



# NORTHSTAR NEWS

## Riding Mexico's Copper Canyon Train by Jim George



Westbound stop at Divisadero, October 24, 2008. Photo by Jim George

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### Meeting Notice

The February meeting of the Northstar Chapter of the NRHS will be held in the Como Park Streetcar waiting station, February 21st. See directions on following page.

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:15 pm. Call Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Program: Jim George will present slides he took on his Copper Canyon Train trip.

# Northstar Chapter Officers

## Board of Directors

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

## MEMBERSHIP INFORMATION

Dues are \$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 Site of the February Meeting, Twin Cities Lines Streetcar Waiting Station in Como Park.

Exit I-94 at Lexington Parkway and travel north to Horton Ave. second light after crossing under the second set of BNSF tracks. Turn right onto Horton Ave. and left into the small parking lot. If the lot is filled, park on Horton Ave., or on Churchill Street to the east.

## Mystery Photo

Here's a vintage photo of the Duluth & Iron Range steam engine #3, which is on display at Two Harbors. It was one of the sights to see there, as mentioned in the reprint of the trip brochure from the July 3, 1960 fantrip on the Duluth, Missabe & Iron Range Railway which was in last month's issue of Northstar News. A future member of the Northstar Chapter shows up in the photo. Can you guess who it is?

Send your guess to the editor by e-mail [risbrandt@comcast.net](mailto:risbrandt@comcast.net) or by postcard to Russ Isbrandt, 4036 Birch Knoll Drive, White Bear Lake, MN 55110. All





entries must be received by February 28th. A list of those who guessed correctly will be printed in the March issue of Northstar News.

Hint: The member guesses the photo was taken approximately 60 years ago.



## Riding Mexico's Copper Canyon Train By Jim George

In late October, my wife and I, along with good friends Ron and Winnie, left on a 12-day trip to the Copper Canyon in Mexico. I had been planning this trip for a long time, and with Penny's language skills, it was something we both looked forward to doing. I could ride the train and she could speak Spanish along the way.

The Copper Canyon is an area where six different canyon systems come together in the Sierra Madre Mountains of northwest Mexico. It is very remote, and a large population of Tarahumara Indians inhabits the region. They are said to be one of the least assimilated indigenous groups remaining in North America. The best way to see the canyon is by train, and the Chihuahua al Pacifico Railroad (known as CHEPE) runs from the city of Chihuahua southwest through canyon country about 400 miles to Los Mochis on the Gulf of California. One description of the trip calls it "the most dramatic train ride in the western hemisphere."

A little history of the line: The railroad was part of the original Kansas City, Mexico & Orient Railway, and construction commenced in the 1890s. It was planned to run 1600 miles through Kansas, Oklahoma, and Texas, crossing the border at Presidio (Ojinaga on the Mexican side), and into Chihuahua City. Then it would run southwest through the Sierra Madre Occidental range to Topolobampo Bay on Mexico's west coast. The idea was to shorten the overall shipping route to the Orient by 400 miles, compared with a U.S. transcontinental route. Construction was interrupted by the Mexican Revolution of 1910-1917 and wouldn't resume again until 1941 after Mexico nationalized its railroad system. The line was finally completed in 1961 at a cost of over a billion pesos, all paid for by the government with no foreign aid. Mexico later privatized the rail system, and the Chihuahua al Pacifico became part of Ferromex in 1998. Freight trains run all the way through from Ojinaga to the coast, but the passenger trains only operate from Chihuahua City. The CHEPE train today is one of only two passenger trains operating in Mexico.

The railroad operates a first-class and an economy-class passenger train daily in each direction, with the first-class train taking 12-14 hours to travel the line. We rode from Chihuahua as far as El Fuerte, a smaller town about an hour from the coast, and then back to Chihuahua, stopping off at a couple of places for overnight stays. For the round trip, we paid about \$280 each. The first class trains usually consisted of a single locomotive, a dining car, a club car, and three coaches, although one day we had a second locomotive and three extra passenger cars. The



Westbound train at the long Divisadero stop. Note the ac units on the roof. Photo by Jim George



cars are maintained very well, with clean windows and restrooms, operable window shades, and amply stocked diner and club car. There was plenty of open vestibule space, and passengers were encouraged to occupy those areas, especially in the more scenic locations. The train stops for about 20 minutes each direction at Divisadero near the canyon rim so that passengers can get out and enjoy the sights. It's also a good place to photograph the train, and I took advantage of it both times.

