



# NORTHSTAR NEWS

## Amtrak to Philadelphia and Washington, D.C. in 1985



MARC commuter train at Silver Spring, MD taken from the Metro Red Line platform. The MARC train was powered by an F-unit with a former Pennsylvania Railroad 22 roomette sleeper converted to coach and three GO (Government of Ontario) Transit commuter cars from Toronto. Photo by Russ Isbrandt

### Contents

Officer Contact Directory	P.2
Directions to the meeting site	P.2
Amtrak to D.C. in 1985	P.2
Editorial - The Elephant in the Room	P.5
From Trains Reference: Norfolk Southern Heritage units	P.6
From Trains Newswire	P.7
Membership Meeting Min.utes of April 21st	P.8
Chapter Library Hours	P.8

### Meeting Notice

The May meeting of the Northstar Chapter of the NRHS will be held on May 19th at 6:30 pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page.

**Note the EARLIER START TIME at 6:30 pm.**

Program: John Cartwright slides

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

## Northstar Chapter Officers

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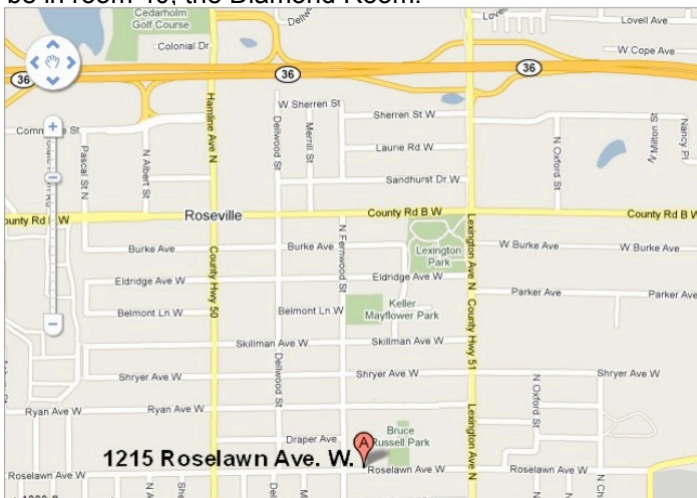
## MEMBERSHIP INFORMATION

Dues are \$51(\$36 for the National dues and \$15 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 \$18 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 the Meeting Site

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.



### Amtrak to D.C. 1985 By Russ Isbrandt

Friday June 7, 1985 saw the Isbrandts being chauffeured down to the Midway Amtrak station by a neighbor for yet another rail vacation, this time heading east. Train #8 was already in when we arrived and the line of waiting passengers and their friends was considerable. Fortunately for us the long haul passengers (going beyond Chicago) were loaded first enabling us to get three seats together in the Portland coach - baggage car. The 11 car train headed by FP 40's 353 and 294 was very well filled, but left on time.

Running was on time until Grand Avenue in Milwaukee where we got stabbed by a freight and track work. We were 28 min.. late into Milwaukee by the time the Milwaukee Road got things untangled.

Arrival in Chicago was 17 min.. late, but not without some HEP problems. The power went out on the back end of the train while rounding the last curve into Union Station and there was quite a delay in detraining. We finally felt our way down the stairs of our Superliner coach in the dark after many futile attempts by our crew to restore the lighting.

For any *Empire Builder* passengers planning on using the luggage lockers at Union Station during the summer, good luck! Most of the connecting trains for the evening departures had arrived and their passengers fill the lockers until the supper hour departures have begun. Union Station's locker facilities are grossly inadequate. (Editor's note: Remember this was 1985.)

The crowd began to gather around track 28 for #40 well in advance of the 5:50 pm departure. Sleeping car passengers were boarded around 5:25 pm and were invited to bypass the sea of humanity waiting to board the coaches. Number 40's 17 car consist was led by F-40 PH's 263 and 322. The *Broadway Limited* composed the last 7 cars and two headend cars. The *Capitol Limited* composed the first 8 cars, including two more headend cars. The normally assigned dome coach was absent this day due to an air conditioning problem. Departure was two or three min.utes late with arrival at Ft. Wayne, IN about 7 min.. down. Our Slumbercoach (2080, the former *Loch Sloy*) developed plumbing problems with air in the lines. The system was bled and refilled at Ft.



Wayne leaving us 31 min.. down. Not to worry, Pittsburgh was achieved at 4:30 am, only 2 min.. late.

We were 16 min. tardy in leaving Pittsburgh, but made it up plus 3 min. by Johnstown. The crossing of the Alleghenies was shrouded in fog and low clouds, though Horseshoe Curve was merely cloudy. After many western trips and CP's Spiral Tunnels, I found the much heralded Horseshoe Curve to be less than awe inspiring in the scenery department. Still Altoona was interesting with lots



**The Broadway Limited coming downgrade approaching Horseshoe Curve June 8, 1985. The first class sleeper, lounge and three coaches in view.** Photo by Russ Isbrandt



**The Broadway Ltd. about to cross the Rockville bridge. Slumbercoach, diner and headend equipment in sight.** Photo by Russ Isbrandt



**The Broadway is on the left and Capitoliners on the right at Harrisburg, June 8, 1985.** Photo by Russ Isbrandt

of Alco RS-3's standing in the dead line. The ride down the Juniata River Valley to Harrisburg was a pleasant one despite the clouds. The once great Pennsylvania Railroad Broad Way is now being reduced to two tracks from as many as four at its peak. Arrival was on time at Harrisburg with departure 4 min.. down. Despite on time arrival at Lancaster, arrival in drizzly Philly was still 7 minutes late.

