



# NORTHSTAR NEWS

## The Liberty Limited - Patriotism Lives



Eastbound ethanol train G-LMDNSI7-10A hits the snow bank along Budd Street in Maple Plain, December 11th. The train, loaded at Loomis and Chancellor, South Dakota, was powered by NS 8885, 9668, and CSXT 5353 and consisted of two buffer cars and 96 loads. Photo and caption information by Shawn Christie

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### Meeting Notice

The January meeting of the Northstar Chapter of the NRHS will be held on the **FOURTH** Saturday of January, on January 22nd, at a **NEW location**, *Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville.* See map 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. **IMPORTANT: PLEASE CALL** Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you. Last minute walk-ins can sometimes be a problem.

The program will feature Dick Tubbesing's videos of the 2010 NRHS Convention at Scranton and West Virginia Rails.

# 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 \$48 (\$36 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.

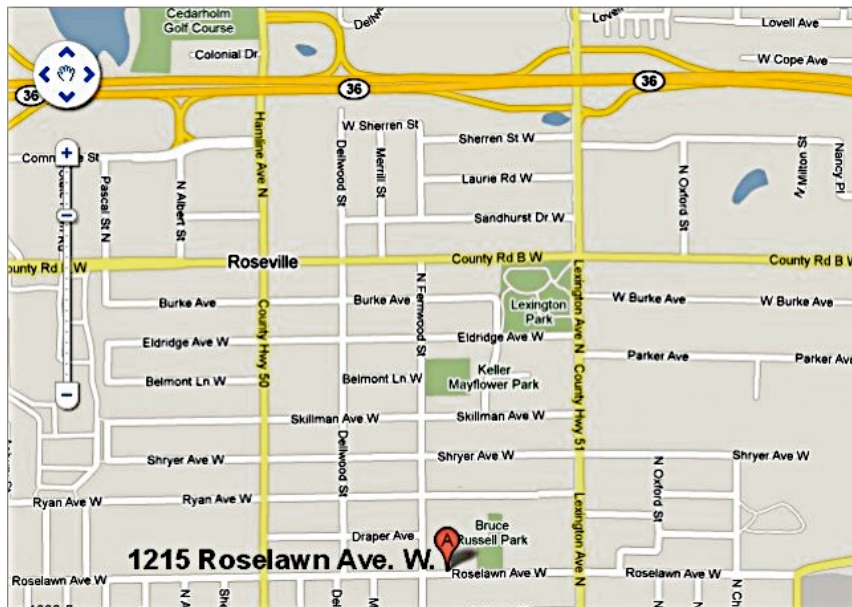
### Directions to Roseville Lutheran Church

From the east and west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, the Diamond Room.

**The Liberty Limited - Patriotism Lives**  
**By Ronnie Polaneczeky, Philadelphia Daily News with**  
**Update from Railway Age Breaking News**

November 27, 2007

And now, I bring you the best Christmas story you never heard.



It started last Christmas, when Bennett and Vivian Levin were overwhelmed by sadness while listening to radio reports of injured American troops.

"We have to let them know we care," Vivian told Bennett.

So they organized a trip to bring soldiers from Walter Reed Army Medical Center and Bethesda Naval Hospital to the annual Army-Navy football game in Philly, on December 3.

The cool part is, they created their own train line to do it.

Yes, there are people in this country who actually own real trains. Bennett Levin - native Philly guy, self-made millionaire and irascible former L&I commish - is one of them.

He has three luxury rail cars. Think mahogany paneling, plush seating and white-linen dining areas. He also has two locomotives, which he stores at his Juniata Park train yard.

One car, the elegant *Pennsylvania*, carried John F. Kennedy to the Army-Navy game in 1961 and '62. Later, it carried his brother Bobby's body to D.C. for burial.

"That's a lot of history for one car," says Bennett. He and Vivian wanted to revive a tradition that endured from 1936 to 1975, during which trains carried Army-Navy spectators from around the country directly to the stadium where the annual game is played.