The railroad itself is a scenic and engineering marvel, and the trip was everything I expected. From Chihuahua, elevation about 4,600 feet, the line rises to just over 8,000 feet above sea level at its highest points, crossing the Continental Divide three times while passing over 37 bridges and through 86 tunnels. Then it makes a steep descent on the western side down to sea level. The longest tunnel is more than a mile in length, the longest bridge over 1600 feet long. At one place known as El Lazo, the railroad loops around and over itself. The most spectacular location is at Temoris, where the line curves and loops through tunnels and bridges, revealing three levels of track.



**One of the loops at Temoris.** Photo by Jim George

Here, it enters a big horseshoe tunnel, turns 180 degrees inside the mountain, and emerges 100 feet lower traveling in the opposite direction. There's also a station stop, a high waterfall, and a commemorative sign made from 160 scrap rails which marks the railroad's final completion in 1961.

Because of the elevation changes, the line passes through several bio-climatic zones along the way so that we were able to observe a wide variety of plant life, ranging from dry desert scrub cactus up through richer grasslands, oak woods, and finally pine forests at the upper levels. The west side of the range is more humid, but there were still cactus mixed in with palm trees and agaves.

Once we arrived in Mexico, we had near perfect weather the entire trip, usually clear blue skies and no rain. Chihuahua was ideal, mid-70s during the day, 50s at night, very low humidity. At the higher levels, daytime temps were about the same, but at night it got down into the 40s, and we had to turn on the heat in a couple of places. El Fuerte, on the west side and at the lowest elevation, was

hot (low 90s), humid, and buggy, the only place we used our insect repellent. Batopilas, located deep in the bottom of one of the canyons, was also hot, in the 90s, but dry and relatively bug-free.

Our westbound train left Chihuahua City in the dark at 6:00 am, so we didn't see much for the first hour. After that, we passed through a large Mennonite community and thousands of acres of apple orchards before we reached the Sierra Madre foothills. We were originally scheduled to travel halfway through the canyon, spend a night at a rimrock hotel, and then continue on to El Fuerte.



**The station at El Fuerte.** Photo by Jim George

But bad weather in Houston the first day forced the cancellation of our connecting flight, and we wasted a night on the floor of the airport. (It seems there are no motel rooms available in Houston; they're all filled with survivors from Hurricane Ike.) As a result, we lost the first day of our trip and had to travel all the way through on the second day. It was a 14-hour trip, but at least we were back on schedule.

We were able to break up the return trip to Chihuahua into three installments, staying in some of the different towns and exploring the area. We took some optional van trips, one up to the canyon rim where we overlooked a little town some 6,000 feet below the valley floor. Another three-day journey took us on a seven hour ride down a narrow dirt road to another part of the valley and the little village of Batopilas, where we spent a couple of nights. We hiked four miles out to an old mission, the "lost mission of Satevo," and experienced other parts of this very remote area of the country.

Creel is the largest town in the canyon area, and we stayed there two nights at The Lodge, a Best Western hotel, which we all enjoyed. At an elevation of about 7,600 feet, aspen trees grow here. I felt as if we could have been in the mountains of Colorado or Wyoming with the yellow aspens mixed in among the pine trees. Sometimes it snows in Creel, but it wasn't that cold yet when we were there. We were in town Halloween night, and it was fun to watch all the kids parading through town in connection with Mexico's Day of the Dead celebrations.

We finished the trip back in Chihuahua with a city tour on Sunday and were on the airplane the next morning for a rather uneventful trip back home.

More photos are contained in the electronic edition and many more will be seen in the upcoming February program.