One objective of this trip (besides taking our daughter to historic America) was to ride the historic Brill Bullets on SEPTA's ex-Red Arrow high speed Norristown line nee, Philadelphia & West Chester. These aluminum-bodied bullet-shaped cars are the last regularly operating Brill equipment. Ten of these cars built in 1931 still serve as the backbone for the 69th St. Upper Darby to Norristown third rail private right of way line.

With this objective we caught SEPTA train # 1612 at 30th Street Station headed from Ivy Ridge through downtown via the new City Center Subway and back out the former Reading line to Morristown. The line follows the Schuylkill River and one can observe some mighty impressive hills and viaducts over the river. The train consisted of two Jersey Arrow type cars without the center entrance. (Editor's Note: In Philadelphia these were referred to as Silverliners) As quiet as these cars are, they couldn't hide the rough roadbed out to Norristown. Track work apparently is beginning at the Norristown end of the line. On inquiring about the location of the Norristown terminal for the 69th St. high speed line, the conductor gave me a scare by telling me the line was closed and bus service substituted. A neighboring passenger then volunteered that the bus takes you to Bridgeport (wherever that was) and you catch the P & W there. Sure enough, we caught a bus, the driver informing us that we pay on the P & W,



**The Brill bullet car we rode at the 69th St. Termin.al.** Photo by Russ Isbrandt

and we took a short ride across the Schuylkill River to where a bullet car was waiting for us. What a relief!

The interior of the car still retained its 1931 walkover seats, lighting fixtures, etc., only the upholstery showing any sign of updating. The track was in bad shape but yet the speed was maintained to give one of the roughest rail rides I've ever experienced. Trying to shoot movies out the front platform was a real challenge. If you weren't seated you had to hang on for dear life! Nevertheless ridership was heavy enough even on a Saturday after-





**A decent crowd rides the Norristown High Speed Line. Here we are rockin' and rollin' towards the 69th St. Terminal.**  
Photo by Russ Isbrandt

noon to fill the car and require 15 min. headways. Running time was 31 min. over a hilly wooded line. Considering the punishment these cars take, it's a real tribute to Brill and the Red Arrow shop personnel that these cars hadn't self-destructed years ago. Several other former Red Arrow lines have been re-equipped with LRVs. These lines also terminate at 69th St. It just may be that LRVs haven't yet been made which will survive the Norristown line.

Return to 30th St. Station was via the Market St. el-subway. This line is somewhat like the Chicago CTA el-subway using mid 60s basic no frills rolling stock. The elevated portion runs very near the neighborhood burned out in the police battle with the M.O.V.E. organization, the scenery not unlike that along Chicago's CTA. This route is clearly not included in the usual Philadelphia sightseeing tours.

After visiting friends in western New Jersey, a surprisingly hilly, scenic area, our trip to D.C. resumed Monday evening at 5:10 pm on board Amtrak #181, *The Congressional*. Number 181 consisted of AEM7 #901, four Amfleet coaches and an Amcafe. Not having checked running times, I assumed non-Metroliner Service trains were held to the 80 mph limit placed on E-60's. WRONGO! One does not have to pay Metroliner fares to travel at Metroliner speeds. Due to a slow order or two, we arrived at Wilmington 5 min. late and departed at 6:26 pm simultaneously with #87 the *Silver Meteor* (powered by an E-60). For a while the two trains accelerated at the same pace, then #87 had to yield to us as the four track mainline narrowed to two. It was nearly impossible to sight the mileposts for timing since they were right alongside the right side of the train. Where they were a little further out from the track I was able to time them passing at the rate of two per minute! At the Baltimore-Washington-International Airport stop we waited for time for 10 min.. and were overtaken by a *Metroliner*.

Entrance to Washington is enough to give a visiting railfan a sore neck. On the left at New Carrollton is the D.C. Metro, further in on the right is Ivy City engine terminal with MARC (Maryland D.O.T.) FP-10s, AEM7s, E-60s, and FP-40s, also D.C. Metro's shop, and the Amtrak coach yards with Amfleets galore, also dome coaches, Slumbercoaches, and Alco RS-1s doing the shuffling. Our

arrival was 5 min. early with #87 hot on our heels, thanks to the 10 min. stop at BWI.

After three days of sightseeing in Washington, during which we really grew to appreciate the Metro, we were on our way again on #174, the *Minuteman*. I carefully chose to sit on the right side of the last coach in order to shoot the Wilmington shops with its CF-7s, Alco RS-3s, and GG-1s and also a carbarn near Philly full of LRVs. In addition, I had aspirations of taking movies out of the back door window. I should have begun to suspect things would go awry when we lost the HEP a min.ute before departure. The power was restored causing a 5 min. delay. However, just north of Baltimore at a place called Stemmer's Run, it would quit permanently. AEM7 #912 was called out of Baltimore to rescue us, but that failed to cure the problem. The delay was heading into an hour when #140 *The Connecticut Yankee's* headlight showed down the track. They pulled up alongside of us and we were informed by word of mouth (the p.a. system and battery powered lights in most of the cars had died by this time) that we would be transferred to #140. This took about another half hour as seven coach loads of passengers trooped down the vestibule steps to the ground/the last step being a real doozy, and then back up into a five or six car train already half full. From Stemmer's Run to Philadelphia my view was that of a luggage rack as I stood along with many of the other passengers off #174. Nevertheless I managed to maintain some semblance of timekeeping as my wife called out the block tower names. We managed some impressive speeds, covering 21.1 miles between Perryville and Davis at 108 mph and 8.7 miles between Midway, NJ and County at 121 mph. At Elmora, where the Jersey Central (NJ Transit/Conrail now) joins the corridor from Raritan, Metroliner #288 overtook us and we played tag with it into Newark. We finally arrived at Penn Station 1 hr. and 31 min. late. This caused us to miss our connection with #65 the *Niagara Rainbow* which was to have taken us to Albany, NY.

