



NORTHSTAR NEWS

Dues Are Due NOW. Please send in the invoice you received in the mail.

Clearing the snow on Canadian Pacific's Laggin Subdivision 1



Trains lined up at Field, British Columbia waiting for the snow plow to clear. See the photo feature inside for more.
Photo Credit: **Photographer unknown, from email send by Fred Oakland and Ron Albers.**

Inside this Issue

Officer Contact List	P.2
Map to Meeting Location	P.2
Snow Clearing in the CP's Laggin Sub 1	P.2
A Christmas Ride to Harriburg on Amtrak Part I Eastbound	P.3
SW Minneapolis Suburban Light Rail Dreams	P.5
High Speed Rail to Duluth Study	P.6
News from Railway Age	P.7
Synopsis of Railway Age Article "Bye Bye Bush League Transportation?"	P.7

MEETING NOTICE

The February meeting of the Northstar Chapter NRHS will be held at **7 pm, February 16th, at the Twin Cities Model Railroad Museum.** The program will be "California Dreamin', Railroading Across the Golden State" by Andy Inera.

Three copies of the reprint of Dick Prosser's *Rails to the Northstar* are available for \$23 each from John Goodman (952) 854-6827 or see him at the meeting.

Northstar Chapter Officers

Board of Directors

Office	Name	Email	Phone
President	Mark Braun	mkbraun@hutchtel.net	320-587-2279
Vice President	Dennis Loudon	bnsf@comcast.net	651-698-8559
Past President	H. Martin Swan	HMSwan@webtv.net	612-961-1684
National Director	Doug Johnson	djoh322721@aol.com	612-825-6458
Treasurer	Dan Meyer	treasurer@northstar-nrhs.org	763-784-8835
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Bill Dredge	trustee@northstar-nrhs.org	952-937-1313

Staff

Program Chairman	John Goodman	jhgoodman2001@yahoo.com	
Newsletter Editor	Russ Isbrandt	risbrandt@comcast.net	651-426-1156
Webmaster	Dan Meyer	Website: www.northstar-nrhs.org	
Chapter Mailbox:	Northstar Chapter NRHS	PO Box 120832	St. Paul, MN 55112

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

Membership Information

Dues are \$45 (\$33 for the National dues and \$12 for the Northstar Chapter dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 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.



Directions to Bandana Square and the Twin Cities Model Railroad Museum

Exit I-94 at Lexington Parkway and drive north to Energy Park Drive. Turn left to the third driveway leading to the Bandana Square parking lot.

Enter the middle door on the east side of the building. Go up the escalator and walk straight ahead to a conference room. Until February 23rd the Night Trains display will operate from 6-9pm. The admission is \$4. Come early and enjoy this display. NO ADMISSION is required for the Northstar meeting.

Snow Clearing on the Canadian Pacific Laggin Sub 1

The following was obtained via email from friends. An unsuccessful attempt was made to learn the identity of the photographer. Whoever it was, we are extremely grateful for his documentation of the snow clearing operation.

The editor has a soft spot in his heart for railroad snow fighting photos and these are exceptional, hence their appearance here.



Upper Left: The plow train being set up for the run. **Lower Left:** The switch heaters couldn't keep up with the snowfall, hence the crew had to "sweep" the switch in hip deep snow. With the RTC able to lock up the switch, they got a medium to medium approach signal to enter the siding at Partridge. They had to proceed at 12 mph to keep from plowing the snow back on the main track. **Upper Right:** A Parks Canada helicopter takes off for its bombing run. A CP section foreman is in a position to check the mainline from the top to the bottom of the hill to make sure all railroad personnel are clear. He will

remain in that position until the helicopter is finished. Parks Canada will close all roads in the area, and the helicopter will fly within 50 feet of the highway all the way from the bottom to top of the hill to assure everyone is clear. They then take the Parks crew to the summit to start the bombing. The blasts can be heard all the way to Lake Louise, 10-15 miles. **Lower Right:** The plow train is stopped on the south main track with a grain train holding on the north main. Because of the bombing the plow train has to run ahead to assure there isn't a slide on the hill. More photos in the extra pages of the electronic edition. Photos by unknown photographer.