The Levins could think of no better passengers to reinstate the ceremonial ride than the wounded men and women recovering at Walter Reed in D.C. and Bethesda, in Maryland.

"We wanted to give them a first-class experience," says Bennett. "Gourmet meals on board, private transportation from the train to the stadium, perfect seats - real hero treatment."

Through the Army War College Foundation, of which he is a trustee, Bennett met with Walter Reed's commanding general, who loved the idea.

But Bennett had some ground rules first, all designed to keep the focus on the troops alone:

No press on the trip, lest the soldiers' day of pampering devolve into a media circus.

No politicians either, because, says Bennett, "I didn't want some idiot making this trip into a campaign photo op."

And no Pentagon suits on board, otherwise the soldiers would be too busy saluting superiors to relax.

The general agreed to the conditions, and Bennett realized he had a problem on his hands.

"I had to actually make this thing happen," he laughs.

Over the next months, he recruited owners of 15 other sumptuous rail cars from around the country - these people tend to know each other - into lending their vehicles for the day. The name of their temporary train?

*The Liberty Limited.*

Amtrak volunteered to transport the cars to D.C. - where they'd be coupled together for the round-trip ride to Philly - then back to their owners later.

Conrail offered to service the *Liberty* while it was in Philly. And SEPTA drivers would bus the disabled soldiers 200 yards from the train to Lincoln Financial Field, for the game.

A benefactor from the War College ponied up 100 seats to the game - on the 50-yard line - and lunch in a hospitality suite.

And corporate donors filled, for free and without asking for publicity, goodie bags for attendees:

From Woolrich, stadium blankets. From Wal-Mart, digital cameras. From Nikon, field glasses. From GEAR, down jackets.

There was booty not just for the soldiers, but for their guests, too, since each was allowed to bring a friend or family member.

The Marines, though, declined the offer. "They voted not to take guests with them, so they could take more Marines," says Levin, choking up at the memory.

Bennett's an emotional guy, so he was worried about how he'd react to meeting the 88 troops and guests at D.C.'s Union Station, where the trip originated. Some GIs were missing limbs. Others were wheelchair-bound or accompanied by medical personnel for the day.

"They made it easy to be with them," he says. "They were all smiles on the ride to Philly. Not an ounce of self-pity from any of them. They're so full of life and determination."

At the stadium, the troops reveled in the game, recalls Bennett. Not even Army's lopsided loss to Navy could deflate the group's rollicking mood.

Afterward, it was back to the train and yet another gourmet meal - heroes get hungry, says Levin - before returning to Walter Reed and Bethesda.

"The day was spectacular," says Levin. "It was all about these kids. It was awesome to be part of it."

The most poignant moment for the Levins was when 11 Marines hugged them goodbye, then sang them the Marine Hymn on the platform at Union Station.

"One of the guys was blind, but he said, 'I can't see you, but man, you must be f---ing beautiful!' " says Bennett. "I got a lump so big in my throat, I couldn't even answer him."

It's been three weeks, but the Levins and their guests are still feeling the day's love.

"My Christmas came early," says Levin, who is Jewish and who loves the Christmas season. "I can't describe the feeling in the air."

Maybe it was hope.

As one guest wrote in a thank-you note to Bennett and Vivian, "The fond memories generated last Saturday will sustain us all - whatever the future may bring."

God bless the Levins.

And bless the troops, every one.

Editor's Note: Author Ronnie Polaneczky worked as attendant aboard the 2007 train, not as a member of the press.





Retired Army Reserve Colonel Lex Bishop, with a flag that had flown over the U.S. Capitol, salutes the wounded armed forces aboard the 2010 *Liberty Limited* at Chase, MD, December 11th. Photo by Don Kalkman

Right: The *Liberty Limited* approaches the Philadelphia suburb of Norwood, PA, between Chester and Sharon Hill. Train consist: Engines PRR 5711 and 5809 and private cars *Caritas*, *Southern 1*, *C&O 3*, *Chapel Hill*, *Dover Harbor*, *Northern Dreams*, *J Pinckney Henderson*, *Golden Tower*, *Golden Moon*, *Imperial Leaf*, *Birken*, *Silver Shore*, *Silver Express*, *Oliver Hazard Perry*, *Greenwich Harbor*, *Greenwich Estate*, *Mount Vernon*, *Pony Express*, *Kitchie Gammi Club*, *Pennsylvania 120*. Two photos by John Almeida off the Philadelphia Chapter, NRHS web site.

