



Contents		Meeting Notice
Lead Story	P1-2	The April 2013 meeting of the Northstar Chapter of the NRHS will be held on April 20th 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. <i>Note the EARLIER START TIME at 6:30 pm.</i>
Officer Contact Directory	P2	
Membership Information	P3	Program: DVD: Rail fanning the BNSF in North Dakota, Montana and Minnesota in the summer of 2012 by Richard Tubbesing & Roger Libra.
Directions to meeting site	P3	
Area News	P2-5	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.
March 2013 Meeting Minutes	P6	
Meet Dave Norman, #611 may steam again		
East Troy WI schedule	P7	
Railfan Events	P8	
Passenger Train Consists (Electronic version only)	P9-12	

Will Streetcars return to St Paul?



From the Kurt Peterson Collection, Al Chione Slide: TCRT #1545 in Minneapolis.

St. Paul studying 18 possible routes for future streetcars.

Article by: KEVIN DUCHSCHERE ,Star Tribune Updated: March 15, 2013. Planners hope streetcars can build transit options for light rail and also encourage development. The city is studying 18 possible routes. Hoping to extend the reach of next year's Central Corridor light-rail line, St. Paul is studying 18 possible future routes for streetcars, many of them following lines used by the old Twin Cities streetcar system before it was ripped up for buses decades ago. The list of possible routes is the first phase of St. Paul's ongoing \$250,000 study to analyze how streetcars might work with light-rail and bus lines to improve public transit across the city. Lending traction to the idea is Gov. Mark Dayton's recently proposed quarter-cent sales tax increase in the metro area to fund new regional bus and rail transit, a logical funding source to help launch a new streetcar system. Mayor Chris Coleman strongly supports that transit tax hike, spokesman Joe Campbell said. "St. Paul's residents deserve a world-class transportation system, and streetcars certainly have that potential," Campbell said. St. Paul City Council Member Russ Stark has visited streetcar systems in other cities and said they provide cost-effective ways to leverage and extend transit benefits for popular districts and also corners of the city ripe for investment. Real estate developers like the permanency of rail transit, he said. And people typically prefer riding a train to a bus. "Now we can look at the big picture, what are the parts of the city that can benefit most from this investment, and where are the people there trying to get to", Stark said. Two private streetcar companies merged in 1890 to form the Twin City Rapid Transit Co., which built one of the most extensive metro-area streetcar systems in the country, stretching 50 miles from Lake Minnetonka to Stillwater. But the system began to lose riders as automobiles became more popular. By 1954 the last streetcars were replaced with buses. The 18 routes to be studied were culled from a list of 30, based on the fewest physical barriers (such as steep street grades), desirable terminal locations and lack of traffic congestion. The next step in the study, conducted by Nelson/Nygaard Consulting of San Francisco, is to further narrow the list to five to 10 routes that have the most development potential, promise the most riders and connect best with transit modes already in place. The third phase will be deciding which one or two lines would be built first, city planner Michelle Beaulieu said. It's not clear how much a streetcar line would cost, but officials said the cost elsewhere has varied from \$30 million to \$60 million per mile. By way of contrast, the budget for the 11-mile Central Corridor light-rail line between the downtowns of St. Paul and Minneapolis, the newly dubbed Green Line, is \$957 million. The main difference between light rail and streetcars, city planning director Donna Drummond said, is that LRT has its tracks all to itself, while streetcars, which typically run on the right side of the street, share the road with motor vehicles. Streetcars carry fewer passengers, their lines usually cover a shorter distance and they stop more often than light-rail trains, she said. Stark said that at least 10 cities, including Cincinnati, Kansas City and Salt Lake City, are building streetcar lines. Minneapolis also is studying streetcar possibilities along Nicollet Avenue to downtown, and along Central Avenue NE. In a speech to business leaders last month, Mayor R.T. Rybak said that streetcars were key to managing downtown population growth. He predicted eventual gridlock if the city doesn't add streetcars. For the first part of the study, go to www.tinyurl.com/stpstreetcars.