A Christmas Ride on Amtrak to Harrisburg, PA Part I - Eastbound

By Russ Isbrandt

Back in September, amidst all the furor of airline delays and cancellations, and remembering last Christmas' fiasco at Denver, I decided to take a day and a half each way to use Amtrak to visit our grandkids in Harrisburg at Christmas. This was our first use of Amtrak all the way since the discontinuance of the *Three Rivers*. In the intervening years we would fly to Philadelphia and take

SEPTA and Amtrak's *Keystone* trains to Harrisburg. Even with the train fares, the Minneapolis to Philadelphia airfares were often less than direct to Harrisburg. As a result, this time we had a 5:30 am connection with the *Pennsylvanian* at Pittsburgh and a midnight connection to the *Capitol Limited* returning.

Wednesday December 26th at 6 am we took a cab from White Bear to the Amtrak Station in light snow. Train 8 arrived early at 6:46 am, and shortly after the St. Paul coach was added to the rear, our crew began loading, starting with the shorts first, then singles to Milwaukee and Chicago, followed by families and finally couples. I figured Martha and I would be lucky to get a seat together. No problem. There were a couple of paired seats left.

The train left six minutes down at 7:56 in the snow. Everything was covered in snow making for a pretty scene most of the way to La Crosse, by which time the snow had diminished to flurries. We had river side seats, but it didn't matter. The river was completely whited out beyond the shore line.

Shortly after departure the rear brakeman announced that we did not have a coach attendant, nor had the p.a. system been connected. As a result, we had to guess at the time of the first call to lunch. As 11 am approached, we headed up to the lounge car, but our stay was very brief. Much to my delight the open faced hot turkey sandwich was again on the menu. It was very good on a previous trip. While a little on the pricey side, lunch for Martha and me was very good as was the service. Then again, meals on pre-Amtrak train dining cars were never a bargain.

By Milwaukee the snow cover had nearly disappeared and was completely gone south of Milwaukee. Aside from slow running between Tomah and Wisconsin Dells for about seven minutes, most of the run was at track speed with a 15 minute late arrival in Milwaukee. At Oakwood, mp. 71, we got a hot box indication. A crew man headed to the suspect car before we got stopped, made the inspection, and determined the defect alarm was false.

That false alarm apparently delayed us enough to put us behind Metra train 2140 from Rondout. As a result we rode its yellow blocks all the way to Union Station, except briefly after our stop at Glenview. It's amazing to see all the new development that has sprung up on the site of the former Glenview Naval Air Station. In fact, Metra has added a new station called The Glen of North Glenview.

As we approached Western Avenue, we again got restricted and stop signals for Tower A-2 as a North Western (oops Metra) train crossed in front of us. We briefly paced this train until halting at the throat of Union Station at about 4:30, resulting in a 4:35 pm or 40 minutes late.

We joined the throng of first class passengers heading

into the Metropolitan Lounge. Despite the onslaught, the agents kept their good humor as they checked in the crowd.

In planning ahead, I inquired on the Internet about restaurants that would be in walking distance of the Pittsburgh Amtrak Station so we could catch breakfast during the layover; the conclusion was that the neighborhood would be questionable for the necessary walk. Since I wasn't about to shell out cab fare to the nearest Mc Donald's, I purchased doughnuts from a Krispy Kreme™ shop on the mezzanine level of Union Station instead.

At 6:15 pm we were escorted to #30. After a quick look at the head end of the train to get that part of the consist, I headed back to our bedroom. About 6:30 the first call to dinner came and we headed back to the next car for supper. Much to my surprise, we had a full-sized diner and a flat iron steak was on the menu. I was aware that the *Capitol* had been converted to diner lounges and that only the *Empire Builder* still featured steaks. I asked the lead service attendant if the steak was for real, as I understood they had eliminated the grill man from the diner crew. He replied it was indeed and that another crew member was assisting in the kitchen. He said they added things to the menu, but no additional manpower, and that without the help of that crew member it would take a long time to serve dinner. We were served our salads quite promptly and Mart chose the Market Special, braised beef in beer sauce while I had the steak. We received the meals quite quickly and they were good. I later had the braised beef on the *Empire Builder* and, as Mart found, it was extremely tender and good. The flat iron steak was also good. We both had the strawberry cheese cake, for dessert which was also delicious.