This year the *Liberty Limited* ran again. Here is the update from Railway Age Breaking News:

***Liberty Limited* rolls again for soldiers, sailors**  
Thursday, December 16, 2010

At 1,850 feet—19 private passenger cars and two classic EMD E-8 diesel-electric locomotives in the Pennsylvania Railroad's famous Tuscan Red/gold pinstripe keystone livery—the *Liberty Limited* was a sight to behold, roaring up the Northeast Corridor at 90 mph on December 10, on its way from Washington D.C. to the 2010 Army-Navy football game in Philadelphia.

Inside the gleaming private-varnish consist, with *Liberty Limited* operator Bennett Levin's *Pennsylvania 120* open-platform business/observation car bringing up the markers, were 70 "Wounded Warriors"—U.S. Army, Navy, and Marine Corps personnel from Walter Reed Army Hospital and Bethesda Naval Medical Center. With them were 25 family members and guests, 24 military support staff, 16 car owners (who donated use of their equipment), 42 food preparation and wait staff, 30 crew members and police officers—"and no politicians or media," according to Levin, who with wife Vivian and son Eric (Conrail's Superintendent of Motive Power and rebuilder and caretaker of his father's 1951-vintage E-8s), has operated this special trip three times at the behest of U.S. military.

During the course of the all-day event, there were 225 breakfasts, 160 lunches, and 250 dinners served on board private cars that came from Pennsylvania, South Carolina, Ohio, Minnesota, Wisconsin, Maryland, Connecticut, Ari-



zona, and New Jersey. This included ground crews from CSX Transportation and Conrail in Philadelphia, on site security and police escorts, and SEPTA drivers.

Those who made the 2010 edition of the *Liberty Limited* possible, or who donated to its operation, included:

- Financial support: Association of American Railroads, American Short Line and Regional Railroad Association, Bachmann Trains, TD Bank, U.S. Army Association, Army War College Foundation, United States Military Academy Graduates Association, American Association of Private Railroad Car Owners, Juniata Terminal Co., Inc.
- Breakfast: Corner Bakery, Washington, D.C.
- Lunch: Jack's Deli & Catering, Philadelphia
- Transportation: Amtrak, CSX Transportation
- Train servicing: Amtrak, CSX Transportation, Conrail
- In-patient gifts: Jim Daly
- SEPTA buses: Pat Deon
- Books: Simmons-Boardman Books/Railway Age, Kalmbach Publishing
- Hotel rooms: Grand Hyatt, Washington D.C.
- Giclee prints: Silicon Gallery, Philadelphia
- Beverages: Philadelphia Coca Cola, Ellis Coffee, Mueller Distributing

The following links are from UTube :  
At Newark, DE

[http://www.youtube.com/watch?v=weqY\\_ip3eL0&NR=1](http://www.youtube.com/watch?v=weqY_ip3eL0&NR=1)



At Bowie, MD MARC Station

[http://www.youtube.com/watch?v=GSeD5gdju\\_o](http://www.youtube.com/watch?v=GSeD5gdju_o)

Unknown location, E's are accelerating

<http://www.youtube.com/watch?v=K8j2BgoYyik&feature=related>

At Norwood, PA

<http://www.youtube.com/watch?v=UwXCjFLw2ts>



**The Northstar Chapter Library Committee at the November open house. Left to right: Dan Meyer, John Cartwright, Bill Dredge, Russ Isbrandt, Dave Norman, Cy Svobodny and Joe Stark. The committee gathers each Wednesday from 10 am to 11:45 and 1:00 pm to 3:00 pm. Members are invited to drop in during those hours. Photo by Dawn Holmberg**

