



# NORTHSTAR NEWS

## A View of Mexican Railroading 2008, Part 1 - By Christopher Palmieri



A southbound KCSM freight train with SD70ACes 4070 and 4097 and Super 7 helper units 3436 and 3351 charge uphill out of a tunnel on the approach to Benjamin Mendez. At Benjamin Mendez the Super 7s will be cut off and a head end pick up of freight cars will made. **Photo by Chris Palmieri**

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### Correction

The photo of the Kennecott Copper units going to the TC&W was contributed by Don Schueth not Schudth. The editor apologizes for the misspelling.

### Meeting Notice

The September meeting of the Northstar Chapter of the NRHS will be held at 7 pm, Saturday, September 20th at the Twin City Model Railroad Museum. Marty Swan will present a DVD on his trip on the (now defunct) *Grand Luxe*™ Antebellum Tour and the 2007 NRHS Chattanooga convention.

# Northstar Chapter Officers

## Board of Directors

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<b>Vice President</b>	<b>Dennis Loudon</b>	<b><i>bnsf@comcast.net</i></b>	<b>651-698-8559</b>
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<b>Treasurer</b>	<b>Dan Meyer</b>	<b><i>treasurer@northstar-nrhs.org</i></b>	<b>763-784-8835</b>
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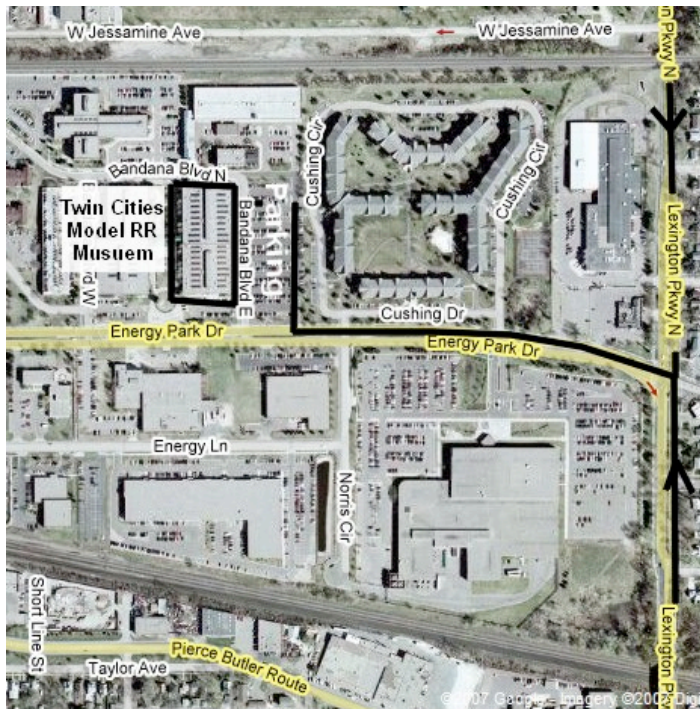
## Staff

<b>Program Chairman</b>	<b>John Goodman</b>	<b><i>jhgoodman2001@yahoo.com</i></b>	
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<b>Webmaster</b>	<b>Dan Meyer</b>	<b>Website: <i>www.northstar-nrhs.org</i></b>	
<b>Chapter Mail Box</b>	<b>Northstar Chapter NRHS</b>	<b>PO Box 120832</b>	<b>St. Paul, MN 55112</b>

**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 local dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 for the National, \$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 payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.



## Directions to the Twin City Model Railroad Museum

Exit I-94 at Lexington Parkway and travel north to Energy Park Drive, first light after crossing over the first set of BNSF tracks. Turn left to the third driveway leading into the Bandana Square parking lot. Enter the middle door on the east side of the building. Go up the stairs. Go to the northeast corner of the building and go through Twin City Model Railroad Museum door. NO ADMISSION is required for the Northstar Chapter meeting. Please arrive by 7 pm as the door may be locked shortly after that time.

