

# NORTHSTAR NEWS

Pacific Northwest Trains I've Ridden in the 1960s - Part 1, by H. Martin Swan



King Street Station, Seattle with a Great Northern Seattle to Vancouver, BC *International* ready to depart. Photo by H. Martin Swan

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## Meeting Notice

The September meeting of the Northstar Chapter of the NRHS will be held on September 17th at 7pm, at Roselawn Lutheran Church at 1215 Roseville 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.

Program: John Goodman will show slides of the Minnesota Railfans Assoc. fantrips of the 60s.

## Northstar Chapter Officers

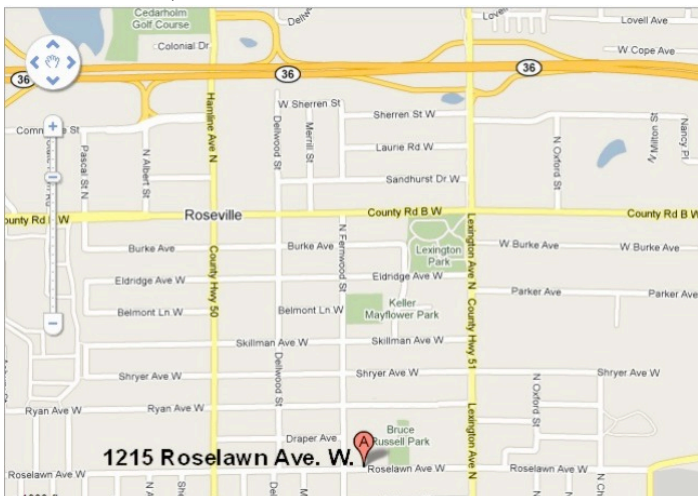
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### MEMBERSHIP INFORMATION

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. A subscription to this newsletter may be obtained for \$15 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.

#### 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.



#### Pacific Northwest Trains I've Ridden in the 1960s - Part 1 By H. Martin Swan

The Great Northern Railway transferred me to Seattle on February 1, 1964. As part of the deal I was given a piece of gold called a pass. "The Pass" allowed me to ride all Great Northern passenger trains for free except the *Empire Builder*; on that train I had to pay 100% of the fare. I could also ride free all trains running Seattle and Portland.

On the NP, UP (on routes other than Seattle/Portland), SP, and SP&S, I was permitted to ride at 50% off. However on the NP and SP&S I could get trip passes on the secondary trains for free rides two or three times a year.

In a recent article I talked about my grandfather. Grandfather lived through the famous depression and as a result he became very careful with his money. Each year grandmother and grandfather would take a vacation trip to Denver using his pass on the CB&Q's *Coloradoan*. This was the only CB&Q pass train, other than the mail train, from Lincoln to Denver. When the *Coloradoan* was merged into the *California Zephyr*, the CZ rules applied and thus it became a 50% fare train. The only 100% pass privilege train left was the mail train. So grandfather and grandmother would go down and take the mail train to Denver sitting in the one rider coach with non-reclining seats. I would ask grandfather why he didn't just pay half fare and ride either the *Denver* or *California Zephyr*. He wasn't interested in that option. Why should he pay anything when he could ride free! Once I got to Seattle and discovered that out of all the trains serving the city and area only the *Empire Builder* required that I pay 100% of the fare, I started to understand his point, and as a result the *Empire Builder* was the last train serving Seattle that I rode.

While living in Seattle I rode every passenger train that I could find, although not necessarily over the entire route.

A note about directions. Whenever I mention a direction it is the true direction of the train rather than the timetable direction. For example, all Southern Pacific trains serving Portland ran north and south, however as far as the SP

was concerned they ran west or east depending on if they were going toward or away from San Francisco.