**Twin Cities Lines PCC 362 Runs Again!**  
From [www.streetcar.org/blog/](http://www.streetcar.org/blog/)



Another step forward was taken for Muni's program to get its 11 PCCs from the 1070 class into permanent, reliable service. Streamliner No. 1071, painted to honor its original (1947) owner, Twin City Rapid Transit of Minneapolis-St. Paul, operated under its own power from Muni Metro East, on the T-line at Cesar Chavez Street near Third Street, across town to Geneva Division some seven miles away. It's believed to be the first time this streetcar, acquired by Muni six years ago, has operated a substantial distance under its own power.

Pictured above on The Embarcadero connector track near Howard Street during its move on December 16, this streetcar is the first of its class to be returned to San Fran-

cisco following complete rewiring and installation of updated (but still traditional) propulsion components by Brookville Equipment in Pennsylvania. It is part of an \$18 million contract that also includes the complete remanufacture of five additional PCCs.

No. 1071 was delivered to Metro East on November 20, but some of the new components were out of adjustment and the streetcar would not operate. Muni towed it over to Geneva Division for a ceremony in conjunction with the dedication of the new covered storage facility for historic streetcars, then towed it back, where this week representatives from Brookville and its subcontractors have been making the adjustments. They will incorporate the lessons learned from the renovation of this "pilot car" into the work being done on other streetcars in this group.

This streetcar will soon enter acceptance testing by Muni. Look for it on the N-Judah line as well as the F-line and J-line. After acceptance, it will start carrying passengers for the first time since Muni acquired it, as soon as a month from now. (Of the 11 PCCs in this class, acquired third-hand from Newark, New Jersey, only 5 have carried passengers so far in San Francisco.)



**The San Francisco Geneva Ave. carhouse canopy was dedicated December 2nd. Yes, that is former Twin Cities Line 362 in the background. Unfortunately it had to be towed there for this photo op (see previous story). The \$10.4 million project will cover 24 cars. Some cars had been stored there in November as a test while construction was completed. It will now be filled with F Line cars each night in time to protect them from winter storms. Photo courtesy Market Street Railway blog.**

### From Trains Newswire

**New home opened for Muni's historic streetcars; more cars to be restored**

Published: December 17, 2010

SAN FRANCISCO — The San Francisco Municipal Transportation Agency, which manages the Municipal Railway, and its non-profit partner Market Street Railway, have opened a new structure to house its historic streetcar fleet. The new Geneva Canopy opened earlier this month and offers covered storage for 24 streetcars on six covered tracks.

The historic streetcars operate on Muni's F Market & Wharves Line and carry more than 20,000 passengers each weekday.

The canopy, at the intersection of San Jose and Geneva Avenues, was erected under a \$6.9 million contract with Shimmick Construction Co.

The new canopy will house the newest addition to the historic fleet, President's Conference Committee Car 1071. It is the first car completed of 16 PCCs that will be rehabilitated as part of an \$18.7 million contract with Brookville Equipment Corp. The car was purchased along with 10 others from New Jersey Transit in 2004. They are single-end streetcars built between 1946 and 1948 for Minneapolis-St. Paul's Twin City Rapid Transit.

The other five PCCs being refurbished under the contract are original San Francisco streetcars. No. 1071 will operate in its original Twin City Lines livery of green and gold. The remaining 15 PCCs in the project will be refurbished over the next two years.

#### **Snowstorms wreak havoc on Midwest railroads**

Published: December 13, 2010

MINNEAPOLIS – The largest snowstorm to hit the Upper Midwest since the Halloween Blizzard of 1991 struck Iowa, Minnesota, and Wisconsin on December 11, bringing railroad operations to a near standstill. The snow was so heavy that the roof of the Metrodome Stadium in downtown Minneapolis collapsed early on the morning of December 12th.