The missed connection was a blessing in disguise. Whereas #65 is Amfleet, the next train up the Hudson was #77 *The Hudson Highlander*, a Rohr turboliner. This twist of fate enabled us to sample every type of equipment Amtrak operates with the exception of domes and SPV 2000s.

Amtrak's presence in Grand Central Station is barely noticeable. It's far easier to find the Off Track Betting windows. There were two ticket agents working at 4:00 pm on a Friday, about the same level of staffing at the Twin Cities. The ticket office is off to the side, around the corner from the Metro North suburban ticket windows.

Train #77 was composed of power cars 161 and 158, also serving as Custom Class coaches, coaches 135 and 182, and cafe #177. Departure was on time, albeit backwards for us since half the seats face backwards and with a S.R.O. crowd we took what we could get. The coach looked very much like a Superliner inside except for considerably larger windows. The train rode very smoothly and quietly. Arrival at Albany-Rensselaer was 5-6 min. late due to track work at Poughkeepsie.

While Albany has a very impressive office and shopping complex near the state capitol, Friday night after 6 is not the time to visit it or downtown Albany for that matter. Outside of a crowd of 10 - 15 veterans celebrating Flag Day in front of the state capitol, downtown Albany was a ghost town. Your best bet for killing time between #77 and #49 is a cab ride to a suburban shopping mall.

Back at the station an FL-9 and some F-40s could be seen north of the station, with the empty turbo equipment from #75 arriving back from Schenectady at 9:01 pm as #484. At 9:59 pm #449 arrived from Boston with F-40 #206, two baggage cars, sleeper, three Amfleet II coaches, Amfleet II lounge and one Amfleet coach bringing up the rear. At 10:20 #49 finally pulled up to the platform after standing several minutes south of the station. It was hauled by F-40 #351 and FL-9 #489. The first four cars (Amdinette, two coaches and an Amfleet II lounge) were cut off and replaced with #449's consist minus the last coach, giving us 14 cars out of Albany.

It was here the only real snafu of the trip took place. Our tickets had the New York - Albany coupon, still reading #49 NYC - Chicago. When we didn't show up at GCT, they sold my single room and were storing luggage in our double Slumbercoach accommodation. We were able to reclaim the double, but I wound up with the last single at the end of the car where the vestibule would be. Apparently this is not normally sold but kept as a spare. I can see why. This is beyond a doubt the worst sleeping accommodation sold by Amtrak. If you carefully wrap your ears in the pillow and are dead on your feet you just might sleep. Apparently I met those qualifications since my time log is blank west of Syracuse, though I do remember a stop and passing many N&W hoppers near dawn. This was probably our detour over the Nickel Plate (N&W) which is being used while a bridge on the New York Central (Conrail) is being repaired.

About 7:15 am I raised the shade on the east side of Cleveland in time to catch the passing of the old Kuhlman Car Co. plant (site of the construction of many interurban cars). The building still carries the name in stone. Arrival at Cleveland was 30 min. late.

Breakfast saw us in the diner where we caught glimpses of Lake Erie and crossed Sandusky Bay. The train director had a copy of Swanson's Rail Ventures and would come on the pa. system reading excerpts at the appropriate times. Departure from Toledo was 24 min. down as the rain clouds gathered. The rest of the morning was spent playing the card game Uno in our double Slumbercoach room as rainy Indiana rolled by. By the time we left South Bend, we were only 16 min. late, but then we started losing time as we ran around a westbound freight. By Hammond we were 33 min. tardy and after being wyeed before entering Union Station we arrived 34 min. late.

The return home on #7 was fairly routine, leaving 6 min.. late, picking up 2 min. into Portage, and another one min.. into La Crosse, but arriving at St. Paul a full 16 min.. early. There seemed to be a bit more breathing space on the train. This was because some 80 passengers from the *Eagle* had missed their connection.

There was one incident that broke up the routine at least for railfans on board. At Tunnel City I first spotted a C & NW business car on the siding. Expecting to see an inspection train, much to my surprise the Mid-Continent Railroad Museum's 1385 was on the point, apparently on its way to a festival in St. James, MN.

While the Slumbercoach snafu and HEP failures on #8 and #174 prevented this from being a perfect trip, the usual inexcusable lapses such as missing soap and towels in the sleepers, sold out meals in the diners, and curt or rude on-board personnel were pleasantly missing. The goal of providing uniformly good on board service just might be reached. Will it have come too late? Train timekeeping logs and consists are attached in the electronic edition extra pages.

## Editorial The Elephant in the Room

The purpose of the chapter is to "be dedicated primarily to the education of its members and the general public on all aspects of railroad history, present day railroading, railroads in the future and the influence of railroad history on railroads of the present and future."— from the chapter by-laws. It's been almost 3 years since the chapter was given the Kurt Peterson collection of books, magazines and various railroadiana. The chapter library was established, consistent with the stated purpose above.. The volume of material was so great we had to rent a larger room.

Since that time several members have entrusted us with some of their prized possessions. Some of the library committee has been working steadily for 3 years almost every Wednesday sorting and cataloguing the collection. We've rented tables at almost every major local railroad flea market to sell surplus materials to help pay the rent. As newsletter editor I've begun to print some of the more interesting items in the electronic edition of the newsletter.