## A View of Mexican Railroading 2008

By Chris Palmieri  
All Photos by the Author

I am pleased to report that I have returned home safely after taking a seven-day road trip that included five days in the interior of Mexico. Awesome mountain scenery, intense driving situations, and immersion in the culture of Mexico made this a trip that will not soon be forgotten.



The KCSM going southward from Monterrey to Saltillo and Benjamin Mendez operates up-grade through some incredible mountain terrain that is on par with the most excellent shooting locations in the USA.



KCSM "Retro-Belles" were plentiful and the chase was on more than once. My brisk hike up-hill to shoot this duo was impaired by a deep flesh wound to my leg inflicted by a cactus, one of many in this area. Damn that hurt! Anyway Dan Munson, who made the trip with me along with Lowell McManus, was able to get ahead of me and situate himself in a nice perch on this ledge to get a shot. Just a minute or so behind, I got to the edge just in time to get an awesome shot of Dan "Getting The Shot" of two KCSM ES44ACs easing a manifest train downhill south of Benjamin Mendez, Coahuila, Mexico. With about 30 minutes between trains, I had time to move up to a higher perch for the next train.



We shot a number of locations where Mexican mainlines run right through some of the poorest communities I have ever seen. One such neighborhood lies on the Northwest side of Garcia, Nuevo Leon, Mexico. Here, a Southbound KCSM vehicle train led by two new SD70ACs depict the stark contrast between the technologies and conditions that exist in Mexico. Two (at least) KCSM crew members sit in the air-conditioned comfort of EMD's most advanced locomotives while the people in the barrio beneath live in dwellings made of any material they could find from scrap metal and plywood to tarp. Each residence was not much bigger than a locomotive cab.

This train is slowing to stop behind a KCSM rail train that is stopped ahead at the "South Connection" where the



bypass around Monterrey and the old Main Line out of Monterrey come together at the top end of a spectacular mountain pass.

Did I mention the scenery? One of the trains the above mentioned rail train and vehicle train were waiting to meet at the South Connection was this northbound freight. This one also sporting a pair of Retro-Belle SD70ACs, seen clinging to the canyon wall on the old main line.



Day One in Mexico was interesting, to say the least. Most of the day was spent driving from Eagle Pass/ Piedras Negras to Ramos Arizpe with the intent of getting KCSM shots in good afternoon light. On this day we would get acquainted with the many topes (speed bumps) we would encounter on the trip, get pulled over by traffic cops looking for a bribe, pass an overturned van on Mexico Hwy 57 with bodies strewn across the pavement, and arrive on the KCSM in beautiful evening light only to learn that the KCSM had a substantial derailment in a pass near Rinconada and that the railroad was still shut down. To top off all of that, we discovered that our hotel had overbooked, and were forced to make last minute arrangements at a hotel still under construction.

Mexico Hwy 57 extends south from the Border at Piedras Negras to Monclova/Frontera and beyond. Ferromex Line "R" operates between the same cities and in places is within sight of Hwy 57. Ejido Primero de Mayo, Coahuila, Mexico is one such place where a mountain range forces the railroad near the highway. As luck would have it, a southbound Ferromex train led by a pair of very clean ES44ACs was charging south through the area at



the same time we were. A pace shot was taken from Hwy 57.

Deciding that we needed to get the shot, we pulled off Hwy 57 near California, Coahuila and traveled down a very lumpy dirt road to the tracks which were now several miles from the highway. The result, a scene complete with a built up roadbed of sand, an open nose door, and security guards riding the roofs of freight cars. One thing was certain, we were in Mexico! These would be the only action shots of the day.



Here we receive a friendly wave from the cab.

The fourth car on the train was a BN covered hopper. One of several security guards commissioned by Ferromex to



protect this train from theft uses the roof of this car for his vantage point.