Northstar Chapter Officers

President	H Martin Swan	hmartinswan@msn.com	612-961-1684
Vice President	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Past President	Dawn Holmberg	dawn@dholmberg.com	763-784-8835
National Director	Bill Dredge	williamdredge@yahoo.com	952-937-1313
Treasurer	Dan Meyer	treasurer@northstar-nrhs.org	763-784-8835
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Gary Rumler	nlcdrumler@gmail.com	651-385-8752

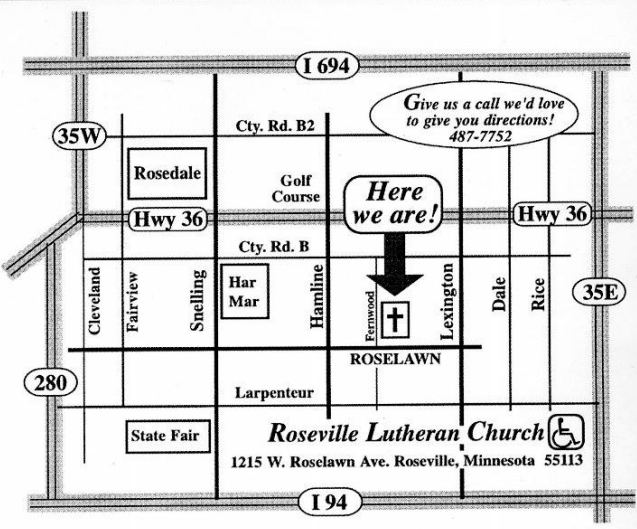
Staff

Program Chairman	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Newsletter Editor	Committee: Richard Tubbesing, Dawn Holmberg, Dan Meyer	Tubbesing261@yahoo.com dawn@dholmberg.com treasurer@northstar-nrhs.org	763-757-1304
Newsletter Distribution	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Trip Director	John Goodman		
Chapter Librarian/Historian	John Cartwright	stationman86@yahoo.com	651-481-8479
Web Master	Dan Meyer	treasurer@northstar-nrhs.org	763-784-8835
Chapter Mailbox	Northstar Chapter NRHS	<i>PO Box 120832</i>	<i>St Paul MN 55112</i>
Unofficial Library Data Base Administrator	Russ Isbrandt	rmisbrandt@comcast.net	

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.

Meeting Site	BOD Meeting
<p>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.</p> 	<p>President H Martin Swan has called a BOD meeting on April 14 2013 at the Midway Amtrak Station at 2PM. Members are invited to attend as observers.</p> <p><u>Request:</u> WE need RR stories from members or other people. We are short of stories for future issues. Your Newsletter Committee</p>

NEWS Items

Canadian Pacific derails in Minnesota, spills crude oil

Published: March 28, 2013 Trains Newswire

Photo by Steve Glischinski



PARKERS PRAIRIE, Minn. – Shortly before 7 a.m. Wednesday, an eastbound Canadian Pacific crude oil train derailed 14 cars near Parkers Prairie on the ex-Soo Line Detroit Lakes Subdivision. The 94-car train originated in Alberta and was bound for the Chicago area. No injuries were reported.

The derailed cars contained crude oil, and one car leaked oil as a result of the derailment. CP spokesman Ed Greenberg tells Trains News Wire the oil is contained and there was no further environmental risk. Two additional cars leaked during cleanup efforts, but the leaks were stopped by early Wednesday evening. Initial estimates were 20,000 to 30,000 gallons of oil spilled, but the Minnesota Pollution Control Agency now says less than 15,000 gallons spilled. The agency also says freezing temperatures helped contain the spill, but have made it difficult to clean up spilled oil. Only about 1,000 gallons had been recovered as of midday today. The rest of the oil on the ground has thickened into a heavy tar-like consistency and make take another day or two to recover.

The line was re-opened early today, Greenberg says, following track repairs and mandatory inspections. An investigation into the cause continues.

Amtrak seeks more capital investment, less operating support in fiscal year 2014

Published March 28 2013 Trains Newswire



Photo by Michael T Burkhart

Photo by R Tubbesing Sept 2012 Cumberland MD



WASHINGTON – In its fiscal year 2014 funding request to Congress, Amtrak is emphasizing the need for more federal capital investment to improve and expand intercity passenger service while requesting less in federal operating support. Amtrak made the request in a letter to Vice President Joe Biden and Speaker of the House John Boehner by Amtrak President and CEO Joe Boardman.

“If we truly want to realize our vision of what rail can offer America, in terms of real mobility improvements and rational modal choices, policy decisions must be made and funding provided to match them. These are big decisions, and will require bold Thinking, but they will deliver value for the money.” Boardman says...” Boardman says Amtrak ridership, revenue, on-time performance, and other leading indicators are at record levels or improving. Since 2010, for every dollar of federal investment, Amtrak has placed nearly \$3 back into the economy. These achievements, he says, provide “tangible evidence of the public benefit federal investment in Amtrak delivers to the taxpayer the traveling public and the American economy.”