#### **Trains out of Seattle on the Great Northern Railway:**

##### **The *Western Star* trains 27 and 28**

#27 arrived Seattle 11:00 pm

#28 left Seattle 10:00 pm

The *Western Star* operated between Chicago and Seattle, combined with the CB&Q *Blackhawk* between Chicago and St. Paul. The eastbound train arrived St. Paul early enough so that passengers could make an across the platform transfer to the *Afternoon Twin Zephyr*. The train I rode out from St. Paul to Seattle on February 1, 1964 when I was transferred consisted of head-end cars, a coach from St. Paul to Seattle, a coach from Chicago to Seattle, a coach from St. Paul to Great Falls, a dining lounge car from St. Paul to Seattle, a sleeping car from Chicago to Seattle, and a sleeping car from St. Paul to Great Falls, followed by more head-end cars on the rear. The train also carried a sleeping car from Seattle to Spokane, except Saturdays. By the time we left Great Falls, we only had 4 passenger carrying cars. In the summer this train transformed into a very long train carrying additional coaches and sleepers, a dining car, and a Mountain series observation car. In addition the train carried many cars operated by tourist agencies, mostly sleeping cars, to and from Glacier Park. Sadly the train also carried the head-end/rear-end cars which blocked the view from the observation car. I really liked riding the *Western Star* on my journeys as it was scheduled to go through the mountains during daylight hours.

On that first ride on the *Western Star* when I was being transferred, I learned two very valuable lessons. First, don't go to bed on the train any earlier than you would at home. I knew that we would be getting to Glacier Park something like 6:30 am and I wanted to be up to have breakfast and then enjoy the Park. As a result I decided to go to bed at 7:30 pm, much earlier than my normal 10:30 pm. I didn't sleep a wink, I was so excited about my Pullman ride and being able to see the mountains. Going to bed so early caused me to toss and turn the night away. When I finally got out of bed at 6:00 am, it was pitch black outside--what did I expect, this is the middle of winter. Second, I learned that if the *Western Star* was running late, NEVER eat dinner between Ephrata and Wenatchee. There are some very long relativity sharp curves on that route which the train can take at speed. I ordered steak that night and the only way I was able to save my meal when we went into those curves was to wrap my arms around the small table at which I was sitting. Other dinners weren't so lucky as their meals slid off the tables as we went around some of those curves.

I used the *Western Star* quite often when going to/from Spokane for company business and for pleasure trips.

##### **The *Empire Builder* trains 31 and 32**

#31 arrived Seattle 7:45 am

#32 left Seattle 3:00 pm

Like the *Western Star* the *Empire Builder* operated between Chicago and Seattle but also with a section going to Portland, OR. The *Empire Builder* was the Great Northern's finest train and it was off limits to pass riders at least as long as Mr. C. E. Finley was the Vice President of the Great Northern's Traffic Department.

One of the first train watching spots I found in Seattle was near the western mouth of the tunnel that ran from King Street Station under Seattle. At this location I could watch the *International* and the *Empire Builder* go by in the space of 15 min. I was stunned when I saw the *Empire Builder* that first time. Besides the head-end equipment, the train carried only a flat top coach for shorts, one dome coach to St. Paul and another dome coach to Chicago, the Ranch Lounge, dining car, full length dome lounge, and one sleeping car to Chicago. There was a tremendous amount of non-revenue space on the train. The full length dome served only one sleeping car, although at Spokane an additional sleeping car was added from Portland. In the summer the train lengthened considerably running 5 sleepers to Seattle. As an aside, the Great Northern referred to all of its domes as Great Domes and did not distinguish between the full length and short domes.

Because I could not ride this train on my pass, it was the last train into Seattle that I rode. One day, after about a year, I finally gave up and went down to the depot and bought a (gasp) full fare ticket on the train to Havre, a turn around point with the *Western Star*. After Mr. Finley retired, Mr. Scanlan, his replacement, opened the train to pass riders at half fare. Regardless, the *Empire Builder's* schedule wasn't very convenient for me so I only rode it a few times.

There were a couple of good trips, though, combined with the *Western Star*. One Friday night I hopped the *Western Star* and went to Whitefish. At Whitefish I took GN's bus (half passenger bus, half freight bus) down to Kalispell. A



**The author next to his sleeper at Whitefish.** Photo from the H. Martin Swan collection

couple of hours later, I took the bus back up to Whitefish and grabbed the *Empire Builder* back to Seattle. Another time I took the *Western Star* to Fargo, the *Dakotan* back to Minot via Grand Forks, thence the *Western Star's* Great Falls Pullman down to Great Falls, thence the GN RDC3 up to Shelby and from there the *Empire Builder* back to Seattle. In addition, two or three times when I had business in Spokane and we couldn't get



**The Western Star's Mountain series observation lounge at Williston, ND, September 1, 1962 during the Seattle World's Fair.** Photo by Russ Isbrandt



**Interior of the Western Star's Mountain series observation lounge, September 1, 1962.**

Photo by Russ Isbrandt

done in time to grab the *Western Star*, I was permitted to return on the *Empire Builder* and would get reimbursed through my expense account.