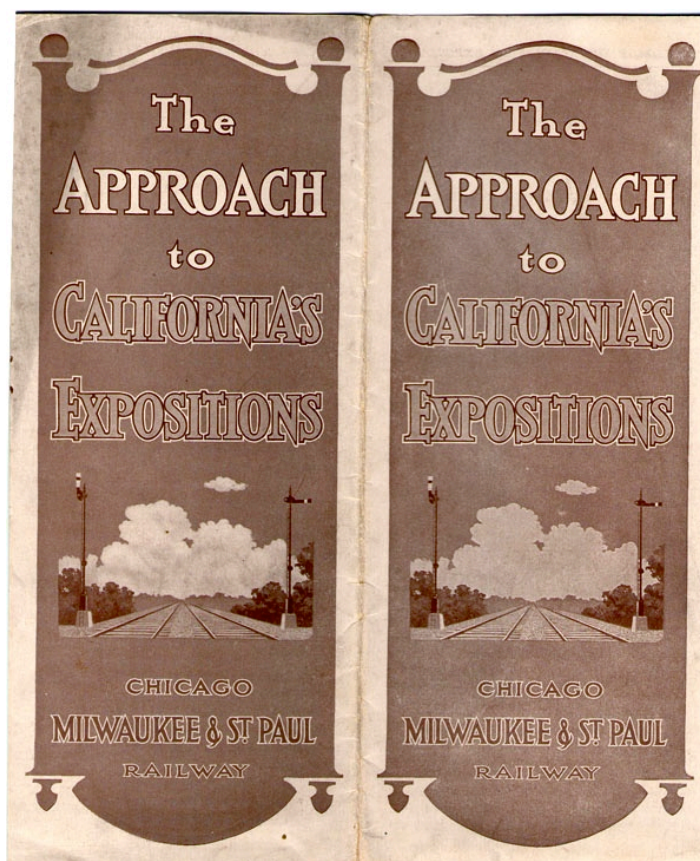
This last winter we held three open houses on meeting days in January, February and March. Attendance has been almost zero. This was despite the opportunity to watch trains on BNSF's St. Paul Sub from a warm comfortable location. Several members come in on Wednesdays, our usual working day, to "shoot the bull". That's fine, though few even look over the resources.

It took almost three years to determine what we have. Some have ventured the opinion that the potential value is between \$50,000 and \$100,000. The problem is that this asset is extremely illiquid. In short it cannot be converted to cash easily.

The work associated with the library involves more than just the cataloguing and organizing works. The calendar project was acquired in the hopes of supporting the library. A large effort goes into planning, producing, distributing and selling the calendar. Frankly, given the lack of interest in what we own, I have to wonder if the three year effort was worth it.

Would more members be interested if it were to become a lending library? There is some concern that we would lose some of our most prized items through theft. Getting





#### APPROACH TO CALIFORNIA'S EXPOSITIONS



Observation Parlor and Platform of the "Pacific Limited"

**Y**OUR enjoyment of California and its Expositions will depend largely upon your "Approach" thereto. If it be over a pleasant, attractive route, offering excellent service, you will arrive in California with your pleasurable anticipations much enhanced and with a keen-edged zest for the pleasures in store.

There are many "approaches" to the Expositions, some better than others, and it is the purpose of these few pages to tell briefly how you may "approach" the Expositions and return therefrom, via the various through-train routes of the Chicago, Milwaukee & St. Paul Railway, in a way that will give the most enjoyment and comfort en route. If you have never before made the "Grand Circle Tour" of the Coast, as outlined in the following pages, the trip will show you more of the beauty, grandeur and resources of the Great West and Northwest than you can see in any other way.

#### SHORT—DIRECT—CENTRAL ROUTE

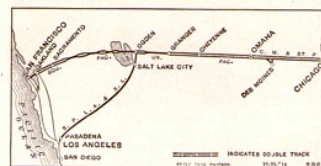
For the traveler who wishes to go direct to California, the Chicago, Milwaukee & St. Paul Railway offers a route that is desirable during all the seasons of the year—a direct, central route of low altitudes, freedom from dust and of unexcelled train service and passing through a most interesting and attractive country.

This route carries one from Chicago directly west, through the highly developed agricultural lands of Illinois and Iowa, to Omaha, thence on through Nebraska, and across the Wyoming Rockies to Ogden, Utah, where, with no change of cars, the traveler can

#### CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

continue straightaway west across Great Salt Lake and Nevada and over the picturesque Sierra Nevada Mountains to San Francisco, or travel southwestward from Ogden, through Salt Lake City and across Nevada, direct to the orange groves of southern California, to the terminus at Los Angeles, or on to San Diego via connecting trains.

This route is outlined in the accompanying skeleton map.



While all the through train routes of the Chicago, Milwaukee & St. Paul Railway are desirable the year 'round, this route is especially recommended to all who wish to make a direct trip to California in winter or early spring and return by the Northern routes, which, in summer, can be seen and enjoyed, perhaps, to better advantage.

#### THE "PACIFIC LIMITED"

The "Pacific Limited," the train of double destination—Los Angeles-San Francisco—over this Central Route of the Chicago, Milwaukee & St. Paul Railway, leaves Chicago every day at 10.45 in the morning and



Interior Standard Sleeping Car of the "Pacific Limited"

**Samples from a 1925 Milwaukee Road brochure promoting travel to California's Diamond Jubilee from the Northstar Chapter library. The library now has a working scanner and printer for our members to copy items of interest.**

a volunteer to monitor the borrowing is a problem as most of the active members are already volunteering to the max. Since most members don't even know what's in the library, would they even care if most of it were stolen?