He stressed that since the federal government established Amtrak as the foundation of a national intercity passenger rail system, the modernizing and maintaining of that system is a significant federal responsibility, including the operation of long-distance routes.

For FY 2014, Amtrak is seeking \$373 million in federal operating support or about 17 percent less than it requested in FY 2013. Amtrak says this is made possible by an improved financial position. In the last fiscal year Amtrak covered 88 percent of its operating costs with ticket sales and other non-federal revenue sources, up from 85 percent the prior year. In addition, if current service levels are maintained, Amtrak’s state revenues in FY 2014 should increase by about \$85 million as Amtrak and the states implement the Congressional requirement on cost allocation for short-distance routes.

Also for FY 2014, Amtrak is requesting \$2.065 billion in federal capital support to:

Also for FY 2014, Amtrak is requesting \$2.065 billion in federal capital support to:

- Maintain the Northeast Corridor and other Amtrak-owned or maintained infrastructure and equipment;
- Advance the Gateway Program to expand track, tunnel and station capacity between Newark, N.J., and New York Penn Station;
- Acquire new equipment;
- Improve accessibility for passengers with disabilities.

Amtrak is also requesting \$212 million for debt service.

Iowa Interstate to run steam trips in June. Published: March 1, 2013 From the TRAINS Newswire

NEWTON, Iowa. - The Iowa Interstate Railroad will run a series of steam trips using Chinese-built QJ-class 2-10-2 No. 7081 in June. The trips will operate June 8-9 out of Atlantic and Anita to raise funds for local volunteer fire departments. The fire department fundraisers have become a tradition on the Iowa Interstate the last few years. The fire departments sell the tickets for the special runs and keep the majority of the revenue from the trips, with the railroad donating the costs of the train. The fire departments are then able to use the revenue to upgrade their facilities or equipment. Iowa Interstate Project Manager of Steam Robert Franzen told Trains News Wire work would start in April to ready the 7081 for the June trips. "We'll go through our annual inspection, and do some upgrades on it and repairs," Franzen said. The last time No. 7081 operated was during Train Festival 2011 in Rock Island, Ill. Franzen said work on the engine includes upgrades to the lubricating system so it lubricates more points on the locomotive. In addition to Franzen and his crew, about 30 volunteers assist in work on the locomotive and in excursion operations, according to Franzen. The railroad plans to run No. 7081 from the steam shop in Newton to Council Bluffs, Iowa on June 6, where the engine will be turned. On June 7, the train will deadhead from Council Bluffs to Atlantic. Three round trips will be operated out of Atlantic on June 8, then the engine will run to Anita, and run three more round trips out of that town on June 9. On June 10 the engine will deadhead back to Newton.

Franzen said the railroad is planning to run fire department fundraising trips in Geneseo and Tiskilwa, Ill., this fall but details have not been worked out yet.

Progressive Rail to rebuild ex-CGW branch line

Published: March 26, 2013 Trains Newswire

RANDOLPH, Minn. – Progressive Rail Inc. will rebuild its former Chicago Great Western route between Northfield and Randolph, beginning next month. Contractor RailWorks Track Systems will begin work on the 9-mile line on April 2. Plans call for the installation of 8,000 to 12,000 tons of ballast, 14,250 new ties, and 9.5 miles of 115-pound rail. The rebuild will allow PGR to operate heavier, 100-car unit trains pulled by six-axle locomotives on the line.

The line connects with Union Pacific's former Rock Island "Spine Line" in Northfield and is one of the few segments of Chicago Great Western track age remaining. Randolph was a junction point on CGW's main line between St. Paul and Oelwein, Iowa. From Randolph, secondary lines headed east to Cannon Falls and Red Wing while another line struck west to Northfield, Faribault and Mankato. The main line and the branches have been pulled up except for the route from Cannon Falls through Randolph to Northfield, which PGR began operating on March 17, 2004. Since taking over the route, business in Randolph has expanded, and the company constructed the Great Western Industrial Park in the town.



Photo by Jerry Huddleston Jan 28 2010 West of Randolph MN.

Minnesota Zephyr Cars on the move to Colorado.



Photo by Jeff Terry (railpictures.net) Stillwater MN

There's a YouTube video of the Zephyr cars moving through Ames, Iowa
On their way to their new destination. Reported by
Rick Krenske
www.youtube.com/watch?v=VrStNNloRMc

Zephyr cars headed for Colorado home:

The Minnesota Zephyr train cars that used to shuttle diners through the St. Croix River Valley are on their way to Colorado. The cars are being sold to a company in Alamosa, Colo., that is a subsidiary of owner Pacific Holdings, Zephyr owner Dave Paradeau said Thursday.