As an aside, I had a unlimited expense account (with limits--i.e. I better not put down \$25 for breakfast, unless I was in Washington, DC, and I was not permitted to buy a meal for a customer--although I was taken aside and told if that opportunity ever arrived, do it and then Seattle management would figure out a way to reimburse me). I was expected to pay upfront and at the end of the month file for reimbursements. Anybody who asked for an advance was very seriously frowned upon. This caused great hardship for some of my co-employees, especially if they had to take several trips during the month. I had an RTC card (Rail Travel Card) and a Dinner's Club card which took care of the majority of my upfront expenses.

**The Internationals** between Seattle and Vancouver, BC  
 #358 Lv Seattle 8:00 am Ar Vancouver 11:59 am  
 #360 Lv Seattle 2:45 pm Ar Vancouver 6:40 pm  
 #357 Lv Vancouver 8:00 am Ar Seattle 11:59 am  
 #359 Lv Vancouver 12:45 pm Ar Seattle 4:45 pm (connected to *Empire Builder* at Everett)

The *Internationals* operated between Seattle and Vancouver, BC. There were two train sets, each making one round-trip each day. Each train carried four to six "luxury" coaches depending on season, and a parlor-lounge observation car. The parlor observation cars were *City of Seattle* and *City of Vancouver*. There was no meal service on the train except sandwiches and refreshments from a news butcher. The parlor observation cars did sell alcoholic beverages and coach passengers could purchase beer and



**The author at the rear of one of the original International parlor observation cars.** Photo from the H. Martin Swan collection

the like to take back to their seats, or sit at a small table next to the bar. The parlor car seats were available for the coach fare and \$1.15. As a result the parlor car often was quite full.

The trains were scheduled to provide connections that would set up a Vancouver, BC/ Seattle, WA / Portland, OR route and/or to make connections with the *Empire Builder*. For example #357 would leave Vancouver, BC at 8 am arriving Seattle at 11:59 am in time to make excellent connections with UP train #408 which arrived in Portland in time to make connections with SP. The train then left Seattle to return to Vancouver, BC as #360 leaving 15 minutes prior to the eastbound *Empire Builder*.

The #360 made connections in Seattle with UP pool train #457 and its connections from SP's *Cascade* and UP *City of Portland*. Similarly, numbers 358 and 357 made connections with the *Empire Builder* and the *North Coast Limited* to and from Canada. The train did not allow for people in either Seattle or Vancouver, BC to ride the morning train and have time to visit the cities before re-

turning to their origin on the same day. Nevertheless, I rode this train many times, going up and immediately coming back; only a couple of times did I go to Vancouver and spend the night.

I also used these trains to get me to Vancouver or North Vancouver to ride the CN, CP or PGE.

**Pool trains GN numbers 459 and 460 Seattle/Portland**

#460 Lv. Seattle 8:05 am Ar Portland 11:59 am

#459 Lv. Portland 1:30 pm Ar Seattle 5:30 pm

The GN's pool trains were very busy southbound, not so much northbound.

The trains would carry five to seven coaches, depending on season. There was no food service car, rather food service was provided by a news butcher. The southbound train made excellent connections in Portland to UP's eastbound *City of Portland*, SP's southbound *Cascade* and the S P & P's *Streamliner*. It also provided convenient service to Portland for people in Seattle and Tacoma to spend half a day in Portland.

The return train 459 from Portland to Seattle ran very light. The train had no connections from Portland, nor did it make any connections at Seattle, although occasionally the northbound *City of Portland* or *Cascade* would arrive very late and the train handled their connecting passengers. As a result, except for late UP and SP trains, few people rode the northbound train. For this reason, and the fact the southbound train left after most people would have had their breakfast and the northbound train left Portland after people had lunch, the train carried no dining car service, only news butcher service.

I rode this train often to go to Portland for train watching. I got some great movies of the various trains leaving Portland.