Wednesday, April 2nd, was by far the most productive day, photographically speaking, of our trip to Mexico. An early morning pass by the KCSM Yard at Saltillo revealed two-tone-blue high-hood former passenger service TFM GP38-2 1106 sitting at the north end of the yard. Of course we had to ditch the car and hike into the yard to see if there was a shot to be had. The crew was in the process of tying it down (one of the very few times we saw anyone tie a hand brake in Mexico). By the time we climbed up to the North Lead the crew was abandoning the train, so it was not going anywhere.

While angling for shots of the TFM 1106, the unmistakable sound of the horn of a new KCSM SD70ACe could be heard to the North. Looking around I decided it would be best to tiptoe around the sleeping Mexican next to the depot lead and work with a tree and a control signal to compose shots of the incoming train. Anticipation turned to excitement as two SD70ACes in the new "Retro-Belle" scheme came into view (KCSM 4070 leading) along with two uniquely Mexican Super 7-30Cs cut in as trailing helper units...all four motors making their presence known in Throttle 8 as they thundered upgrade into the KCSM Saltillo Yard. At the south end of the yard, this train would stop and set out a block of cars on the head end.

On this day we focused on the mountains to the south of Saltillo, towards Benjamin Mendez, Coahuila, Mexico, the summit of the long climb from Monterrey. About mid-day, while scoping out the tunnels on this line for shot opportunities, none other than our KCSM 4070 Sur made another appearance. A spectacular tunnel exiting a mountain into a rock cut about 10 car-lengths deep then progressing to a curve on a fill that leads to the next mountain was the stage for a set of awesome photos (see cover photo).

We saw the KCSM 4070 Sur one more time. This time it was south of Benjamin Mendez after setting out the two Super 7 30-C helpers and picking up a block of cars on the head end. Easing down grade, the train snuck up on us as we were again scoping out photo locations. I was not exactly where I wanted to be for these shots, but I have to say they turned out pretty darn good.



Though I knew the action and scenery on the KCSM would be outstanding based on previous first-hand visits years ago in the FNM era, I knew nothing about Torreon and Ferromex activity there. Now that I have been to Torreon and have gained some knowledge of the area and Ferromex operations there, I have to say that overall it

was a disappointment due primarily to the volume of Ferromex traffic being much lighter than we had anticipated combined with the level of difficulty of maneuvering around the city (those damned speed bumps are everywhere!) Additional photos in the electronic edition.

To be continued next month.

## Fall Steam Trips

### September 261 Trips

These will be the last trips with Milwaukee Road steam locomotive No. 261 before it enters the shop for its federally mandated overhaul. The 4-8-4 will power two excursions on the former Milwaukee Road and Burlington routes along the scenic Mississippi River.

On Saturday, September 13, No. 261 will travel from Minneapolis to Winona, MN. From Winona, a local trip will be operated to La Crescent, MN, to turn the locomotive. In total, No. 261 will make a 278-mile round trip over Canadian Pacific's ex-Milwaukee Road main line. On Sunday, September 14, No. 261 will follow the same route to La Crescent, but then will cross the river to La Crosse, WI. Our train will then head onto BNSF Railway's former Chicago, Burlington & Quincy (Burlington Route) main line along the Wisconsin shore of the Mississippi River back to Minneapolis. This BNSF line has been 'freight only' since 1971.

### Chinese Steam in Iowa

CEDAR RAPIDS, Iowa - Iowa Interstate Railroad will operate the two Chinese QJ steam locomotives of its parent company Oct. 18-19 to raise money for the Salvation Army's flood relief efforts. The two steamers will pull both freight and passenger cars as part of the festivities, hosted and coordinated by the city of Rock Island, IL, raising money to help relieve the burden of devastating June floods.

On Oct. 18, the two engines will team up to attempt to set the 21st century record for freight pulled by steam, hauling a freight train from Iowa City, IA, to Rock Island. When they arrive at Rock Island, they'll split up and pull passenger excursions, one east to Silvis, IL, the other westward to Walcott, IA.

On Oct. 19, Iowa Interstate will operate a one-way limited excursion from Rock Island to Iowa City, accompanying the QJs back to their home in Newton, IA.