Promptly at 7:05 we departed as we were in the midst of dinner. About 7:37 we came to a brief stop near Whiting. At New York Central milepost 504 we received an approach signal and traveled at the appropriate speed, maybe 30 mph, until milepost 474 between La Porte and Otis, IN, making another brief stop at 9:45 pm. At 10:05 pm EST we resumed track speed. Thanks to a scanner and the signal calling by the engineman, it's relatively easy to determine what's going on and where we are in the dark. In the mean time we noted a parade of west-bound freights following each other on the first clear signals behind the previous trains. I lost count, but it seemed like we met at least six trains. Finally we were able to crossover and pass the train we had been following. All this resulted in a 57 minute delay.

We had our beds made up around 10, but stayed up watching the passing nightscape to just beyond Elkhart. The South Bend station is within sight of the former South Shore Station. The former Grand Trunk Western, now Canadian National, joined us downtown and crossed us where the old South Bend Union Station was. This distance between South Bend and Elkhart is almost like one continuous urban area.

After Elkhart I retired to the upper berth. Given the lack of

headroom in Superliners, this must be done in a bent over position. The ladder in the bedrooms makes this a little easier than the steps in a roomette.

We set an alarm clock for about 5 am, figuring there might be a pad in the schedule and could not count on staying an hour late. The car attendant said he would call us 30 minutes out of Pittsburgh, which he did. Given a 40 minute pad, we were only 18 minutes late into Pittsburgh.

The stay at Pittsburgh wouldn't have been too bad had they heated the station. It wasn't so bad on the east-bound trip because the outside temp was in the lower 30's to upper 20's. We bought orange juice at a vending machine and had our Krispy Kreme™ breakfast.

Westbound was a different matter. It was in the upper teens and cold inside! To make matters worse, a group of people gathered at the front door, keeping it open. When the upstairs door to the tracks was also open, it served as a wind tunnel sweeping out any of the little heat they had. It looked like everyone, 70-80 passengers, in the waiting room was at a football game. NO one could remove their winter coats. Now I understand from the "No Loitering" signs that they apparently don't want homeless folks occupying the waiting room, but c'mon, we were all fare paying passengers, and that should entitle us to heat, at least during a layover. It was bad enough taking off the *Three Rivers*, but trying to freeze out the passengers making the miserable connection is over the top!

Fortunately they began to load the *Pennsylvanian* at about 6:45 for the 7:20 departure. The last coach, adjacent to the cafe / business class car was used for the Harrisburgs. All coaches were Amfleet IIs. Ours had a small set of luggage shelves at the front where we put our big suitcases. We were advised that the train was sold out and everyone would eventually have someone sitting next to them. We were also told to keep our seats for the whole trip, as moving would confuse the crew trying to seat entraining passengers at intermediate stops. Our conductor said she had 2 empty seats on the six car train.

Unlike #30, the scanner could barely pick up the engine crew calling signals. We departed 3 minutes late and continued to lose time at each station loading passengers. We encountered 18 westbound trains and five eastbounds. My notes show no stops or slow running due to following freights, although I think there were a handful of spots of slow running. Due to freight congestion at the Rockville Bridge we lost a little time and arrived in Harrisburg about 21 min. late.

Part II The Return Trip next month.

Southwest Suburban Minneapolis Light Rail Dreams

From the Minneapolis Star Tribune
By Jenna Ross, January 17, 2008

Light-rail stations are much more than platforms.

To cities, they're anchors within the community. They're triggers for economic development. Done right, they can even help deliver federal funds.

So, while construction of the Southwest Transitway light-rail line is, by optimistic estimates, at least four years away, cities along its route -- St. Louis Park, Hopkins, Minnetonka and Eden Prairie -- are already planning its stations.