### **Holiday Trip to Harpers Ferry By H. Martin Swan**

Once a year, over the Christmas season, I travel east to either Springfield, MA or Harpers Ferry, WV for a family reunion. This season it was Harpers Ferry where I would be met by my brother for the trip to Leesburg, VA, the home of my sister and her family. Since I knew I would be going to Harpers Ferry since the beginning of the year, I made my reservations to and from there very early in March. By doing so, I got the lowest possible Amtrak fares and I also got one of my Christmas expenses (transportation) out of the way early. I was easily able to get a roomette from St. Paul to Harpers Ferry, but surprisingly on the return trip, starting January 1, 2009, the roomettes were at a much higher rate. In fact, they were at a higher rate than the bedrooms. Well, since I saved so much on the roomettes on the going trip, I decided to splurge for the bedroom from Harpers Ferry to Chicago. It appears a travel agency booked the roomettes which caused only higher bucket rates to be available.

Fast forward to December 26th, the day before I was supposed to depart. The weather has been horrible out in Washington state, in Chicago and in North Dakota. The *Empire Builder* has been running hours and hours late. In fact one *Empire Builder* left Chicago 23 hours late. The train that was supposed to leave one hour later was only going to St. Paul and it would run 5 hours late. People in Chicago only going up to St. Paul weren't allowed on the 23 hour late train, rather it was filled up with people going beyond St. Paul. My train left Seattle 4 hours late and Amtrak's website said it expected to be in St. Paul on time. Yeah sure!! By the next morning it was running 7 hours late. A quick call to Amtrak assured me alternate transportation, i.e. buses, would be run.

December 26th was an above freezing day in St. Paul, but it was cloudy with an all day mist and drizzle. That evening I watched the news showing cars going in circles and backwards on the frozen highways down in Chicago, another bad day for that area.

At 6:30 am on the 27th, an always reliable Green & White Taxi arrived at my house to take me down to Amtrak. With the temperature below freezing, the drizzle and mist was now frozen to the ground. The cab had trouble getting up my driveway and I had trouble getting to the cab, finally walking on the snow along side my driveway and then sort of scooting across to the cab. Getting to the station was "interesting" but we did arrive at 7:00 am. Amtrak Midway Station was Packed (with a capitol "P"). Not a seat was to be had. My first action was to take my tickets to Northstar Chapter member Brian Cutter who refunded my roomette charge from St. Paul to Chicago.

There were at least 3 high capacity (55 passenger) buses that day. Bus #1 was non-stop to Chicago and was only for people making connections to other trains in Chicago.

Before I could get on, I had to show my connecting ticket. Since we filed out, I assumed that 1) everybody on the bus was a connecting passenger or 2) once all the connecting passengers were aboard then non-connecting Chicago passengers were allowed to board. The other two buses were for people going to or being picked up at intermediate points. I believe Bus number 2 was also going to Chicago and Bus number 3 was making the intermediate stops. Whatever! Our meal stop was at the Burger King in Wisconsin Dells. Amtrak picked up the first \$5.00 of the meal cost.

We did have one accident. Because the Burger King was filled to capacity, some people took their food back to the bus to eat. In one family group, one person accidentally dropped her cup of coffee which fell on the feet of a little girl (maybe 6 years old). Her socks soaked up the coffee and burned her pretty bad. When I got on the bus they were carrying her out, she was barefoot, her feet were red and blisters were forming. The family took a cab which I gather, took them to a nearby hospital so the little girl could be treated.

When we left Wisconsin Dells, we ran into thick fog, one could barely see the taillights of the car ahead of the bus and you couldn't see beyond that. In my opinion, we were going way to fast for that kind of condition---and we were tailgating the car ahead of us. This is the type of situation where you get those 27 or so car crashes. Regardless, we did arrive Chicago safely at about 3:00 pm. It was still raining in Chicago, but the temperatures had warmed up to the 40s so it was simple rain. The fact that it was raining and the fact that the bus stopped in the middle of the road, was conducive to allowing us to experience the rain first hand. Further, there were no Red Caps out to help with the luggage. I asked the bus driver if he thought the Red Caps would come and he asked "What's a Red Cap?". The lack of Red Caps was troublesome. One woman had two large suitcases and several grocery bags of various items. Once she managed to get them into the Canal Street entrance, she was stopped by the bank of escalators going down to main floor and looked like she was about to cry. I showed her where the elevator was and that cheered her up a bit. Once down on the main floor she was able to easily flag a Red Cap.