Here's the elephant. Given the fact that we're spending over \$4000 per year in rent and insurance and the apparent lack of interest by our membership, I have to wonder if that expense can be justified. The library is a gift that keeps on taking. It is not financially sustainable unless we can obtain an endowment, which would provide a substantial cash flow. Unlike other chapters, which have a station building and museum or are able to obtain free rent in a railroad station complements of a railroad, we have no such resources. Unlike model railroads and museums, we don't have "walk in traffic" which would provide incentive for a commercial entity to donate rent-free space.

Finally, a number of us are getting burned out. Joe Stark has been schlepping boxes of material to railroad flea markets with ever declining sales for three years now. He is joined by one or two other library committee members. Why are we doing this if no one cares? Is it time to consider liquidation?

Russ Isbrandt  
Editor

HARTFORD, WI – Soo Line 2-8-2 No. 1003 underwent test firings last week at the Wisconsin Automotive Museum in Hartford. The locomotive is being rebuilt by 1003 Operations, LLP, with assistance from Wisconsin & Southern Railroad President Bill Gardner at a cost of approximately \$400,000. In a post on the Wisconsin & Southern Yahoo group page, Gardner said, "Soo 1003 should be in full steam by June 15." The locomotive last operated on Nov. 13, 2010, when it came due for its 15-year Federal Railroad Administration inspection.

American Locomotive Co. built No. 1003 in March 1913. It was donated for display to the city of Superior, WI, in 1959, and returned to service in 1996. Starting in the late 1990s, the Wisconsin & Southern has hosted the engine, approving appearances under steam for community events and photo charters across its system.

#### Norfolk Southern Units as Appearing on *Trains Magazine* web site

All Norfolk Southern Heritage unit photos except the Central of Georgia unit come from the *Trains Magazine* reference link shown as follows:

<http://trn.trains.com/en/Railroad%20Reference/Locomotive%20Profiles/2012/05/Norfolk%20Southern%20powers%20up%20its%20heritage.aspx> . The Central of Georgia unit was forwarded to me by Ron Albers.

Left to right on the next page are: Lehigh Valley, Nickel Plate, Norfolk and Western in Wabash blue, Interstate Railroad, the original Norfolk Southern, Pennsylvania Railroad, Southern Railway and Central of Georgia.

#### From Trains Newswire

**Soo Line 2-8-2 No. 1003 test fired**

Published: May 7, 2012





### Iowa Interstate steam schedule set

Published: May 4, 2012

NEWTON, Iowa. – The Iowa Interstate Railroad has finalized its schedule for steam locomotive trips this spring. The railroad operates two Chinese QJ-class 2-10-2s, Nos. 6988 and 7081. No. 6988 has been given a more “Americanized” look, with a centered headlight and number board, and black paint on the driving wheels.

The schedule is as follows:

May 31 and June 1 – Steam may pull some test runs between Newton and Kellogg, Iowa, if necessary.

June 2 – Trips between Newton and Mitchellville, Iowa, to benefit the Mitchellville Firefighter's Association. Depart Newton at 9:00 am, 11:50 am, and 2:40 pm. Depart Mitchellville at 10:25 am and 1:15 pm. There may be a third trip from Mitchellville at 4:05 pm.

June 16 – Deadhead move with 6988 and coaches from Newton to West Liberty, Iowa, with a stop in Iowa City. The train will leave Newton around 9 am.

June 17 – Fire department benefit trips with 6988 between West Liberty and Durant, Iowa. Depart West Liberty at 9 am., noon, and 3 pm. Depart Durant at 10:30 am, 1:30 pm, and 4:30 pm. Trips will be push-pull with a diesel on one end.

June 17-18 – After the Durant trip, 6988 will run light to Rock Island, IL., 17th Street Yard. On June 18, the locomotive will probably be turned.

June 19 – A trip for the National Railway Historical Society Annual Convention will depart Cedar Rapids, Iowa, with Iowa Interstate Rock Island Heritage ES44AC No. 513. Upon arrival in Rock Island, No. 513 will cut off, and 6988 will be added. No. 6988 will lead the train west to South Amana, Iowa, where it will be cut off.

June 20 – NRHS trip out of Cedar Rapids with a diesel. No. 6988 will be added at South Amana and run to Newton. After a photo run in Newton, 6988 will cut off and a diesel will take the train back to Cedar Rapids.

### Amtrak unveils updated fleet plan

By Bob Johnston

Published: May 2, 2012

WASHINGTON – As mandated by its 2012 Congressional appropriation, Amtrak this week issued a fleet strategy plan that significantly ups the ante from the blueprint it issued last year for the cars and locomotives it will need in the foreseeable future. Using demand modeling to determine capacity requirements, and refining its assessment of equipment life, the company projects that it will need to acquire 825 single level passenger cars for delivery between 2016 and 2022, and 508 bi-levels (Surfliner or Superliner) from 2018-2022. The plan thus increases the annual “build rate” from 65 cars per year for single level cars and 35 per year for bi-levels to 100 cars per year for each category over a seven and five year time frame, respectively. Amtrak is also studying use of multi-level cars, such as those operated by New Jersey Transit and other commuter carriers, which might be utilized in tight Northeast Corridor clearances.

The 82-page document concludes that it is necessary “to introduce new equipment at both higher volumes and in a compressed time frame...to spur the interest of a supplier base.” Between the lines, it also argues that a dedicated and predictable, multi-year funding source is absolutely essential to ensure that equipment manufacturers will step up to bid. Types of cars to be acquired in each category are not specified, although the plan notes that replacement of 145 Amfleet II long distance coaches (built in 1981-83) is of top priority. Amtrak expects to take delivery of 130 single level sleepers, diners, and baggage cars next year to augment its Viewliner sleeping car fleet, and replace cars well over 50 years old.