For more than a year, Hopkins and Hennepin County have studied the what, where and why of Hopkins' three light-rail stops. They explained their findings, detailed in a 31-page report, presented to citizens at a meeting.

The three stops are to be located, from east to west, on Blake Road, on Excelsior Boulevard near downtown, and east of Shady Oak Road.

At the study's start, Hopkins officials had hoped that the light-rail line could "move off the designated rail corridor," which follows an old railroad right of way, and instead take a route "throughout downtown Hopkins along Main Street," the study says.

Soon, however, it became clear that the downtown route would be "pretty difficult," said Steve Stadler, Hopkins' public works director. "You've got historic buildings in there and they're only so far apart," he said.

Now, the report recommends connectors from the light-rail stop on Excelsior Boulevard along 8th Avenue to Main Street -- a boulevard, perhaps with a trolley line.

It's all part of a larger vision for the stations, said Katie Walker, transit project manager for Hennepin County. "We don't want all of these stations to be big park-and-ride lots," she said, emphasizing the importance of mixed-use development surrounding the sites.

St. Louis Park has been preparing for its light-rail stops for years. Five years ago, the city conducted a study of the Elmwood neighborhood, where its Wooddale stop likely will be located, near Hwy.100. The resulting development, Walker said, represents "the best example" of what should surround a station -- for instance, Hoigaard Village, an 80-acre, 400-unit residential and retail project near 36th Street and Hwy.100.

The city was "feeling a lot of pressure for redevelopment and wanted to get their ducks in a row," Walker said. "They understood that if light-rail came there, if it was part of the equation, there would probably need to be a different type of development."

Eden Prairie has fought to bring the route through its central business district -- and off the rail line it follows most of the way. The city passed a resolution supporting that route, which would pass by the Opus Northwest headquarters in Minnetonka and near Eden Prairie Center, and many, including the transitway's policy advisory committee, have agreed. That is now the transitway's "preferred

route."

"There's much greater potential development with a route through those areas," said Randy Newton, traffic engineer with Eden Prairie. He acknowledged that obtaining land for the line, the stations and the development might be more difficult than if the route ran along the railroad line -- land that the county already owns.

Eden Prairie has not yet studied specific station sites, but will participate when the county soon takes a more comprehensive look at the light-rail stations and their impact on traffic and nearby properties.

At the same time, officials are requesting \$10 million in bond funding from the Minnesota Legislature to continue study of the Southwest Transitway, which would include preparing environmental impact statements.

High Speed Rail to Duluth Study From the Minneapolis Star Tribune By Paul Levy, January 19, 2008

The cost of the proposed passenger rail line from Minneapolis to Duluth could exceed \$400 million -- \$50 million more than previously projected -- and there's no guarantee that federal funding will cover 80 percent of the project as local officials hope, the rail expert who recently completed a study of the line said.

But a potential partnership with the Mille Lacs tribe, enthusiasm from federal officials and unexpected support along the corridor have rail experts considering additional stations and running as many as eight trains along the route each day.

A year long feasibility study, expected to be presented to the Minnesota Department of Transportation and Governor Tim Pawlenty, suggests the line, scheduled to open in 2012, could cost between \$360 million and \$400 million. That does not include the costs of the stations, said rail planner Alex Metcalf.

Metcalf is president of Transportation Economics and Management Systems (TEMS), a passenger-rail planning firm based in Rockville, MD, which prepared the study. The study -- which will also be presented to groups in Anoka, Hennepin and St. Louis counties -- suggests the line will cost \$2.5 million to \$3 million per mile -- the industry standard, Metcalf said. But those costs were calculated with the hope that the Federal Railroad Administration's cost projections are on the same track.

And the Federal Railroad Administration controls the switch that determines which track this line follows. While proponents of lines throughout the Midwest traditionally hope federal funding will cover 80 percent of rail project costs, TEMS officials "believe between 50 and 80 percent is realistic." The difference covered by the state, counties and cities along the line and, possibly, private sources

could range from a potential low of \$80 million to an estimated extreme of \$200 million.