The six cars and their wheel assemblies were loaded onto eight flatbed rail cars and left Andersen Corp. property in Bayport early Tuesday, Paradeau said. It will take at least a week for them to get to Colorado, he said. He said the two Zephyr locomotives, which are being stored at his depot property in downtown Stillwater, are expected to be moved later this spring. Paradeau would not disclose the sale price. He said he hopes the train cars and locomotives will again be part of a dinner-train business. "It would be kind of neat if they would consider running it again," he said. Paradeau ran the Zephyr dinner train out of Stillwater for more than 20 years before selling the train corridor to the Minnesota Department of Natural Resources for \$4.25 million; the land will be the site of the new Brown's Creek State Trail.

Mary Divine Twin Cities Newspaper Reporter.

-Date: Wednesday, March 20, 2013, 9:24 PM From *Jeff Comfort* Twin Cities Yahoo group. Sounds like the San Luis & Rio Grande Railroad (SLRG), part of Iowa Pacific Holdings bought them. They arrived at the Minnesota Commercial yard yesterday afternoon and the UP picked them up today and brought them to their East Minneapolis yard. Next they are off to Pueblo, CO. Here are a few photos I got of them coming into Midway.

<http://www.flickr.com/photos/mndrummer74/8573911698/in/photostream/lightbox/>

2013 Mar 16 NS Chap Meeting Minutes

-At approximately 6:30 pm the meeting was called to order at Roseville Lutheran Church by President H Martin Swan. Member introductions were completed. 29 members were present.

-The May 2012 minutes as written in the March Newsletter were approved. Motions were carried by John Goodman and seconded by Gary Wildung.

-**Treasury report:** The Treasury report was presented by Dan Meyer. For Jan and Feb 2013, The Checkbook balance, and expense items for the National Organization Dues, Library rent, Directors expense, Northstar News, PO Box Rental and Meeting room rental were conveyed. Marty Swan and Dan will work on discrepancies in the Dues deposits. The 2013 Budget is underway and will be presented at the chapter BOD in April. We have currently have 55 regular and 8 family memberships. 7 members did not renew. We have 2 Northstar News Subscribers. The Web server is humming along and are on FACEBOOK. Also noted was the scanner in the SW twin City area to monitor RR traffic thru railroad radio web site. . Dick Tubbesing needs updated membership list to update the Newsletter distribution list.

-**National Rep Report:** This report was given by Bill Dredge. The next BOD meeting will be held in West Chester OH on April 6 2013. Some Agenda items are National Convention reports, Status reports on upcoming Conferences, reports on society initiatives, Dues processing, staff reporting policies and agreements. The National Directors activities are available for viewing on their website: www.hrhs.com.

The next BOD and National meeting will be held in Minneapolis on the last weekend in June 2013. National Bi- laws will be part of the agenda, The Annual NRHS convention in Alaska in Sept 2013 has information and signup available on the National web site.

-**Trip Report** Presented by John Goodman Possible trips for the chapter this year were A trip to the LSRM to ride the North Shore Scenic RR, the MTM Osceola WI train, Boone and Scenic Valley in Iowa, a weekend to Omaha, Boat trips on the St Croix or Mississippi Rivers. John reported that the #261 trip to Duluth is Sold out, but that Hank Peterson has purchased a number of coach seats and is offering one-day trips to Duluth in order to ride the train one way. Brochures were made available to members.ore after board meeting

John has organized activities for the National meeting in Minneapolis June 27 to June 30 2013. that includes a ride on the Northstar, visit to the #261 shops, visit to the St Paul Union Depot and an evening slide show (put together by Dick T and Joe Stark) for the attendees. This will be an agenda item at the next chapter BOD meeting. Cliff Black from the Amtrak PR department will be the guest speaker at the BOD dinner. It is expected that 90 to 100 people will attend.

-**Newsletter** Dick Tubbesing reported on current Newsletter plans. Current format will be the basis for future newsletters, based on the help received from previous editor Russ Isbrandt, with help by Dawn Holmberg and Dan Meyer. . Members seemed pleased with the last newsletter. Plans to be considered by the chapter BOD would be to limit the newsletter to one issue for the 3 summer months of June, July and August.