If I thought Midway Station was packed, you should have seen Union Station. Never have I seen so many people in that place. People were everywhere, sitting on their luggage, sitting on the floor, everywhere. There was no chance to get a seat in the Metropolitan Lounge, so I went out to the main waiting room where I did find a bank of empty seats behind a wall. If you like to people watch, this was the place to be.

It was amazing. The Grand Rapids train was called and a long line of people queued up to get ready to board when an announcement was made that the train had been cancelled. A very audible "Ohhhhhhhhhhhhhhhhh!" (plus a few other words not suitable for family reading) could be heard. The announcement went on to say that buses had been ordered and as soon as they arrived passengers could board at the Canal Street entrance.



The *Capitol Limited* (#30) was scheduled to leave at 7:05 pm. I had been advised to return to the Metropolitan Lounge by 6:00 pm. So about that time I headed back to the lounge. When I got back and identified myself, I was asked if I wanted to make a dinner reservation. I decided that 6:30 pm would be nice. I noticed that #7 still hadn't left and wasn't going to leave until about 9:00 pm which was about the same time that #8 was going to arrive. At 6:00 pm the call for passengers wanting Red Cap service and a ride to the train was made and I availed myself of the service, being taken out to car 3000, Roomette 2. The Red Cap got my usual \$5.00 tip for the service.

Number 30 consisted of 2 non-refurbished sleeping cars (but they were clean and mechanically sound), 1 of the new dining/lounges, 1 Sightseer Lounge and 3 coaches. All Superliner cars. At 6:30 pm the call went out for the 6:30 pm reservations. I was very impressed with the way the steward (old-fashioned term) had his car organized. As we came in the steward checked us off by name, sometimes guessing who the passenger was. After awhile he would get on the intercom and page people that were supposed to be there and telling them that their table was waiting. With only a dining/lounge, which seats around half the number of people that a regular Superliner dining car seats, and with #30 being totally sold out, he had to be efficient. There were two waiters, which is double the number usually found in a dining/lounge, and they were quick to start service. The menu that night (and on the return trip) was the flat iron steak, baked trout, Maryland crab cakes, and 1/2 baked chicken (plus the vegetarian dish). I tried the crab cakes and found them quite good. Dessert was a normal size slice of Oreo chocolate cream pie. While I was eating, 7:05 pm came and we went with it. It was nice to be on train going east that left right on time.

Back to my room, I got some ice and had a little libation with some liquid I brought on board with me and continued to read the book that I had started while waiting in Union Station. About 8:00 pm the attendant came by and wanted to make up my bed. Too early, he hemmed and hawed and indicated he wanted to get to bed (apparently he had to be up at Pittsburgh and Cleveland to work the car). I told him I would make up the bed, no problem. And with that he went to bed.

I made up the bed around 11:00 pm. I woke around 4:30 am and needed to use the facilities down the hall. When I got back to my room, I noticed that there was a lot of urban activity outside. With a full cloud cover the lights of Pittsburgh were reflected back and it was almost like daylight. I stayed up for awhile until we got to Pittsburgh almost 30 minutes early, then went back to sleep. I woke up around 8:00 am, got up, made up the bed so I could sit and shave and stuff and then went to breakfast. I had the cheese omelet. It appears to be made from scratch on board.

We arrived Connellsville and Cumberland early and had to wait for time. This being on time was a totally new experience for me on the *Capitol Limited* For the first time ever, I wouldn't have time to have lunch on the train today. We arrived at the renovated Harpers Ferry station (served also by MARC) 5 minutes late. Darn! My brother-in-law

had never seen me arrive earlier than 2 hours late. As a result, he waited too long to contact Amtrak to see how the train was doing and didn't get there to pick me up for 45 minutes after the train had left. No big deal, 60 degrees and saw a couple of CSXT freights go by while I waited.

Over the next few days, I visited family, etc. On New Year's Eve my brother-in-law and I went down to Point Of Rocks, Maryland to do a little railfanning. Sadly, after an hour of waiting all we got was one MARC train. The station was nicely rebuilt but apparently only for show.



New Year's Day came all too quickly. As luck would have it, my beloved Cornhuskers were playing Clemson in the Gator Bowl. Nebraska had just kicked a field goal to go ahead when we had to leave in order to catch the *Capitol Limited* to take me back to icy Minnesota.