Union Pacific was hard hit. Its ex-Rock Island Spine Line in southern Minnesota and Iowa was shut down, along with another route through southwest Minnesota. Over the weekend, all UP lines into the Twin Cities were closed with the exception of the BNSF route to Superior, WI, over which UP has trackage rights. UP dispatched a snowplow extra December 13th to clear a route from Mankato to St. James, MN, on the former Omaha Road main line between St. Paul and Omaha, NE. The railroad said customers should expect delays of 48-72 hours.

Canadian Pacific's Chicago-St. Paul main line through eastern Minnesota and Wisconsin also saw significant delays, with trains tied down at many locations. Amtrak's westbound *Empire Builder* departing Chicago on December 11th arrived in the Twin Cities nearly six hours late, while the eastbound *Builder*, scheduled to arrive in the Twin Cities at 7:05 am on December 12th, didn't pull into the station until 5:30 pm.

The heavy snow even affected Canadian Pacific's Midwest Holiday Train. Three shows scheduled for the Twin Cities area on December 11th were canceled and several of the train's cars were placed inside CP's roundhouse at St. Paul Yard during the height of the storm. The train resumed service December 13th, stopping at towns along the former Soo Line west of Minneapolis.

CP spokesman Mike LoVecchio said that while customers could expect some delays, the railroad is "running quite well" considering the amount of snow that has fallen. One of the main problems holding up rail traffic, LoVecchio says, is having to dig out switches by hand. Monday, December

13th, CP was planning to operate a Jordan spreader to help clear St. Paul Yard. Meanwhile, the former Iowa, Chicago & Eastern line north of Dubuque, IA, was shut down for a time over the weekend because of snow and trees falling across the tracks.

BNSF managed to continue operations despite the storm, although frozen switches and the inability to get crews to trains significantly delayed operations.

Demonstrating the all-weather reliability of rail service, both *Northstar* commuter trains and the Minneapolis *Hia-watha* light rail line, though delayed, continued to operate through the weekend, even as city buses suspended service Saturday and the Minneapolis-St. Paul International airport closed for several hours.

#### **Railroad still digging out from weekend storm**

Published: December 15, 2010

MINNEAPOLIS – Canadian Pacific and Union Pacific were continuing to dig out yards and secondary lines to keep traffic moving after the December 11th snowstorm. CP said it had cleared its former Milwaukee Road St. Paul Yard of snow and staged trains started moving under normal winter operating conditions. On the north end of the former Dakota, Minnesota & Eastern between Waseca, MN and Huron, SD, crews had been working to clear switches and the right of way so trains could resume normal winter speeds. CP ran a plow extra December 15th on the former Iowa, Chicago & Eastern line from Mason City, IA to Jackson, MN. In Canada, track inspectors discovered several rail defects between White River and Chappleau on the CP main line in northern Ontario. The railroad said crews would be working round the clock to return the line to service.

Union Pacific is working to clear backlogs in traffic. The railroad has run extra Roadrailer intermodal trains between Chicago and Minneapolis via the ex-Chicago & North Western. On the former Rock Island Spine Line between St. Paul, MN, and Mason City, IA, UP was operating a ditcher to clear snow December 15th and planned to run another December 16th. The yard at South St. Paul was clogged with inbound traffic, with more than 600 cars arriving in the previous 24 hours and nearly 500 more inbound.

### **Railway Age Breaking News**

#### **Union Pacific increases train speed on rail line in east central Wisconsin**

Tuesday, December 07, 2010

Recent track improvements will allow Union Pacific to increase the speed of its trains in central and eastern Wisconsin communities, reducing motorist wait time at crossings. The speed will increase from 25 mph to 50 mph across Union Pacific's 112-mile line between Milwaukee and Adams, WI.

Train speeds will be increased 10 mph on December 10 and another 15 mph on December 17 when the new maximum speed limit of 50 mph goes into effect.