In the high speed area, the company wants to soon acquire 40 additional Acela Express business class coaches which will allow it to expand the consist of each of the 20 trainsets by two cars. However, the plan also calls for the introduction of 10 “new design” high speed trainsets by 2020, with the goal of downgrading the original 20 Acelas by 2025. In addition to the 70 electric locomotives on order that will begin replacing AEM-7's and HHP-8's next year, Amtrak says it will need new diesel road locomotives within the decade after determining that their commercial life is no more than 20 years (P40s date from 1993; the first P42s began arriving in 1996). The company also plans

to replace most of its aging yard power with genset switchers; two are currently working in the Los Angeles coach yard and two are set for a tryout in Chicago this year.

The fleet strategy assumes that as 130 state-purchased bi-levels arrive in California and the Midwest by late 2015, Amtrak will be able to reclaim most of the equipment now being operated in those services to facilitate further expansion. Once cars reach the end of their commercial life, they will be "held in reserve" for possible peak-demand use. Retired equipment is to be sold only on a "case-by-case basis."

### **Meeting Minutes of the April 21, 2012 Membership Meeting**

The meeting was called to order by chapter president Dawn Holmberg at 6:35 pm in the Roseville Lutheran Church with 25 members and guests present. Those present were asked to introduce themselves. A motion was made to approve the minutes of the March 17, 2012 membership meeting, as published in the April 2012 issue of Northstar News. The name of a person who had been sent a card by the Cheer Committee was misspelled - it should have been Ben Pressnall. The motion to approve the minutes, as corrected, was seconded and carried. The treasurer was not present to give a report. National director Bill Dredge was not present to give a report, as he is attending the NRHS national conference being held this weekend. Plans for upcoming chapter events were discussed. The picnic planned for June is being annulled, as it would conflict with this year's NRHS National Convention. For July, it was suggested that we have a picnic in the park next to the Red Wing depot. It was reported that Red Wing isn't as good a site as it used to be. There is now a fence along the tracks that partially blocks views of passing trains. Also, freight cars serving a local industry are reportedly often parked along the mainline on weekends, totally blocking views of passing trains. It was suggested that we instead consider going back to Maiden Rock, WI. A decision on the matter was tabled until next month's meeting. In August, John Goodman recommends that we ride the steam-powered excursion train that will be operating out of the Duluth depot behind Soo Line steam engine #2719. He is checking into chartering a bus, but suggests that it would be more practical for those going to car-

pool. We would leave from the parking lot at the building where the Chapter Library is located on Saturday, August 18th. Northstar News editor Russ Isbrandt said that he had nothing much to report. Richard Tubbesing reported on plans for upcoming programs. This month's program will be presented by Cy Svobodny and Warren Krekleberg, who will show images of the Burlington and Burlington Northern. May's program will be presented by John Cartwright. When monthly meetings resume in September, Hudson Leighton will present the program. In October, Greg Smith will show us images of Twin City Trains of the 1950s and 1960s. Joe Stark will do a program on eastern railroads in November. John Gaertner has been invited to present a program at the chapter's annual holiday party in December. Bill Dredge will be presenting the program in January 2013. We are pretty much booked through then. The Cheer Committee had nothing to report. There was a report from the Calendar Committee. They recently sold three more calendars. They want to update the website. They are working on the 2013 calendar. Marty Swan, who handles the finances for the calendar, presented a \$1,000 check from the calendar project to Dawn Holmberg, who accepted it on behalf of the chapter. This is the first step in the calendar project repaying the chapter the \$10,000 that it loaned the calendar project to get it started. Treasurer Dan Meyer arrived and gave his report. He also reported on membership. Renewals are pretty much complete. Dan mentioned that anyone who would like to renew, but has not yet done so, should see him during the break after the end of the business meeting. As webmaster, Dan noted that the chapter is now on Facebook. We would like to grow our membership. He also reported that a membership application with an old pricing structure had been removed from the chapter's website. A possible by-laws revision was mentioned. We had a board meeting earlier this month and decided to table this until we learn more about the new structure of the National NRHS. There were more questions about possible upcoming events. There was no more Old Business. New Business - It was announced that several tapes had been donated to the chapter library. A motion to adjourn the meeting was made, seconded, and carried at 7:09 pm. After a brief break, the program was presented, consisting of slides of the Burlington from the Cy Svobodny collection, and images of the Burlington Northern from Warren Krekleberg.

Respectfully submitted,

Dave Norman, Secretary Northstar Chapter NRHS

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

**Address Correction Requested**



**St. Paul to Chicago June 7, 1985**  
**Train 8 The Empire Builder**

		Schedule	Actual	Departure from Scheduled	Gain or loss
Ar	St. Paul			0:00:00	
Lv	St. Paul	7:15 AM	7:15 AM	0:00:00	0:00:00
Lv	Red Wing, MN	8:11 AM	8:19 AM	0:08:00	0:08:00
Lv	Winona	9:14 AM	9:19 AM	0:05:00	<b>0:03:00</b>
Lv	LaCrosse, WI	9:48 AM	9:49 AM	0:01:00	<b>0:04:00</b>
Lv	Tomah	10:28 AM	10:35 AM	0:07:00	0:06:00
Lv	Wis. Dells	11:34 AM	11:32 AM	<b>0:02:00</b>	
Lv	Portage	11:51 AM	11:50 AM	<b>0:01:00</b>	
Lv	Columbus	12:19 PM	12:17 PM	<b>0:02:00</b>	
Ar	Milwaukee	1:23 PM	1:51 PM		28 min delay for track work and freight crossover at Cutoff
Lv	Milwaukee	1:29 PM	1:57 PM	0:28:00	0:28:00
Lv	Glenview, IL	2:34 PM			
Ar	Chicago	3:08 PM	3:25 PM	0:17:00	0:17:00