-**Program director** Dick Tubbesing announced future programs. Next month, a video by Dick Tubbesing on Roger Libra and Dick's trip to Montana last summer. May 2013 Program: Chuck Lavallee will present a video of film he shot of the MILW, NP and American Freedom train in the 1970s. Hopefully, In September is a program from the East Metro Railroad Planning commission on plans for railroad expansion in the East Metro area. October will be a slide program from John Cartwright and November will be a slide show by Joe Stark.

-**Calendar Report** -Dawn Holmberg presented the MN RR calendar report. A check from the profits was paid to the chapter from Calendar sales last month. There were 38 new Customers, with 27 sold in the 2013 calendar year, and we have on 81 Calendars left from the initial order.

-**Library** – The Library report was presented by John Cartwright. We are currently processing and cataloging the Donation of RR stuff from the Bill Herzog Estate Donation. Bill Cords Slides are being cataloged by Hudson Leighton and Dawn Holmberg. We have 1000's of slides donated by member Pat Perry from the Kurt Peterson Collection, which some are being digitized by Dick Tubbesing. Also, for consideration at the next Chapter BOD Meeting will be acquiring more space for the library, since the room we have is getting very cramped, especially with Additional donations anticipated in the future. Much our Video VHS tapes are planned to be sold at the next Flea Markets. Russ Isbrandt has volunteered to take some of Bill Herzog's tapes on Eastern Commuter and Trolley lines and put them on DVD's, and we will then plan to show them at a future meeting.

-**Flea Market Sales** –Joe Stark gave an update of Flea Markets activity. Coming up this spring are Randolph MN, St Cloud, White Bear Lake, and the Twin City Model RR club at the State Fair Grounds.

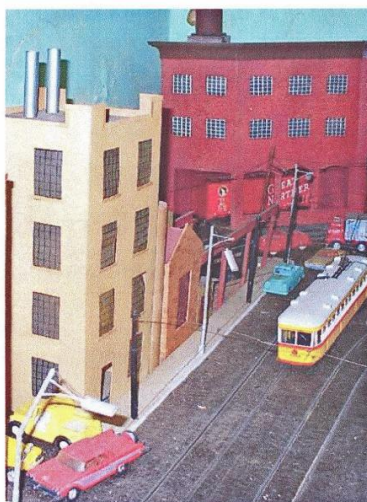
-**BOD Meeting** President H Martin Swan has called a BOD meeting on Saturday April 13 2013 at the Amtrak Station at 9:30AM. All members are invited to attend as observers. (Now Changed to April 14 2013 at 2PM)

-**Cheer committee** H Martin Swan reported that a card was sent to Barb Durfee who broke her leg.

-**Meeting Conclusion:** at about 7:20PM a motion to end the meeting was carried by John Goodman, with Russ Isbrandt seconding the motion. Submitted by Richard Tubbesing for Secretary Dave Norman

MEET DAVE NORMAN

Dave Norman is a long-time NMRA member who may have the oldest layout in the Twin Cities. Dave is 70 and lives in the same 1889 house where his mother was born in 1905. Fifty years later, in 1955, his uncle built the basic layout that still circles the entire basement. They ran tinplate back then. They operated in 027 gauge, and not much was available commercially. Dave built cars and switches from scratch. The material for one stock car he built was bought at a hobby shop that went out of business in 1960. Dave has always concentrated his interest in trolleys. He



and his dad rode trolleys in Minneapolis and were on the very last trolley ride before street cars disappeared from the streets in June 1954. Even today, Dave is a motorman for the Lake Harriet trolley. Dave calls his O-scale layout the "Toonerville Transit" after an old comic strip that started in 1908 and spawned many films and comic books. His current trolley is a model of a car from the Baltimore system.



From the TRAINS Newswire:

East Troy Electric Railroad announces 2013 operating season.

Published: March 11, 2013.

EAST TROY, Wis. - The East Troy Electric Railroad has several events planned for its 2013 operating season, the 106th year of service for the former interurban line the railroad uses in southeast Wisconsin. The East Troy Electric Railroad is one of only three electric interurban railways in the U.S. that have maintained electric operations for more than 100 years. All special events are included in the daily unlimited ride fare: \$12.50 for adults; \$10.50 for seniors; \$8.00 for children ages 3-11; children under three are free.

Events:

-North Shore Day, June 22, 2013: A celebration of the Chicago North Shore & Milwaukee.

-Chicago Day, July 27: Chicago's railroad history will be celebrated

-Milwaukee Day, September 21:

visit www.easttroyrr.org for details.

Fire Up 611!