An operating crew member once told me that the GN pool trains were home for the highest GN seniority personnel. Basically a crewman worked an eight hour day with an hour and 10 minute lunch, and received two days pay for their efforts.

One day I was riding the southbound train. The news butcher, an older gentleman, went through the train twice. He was wearing a dirty white "cooks" jacket, open to reveal an even dirtier undershirt, unshaven and he walked around with his grocery cart of food items with a lighted cigarette hanging from his mouth. The balance of the time he spent at an end seat laughing it up with the brakeman. I didn't like doing it, but I felt this man needed to be reported. So the following Monday I walked down to our passenger department and mentioned what I had observed to the passenger manger. The next week I decided to see if anything had happened and took the train again to Portland.

This time, he was clean shaven, had a clean jacket on, buttoned up to the top, he went through the train at least once every 45 minutes, and in-between times, he didn't sit next to the brakeman.

**Amtrak Plagued by Service Disruptions  
From Amtrak Press Release, and Trains Newswire**

**FOR IMMEDIATE RELEASE August 26, 2011, 7:00 pm CDT AMTRAK TRAIN COLLIDES WITH NEBRASKA CONSTRUCTION VEHICLE** *California Zephyr* service disrupted through August 28

CHICAGO -- At about 8:50 am CDT, August 26th, a portion of a construction crane at a grain elevator obstructed the BNSF Railway Co., tracks and caused an Amtrak train to become disabled near Benkelman, NE, not far from the Nebraska-Kansas-Colorado border.

Both of the train's locomotives left the rails, along with five railcars. The remainder of the ten-car train remained upright and in line. There were no reports of life-threatening injuries to the 175 passengers or the train's 17 crew members. Some passengers and crew were taken to three area hospitals, but most were treated and released. Train 6, the eastbound *California Zephyr*, was enroute from Emeryville, CA, to Chicago, departing the San Francisco Bay area on August 24. Passengers were taken from the scene to a high school to be cared for and were later transported east to their destination by chartered motorcoaches.

As a result of this incident and other operational issues, Amtrak has suspended operation of Train 6, the eastbound *California Zephyr* from Emeryville and Train 5, the westbound *California Zephyr* from Chicago through the originations of August 28. This will allow Amtrak to deploy rail equipment and train crews to resume *California Zephyr* service for the complete route with the originations of August 29.

**FOR IMMEDIATE RELEASE September 1, 2011  
SOME AMTRAK CALIFORNIA ZEPHYR SERVICE TO  
RESUME Trains 5 & 6 to operate between California  
and Colorado September 3.**

CHICAGO – Daily service by the Amtrak *California Zephyr* between San Francisco Bay Area and Denver will resume this weekend, effective with the departure of eastbound Train 6 from Emeryville, CA, on September 3, and the westbound Train 5 from Denver on September 4. Direct train service between Denver and Chicago will continue to be suspended between Fort Morgan, CO, and Burlington, IA, until a date to be announced later this month. The BNSF Railway Co. continues to make repairs to massive flood damage near Omaha that had led to a detour route resulting in lengthy delays to Amtrak service across Nebraska and Iowa.

**Amtrak railroads work to restore service following Irene**

From Trains Newswire Published: August 30, 2011  
WASHINGTON – Amtrak, CSX, and Norfolk Southern worked to restore service to normal levels August 30th in the wake of Hurricane/Tropical Storm Irene.

Amtrak announced it was restoring full *Acela* and *North-east Regional* service along its Northeast Corridor between New York and Boston. However, the intercity passenger railroad continued to withhold service between north of Philadelphia to New York due to flood damage near Trenton, NJ. The same flooding prompted NJT to stop trains on its Trenton-New York service at New Brunswick, NJ. These floodwaters have receded, though, and workers were on site doing track and signal repairs.

Amtrak was also running reduced *Northeast Regional* service south of Philadelphia to Washington, and expected to restore at least reduced *Northeast Regional* service between New Haven, CT, and Springfield, MA, and resume *Empire Service* between Albany/Rensselaer and New York after 4 pm, August 30th Eastern Time. The railroad expected to resume *Auto Train* service between Sanford, FL, and Lorton, VA, on August 31.