Consist of #8		
Amtk 353	F40-PH	
Amtk 294	F40-PH	
1180	Baggage	
1237	Baggage	
39911	Hi level coach / dorm	
34085	coach	
34040	coach	
38012	Diner	
33017	Lounge	
31029	Bag-Coach	
32066	Sleeper	
32079	Sleeper	
34079	Coach	

June 7, 1985 Trip to Philadelphia				
Train #40 The Broadway Limited				
City	Scheduled	Actual Depart.	Late /Early	
Chicago, IL	5:50 PM	5:52 PM	0:02	
Hammond- Whiting	6:14 PM	6:24 PM	0:10	
Valparaiso, IN	6:45 PM	7:03 PM	0:18	
Ft. Wayne, IN	8:45 PM	8:52 PM	0:07	
Ft. Wayne, IN		9:16 PM	0:31	
Lima, OH	10:52 PM	11:15 PM	0:23	
Crestline, OH	12:25 AM			
Canton, OH	2:03 AM			
Pittsburgh, PA	4:28 AM	4:30 AM	0:02	
Pittsburgh, PA	4:58 AM	5:14 AM	0:16	
Greensburg, PA	5:45 AM			
Johnstown, PA	6:49 AM	6:46 AM	0:03	
Altoona, PA	7:50 AM	7:50 AM	0:00	
Huntingdon, PA	8:38 AM	8:39 AM	0:01	
Lewistown, PA	9:18 AM	9:16 AM	0:02	
Harrisburg, PA	10:32 AM	10:32 AM	0:00	
Harrisburg, PA	10:37 AM	10:41 AM	0:04	
Lancaster, PA	11:10 AM	11:10 AM	0:00	
Paoli, PA	11:56 AM	12:05 PM	0:09	
Philadelphia 30th St.	12:24 PM	12:31 PM	0:07	
Consist of Train 40 Out of Chicago	Equip. No.	Type		Line No.
	263	F-40PH		
	322	F-40PH		
	1352	Baggage		
	1173	Baggage		
	1378	Baggage		
	1359	Baggage		
Capitol Ltd to Trn 81	25095	Amfleet Coach		4081
Capitol Ltd	4701	48 Seat Budd Coach		4042
Capitol Ltd	4702	48 Seat Budd Coach		4041
Capitol Ltd	25093	Amfleet Coach		4040
Capitol Ltd	2992	Sleeper	Pine Peak	4011
Capitol Ltd	2984	Sleeper	Pine Cavern	4010
	8500	Diner	Silver Diner	
	2080	Slumber Coach	Loch Sloy	
	2450	Sleeper		
	3108	Budd Lounge		
	25069	Amfleet Coach		4030
	25060	Amfleet Coach		4031
	25065	Amfleet Coach		

Train #181 June 10, 1985

	The Congressional	Schedule	Actual	Departure from Scheduled	
Lv.	Philadelphia	5:10 PM	5:10 PM	O.T.	
Ar.	Wilmington	6:20 PM	6:25 PM	5	late
Ar.	Baltimore	7:15 PM	7:13 PM	3	early
Ar.	Bait-Wash Int.	7:36 PM	7:26 PM	10	early
Ar.	Washington	8:06 PM	8:00 PM	6	early
The Congressional					
	Engine	AEM7	901		
	Coach		21059		
	Coach		21236		
	Coach		21210		
	Coach		21053		
	Amcafe		20236		