From the Roanoke Chapter NRHS

The Virginia Museum of Transportation is studying the feasibility of returning the iconic Norfolk & Western Class J 611 Steam locomotive to excursion service.

The Norfolk & Western Class J Locomotives were a marriage of beauty and power. The teardrop nose, modern lines, graceful curves and deep baritone whistle combined with unbridled power to make the engine the iconic symbol of modern steam locomotives. The Class J Locomotives came to life in the era of war by the steel and guts of our forefathers. Our No. 611, the last of her kind, is known as the Spirit of Roanoke. She holds the sweat and blood of the men and women who molded her, who created her low rumbling whistle and who stoked her fire. In 1981, Norfolk Southern pulled her out of retirement and restored her to her original glory. Once again, she blew her whistle to sleepy towns and thundered across the landscape. She was retired from excursions in 1994 and moved back into the Virginia Museum of Transportation, where she sits today, greeting tens of thousands of her fans who visit from across the globe every year. Since her retirement, rail fans have clamored, hoped and dreamed that she return to the rails, to blow her whistle and steam over the Blue Ridge and Appalachian mountains once again.

Railfan Events

Century College Flea Market	Saturday April 6 2013 9AM – 2PM	Century College White Bear Lake MN	\$5
Granite City Flea Market	Saturday April 13 2013 9AM – 2PM,	National Guard Armory St Cloud MN	\$5
Woodbury Flea Market	Saturday April 20 2013 9AM – 3PM	Woodbury High School Woodbury MN	\$5
Randolph Railroad Days	Saturday-Sunday April 20, 21 2013 9AM	Randolph MN	\$5
State Fair Grounds Flea Market (Twin City Model RR club)	Saturday May 11 2013 9AM - 3PM	Education Building, State Fair Grounds, St Paul MN	\$6
Friends of #261 Rail Trip to Duluth –Steam locomotive #261 and SOO #2719 in Duluth	Saturday-Sunday May 11-12 2012	Departs Harrison St Minneapolis 9:00 AM	See 261.com web site Another Dome added might be a few seats left

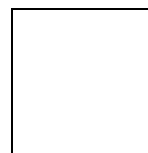
Thanks to John Goodman, Rick Krenske, Russ Isbrandt, Cy Svobodny for Updates in this Newsletter.

Repeat Member Notes:

Chuck Lavallee has a DVD of 8mm films for sale. It includes Milw RR, NP and American Freedom Train visit to the Twin cities.. See Chuck for Details.

John Goodman has Multiple DVD's for sale. They are vintage 8mm films from the Ray Bensen JR Collection of MRA Railfan Trips and area Railroads. See John for Details.

Northstar News
1515 Creek Meadow Dr NW
Coon Rapids MN 55433 3768
Address Correction Requested



From *John Goodman*. Some passenger consists from the past! (exquisite detail!)

Consist IC #52 City of Miami

Here is a City of Miami consist from October 11, 1967 (Illinois Division train sheet). Can anyone help identify the car designated as 313 on the sheet? All cars are IC unless otherwise noted (except 313.)


Train 52 City of Miami

- 4033 E8A
- 4038 E9A
- 1906 baggage-dorm
- Calumet 10rmt-6DB
- 313 ?
- Baton Rouge 11 DB
- 4101 48-seat diner
- ACL 248 54-seat coach
- 2623 56-seat coach
- CofG 671 52-seat coach
- CofG 670 52-seat coach
- 3320 Observation-bar-lounge

The train should have been carrying one 10-6 sleeper and 1 11DBR sleeper from Miami, and another 10-6 from Tampa-Sarasota, so this car is likely a Pullman. The handwriting on sheet is not ambiguous as is sometimes the case, definitely 313. By Bill Pollard