Demand increases

Two months ago, before the year-long TEMS feasibility study was completed, total costs of the line were said to be \$350 million. But when the TEMS study is unveiled, everyone is expected to remain on board. Some high-speed pitches for funding will soon follow.

"The demand in the corridor for this rail line is greater than we anticipated," Metcalf said in a phone interview. "Gas prices have really affected people's attitudes towards rail. And then there's the Hinckley factor." Metcalf likes to compare what is being called the Cambridge line to another of his projects, a passenger rail line from Boston to Portland, Maine. The engine driving that line was Freeport, Maine, home of L.L. Bean and the premiere outlet mall in the Northeast. But Freeport has its equal and more with Hinckley, a city of approximately 1,600 that out-of-state rail experts treat "as if it had a half million to a million people," said Metcalf. In other words, proponents of this passenger line are betting on Grand Casino in Hinckley, the tribal-run gambling oasis that the Mille Lacs band and rail authority officials say attracts 4 million customers per year. With rail access and a proposed shuttle from a Hinckley station, the odds of the casino enhancing attendance numbers are likely to increase.

Tribal task force

So counties such as Anoka and St. Louis may be the engines driving this train, but the Mille Lacs band is taking a back seat to no one. The tribe has its own rail task force and was represented at key rail authority meetings last year, said Tadd Johnson, the tribe's special counsel and director of government affairs. While it's too early for the tribe to talk publicly about possible financial commitments to the line, Metcalf said such a partnership is one of several public-private relationships that will be explored. "We're glad we're sitting at the table," Johnson said. "This is an important project that could change east-central Minnesota in a good way."

By the time the last Amtrak passenger trains ran between the Twin Cities and Duluth in 1985, the 150-mile trip took four hours, trains were often late, public subsidies were draining, and ridership was falling.

Support from Washington

Now, 23 years later, county officials along the route -- with the blessing of Jim Oberstar, the Minnesota congressman who chairs the House Transportation and Infrastructure Committee -- are trying to revive the line because they say times have changed. Both of Minnesota's U.S. senators, Amy Klobuchar and Norm Coleman, have embraced the proposed line, which will reach speeds up to 110 miles per hour on a revamped Burlington Northern Santa Fe track and average 80 miles per hour (including rail stops). The 1985 line limited trains to 50 miles per hour. Coleman said he is "excited about the idea of linking the Twin Cities and Twin Ports via high-speed rail. A rail line to Duluth could have the potential to ease traffic congestion, spur economic development and decrease our environmental foot-

print, and I look forward to reviewing feasibility studies to determine the project's viability."

News from Railway Age

January 21st

As was done with the reports on global warming, the Bush policy wonks edited the report on passenger rail from the National Surface Transportation Policy and Revenue Study Commission's "Transportation for Tomorrow" report. The section of the report in question is "The Case for Public Transportation," prepared by Paul Weyrich, chairman of the conservative Free Congress Foundation, a former Amtrak board member, and a staunch supporter of passenger rail. Weyrich has prepared several position papers on behalf of APTA supporting light rail and other modes, among them, "Does Transit Work? A Conservative Reappraisal." The National Corridors Initiative (a passenger rail lobbying organization) describes him as "a leader of the American conservative movement since the days of the Reagan Administration."

The following is the section removed:

"It is the view of the Commission that public transportation, especially in the form of electric railways, must and will play a significantly larger role in Americans' mobility. Federal transportation policy should not only accommodate but encourage this development.

"Many of the factors leading to an increased role for public transportation are widely recognized. They include increasing traffic congestion, especially in urban areas; the failure of many urban areas to meet Federally-mandated air quality standards; the difficulty of constructing new urban freeways in the face of land use, right-of-way cost, and environmental obstacles; the negative impact of automobiles and especially of limited-access highways on urban vitality, which contrasts strongly with the ability of electric railways generally and streetcar systems in particular to stimulate urban redevelopment; and the rising price of gasoline, which leads commuters away from the private automobile and towards increased use of public transportation.