Ticketing information will be available through the end of August at the city of Rock Island's Web site, [www.rigov.org](http://www.rigov.org).

### U.P. 3985 Coming to town.

Schedule:

Sept. 26th Mason City to South St. Paul

Depart Mason City 9:00 am CDT Arrive Manly 9:20 am

Depart Manly 9:45 am Arrive Albert Lea 10:20 am

Depart Albert Lea 11:20 pm Arrive Owatonna 12:15 pm

Depart Owatonna 12:45 pm Arrive Northfield 1:30 pm

Depart Northfield 2:00 pm Arrive South St. Paul 3:30 pm

Sept. 30th South St. Paul to St. James

Depart S. St. Paul 9:00 am CDT Arrive Shakopee 10:00 am

Depart Shakopee 10:05 am Arrive Mankato 12:01 pm

Depart Mankato 1:00 pm Arrive St. James 3 pm

The entire schedule from the North Platte Railfest, September 18th to Cheyenne, October 6th can be found at:

<http://www.upsteam.com/schedule.html#schedule>

The train will not carry the general public.

## Items from Trains Newswire

### Mid-Continent scores two big victories

August 4, 2008

NORTH FREEDOM, WI - The Mid-Continent Railway Museum has now reopened its tourist-hauling rail line following June floods, and has raised enough money to qualify for a key matching grant. The museum reopened Saturday, Aug. 2nd nearly two months after floods shut it down, and has begun weekend-only departures.

The \$475,000 grant, issued by the Jeffris Family Foundation, [see TRAINS News Wire, July 17, 2008], stipulated a matching \$475,000 be raised by early this August. The museum scrambled to meet the goal while fighting back floods. It did so July 24, when it received a \$35,000 pledge from Bill Reinicker of Madison, WI.

The \$950,000 will go to have Wisconsin Fish Commission Car No. 2 restored at Avalon Railcar in West Allis, WI. The wooden 1912 car was used to haul fish for stocking lakes in remote areas. It was later converted to haul passengers, but will now be restored to its original design.

### Minnesota museum to preserve 1960s passenger locomotive

August 29, 2008

St. PAUL, MN - In the next few days the Minnesota Transportation Museum is expected to receive SDP40 No. 6327 from BNSF Railway. The locomotive, which is being donated to the museum, is in operating condition. MTM hopes to use the diesel to pull leaf-viewing trains on its Osceola & St. Croix Valley tourist railroad operating out of Osceola, WI. The trains will run Sept. 27-28 and Oct. 4-5 and 11. Four trains will run each day from Osceola to Marine, MN, departing at 11 am, 12:45 pm, 2:30 pm, and 4:15 pm.

No. 6327 was built by EMD in May 1966 for the Great Northern Railway as its No. 325. GN had six of the units, numbered 320-325. Essentially a longer SD40 with room for a steam generator, the units pulled GN's *Empire Builder* and *Western Star* transcontinental streamliners, along with Seattle-Portland-Vancouver, B.C. corridor passenger trains.

Upon Amtrak's inception in 1971, GN successor Burlington Northern placed the units in freight service, where two of them remained until this year. It is currently painted in BN's "Whiteface" scheme. When delivered in 1966, No. 325 wore GN's simplified orange and green colors, but prior to the 1970 BN merger was painted in GN's "Big Sky Blue" scheme adopted in 1967.

### Republican National Convention brings special trains, cars to St. Paul

September 2, MN - The Republican National Convention, being held at St. Paul's Xcel Energy Center, has seen two Class I railroads bringing special business trains to the city along with private car movements. The cars are being used to entertain delegates and public officials during the convention.



Union Pacific brought by far the largest train, with 28 cars occupying two tracks adjacent to the St. Paul Union Depot. The train arrived in St. Paul Friday, Aug. 29, from the Democratic National Convention in Denver. UP installed special drainage and dust control systems in advance of the train's arrival. Two SD70Ms powered the special.