Consist 1411 PRR/NH #174 Patriot

053PM 1 NEWYORK NY APR 24			
175-4893--009PM			
NU1751	219	NEWYORK	WASH DC
NU1752	313	ALL	ALL
NU1753	303		
NU 9125N	953		
NYP	8675		
ALL	8684		
	8685		
	8686		
	8687		
	8688		
PRSP	1624	NEWHAVEN	
PRSP	3794	NEWYORK	
SALP	8027	ALL	
SALP	6403	ALL	
	8110		
WPRB	501	NEWYORK	MOBILE
SHUR22	CRIT CITY	NEWYORK	NORFOLK
SHUR23	SALISB	NY	NORFOLK
NYCH24	STILL RIV	NEWYORK	HARTFORD
SHUR25	ROTAVALAN	NEWYORK	ATLANTA
PRR 212	90	NEWYORK	PHILA PA
21 CARS			
002 PM 15 NEWYORK NY APR 24			
201-4890-T AM			
ALL FROM NY			
REL	3000	PHILA	
PRRRE	4594	ATLA	
PRRRE	6891	WASH	
ALL	2428	PHILA	
	3266	WASH ALL	
REL	7953		
PRRRE	6536	COBO	
PRRRE	5246	WASH	
PRRRE	806	JAY	
PRRRE	1806	PHILA ALL	
PRRRE	6958		
PRRRE	1693		
ALL	1875		
	1736		
14 CARS			
H BELLE R A CARROLL			
H BELLE R A CARROLL			
L C RYAN			
V 100AM TO 510PM			
V 55AM TO 55AM			
EPA 730AM			



Our Man
in
NEW YORK
could be
YOU!

TAKE THE TRAIN - NEW HAVEN R.R.

© 1967 NEW HAVEN R.R.

FOR YOUR
Travel Pleasure

CIGARETTES

Caval	40
Charterist	40
Club House	40
East	40
L & M	40
Luck	40
Lucky Strike	40
Marlboro	40
Phil Mall	40
Phil Mall	40
Salon	40
Visions	40
Winston	40

ALE

Bullfinch	50
BEER	
Budweiser	50
Miller High Life	50
Norwegian	50
Polar Blue Blends	50
Stoutland	50
Schlitz	50
Schlitz	50
Mahatma	75
IMPORTED ALE AND BEER	
Holland	80
Lafayette	80
Mahatma Export Ale	80
Marlboro Canadian Beer	80
Tobacco Beer, Light and Dark	80
REFRESHERS	
Coca Cola, Can, 12 oz.	25
Ginger Ale	25
Kalsh Mountain Water	25
Orange Water	25
Club Soda	25

PLAYING CARDS

Deck	2.00
Bridge Set	2.00
Alka Seltzer	25
Bonnie Seltzer	25

FAMILY FARES

- on the New Haven
- on Road Trip
- in Coaches, Parlor Cars
- and Sleeping Cars
- 6 months Limit only!

P.S. Get details from Ticket Agent

Page 6

Kalak
Selling the finest wine
makes you feel GOOD
about it. In the house,
it's a party. No GAMES.

Shippers Say
Fram Corporation

W
Wine is life
to many

CLUB CAR LOUNGE BAR AND
GRILL, 3001 17TH AVENUE, NEW
YORK. Meet us in the Club Car -
the location, atmosphere, convenience to
make this the most desirable lounge.
Quick food service from our grill or
buffet, live jazz entertainment, and
Club Car service. Open daily, 9 A.M.
to 1 A.M.

After your dining car picnic through
countryside and cities you may just
happen to see a Railway Express
Agency truck, and you might also
see a poster on the truck advertising
Fram filters. If you do, you will see
that instant beauty part of a car
vacation: every other month these
posters are sent to all members (some by
people across the country).

Since it was founded some 15 years
ago in Philadelphia, Rhode Island,
Fram Corporation has consistently
been one of the nation's most aggressive
and modern of automotive filter prod-
ucts. The Railway Express Agency
posters are typical of this promotional
energy.

The fact that the car you left at
home looks so long and runs so trouble-
free is due to large measure to the
cost and energy of Fram's principle
founder, James B. Wilson, and his
vigorous activities as Chairman of the
Board. His strong conviction that the
of which lubricants your car's moving
parts, and the air which it breathes
should both be kept clean influenced
a whole generation of car makers.

Todays air and gasoline filters
play such a major role in your car's
performance that their use one of the
main reasons why your car has such
a long-term warranty. Filter clean gas
means clean engine, which has made
some standard equipment in the auto
industry, proved your car's engine
from dust, carbon and other gross
things which would wear out its bear-
ings and pistons.

If you want to take good care of
your car so that it will last long and
operate trouble free, ask your service
station attendant to check your oil
filter, your air filter, or your gasoline
filter at least every 1,000 miles. If
you drive the average distance, that's
about twice a year. Here's the im-
portant thing to be in mind as an

GO
RELAXED
GO
BY
THROUGH
TRAIN
between
NEW ENGLAND
CITIES
and
Philadelphia
Baltimore
Washington

Conveniently
Scheduled
for
You
"THE COLONIAL"
"THE PATRIOT"
"THE FEDERAL"

COACHES
PARLOR CARS
DINING SERVICE
SLEEPING CARS
LIBERAL
FREE BAGGAGE ALLOWANCE

for
International
Travelers!
Famous Overnighters!