CSX was restarting intermodal service to terminals in Boston; Kearny, Little Ferry, and North Bergen, NJ; Philadelphia; and Springfield, MA.

Norfolk Southern said it was resuming service to its coal terminal at Norfolk, VA, but that some lines near Binghamton, NY, and in the Delmarva Peninsula were still out of service.

#### **Amtrak restores more Northeast service**

From Trains Newswire Published: August 31, 2011  
WASHINGTON – Amtrak was restoring much of its service along the East Coast today after damage and flooding caused by Hurricane/Tropical Storm Irene. The railroad would operate full *Acela Express* schedules between Washington and Boston beginning August 31. Most *Northeast Regional* trains between Richmond, VA, Washington, and Boston also operated, subject to residual delays near Trenton, NJ. The Trenton station had several feet of water over the tracks that has now receded.

Full service had also been restored on the *Empire Corridor* between New York and Albany-Rensselaer, on the *Adirondack* route between New York and Montreal, and on the *Keystone Corridor* between Harrisburg and Philadelphia (with most trains continuing to New York). All shuttle trains between New Haven, CT, and Springfield, MA, were operating. The *Vermont* would operate between Washington and Springfield, MA.

Service will also resume on the full New York-Miami routes of the *Silver Star* and *Silver Meteor*, and the New York-Atlanta-New Orleans *Crescent*.

Service remained suspended on these routes or segments:

- *Empire Service* trains to and from Buffalo/Niagara Falls, NY.
- *Lake Shore Limited* between Chicago, New York and Boston.
- *Cardinal*, east of Indianapolis, to and from Washington and New York.
- *Maple Leaf*, east of Niagara Falls, to and from Albany and New York.
- *Carolinian* between New York and Selma-Smithfield, NC.
- *Palmetto*, New York to Savannah, GA.
- *Ethan Allen Express*, New York to Rutland, VT.

#### **More Amtrak trains restored following Irene**

Trains Newswire Published: September 1, 2011  
WASHINGTON – Amtrak September 1 restored additional passenger trains as it moved to return all service to operation following the storm that racked the East Coast the weekend of August 27th. September 1 Amtrak returned to service the Chicago-New York/Boston *Lake Shore Limited*; the New York-Charlotte, NC, *Carolinian*; and the New York-Chicago *Cardinal*.

The railroad also initiated alternate transportation between Albany, NY, and Rutland, VT, as a replacement for the

*Ethan Allen Express*, which would operate normally between New York and Albany. All *Keystone Service* would operate as scheduled service between Harrisburg, PA, Philadelphia, and New York. The New York-Savannah, GA, *Palmetto* would resume service on September 2. Service remained suspended for these routes or segments:

- *Northeast Regional* trains between Richmond and Newport News, VA.
- *Empire Service* trains between Buffalo/Niagara Falls and Rensselaer, NY.
- *Maple Leaf* service between New York and Niagara Falls.

#### **Amtrak pushes forward with repairs to flooded North Dakota station**

Trains Newswire Published: August 26, 2011  
MINOT, ND. — Amtrak hasn't yet set a date to reopen its service to Minot after record floods damaged its station last month, the Minot Daily News has reported. The swollen Souris River inundated the station's basement and covered its main floor with 2 feet of water.

Minot is a stop on Amtrak's *Empire Builder*, which connects Chicago and the Pacific Northwest. The flooding forced cancellation of all BNSF, Canadian Pacific, and Amtrak train service to the city for nearly two weeks. Since the flood, the *Builder* has continued to call at all its other North Dakota station stops, but skips Minot.

Amtrak spokesman Marc Magliari said restoring service to the city is a priority for Amtrak. "We're not able to offer a date to restore service, but [we're] definitely working toward that end," he said.

#### **From Trains Newswire**

#### **Metro-North Port Jervis line may be out of service for months**

Published: August 31, 2011  
NEW YORK – Metro-North Railroad's line serving Port Jervis, NY, from Hoboken, NJ, may be out of service for several months owing to damage from Hurricane Irene, the railroad announced. The Port Jervis Line sustained catastrophic damage, the full extent of which has not been determined, since much of the railroad remains inaccessible and under water.