Just west of the Union Depot on Canadian Pacific trackage, BNSF has parked its 11-car business train, which arrived early on the morning of Saturday, Aug. 30. BNSF built a special pavilion next to the train for entertainment purposes. On the head end is freshly painted ES44DC No. 7245. Both the UP and BNSF special trains were scheduled to depart on the evening of Thursday, Sept. 4, immediately after the convention concluded, with the UP train heading to Council Bluffs, Iowa, and the BNSF special to Topeka, KS.

At Amtrak's Midway Station, the Indiana Rail Road has brought in two private cars, former Santa Fe business car No. 56 and lounge car *Mohave*. They are coupled to three cars owned by the Friends of the 261: parlor car *Wisconsin Valley*, Super Dome 53, and Skytop lounge observation *Cedar Rapids*. Also at the depot is *Patron Tequila Express*, an ex-Gulf, Mobile & Ohio business car built in 1926 and owned by Patron Spirits Co., in which actor Dan Aykroyd is an investor.

Amtrak's *Empire Builder* was rerouted through St. Paul during the convention. Canadian Pacific's Merriam Park Sub, which runs near the convention site and is used by Amtrak, had been closed during the event. To reach its Midway Station, the *Builder* was rerouted over BNSF's Midway Subdivision, which passes just east of downtown St. Paul. The *Empire Builder* used to travel this ex-Great Northern trackage as part of its regular route prior to the opening of Midway Station in 1978.

Amtrak was also in the mix in the event of an emergency. A special Amtrak train with six Amfleet cars bracketed by a pair of P42DCs was stationed at Union Pacific's Western Avenue Yard, which is just west of the convention site. It was staged for possible evacuations in the event of an emergency at the Xcel Energy Center.

### Photographing the Republican National Convention Trains By Russ Isbrandt

Wednesday, September 3rd turned out to be a "Kodachrome" day, cool and comfortable and perfect for photographing trains. Four Northstar chapter members joined John Goodman in his SUV to explore the possibility of photographing an Amtrak rescue train, the BNSF business car train and the 28 car UP business car train. On hearing about some photographers being stopped and questioned by police, there was some trepidation on our part. We first explored using remote sites from the bluffs overlooking the Mississippi River, Harriet Island across from downtown, the Smith Avenue Bridge over the river, gradually braving a drive east on Warner Road, then again west on Warner / Shepard Road. I had a video camera along so we could avoid stopping. Much to our surprise we could park in the Lambert's Landing parking lot and walk the length of the UP train. The BNSF train was not spotted where parking was available and neither was the Amtrak train. The BNSF and UP trains could be photographed by standing on the Wabasha and Robert Street bridges respectively. The UP train could also be photo-

graphed from the Lafayette Bridge by driving south and sitting on the right side of the car. The Amtrak train was photographed from Shepard Road by letting one of us out and briefly pausing on the shoulder / bike lane.

At the Amtrak station we photographed the GM&O business car, Santa Fe 56 and the former Santa Fe coach turned lounge car, *Mohave* from the parking lots. At no time were we approached by security agents.

Additional pictures and rosters in the electronic edition.



**Top: East end of the U.P. train with two open platform business cars sharing a wooden platform.**  
**Middle: A view from the north side of the cars showing the entrance to the train and additional cars.**  
**Bottom: A view from the west end of the train showing what appears to be modular fuel tanks, an equipment box car and power cars.** Top photo by Russ Isbrandt, middle and bottom photos by Dawn Holmberg





**BNSF convention train taken from the Wabasha Bridge.** Photo by Dawn Holmberg

**From the All Aboard Yahoo Group  
Forwarded by Howard Bingham  
From Yahoo Railspot Group  
By Shawn Levy**



**Amtrak FEMA 1 coming through Hammond, LA with a mix of Superliners from the *City of New Orleans*, *Sunset Limited* and Connecticut DOT SPV (second generation Budd cars). There were two P42 DCs on each end.** Photo by Shawn Levy of Amite, LA