So in delightful 50 degree weather off we went to Harpers Ferry. My sister did phone us the great news that the Huskers fought off a final Tiger attack from the NU 10 yard line with two minutes to go and we won. YEA!

The *Capitol Limited* arrived right on time. That is the best it has ever done for my return trip. My bedroom E, car 2901 was waiting for me and I was glad to be able to sit down and relax a little. Our train was two sleepers, regular dining car, sightseer lounge and 3 coaches. Now for the first time in 4 days, I really relaxed and discovered that I was really tired. I decided to have my dinner brought to my room and requested the service from the attendant. I decided on the baked trout and was greatly disappointed. It was overcooked and not very good.

Bedtime was around 8:00 pm and I slept pretty good, waking up for a few minutes around Cleveland. I finally got up about 7:00 am and by the time I was dressed, shaved and such, it was too late for breakfast. Arrival time in Chicago was 15 minutes early.

I was still tired. It was cold outside, so I decided to go to the food court on the upper level of the station to find some breakfast. The only thing I could find was McDonald's, so my combination breakfast and lunch this day was a couple of Sausage Egg McMuffins. I decided to just hang in the Metropolitan Lounge reading the book that I brought with me and had started on the outbound trip. Usually I wander the station, looking around to see what was going on, but not this time. The station was still crowded but not like it was on my downward trip.

It is interesting how the various train crews handle passengers. The *California Zephyr* was called and passengers went right out to the train. But prior to the *Empire Builder* being called, the conductor and his assistant came to the Metropolitan Lounge and lifted sleeping car tickets prior to boarding.

So now we were waiting for boarding, when the dreaded "Delayed" indication was placed by the train on the monitors. Thank goodness it was just a minor 30 minute delay while a potential bad order engine was replaced with an alleged good order engine.

The *Empire Builder* was its usual self, i.e. 3 sleepers, 1 of which goes to Portland, 4 coaches, half of which went to Portland, the Portland Sightseer and the Seattle dining car. However, this was the first time in a long time that the sleepers were unrefurbished.

We didn't get too far out of Chicago when the train came to a stop. It was explained that there was a Metra train ahead of us that broke down and we were going to have to wait for permission to back to the nearest crossover so we could go around it. After awhile we started to back up. At that point I dozed off. When I woke we were moving forward again at a good clip.

I chose a 6:30 dining car sitting and discovered not much to my surprise that the menu was the same as we had on the *Capitol Limited*, except instead of crab cakes, we had lamb shank as the special. So I tried the lamb. Not bad, not bad at all.

Then back to my room where I alternated at dozing and reading my book. Arrival at St. Paul was an hour down. Grabbing my bags, in the cold chill, I found a cab and headed home.

## Railfan Calendar

### Night Trains

Saturday nights until February 28th, 6 pm - 9 pm Twin City Model Railroad Museum. Admission for 5 years and older \$4.00, under 5 free.

### Greater Upper Midwest Train Show and Sale

Saturday, February 7, 2009, 9 am to 2 pm at Century College, 3300 Century Ave. N., White Bear Lake, MN. Admission: 12 years and older \$4, under 12 free.

### Spring Railfest

Saturday, March 28, 2009, 10 am to 6 pm at the Hutchinson, MN Mall, 1060 State Highway 15 South. Admission: Free. Operating model railroads in several scales and model railroad, rail memorabilia flea market.

### Newport Model Railroad Club Flea Market

April 18, 2009, 10 am to 3 pm at Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. Admission: 12 years and older \$5, under 12 free.

## Minutes of the January 17, 2009 Meeting

The meeting was called to order by chapter president Cy Svobodny at 7:05 pm in the historic Como Park streetcar station with 21 members and guests present. All members and guests were requested to introduce themselves. A motion to approve the minutes of the November 15, 2008 meeting, as printed in the January 2009 issue of Northstar News, was made, seconded, and carried. Treasurer Dan Meyer

said that he had no report to make this month, although he informally noted that, "The chapter has plenty of money." Marty Swan reported on activities of the Cheer Committee. A card was sent to De Lindeen, who had a knee operation, and to Ben Pressnall, who had another operation. John Goodman was not here to give any reports as Trip Chairman or as Program Chairman. Marty Swan reported on the 2008 Holiday Banquet. There were about 34 people present. The speaker had a good time and indicated that he might come back for the 2009 NRHS National Convention. There were many nice door prizes. Newsletter editor Russ Isbrandt said that he had nothing to report. John Cartwright reported on the work being done to organize the chapter's library. He said that a lot of progress has been made. There has been no decision yet by the board on guidelines as to what items will be sold and what will be kept. He gave thanks to Joe Stark getting the shelving.