Union Pacific invested more than \$1 million replacing the rail between Adams, WI, and Oxford, WI, last year, and this year invested more than \$9 million to improve the rail line

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## Minutes of the November 20th Meeting

The meeting was called to order by chapter president Cy Svobodny at 7:02 pm in the Jackson St. Roundhouse with 23 members and guests present. There was a call for any additions or corrections to the minutes of the October 15, 2010 membership meeting, as published in the November 2010 issue of Northstar News. Hearing none, a motion to approve the minutes, as published, was made, seconded, and carried. Treasurer Dan Meyer said that he did not have much to report. He did note that dues renewals were in progress. There was a question about expenditures on the Minnesota Railroad Calendar project. Dan said that this will be covered at a later time. Program chair John Goodman gave thanks to Russ Isbrandt, who filled in last month when Mike Mackner, who was scheduled to give the program, was unable to be present. Mike will be presenting the program this month, which will include slides from his collection and a DVD of home movies originally shot by Andy Anderson. Next month, our chapter will have our holiday party. It will be held early in December at Gulden's Restaurant. John described the items on the menu. The program will be about the St. Paul Union Depot. The building has been in the news lately, with plans for major improvements in the building and plans to make it a major transportation hub. He urged those planning to attend to make their reservations soon. Some invitations have also gone out to non-members of the chapter. As trip chairman, John reported that David Morgan (not to be confused with a man of the same name who used to write for Trains Magazine) suggested a trip to the Omaha - Council Bluffs area. There was a description of the proposal. It was suggested we do it the second weekend of July. We would leave Thursday afternoon and return on Saturday. Russ Isbrandt had run some figures on the planned trip. Northstar News editor Russ Isbrandt said that he is looking for some photos of old excursion trips by the Minnesota Railfans Association to go with some old articles from their newsletter that he is planning to reprint. Future meetings - Dawn Holmberg reported that the information she had previously given about the costs of meeting at the Roseville Lutheran Church still holds. Dawn Holmberg gave a report on the calendar project. The calendars have arrived! We got a separate checking account set up for the calendar project, we got the purchase agreement signed, and we transferred \$10,000 from the chapter's savings to the calendar checking account. A shipment of 50 calendars was sent by Federal Express to John Luecke so he could have them for sale at his booth at Trainfest in Milwaukee. Postcards advertising the calendar are being mailed out, although they aren't in anyone's mailbox yet. There was a description of sales to various dealers. There was a discussion of how many calendars we need to sell before we reach the break-even point. It was noted that the whole project was done in just 90 days. We still haven't gotten permission from three of the major railroads serving Minnesota to use photos of their trains. There was a round of applause for Dawn Holmberg and the rest of the calendar committee. John Cartwright gave a report on the chapter library. There will be an open house at the library next Saturday, November 27, from 1 to 4 p.m. This event is primarily for chapter members, but they are allowed to bring guests. Those on the library committee have been working on various projects. He estimated that about 90% of the cataloging is done, but there is still more to do. At the present time, the library will be a reference library only, although we might consider letting members sign out VHS videos. Elections: Dawn Holmberg was nominated to be chapter president. There were no additional nominations from the floor. Marty Swan was nominated to be vice-president. There were no additional nominations from the floor. Dan Meyer was nominated to be treasurer. There were no additional nominations from the floor. Dave Norman was nominated to be secretary. There were no additional nominations from the floor. Bill Dredge was nominated to be national director. There were no additional nominations from the floor. Bob Clarkson was