FEMA contracted with Amtrak to carry evacuees from New Orleans to Memphis, TN. Saturday, August 30th. The trains departed New Orleans as they filled up, then were to return back south after they were cleaned, serviced and refueled. There was no set schedule as the trains sets ran when ready. It was estimated each train would carry 1000 to 1500 passengers. They were to make 8 trips total, though apparently only three trips were made. FEMA-1 departed sometime mid-morning but experienced a mechanical break down, delaying it about 5 hours. FEMA-2 departed early afternoon. Mr. Levy observed them at Hammond, LA, which is about 50 railroad miles north of N.O., and they passed him at 1:52 pm and 4:54 pm. From an interview with Amtrak's Marc Magliari on The Weather Channel the last train was to depart before 5:30 pm Sunday when flood gates were to close blocking the tracks. Additional pictures and train consists appear in the electronic edition.

## **Minutes of the July 19, 2008**

The meeting was called to order at 7:09 pm by chapter president Mark Braun in the meeting room at the Twin City Model

Railroad Museum with 18 members and guests present. Several more people arrived later. A motion was made to approve the minutes of the June 14th membership meeting, as printed in the July 2008 issue of Northstar News. The motion was seconded and carried.

Treasurer Dan Meyer reported that the chapter now has 72 members (including family members.) He talked about the chapter's membership brochure. We now have about \$1,700 in the checking account and about \$33,000 in the endowment. Ordinary income from January 1st through June 30th included \$10 in 2008 Chapter Donations, \$168 in 2008 Northstar Chapter Dues, and \$396 in 2008 NRHS National Dues, for total income of \$574. Expenses during the period were \$599 in National Dues and Donations, \$330.92 for Northstar News expenses, and \$40 for Other Miscellaneous Expenses, for total expenses of \$969.92. Net Ordinary Income during the period was \$-395.92. Dan reported that he had done a quick budget and that we face a serious deficit, but that we can sell some items from the Kurt Peterson collection to offset costs.

National director Doug Johnson reported that he was unable to attend the NRHS national convention in Texas in June because of commitments, but that John Goodman took his place. Doug reported that his wife is now better.

The NRHS's proposed Privacy and Confidentiality Policy was discussed. Under this policy, the chapter's national representative could not be told how to vote. He or she must be able to make up their own mind. At the convention, this policy was voted into effect.

Cheer Committee - Marty Swan reported that no one needed cheering up this month, but that he was working on something for next month.

Mark Braun congratulated Northstar News editor Russ Isbrandt. Russ reported that he needs an updated mailing label list. The last issue was full of information on the damage done to midwestern railroads and railroad museums by the recent flooding.

Webmaster Dan Meyer talked about the chapter's membership application brochure, which can be downloaded from the chapter's website.

Trip director John Goodman said that some planned trips by Milwaukee Road steam engine 261 had been moved to August because of the flooding, but he doesn't have any word yet on whether the September trips are affected. John said that as soon as he gets the word from Steve Sandberg, he'll get the information to Russ Isbrandt for publication.

As program director, John Goodman reported that the picnic will be in August, Marty Swan can do a program on his *GrandLuxe™* trip (plus Chattanooga), Russ Isbrandt has a tape, Dawn Holmberg can do October, and November can feature more material from the Kurt Peterson Collection.

Old Business - John Goodman presented the chapter with a check from the Railroad Passenger Car Alliance for \$2,160 for the chapter's assistance in running the RPCA convention at Duluth last January.

The Kurt Peterson Library - Materials must be moved from their present storage site in Blaine to the new location starting August 1st. All materials must be out of the present storage location by the end of August. Member John Cartwright, who is a retired librarian, has been consulted. Possible sources for bookshelves, desks, etc. were mentioned. Members will be meeting Sunday, August 3rd to start the move.

Marty Swan announced that he has a paper copy available of the food list of the items served on the *GrandLuxe*™ trip for those members who don't get the electronic version.