"To these well-known factors pointing toward greater reliance on mass transit, a highly important new consideration must be added: national security. Americans' dependence on automobiles fueled largely with imported oil is the Achilles' heel of our current foreign and national security policy. Rising oil prices threaten the prosperity of our economy, with dependence on oil imported from unstable regions adding the risks of actual fuel cutoffs, limited foreign policy options, and wars over oil sources and supplies. In the face of the global war on terrorism, providing Americans with mobility that is not dependent on foreign oil may be second in importance only to securing our homeland against direct terrorist attack. Just as the Cold War brought about the National Defense Interstate Highway Act, so we think it probable that the future will require a National Defense Public Transportation Act. Current and near-future national transportation policy should take this likelihood

fully into account.

"As we look toward increasing reliance on public transportation, we must recognize that all public transit is not alike. In particular, public policy must acknowledge that buses and rail transit are not fungible. In addition to the obvious advantage of electrification, rail transit, including streetcars, light rail, heavy rail, and commuter rail (which should in most cases be electrified once certain densities are reached) serve different markets and perform different functions from buses. Rail transit has repeatedly demonstrated its success in drawing riders from choice, people who have a car and could drive but choose to take transit instead, while buses generally carry only the transit-dependent, those who have no other way to get around. Most Americans like riding trains and streetcars but do not like riding buses. Rail transit, but not buses, has a demonstrated ability to spur development and, importantly, redevelopment in urban cores. Streetcar systems, which can be built inexpensively, have shown a particularly strong and positive impact on urban redevelopment.

"Federal policy should include a clear and unambiguous endorsement of a shift away from the private automobile to public transportation for travel in urban areas. It should be the objective of the Federal government to bring all aspects of transportation policy in line to support and encourage this shift, including provision of adequate resources. As federal policy is amended to reflect its support for public transportation as the preferred approach to urban mobility, with a strong focus on electric railways, many other specific policies will change with it. In the long term, it should be the objective of Federal transportation policy to provide every American the option of mobility without an automobile."

Synopsis of Bye-Bye Bush League Transportation? Railway Age January 2008

The future of passenger rail, both intercity and transit, looks bright for the foreseeable future as gasoline prices keep climbing, roads and airports become more congested, and the need to address climate change becomes more acute. The nation may well decide to shift its emphasis from highway building to rail expansion.

Suppliers to the rail transit industry may be looking forward to November's election with as much anticipation or more anticipation than other Americans because a change in political control of the White House could mean an upsurge in business.

Many leaders of transit agencies, consultants and equipment providers believe that Republican power over the Federal government has compromised public transit and Amtrak financial resources, especially in comparison to highway programs.

The Federal share of rail funding has been reduced to about 50% from, in some cases, as much as 80%.

Reduced Federal participation has had consequences. Many communities have had to cancel or truncate badly needed

high capacity transit projects, while others (Ed. Note the Central Corridor light rail program, for example.) have struggled to meet strict new cost-benefit requirements. Meanwhile the cost of materials has sky rocketed. In some places local funds have been generated through state grants, transportation taxes, benefit assessment districts and other sources.

American suppliers have been adversely affected by the use of local funds which avoid the "Buy American" conditions of Federal funds. Off shore purchases of everything from rail to rolling stock can be made with no strings attached except when local rules require things such as domestic content or assembly. In recent years there have been sizable orders placed with North American, European, and Asian manufacturers by Philadelphia, Chicago, Los Angeles, San Jose, Washington D.C. and Boston with varying amounts of domestic content.

Despite the many roadblocks, the amount spent on rail transit has increased since 2001 with the Federal Transit Administration signing Full Funding Grant Agreements on a regular basis. Many of those were in the application process before the Bush Administration. Among those stalled for years were the light rail starter line in Norfolk, VA and the Northstar Commuter Rail route. The Houston MTA received what was described by agency's president as a "very hard edge" letter from the FTA requiring more environmental studies when the agency switched from bus rapid transit to light rail for a corridor.

As Congress rejected the Bush Administrations efforts to kill Amtrak, the passenger carrier's fortunes seem to improve.