Through a combination of observations made on the ground and from a helicopter, Metro-North crews found significant washouts and fallen trees at several locations along the tracks west of Suffern, NY. Some of the more significant issues that have been identified include:

- Three washouts of 1,000 feet each near Sloatsburg, NY.
- A 400-foot section of track washed out to a depth of 8 feet south of Sloatsburg.
- Significant damage to several bridges.
- Damage to the signal system, which is exposed and under water.

Metro-North plans to retain an engineering firm to inspect 24 miles of track to determine the full extent of repairs and determine required environmental permitting. Major construction work would follow. It could take months to rebuild the track, signal, and bridge infrastructure required to reinstitute commuter train service.

Metro-North is implementing a plan to temporarily replace rail service with buses for the 2,300 people who use the Port Jervis Line each weekday. Buses will take customers between the Harriman, NY, station and trains at the Ramsey/Route 17 station in New Jersey. Metro-North plans to expand bus options as road and station conditions improve.

Metro-North service from Hoboken to Port Jervis is provided by NJ Transit under contract. The distance from Hoboken to Port Jervis is 95 miles, making it the longest of all the commuter railroad's lines.

#### **Detroit's Michigan Central Station gets a cleanup**

Published: September 1, 2011

DETROIT – The owner of Detroit's abandoned Michigan Central Station is working to clean up the massive building. Workers have removed tons of debris, broken glass, and asbestos since earlier this year from the station, which closed more than two decades ago, the Detroit News has reported.

The station, opened in 1913, was Detroit's main passenger terminal until Amtrak ended service to the building in January 1988. It stands mostly hollowed-out just outside of downtown. Manuel Moroun, who also owns the nearby Ambassador Bridge linking Detroit and Windsor, Ontario, is making the improvements. Moroun bought the building in the 1990s. A new use for the building hasn't been determined.

#### **Norfolk Southern's '21st Century Steam' program debuts today**

By Jim Wrinn Published: September 2, 2011

CHATTANOOGA, TN – In the same city where Southern Railway dropped the fires of its last regular-service steam locomotive in 1953, Norfolk Southern September 2nd returned to the ranks of the Class I railroads with its own steam program. Chattanooga is also where Southern Railway's beloved steam excursion train program began in 1966; it would continue operations until 1994.

Now, the re-creation of history is repeating itself.

Tennessee Valley Railroad Museum's newly restored 1904 Alco 2-8-0, Southern Railway No. 630, was set to pull a VIP special today from NS's DeButts Yard to the museum property to kick off NS's "21st Century Steam" program. The museum, which is celebrating its 50th anniversary this weekend, will run public trips on the NS main line on the same route twice daily, Saturday and Sunday.

On Thursday night, September 1st, NS CEO Wick Moorman described his vision for the new steam program, which will be similar to Union Pacific's and focus on employees, shippers, key decision-makers, and the public. He said the train will operate about 1,800 miles in 2012, with No. 630 pulling six cars that NS is refurbishing at its Altoona, PA, shop: five coaches and a power car. They're former commuter cars from the Connecticut Department of Transportation. Moorman said the passenger cars had excellent trucks, and that the shop is performing extensive body work. The final route for the 2012 tour has not been set.

The railroad needs to do everything it can to raise public awareness about the good activities that it does, Moorman said. The new steam program is a part of that effort.

Answering questions from the audience, Moorman addressed interest in seeing Norfolk & Western Class J 4-8-4 No. 611 return to the main line again. He said that when the Virginia Museum of Transportation has a steam restoration program like TVRM's, then NS will consider operating the engine. No. 611 was part of

the NS excursion program from 1982 to 1994, pulling the last trip in December 1994 from Birmingham, AL, to Chattanooga, and return.

Coincidentally, it was a trip to reach a Labor Day Weekend excursion in Richmond, VA, in 1966 that started in Chattanooga that kicked off Southern's popular steam excursions with Southern 2-8-2 No. 4501. That engine, which celebrates its centennial this year, is in the midst of a major overhaul for the new steam program. On Thursday, shop crews unloaded new boiler tubes and stored them in the Soule Shops at TVRM's East Chattanooga shop complex. No completion date has been set for the 4501.