There was a report on the current condition of long-time chapter member Bob Koetz and the medical problems he is facing. At best, he is healing slowly.

The annual chapter picnic will be on Saturday, August 16th. It will be instead of the August business meeting. It will be in the park adjacent to the end of the BNSF liftbridge in Prescott, WI. It will be from about noon to 3 p.m. The chapter will provide the pop and Dennis Loudon will bring a grill.

We are still working on the project to have a display to represent the chapter at train shows and similar events. We hope to have a display ready for the September 20th show at the Fairgrounds. Mark Braun said that he hopes to hold a board meeting in our new office next month.

The 2009 NRHS National Convention has been moved from Orlando, FL to Duluth, MN. John Goodman will be the chairman, but the event will be run by the national convention committee, not the chapter. Mia Mather and Ed Graham of

the national committee were present to talk about plans for the convention. They pointed out that many workers will be needed to run the convention. If the convention makes a profit, then the chapter will be given money in recognition of the volunteers from the chapter. They also pointed out that the chapter is free to turn to other chapters in the area for additional personnel. They gave a description of the reasons why Duluth was suggested as a location for the convention. Already, nearly 120 people have signed up for pre-registrations. The dates will be August 11 - 16, 2009. The theme will be "Steam on the Range 2009." The former DM&IR is now controlled by the CN, which has a reputation as being anti-railfan.

Fred Cress has died. He was an early member of the old Minnesota Railfans Association. He was instrumental in saving TCRT streetcar #1300. He represented the D&RGW in their office in Minneapolis.

Chapter elections are coming. We need to put together a slate of candidates to present to the membership at the September business meeting. The election committee consists of Mark Braun, Mike Mackner, and Cy Svobodny.

A motion to adjourn the meeting was made, seconded, and carried at 8:01 pm.

After a break, the program took place. It was a members' night.

Respectfully submitted,  
Dave Norman, Secretary  
Northstar Chapter NRHS

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

Address Correction Requested



## Supplementary Photos by Chris Palmieri



On this day we focused on the mountains to the South of Saltillo, towards Benjamin Mendez, Coahuila, Mexico, the summit of the long climb from Monterrey. Two pictures above: A southbound KCSM freight train with SD70ACes 4070 and 4097 and Super 7 helper units 3436 and 3351 charge uphill out of a tunnel on the approach to Benjamin Mendez. At Benjamin Mendez the Super 7s will be cut off and a head end pick up of freight cars will be made.



Leading a southbound Ferromex train on the Main Line from Eagle Pass to Frontera.



Dan Munson, who made the trip with me along with Lowell McManus, was able to get ahead of me and situate himself in a nice perch on this ledge to get a shot. Just a minute or so behind, I got to the edge just in time to get an awesome shot of Dan "Getting The Shot" of two KCSM ES44AC's easing a manifest train downhill south of Benjamin Mendez, Coahuila, Mexico.



A southbound KCSM freight train with SD70ACes 4070 and 4097 and Super 7 helper units 3436 and 3351 charge uphill out of a tunnel on the approach to Benjamin Mendez. At Benjamin Mendez the Super 7s will be cut off and a head end pick up of freight cars will be made.



A southbound KCSM freight train with SD70ACes 4070 and 4097 ease down grade after setting out two helper locomotives and picking up cars at Benjamin Mendez.





**Above: FEMA 1 going through Hammond, LA.**  
**Below: A closer look at one of the Connecticut DOT SPVs.** All photos of FEMA trains were by Shawn Levy and are used with his permission.