Washington to New York June 14, 1985  
Trains 174 and 140

	The Minute Man	Schedule	Actual	Departure from Scheduled	Gain or loss	Mile Post	Distance Between Stations	Minutes	Miles per hour
Lv	Washington	10:30 AM	10:35:25 AM	0:05:25		136.0			
	Landover		10:47:00 AM			128.4	7.6	0:11:35	39.5
Ar	New Carrollton	10:41 AM	10:48:32 AM	0:07:32	0:02:07	126.0	2.4	0:01:32	93.1
Ar.	New Carrollton		10:49:55 AM						
	Bowie	11:37 AM	10:55:40 AM			120.5	5.5	0:05:45	57.4
	Odenton		10:59:19 AM			113.6	6.9	0:03:39	113.4
	Gwyne	11:43 AM	11:09:00 AM			99.3	14.3	0:09:41	88.6
	B&P Junc		11:15:42 AM			95.9	3.4	0:06:42	30.4
Ar	Baltimore	11:08 AM	11:16:24 AM	0:08:24		95.7	0.2	0:00:42	17.1
Lv	Baltimore		11:18:10 AM			95.7			
	Union Junc	12:14 PM	11:19:11 AM			95.5	0.2	0:01:01	11.8
	Bay		11:23:56 AM			91.9	3.6	0:04:45	45.5
Ar	Stemmer's Run	12:19 PM	11:28:40 AM			87.0	4.9	0:04:44	62.1
The Connecticut Yankee									
Lv	Stemmer's Run		12:57:26 PM			87.0			
	Oak		1:12:26 PM			62.9	24.1	0:15:00	96.4
	Perryville		1:16:09 PM			59.5	3.4	0:03:43	54.9
	Davis		1:27:52 PM			38.4	21.1	0:11:43	108.1
Ar	Wilmington		1:35:07 PM			26.8	11.6	0:07:15	96.0
Lv.	Wilmington	1:06 PM	1:39:17 PM	0:33:17	0:33:17	26.8			
Ar	Baldwin		1:49:35 PM			11.7	15.1	0:10:18	88.0
Ar	30th Street Philadelphia	1:27 PM	1:57:30 PM	0:30:30	0:02:47	1.5	10.2	0:07:55	77.3
Lv	30th Street Philadelphia		2:00:38 PM			89.6			
	Zoo		2:03:45 PM			88.1	1.5	0:03:07	28.9
Ar	N. Philadelphia		2:07:59 PM			85.0			
Ar	N. Philadelphia	1:38 PM	2:09:21 PM	0:31:21	0:00:51	85.0			
	Shore		2:12:21 PM			82.1	2.9	0:03:00	58.0
	Holmes		2:16:16 PM			77.2	4.9	0:03:55	75.1
	Grundy		2:23:20 PM			65.6	11.6	0:07:04	98.5
	Morris		2:27:14 PM			58.6	7.0	0:03:54	107.7
Ar	Trenton		2:29:14 PM			57.1	1.5	0:02:00	45.0
Lv	Trenton	2:04 PM	2:31:48 PM	0:27:48	0:03:33	57.1			
	Fair		2:35:10 PM			56.8	0.3	0:03:22	5.3
	Nassau		2:41:18 PM			47.3	9.5	0:06:08	92.9
	Midway		2:44:21 PM			41.6	5.7	0:03:03	112.1
	County		2:48:39 PM			32.9	8.7	0:04:18	121.4
	Lincoln		2:52:33 PM			26.4	6.5	0:03:54	100.0
	Metropark	2:29 PM				23.2	3.2		
	Union Junc		3:00:57 PM			20.0	6.4	0:08:24	45.7
	Elmora		3:06:08 PM			15.0	5.0	0:05:11	57.9
	Lane		3:08:44 PM			12.6	2.4	0:02:36	55.4
	Hunter		3:10:12 PM			10.8	1.8	0:01:28	73.6
Ar	Newark		3:13:56 PM			9.0	1.8	0:03:44	28.9
Lv	Newark	2:46 PM	3:15:36 PM	0:29:36	0:01:48	9.0			
Ar	Penn Station	3:02 PM	3:28:01 PM	0:26:01	0:03:35	0.0	9.0	0:12:25	43.5

Train #174 June 14, 1985		
The Minute Man		
Engine	AEM7	916
From Balt.	AEM7	912
Amcafe		20126
Coach		21241
Coach		21116
Amcafe		20014
Coach		21133
Coach		21077
Coach		21080
Coach		21234
Coach		21092



	New York - Chicago June 14, 1985				
Lv.	New York GCT	O.T.			
Ar.	Albany	6	late		
	Train #77 June 14, 1985				
	The Hudson Highlander	Rohr Turbo			
	Power car	161			
	Coach	135			
	Cafe	177			
	Coach	182			
	Power car	158			
	Train #49 June 14, 1985				
Lv.	Albany	O.T.			
	Schenectady	O.T.			
Ar.	Utica	7	early		
Ar.	Syracuse	12	early		
Ar.	Cleveland	30	late		
Ar.	Toledo	17	late		
Lv..	Toledo	24	late		
Ar.	Bryan,OH	26	late		
Ar.	Elkhart, IN	15	late		
Ar.	South Bend	16	late		
Ar.	Hammond	33	late		
Ar.	Chicago	34	late		
	The Lake Shore Ltd. NYC Section Into Albany, NY.				
	Engine	F-40 PH	351		
		FL-9	489		
	Amcafe		20227	Off Albany	
	Coach		21239	Off Albany	
	Coach		21017	Off Albany	
	Lounge		28304	Off Albany	
	Diner		8519		
	Coach		25097		
	Coach		25109		
	Coach		25096		
	Sleeper	Silver Meadow	2465		
	Slumbercoach	Silver Slumber	2085		
	Baggage/Dorm		BD1616		
	Train 449 June 14, 1985				
	The Lake Shore Limited Boston Section Into Albany N.Y.				
	Engine	F-40PH	206		
	Baggage		1251		
	Baggage		1166		
	Sleeper	Pine Mesa	2986		
	Coach		25105		
	Coach		25098		
	Coach		25090		
	Lounge		28020		
	Coach		21070	Off Albany	
	Diner		8519	On after lounge 28020	

Train #7 June 15, 1985			Late/ <b>Early</b> Loss <b>Gain</b>	
Lv.	Chicago	2:45 PM	2:51 PM	0:06:00
Lv	Glennview, IL	3:08 PM	3:14 PM	0:06:00
Lv.	Milwaukee	4:09 PM	4:15 PM	0:06:00
Lv.	Milwaukee	4:15 PM	4:21 PM	0:06:00
Lv.	Columbus	5:27 PM		
Lv.	Portage	5:59 PM	6:03 PM	0:04:00
Lv.	Wis. Dells	6:17 PM	6:23 PM	0:06:00
Lv.	Tomah	6:58 PM	7:03 PM	0:05:00
Lv	LaCrosse, WI	7:41 PM	7:45 PM	0:04:00
Lv	Winona	8:14 PM	8:18 PM	0:04:00
Lv	Red Wing, MN	9:17 PM	9:18 PM	0:01:00
Ar	St. Paul	10:38 PM	10:22 PM	<b>0:16:00</b>
				<b>0:15:00</b>
	The Empire Builder			Line numbers
	Engine	F40-PH	306	
		F40-PH	319	
	Baggage		1271	
	Baggage		1152	
	Coach/dorm		39906	
	Coach		31022	711
	Coach		39946	712
	Coach		34035	713
	Diner		38037	
	Lounge		33011	
	Coach/baggage		31028	
	Coach		34061	2715
	Sleeper		32033	2730
	Sleeper		32007	730