New Business - The subject of planning for the 2009 Holiday Banquet was brought up. Marty Swan said that he'd take charge of the project if we go back to Tinucci's. The date would be December 6th. After a discussion, it was voted that we will have our Holiday Banquet on December 6th at Tinucci's. Marty was instructed to make reservations for the event. National Convention chair, Dan Meyer, said that about half the events are nailed down, but some of the other events are not. Seminars will include a book-signing session by rail authors. He gave a preview of the planned seminars.

There was a call for any other New Business. Hearing none, a motion to adjourn was made, seconded, and carried at 7:21 pm. After a brief break, Russ Isbrandt presented a slide show of pictures that he had taken from 1970 to 1972, while he lived in Cincinnati.

Respectfully submitted,  
Dave Norman, secretary  
Northstar Chapter NRHS

## News Headlines

On January 18th, President-Elect Barack Obama took the train from Philadelphia's 30th Street Station to Washington D.C. The POTUS passenger extra was preceded and followed by security trains. All were diesel powered. Note that the President-Elect's train was powered by GE P-42s 44 for the 44th President and 120, the date of his inaugural. This information is courtesy of Ed von Nordeck via Gene Poon of the Yahoo All Aboard Group.

### Number one

54

100

10020 - Security Command car

10002 - Track Geometry car

### Number two

44

120

82579 - Press coach

82739 - Press coach

43360 - Press Table car, WiFi equipped

82727 - Guest coach

43378 - Guest Table car

82733 - Friends/Family Coach

20174 - Friends/Family Food car

43361 - Security Command Car

81529 - Security Coach

Georgia 300 - Dignitary Car

Number three

71

77

82588 - Coach

82705 - Coach

82544 - Coach

43379 - Security Command Car

10001 - Amtrak Office Car.



**Delivery of 4 Northstar Commuter locomotives to Big Lake, MN in early January.** Photo by Ed Toomey, by way of Gary Braasch and Cy Svobodny through Internet forward.

**Right: Photo of a Iowa Northern train trapped in snow just south of US 18 between Nora Springs and Rockford from midnight Friday, January 23rd until Noon on Sunday, January 25th. They had to dig them out by hand. Additional photos in electronic edition extra pages.** Photos courtesy Craig Williams via Ron Albers Internet forward.



**Northstar locomotives being set up at North Town Diesel Shop.** Photo by William Zimmerman by way of Internet forward from Joe Stark.



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

Address Correction Requested





Three photos of the George's Copper Canyon trip. Upper left: Two extra Ferro Mex coaches and an extra CHEPE coach on their eastbound train. Upper right: Eastbound Primera Express at Divisidero. Below left: Meet with westbound 2nd class train at Divisidero, the George's train at right.



Two more photos of the Iowa Northern train trapped in snow just south of US 18 between Nora Springs and Rockford from midnight, Friday January 23th until Noon on Sunday, January 26th. Photos courtesy Craig Williams via Internet forward from Ron Albers.



The Iowa Northern wasn't the only railroad digging through the snow as the photos at right and on the next page show. The CP in Rogers Pass near the tunnel portal west of Northlander in the Rockies dealt with heavy snows too, as these photos by Internet forward from Gary Braasch and Cy Svobodny illustrate.







**Left and Above: Northstar Commuter Rail locomotives brought inside the BNSF North Town shop to thaw out and be set up for running January 6th. Photo by William Zimmerman received through Internet forwards from Stephen Stark through member Joe Stark.**



**Left: This photo has absolutely nothing to do with anything in this newsletter. Your editor is a sucker for steam in the snow and vintage (especially 1950s) cars. This is ex-UP 2-8-0 #618 at Heber, UT and a 1953 Buick Super sedan. Photo was provided by Gary Braasch through Cy Svobodny via Internet forward. There may be more of this type of photo in future newsletter extra pages.**