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

Address Correction Requested

But Congress still was stingy in its appropriations, demanding tighter cost controls and more competent management. The Senate passed an authorization bill that provides \$11.4 billion to Amtrak over six years. The House was supposed to take this up January 22nd. The bill provides for \$4.9 billion in capital spending, and \$1.4 billion for a new grant program to individual states that heavily subsidize service such as that in Illinois, California and Washington. The President has said he will refuse to fund Amtrak at that level. This could change with a change of administrations a year from now.

Amtrak will be needing to replace and/or refurbish its equipment, but will have no specific plans until funds become available. Amtrak President, Alex Kummant, has proposed partnering with states to develop a standardized coach that could be used for both short and long distance runs. Such standardization could result in lower cost initially as economies of scale come into play and lower maintenance costs over the long term. There is also talk of starting work on the next generation of Acela high speed trainsets for the Northeast corridor.

The National Surface Transportation Policy and Revenue Study Commission recommended spending \$357.2 billion on intercity passenger rail service over the next 43 years at a rate of \$8.1 billion annually to expand the existing system to provide a viable alternative to congested highways and airways. (Ed. Note: This is the report that received AAR's harsh criticism mentioned in the January issue of *Northstar News*.)

January Meeting Minutes were not available at the newsletter deadline. They will appear in the March newsletter.

Snow Clearing Through the Canadian Rockies

All photos and captions on this page are from an unknown photographer, obtained by email from Fred Oakland and Ron Albers.



A look back at the train as they head west on the main out of Massive.



After the bombing, plowing the north track.



After backing down the north track, they stopped on the south track at Lake Louise for a short break.



Plowing toward Castle Mountain, the mountain straight ahead.

December 26, 2007 Trip to Harrisburg PA						
Train #8 <i>The Empire Builder</i> 26 Dec 07						
City	Scheduled	Actual Ar.	Actual Depart.	Late / Early	Loss/ Gain	
Lv. St. Paul	7:50 AM	6:46 AM	7:56 AM	0:06		
Red Wing, MN	8:54 AM	9:01 AM	9:06 AM	0:07	0:01	
Winona, MN	10:11 AM	10:07 AM	10:13 AM	0:04	0:03	
LaCrosse, WI	10:47 AM	10:44 AM	10:51 AM	0:03	0:01	
Tomah, WI	11:28 AM	11:29 AM	11:33 AM	0:01	0:02	
Wisconsin Dells, WI	12:09 PM	12:15 PM	12:22 PM	0:06	0:05	
Portage, WI	12:27 PM	12:38 PM	12:44 PM	0:11	0:05	
Columbus, WI	12:57 PM	1:09 PM	1:18 PM	0:12	0:01	
Ar. Milwaukee	2:07 PM	2:22 PM	2:30 PM	0:15	0:03	
Ar. Glenview, IL	3:12 PM	3:49 PM	3:52 PM	0:37	0:22	
Ar. Chicago	3:55 PM	4:35 PM		0:40	0:40	
Notes: MF=Manifest, IM						
Intermodal both trailers and		Train #8				
8:15 wb MF		The Empire Builder	169	Genesis		
9:47 EB Grain Weaver			10	Genesis		
11:16 WB Grain			90	Genesis		
11:57 WB MF			1164	Baggage		
11:55 slow running track work			39011	Transition sleeper	Superliner	
12:02 resume speed			32068	Sleeper	Superliner	
12:36 EB MF Portage			32021	Sleeper	Superliner	
12:46 EB MF Portage			38028	Diner	Superliner	
2:33p WB Amtk 335 1st and Milwaukee Sts.			38000	Diner (deadhead)	Superliner	
2:47p stop north of Sturtevant Hot box alarm mp 72.7false alarm			34134	Coach	Superliner	
2:48p resume mp 71Oakwood			31019	Coach	Superliner	
3:04p WB Patrol mp 52.5			33038	Lounge	Superliner	
3:07p WB Amtk 7 mp 48			34111	Coach	Superliner	
Northbrook Amtk 337			31013	Coach	Superliner	
Approach Signals from Rondout following Metra 2140			32042	Sleeper	Superliner	
4:01p WB Metra 2123 Morton Grove			34000	Coach	Superliner	
4:10p WB Metra 2125 mp 7.5						
4:20p creep to Western Ave then stop at Tower A2						
4:30p approx stop at Union Station Throat						
Train #30 <i>Capitol Ltd</i> 26 Dec 07						
City	Scheduled	Actual Ar.	Actual Depart.	Late / Early	Loss/ Gain	
Chicago, IL	7:05 PM		7:05 PM			
South Bend IN EST	9:33 PM	10:30 PM	10:36 PM	0:57	0:57	
Elkhart, IN	9:54 PM	10:55 PM	10:59 PM	1:01	0:04	
Waterloo, IN	10:47 PM					
Toledo, OH	11:55 PM					
Toledo, OH	11:59 PM					
Sandusky, OH	1:05 AM	1:59 AM	2:02 AM	0:54	0:07	
Elyria, OH	1:40 AM	2:44 AM	2:46 AM	1:04	0:10	
Cleveland, OH	2:06 AM					
Cleveland, OH	2:15 AM					
Alliance, OH	3:15 AM					
Pittsburgh, PA	5:30 AM	5:48 AM		0:18	0:46	
Notes		Train #30				
7:37p Stop near Whiting		The Capitol Ltd	2	Genesis		
			199	Genesis		
7:44p Mp 504 Approach Signal			1735	Baggage	Ex-Budd coach	
Lost count of wb frts each nearly on the other's yellow block			39037	Transition sleeper	Superliner	
Estimated 10-12 wb			32059	Sleeper	Superliner	
Approach speed to MP 474 between La Porte and Otis			32037	Sleeper	Superliner	
9:45p Stop briefly			38059	Diner	Superliner	
10:05p resume track speed			33008	Lounge	Superliner	
			31025	Coach	Superliner	
			34102	Coach	Superliner	
			34136	Coach	Superliner	