No. 630 debuted earlier this year after a 13-year overhaul. The engine has been running on the museum tracks, and also made two test runs on NS earlier this summer to Cleveland, TN, roughly a 50-mile round trip. Bearings on the left side under axles 1 and 4 ran hot, but those problems seem to have been solved. The museum's shop forces continue to fine-tune the engine's performance for longer trips over the main line.

In addition to UP, Canadian Pacific has its own steam program. BNSF allows infrequent steam operations. Neither CSX nor Canadian National allow steam operations on their lines.

### **From Railway Age Breaking News**

#### **East Coast rail systems recover after storm**

Monday, August 29, 2011

Despite gloomy predictions of no service whatsoever for Monday morning commutes up and down the Northeast seaboard, passenger rail services were slowly being added, though much service remained unavailable.

Among the earlier service restorations: PATH, the bistate rail service linking Newark and Jersey City, NJ, with downtown and midtown Manhattan. PATH was offering limited service by Sunday evening, with modified service available at all 13 stations Monday morning.

"We were the only service up and running at all on Sunday [in the New York metropolitan area]," one PATH conductor noted, with some pride, to Railway Age Monday morning.

New York City's vast subway system showed signs of life Monday as well, with the former IRT (numbered) lines operating in Manhattan in time for the morning rush hour. The A train also was in operation, making all local stops. As noontime approached, subway service had been restored on the vast majority of the system, though service frequency was still below normal in many cases.

Long Island Rail Road's West Hempstead branch was the only line boasting a "good service" rating by the railroad, as significant hurricane damage to the system was being identified and addressed. But LIRR itself claimed "near-normal" service on seven of its routes. Metro-North Railroad, hammered by wind and water damage, was not operating early Monday; at noon Monday it said it hoped to restore limited service on its Hudson and Harlem lines.

New Jersey Transit trains were operating on the Atlantic City Line, the corporation's southernmost line, but all passenger rail services leading to Hoboken and New York were not in operation Monday morning. Bus services and light rail operations were being offered, however.

Amtrak's Northeast Corridor was operating between Washington, DC and Philadelphia Monday morning, but was closed north of Philadelphia due in part to significant flooding on the NEC at Trenton, NJ.

Though Amtrak resumed service on the southern end of the NEC, the Maryland Transit Administration warned its passengers to plan for delays Monday morning on its MARC Penn Line, linking the nation's capital and Baltimore, which uses the NEC. All other services, including light rail, were operating with some modifications as MARC operated in "storm recovery mode."

Philadelphia, which like New York shut down its entire rail transit system due to weather for the first time in history, had its light rail transit and bus lines in operation Monday (some were back in service Sunday); SEPTA regional rail services had not yet resumed service on Monday morning, but a SEPTA notice said resumption would occur, though "with delays and occasional disruptions."

In Massachusetts, MBTA, unlike many other operators, at first attempted to keep operating despite storm conditions, but early Sunday cancelled many services. MBTA on Monday said its services were back in operation, with residual problems on the T's Green Line's Riverside branch.

### Local dues to increase to \$15 Next Year

Treasurer, Dan Meyer, told us the current local dues no longer covers the cost of producing this newsletter. Unfortunately in previous meetings we either failed to vote on a dues increase or it failed to appear in the meeting minutes. Since the NRHS required us to submit next year's dues by August 5th, the Board in an emergency meeting voted 6 to 1 to raise the local dues from \$12 to \$15 and subscriptions from \$15 to \$18 next year. Thus the combined National and local dues will be \$51, \$36 for the National and \$15 for the local.

Northstar News  
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National Railway Historical Society  
1515 Creek Meadows Drive NW  
Coon Rapids, MN, 55433-3768

Address Correction Requested



**Newark City Subway 6, former Twin Cities Lines car 325, has been restored by the Rockhill Trolley Museum, Rock Hill Furnace, PA . Photo by Rockhill Trolley Museum website via Dave Norman**

### Railfan Calendar

#### **Twin Cities Model Railroad Museum Flea Market**

Saturday, September 17th, 9 am - 3 pm, State Fair Grounds Education Building. Admission: \$6.00 adults, children 5 and under free.

#### **Woodbury Flea Market**

Saturday, October 15th, 10 am - 3 pm, Woodbury High School 2665 Woodlane Drive, Woodbury, MN. Admission: \$5.00 adults, children 11 and under free.