"THE MONTREALER"
"THE WASHINGTONIAN"

THROUGH SLEEPING CARS
NEW YORK
WASHINGTON
NEW YORK
MONTREAL
THROUGH COACHES
between
NEW YORK • MONTREAL

By Day - Through Coach Service
Between New York and Montreal
on "The Ambassador"

Page 7

The two NY to Philadelphia coaches were PRR 1721 and 1685. Both were PRR P70FBR heavyweights with 72 non reclining seats that were rebuilt by Altoona in 1949. All of these cars, along with the lead GG-1 motor would be uncoupled at Philadelphia 30th Street.

The next four coaches were all enroute to Pittsburgh. The first of these was PRR 4151, a P85BR lightweight coach with 44 reclining seats and large end of car restrooms. This car was built by Altoona in 1947. It was followed by PRR 4399, a P70GR heavyweight coach with 68 reclining seats. this car was rebuilt by Altoona in 1937. It was followed by two more P85BR lightweight coaches with 44 reclining seats. PRR 4072 was built by ACF in 1947, while PRR 4147 was built by Altoona in 1947 as well.

Next we have two REX refrigerator express cars loaded with express that originated in NY. REX 6174 was enroute to St. Louis, while REX 6290 was enroute to Indianapolis. Both cars would be added to the consist of PRR # 7, the Pittsburgh to St. Louis mail and express for the remainder of their trips. These cars were followed by PRR X-29 box express 5299 with 31 feet of storage mail that originated at New Haven and was enroute to St. Louis. This car also came off of NH # 169 at NY.

The NY to Philadelphia crew rider was PRR 3897, a P70FR heavyweight coach with 84 non reclining seats and a single vestibule. This car was rebuilt by Altoona in 1940. The rear flagman, and any other deadheading crew occupied this car. The rules in effect then required that a flagman protect the rear of the train in the event of an unscheduled stop. This rule was later modified to delete the requirement for flagging in cab signal territory. Since there were three cars without vestibules behind the last of the coaches, a crew rider was required in order to permit the flagman to quickly descend to the tracks and start flagging. Only one car was permitted behind the crew rider. This car was PRR X-29 box express 2077 with 40 feet of storage mail enroute to Philadelphia from NY.

Arrival at Philadelphia 30th Street was scheduled for 1:42 PM. There, the last two cars would be switched out and additional head end cars would be added ahead of PRR 5299, along with a new GG-1 motor. Departure from Philadelphia was scheduled for 2:05 PM. All of this switching would be performed with 23 minutes. What I cannot attest to is whether the passengers in the four through coaches rode backwards to Philadelphia, or if they rode backwards to Pittsburgh. I would guess the former.

On my last trip back to NY from Philadelphia last December, I had the pleasure of riding the Amtrak *Pennsylvanian* in the head car, a business class coach. All of the seats were facing backwards, except for the first pair of seats next to the engine. I was lucky to snag a window seat with a table and spent all of my time gazing out the window, ignoring the report from my client that I should have been reading! Common sense dictated that the seats should face forwards for the longest part of the journey, and it was evident that Amtrak followed that rule. I do believe that the PRR also did.

Another trip to Philadelphia beckons for March 7, and as usual, I will be taking the Keystone trains. My cash flow is not such that I can afford Acela! I never realized what it means to wait 4 months to get a check after submitting an invoice! Welcome to the new world of being an independent consultant!

Consist Gulf Wind PRR #24 Juniata



Re consist of PRR #24, the EB *Juniata*, the presence of PRR X-29 box express #1987 gives me an excuse to send a picture from here in Jacksonville, FL. Above is a May 29, 1966 photo of SAL-L&N's Gulf Wind (Jacksonville-New Orleans) with sister X-29 #1986 right behind the locomotive. And for good measure, I am including the consist of this train as it departed from Jacksonville, as well as a photo at the observation end. The *Gulf Wind* will merge with L&N's consolidated *Piedmont Limited/Pan American* at Flomaton, AL for the run to New Orleans.

SAL E7 3045

PRR X-29 box express 1986

L&N baggage 1381

L&N baggage 1376

SAL diner 1008 (Pullman 1924) to Tallahassee

Note: Car once in *Orange Blossom Special* assignment.

SAL coach 843 (Pullman 1930; ex-C&O) to Tallahassee

Consist 1454 NB PRR Champion #100