Train #42 <i>The Pennsylvanian</i> 27 Dec 07					
	Scheduled	Actual Ar.	Actual Depart.	Late / Early	Loss/ Gain
Pittsburgh, PA	7:20 AM		7:23 AM	0:03	
Greensburg, PA	8:01 AM	8:02 AM	8:06 AM	0:05	0:02
Latrobe, PA Flag stop	8:11 AM	8:17 AM	8:20 AM	0:06	0:01
Johnstown, PA	8:54 AM	9:09 AM	9:13 AM	0:15	0:09
Altoona, PA	9:49 AM	10:06 AM	10:12 AM	0:17	0:02
Tyrone, PA	10:05 AM	10:29 AM	10:32 AM	0:24	0:07
Huntingdon, PA	10:32 AM	10:57 AM	10:59 AM	0:25	0:01
Lewistown, PA	11:09 AM	11:36 AM	11:40 AM	0:27	0:02
Harrisburg, PA	12:45 PM	1:06 PM		0:21	0:06
		Train #42			
Notes		The Pennsylvanian	97	Genesis	
7:05am Station very long roadrailer			25046	Amfleet II	
7:35 WB			25104	Amfleet II	
7:43 WB MF			25118	Amfleet II	
8:42 EB@ Conpit			25124	Amfleet II	
8:58 WB double stack mp 280 btwn Seward and Johnstown			25089	Amfleet II	
9:22 WB MF mp 270 near Mineral Point			48188	Amcafe/Business Class	
9:30 EB coal CP AO near Summerfield					
9:32 WB					
9:38 WB					
9:43 WB Cresson					
10:15 WB MF 10:15					
10:17 EB MF					
10:20 WB					
10:36 WB Tyrone					
10:46 WB Auto racks CP Tunnel					
11:37 WB Double stack Lewistown					
11:43 WB IM Lewistown					
11:46 WB IM East of Lewistown					
12:00N WB IM east of Lewistown					
12:16p Overtook EB Coal					
12:29 WB Coal near Aqueduct					
12:33 EB MT Hoppers Duncannon					
12:46 WB IM Rockville					
12:50 WB IM Harrisburg					