nominated to be trustee. There were no additional nominations from the floor. John Goodman made a motion to close the nominations and cast a unanimous ballot for all the candidate who had been nominated. The motion was seconded and carried. All nominees were declared elected. Bill Dredge gave his report as national director. He just got back from the NRHS national board of directors meeting. He reported on proposals for changes in the way NRHS does business. Major by-law changes are coming. The next NRHS national board meeting is coming up at Williamsburg, VA in late January. There had been a big fight over the new NRHS logo, which has the letters, but doesn't indicate what they stand for. Because of the system of weighted voting, those who wanted the logo changed prevailed by a wide margin over those who wanted to keep the new logo as it was originally set up. There was a call for any other old business. Marty Swan said that the Cheer Committee did not have anything to report, but he did want to thank De Lindeen for supplying new cards. It was noted that three NRHS chapters have been suspended for failing to pay their dues to the national NRHS. John Goodman made a motion that we appoint an Audit Committee. The motion was seconded and carried. Cy Svobodny said that he will approach qualified candidates to see if they are willing to serve. Mike Mackner said that he had attended a book-signing by the author of a book on Louis Hill, son of railroad magnate James J. Hill. A motion was made by John Goodman that we move our January meeting to the second Saturday in January, as several of the chapter's officers will be attending the national convention of the Railroad Passenger Car Alliance on the weekend which includes our usual third Saturday meeting date. The motion was seconded and discussed. It was pointed out that a second Saturday date would be a hardship for Northstar News editor Russ Isbrandt, as it would be hard for him to get the January issue out that early in the month, so the date was changed to the fourth Saturday (January 22nd) instead. The motion carried. It was noted that, if the meeting room at the Roseville Lutheran Church is not available on that day, we could come back to the Jackson St. Roundhouse that night.

A motion to adjourn the meeting was made, seconded, and carried at 7:54 pm. There was applause for Cy Svobodny to recognize the approaching end of his term as chapter president. There was a brief break while the equipment was set up to show the program, which included slides on Minnesota railroads from Mike Mackner's collection and a DVD made from movies taken by Andy Anderson, a former GN engineer. Respectfully submitted,  
Dave Norman, Secretary Northstar Chapter NRHS.



**Part of the 42 banquet attendees listen to presentations on St. Paul's Union Depot by John Diers, Barney Olsen and Steve Morris, a representative of the Ramsey County Railroad Authority. Photo by Dawn Holmberg**

from Milwaukee, WI, to near Lebanon, WI, by removing and installing more than 33,000 ties, replacing the surfaces at 57 grade crossings and replacing nearly 24 miles of rail.

#### **Passenger railcar orders remain strong**

Tuesday, January 04, 2011

Railway Age's annual survey shows that 1,129 passenger railcars were delivered to operators in the U.S. and Canada in 2010. That was just 12 cars shy the 1,141 that the magazine reported were ordered in 2009, which itself was the highest level of deliveries since 2002.

Railway Age Managing Editor Douglas John Bowen, who conducted the survey, said carbuilders on January 1 had a backlog

of 3,488 passenger railcars of all types on order, with the prospect of picking up an additional 1,599 new orders in 2011.

He said the outlook is also bright for the five-year period 2011-2016, when both Washington and San Francisco will be replacing their car fleets. Respondents to the Railway Age survey said U.S. and Canadian agencies already have plans for acquiring 4,366 new cars in that period, of which up to 748 would be for the Washington Metro and 600-700 for Bay Area Rapid Transit.

### **Railfan Calendar**

#### **Woodbury Flea Market**

Saturday, January 15th, 10 am - 3 pm, Woodbury High School, 2665 Woodlane Dr. Admission \$5.00, under 12 years free.

#### **Night Trains**

Saturday nights through February 26th, 6-9 pm, Twin City Model Railroad Museum, 1021 Bandana Blvd. off Energy Park Drive, St. Paul. Admission \$7 per person, \$20 per family.

#### **Greater Upper Midwest Train Show**

Saturday, February 6th, 9:00 am - 2:00 pm, Century College, 3300 Century Ave N., White Bear Lake, MN. Admission \$5.00, children under 12 free.

#### **White Bear, Minnesota: A Railroad Town Program**

Monday, February 28th, 6 pm Ramsey County Library White Bear Lake, 4698 Clark Ave., White Bear Lake, MN. Admission Free. Keys Restaurant, about three blocks away.



**The National Christmas tree near the White House with G gauge Amtrak train under the tree December 30, 2010. Photo by Russ Isbrandt**

Northstar News

Northstar Chapter

National Railway Historical Society

1515 Creek Meadows Drive NW

Coon Rapids, MN, 55433-3768

Address Correction Requested