.45

+ 1.30 17.4 Ar. ELMWOOD Lv. + 3.00



# MINNEAPOLIS—ST. PAUL—MADISON—MILWAUKEE—CHICAGO

Table 6		THROUGH TRAINS					EQUIPMENT Regularly assigned through cars are air-conditioned.									
		508 Viking Coaches only Ex.Su.	508- 522 Viking Sun- day	400 Star Twin Cities "400" Daily	514 Vik- tory Daily	406 North West- ern Ltd. Daily										
Notes show connecting tables.																
Central Standard Time		AM	AM	PM	PM	PM										
0	MINNEAPOLIS 9, 12, 54.	7.30	7.30	2.15	7.29	10.45										
10.8	ST. PAUL 9, 12, 54.	8.15	8.15	2.45	8.05	11.20										
22.4	Lake Elmo, Minn.	8.37	8.37													
28.9	Hudson, Wis. 54, 61, 68.	9.02	9.02		8.45											
40.7	Roberts	9.21	9.21													
48.5	Hammond	9.30	9.30													
49.0	Halfway	9.36	9.36													
54.0	Woodville 58.	9.43	9.43													
59.9	Wilson															
64.8	Knapp	9.57	9.57													
76.1	Ar MENOMONIE 58, 59.	M1030	M1030		M1000											
77.8	Ar MENOMONIE.	M9 50	M9 50		M9 29											
78.2	Ar Menomonee Jet 54, 59.	10.09	10.09		9.33											
77.8	Rank	10.16	10.16													
85.8	Elk Mound	10.26	10.26													
98.1	Ar IRATI CLAIRE	10.46	10.46	4.13	10.10	1.05										
101.1	Ar IRATI CLAIRE 7, 7a, 59.	10.46	10.46	4.13	10.10	1.05										
101.4	Altoona 7, 59.	10.58	10.58		10.45	1.30										
108.3	Pail Creek	11.11	11.11													
118.1	Angusta	11.23	11.23													
127.4	Fairfield 57.	11.36	11.36													
134.3	Tumbled	11.45	11.45													
140.0	Ar MERRILLAN 47, 57.	12.07	12.07		11.47	2.25										
152.8	Black River Falls	12.30	12.30													
164.6	Millston	12.55	12.55													
172.8	Waconia	1.07	1.07													
180.8	Ar WYEVILLE	P. U.	P. U.	5.29												
180.3	Ar WYEVILLE 13.	P. U.	P. U.													
188.4	Camp Douglas	1.32	1.32		12.51											
202.8	Ar ELROY	1.55	1.55		1.15											
202.8	Ar ELROY 13.	2.10	2.10		1.30											
206.7	Union Center	2.18	2.18													
209.6	Waconia	2.26	2.26													
216.7	La Valle	2.37	2.37													
224.5	Rendburg	2.50	2.50													
239.8	Ableman 5.	3.01	3.01													
233.0	North Freedom	3.07	3.07													
240.1	Damascus	3.20	3.20		2.15											
243.2	Devils Lake	3.26	3.26													
251.0	Merriman	3.36	3.36													
253.7	Okie	3.39	3.39													
257.6	Lodi	3.47	3.47													
262.4	Dane	3.56	3.56													
267.2	Wazwaz	4.06	4.06													
277.0	Ar MADISON 47, 50.	4.30	4.30		3.05											
277.0	Ar MADISON	4.40	4.40		3.20											
287.4	Oregon	5.25	5.25													
293.0	Brooklyn	5.34	5.34													
299.4	Evansville	5.46	5.46													
315.6	Ar JANESVILLE 43.	5.15	5.15		4.15											
316.6	Ar JANESVILLE	5.15	5.15		4.20											
328.6	Clinton Jet															
336.9	Sharon, Wis.															
344.0	Ar HARVARD, Ill.				5.03											
316.6	Ar JANESVILLE 43.	5.15	5.15		11.30	9.05	5.38									
321.7	Afton				11.50	9.25	5.55									
327.9	Beloit, Wis. "D"	5.53	5.17													
340.7	Caladonia, Ill.															
344.3	Poplar Grove															
349.4	Capron															
356.2	Ar HARVARD	7.48	6.54													
344.0	Ar HARVARD	7.52	6.56		5.05											
351.0	Harland															
355.4	Woodstock	8.08	7.10													
359.0	Ridgefield															
363.8	Crystal Lake 51.	8.21	7.22													
375.1	Barrington															
383.6	Park Ridge															
388.0	Jefferson Park															
403.6	Clybourn															
180.3	Ar WYEVILLE 13.			5.29												
209.7	Adams 5, 15			6.01												
210.7	Grand Marsh															
227.7	Oshtemo															
271.2	So. Beaver Dam (Reg. Dam)			5.55												
304.6	North Lake															
312.2	Bosnes															
334.2	Ar MILWAUKEE 7, 13, 18, 25.			7.55	5.45											
224.2	Ar MILWAUKEE 25, 30, 37.			8.00	6.00											
257.3	Ar Racine				6.32											
367.6	Kenosha				6.47											
382.3	Waukesha															
380.9	Lake Monona															
396.0	Highland Park															
403.4	Winnebago															
407.2	Evansville															
406.7	Ar CHICAGO	8.30	8.30	9.15	6.30	8.15	2.00	11.25	7.30	9.15	8.02	9.15	9.15	10.05	11.40	8.20

For other  
Weyville-  
Milwaukee  
Service  
See Table 13

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A Day Out with the Empress - Train Times and Consists
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Train #7 August 21, 2007

The Empire Builder

Engine	P-42	146
P42		68
Baggage		1241
Coach/dorm		39024
Sleeper		32060
Diner		38039
Coach / Baggage		31005
Coach		34134
Lounge		33021
Coach		34133
Coach/baggage		31038
Sleeper		32002

	Schedule	Actual	Departure from Scheduled	Gain or loss
St. Paul	10:50:00 PM	11:40:00 PM	0:50:00	
St. Cloud	12:15:00 AM	1:07:00 AM	0:52:00	0:02:00
St. Cloud		1:20:00 AM		
Staples	1:17:00 AM	2:34:00 AM	1:17:00	0:25:00
Staples		2:37:00 AM		
Detroit Lakes	2:13:00 AM	3:32:00 AM	1:19:00	0:02:00
Detroit Lakes				
Fargo, ND	3:10:00 AM	4:24:00 AM	1:14:00	<b>0:05:00</b>
Fargo, ND		4:33:00 AM		
Grand Forks	4:27:00 AM	6:10:00 AM	1:43:00	0:29:00
Grand Forks		6:18:00 AM		

Canadian Pacific 2816 Train				
Canadian Pacific Hudson	2816			
Auxiliary Tender	35508			
Canadian Pacific GP38-2	3094			
Power Car	96			
Duplex Roomette Sleeper		H.B. Bowen		
Coach	101	Dominion	Ex-Via Day Nighter	
Coach	102	Ernest "Smokey" Smith		
Concession Car/ Baggage	NSR 9107			
Coach	RCPX 5534	Ex-Amtrak Ex-UP		
Coach	NSR 202	Wenonah	Ex-Central of Georgia	
Duplex Roomette Sleeper	NSR 31	Minnesota River		
"Diner"	NSR 3103	Wisconsin Valley	Ex-Army Hospital Car Amtrak converted to	
Super Dome	53			
Skytop Lounge		Cedar Rapids		