**Bottom two photos: FEMA 2 coming and going through Hammond, LA.** Photo by Shawn Levy

## Train Consists for FEMA 1 and 2 FEMA 1

AMTK 87 P42DC  
 AMTK 63 P42DC  
 AMTK 1203 Baggage Car  
 AMTK 39024 Superliner II Transition Sleeper  
 AMTK 32077 Superliner II Sleeping Car  
 AMTK 38065 Superliner II Dining Car  
 AMTK 33035 Superliner II Sightseer Lounge  
 AMTK 34030 Superliner I Coach  
 AMTK 34008 Superliner I Coach  
 AMTK 34052 Superliner I Coach  
 AMTK 34116 Superliner II Coach  
 AMTK 31035 Superliner I Coach Baggage  
 AMTK 37006 Superliner I Cross Country Cafe  
 AMTK 39013 Superliner II Transition Sleeper  
 CDOT 1673 Commuter Car  
 CDOT 1625 Commuter Car  
 CDOT 1633 Commuter Car  
 CDOT 1671 Commuter Car  
 AMTK 68 P42DC  
 AMTK 139 P42DC

## FEMA 2

AMTK 13 P42DC  
 AMTK 12 P42DC  
 CDOT 1001 Commuter Car  
 CDOT 1621 Commuter Car  
 CDOT 1623 Commuter Car  
 CDOT 1629 Commuter Car  
 CDOT 1675 Commuter Car  
 AMTK 25107 Amfleet II Coach  
 AMTK 25058 Amfleet II Coach  
 AMTK 25074 Amfleet II Coach  
 AMTK 25027 Amfleet II Coach  
 AMTK 25016 Amfleet II Coach  
 AMTK 28022 Amfleet II Cafe/Lounge  
 AMTK 62025 Viewliner Sleeper *NORTHERN VIEW*  
 AMTK 62022 Viewliner Sleeper *MOUNTAIN VIEW*  
 AMTK 1762 Baggage Car  
 AMTK 169(?) P42DC  
 AMTK 22 P42DC



**Amtrak's rescue train as viewed from the Smith Ave. Bridge.** Photo by Dawn Holmberg





**Top: The Patron Tequila Express, ex-GM&O business car at Amtrak's St. Paul station.**  
**Middle: Santa Fe 56, Mohave, Friends of 261 Wisconsin Valley and former Milwaukee Road Super Dome 53 at the same location.**  
 Photos by Russ Isbrandt  
**Bottom: UP business car train viewed from the Lafayette Bridge. Photo by Dawn Holmberg**

Partial Rosters  
 BNSF Train

From the rear:

Marias Pass - Sleeper - ex-ATSF  
 Cajon Pass - Sleeper - ex-ATSF  
 Snoqualmie - Power Car / baggage - ex-ATSF  
 Columbia River - Business car - ex-GN  
 Trinchera Pass - Sleeper  
 Raton Pass - Sleeper - ex-ATSF  
 Gerald Grinstein - ex- Mississippi River CB&Q  
 Lake Superior - Diner- ex-NP  
 Valley View - Club Lounge - ex-ATSF  
 Mountain View - Club Lounge - ex-GN  
 Fred Harvey - diner -ex- ATSF  
 7425 BNSF GE ES44DC

Union Pacific Train

Southern most track:

207 - Power car / dorm  
 Omaha - deluxe sleeper  
 Columbia River - crew sleeper  
 Lake Forest - Deluxe sleeper  
 Green River - 1603 - Deluxe sleeper  
 City of Denver - 5011 - Diner  
 City of San Francisco - 9009 - Dome obs lounge  
 City of Portland - 8008 - Dome diner  
 Missouri River Eagle - 7011 - Dome diner  
 Wyoming - 201 - Deluxe sleeper  
 Colorado Eagle - 8004 - Dome diner  
 Overland - 302 - Diner  
 Lone Star - 100 - Business car  
 Northern Track  
 Modular fuel tank car?  
 Box car - parts car  
 2066 - Power car  
 Carbarton - crew car  
 Business car ?  
 Heavyweight Business car  
 Power car?  
 Sleeper  
 Baggage car Flag graphic over 2/3 car (Promen-  
 tory?)  
 Diner  
 Baggage car (Train entrance) (Sherman Hill?)  
 Dome Obs lounge car (Harriman)  
 City of Los Angeles - Diner  
 Sleeper  
 Business car