



NORTHSTAR NEWS

Contents	
Lead Story	P1-2
Officer Contact Directory	P2
Membership Information	P3
Directions to meeting site	P3
Chapter President comments	P3
Area News	P3-4
Chap BOD Meeting, NRHS Summer Conf	P5
More New items	P6-7
Railfan Events	P8
Passenger Train Consists (Electronic version only)	P9-10,12
NRHS summer Conference Registration form	P11
Bill Herzog Video Clips from the Library	P13

Meeting Notice

The May 2013 meeting of the Northstar Chapter of the NRHS will be held on May 18th 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: DVD: Chuck Lavallee films of the MILW, MRHA NP trip to Stillwater, and the Amercian Freedom Train Visit to the Twin Cities. .

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.

Note: The dues information in the previous newsletter is wrong. The National dues is \$39 and local dues is \$15 for a total of \$54, NOT \$51 with \$36 for the National and \$15 for the local as stated in the newsletter.



Breaking up Coal at Harrison St.
Pictures by R Tubbesing April 20 2013.

Runby WB in Minnetonka MN

Returning back to Mpls at Norwood MN. ...

Milwaukee Road No. 261 makes test runs, preparations continue for Duluth excursion

By Steve Glischinski Published: Trains Newswire April 22, 2013 Photo's by Steve Glischinski



WB at Norwood MN



Pauses for service Hopkins MN



Crossing Mississippi River in Minneapolis

MINNEAPOLIS – On April 20, Milwaukee Road 4-8-4 No. 261 successfully pulled a five-car test train from Minneapolis to Glencoe on the Twin Cities & Western Railroad. The locomotive’s owner, the non-profit Friends of the 261 group, has completed a five-year rebuild effort on the 4-8-4. It last operated in September 2008.

The test runs were intended to break in the locomotive and test all appliances and systems before No. 261 takes to the main line again on May 11-12, when it will pull an inaugural excursion from Minneapolis to Duluth, Minn. on BNSF Railway. The locomotive made frequent stops for inspection and lubrication during the tests. Friends of the 261 Chief Operating Officer Steve Sandberg tells Trains News Wire the tests were “extremely successful.” The steam locomotive made a 120-mile round trip over TC&W’s former Milwaukee road main line, where No. 261 once operated during its 10 years of regular service from 1944 to 1954. The locomotive led westbound, then ran around the train in Glencoe and headed tender-first back to Minneapolis.

Alco built the 4-8-4 in 1944, part of an order for 10 locomotives that were the last steam power purchased by the Milwaukee Road. The railroad would have preferred to order diesels, but World War II production restrictions prohibited that. Retired in 1954, it was donated to the National Railroad Museum of Green Bay, Wis. in 1956 as its first exhibit locomotive. In 1992 No. 261 was leased to North Star Rail, Inc., then a for-profit group that rebuilt the engine for excursion service. No. 261 made its first excursion trips in September 1993, running over Wisconsin Central from North Fond du Lac to Stevens Point and Junction City, Wis. In 1995 the non-profit Friends of the 261 took over management of the locomotive, which it operated on at least one excursion per year until No. 261 came due for its federally mandated inspection in September 2008.

A dispute over a lease renewal between the museum and the Friends nearly sidelined the engine permanently, but in May 2010 the museum agreed to sell the locomotive to the Friends. The rebuild effort then kicked into high gear, and the engine was steamed up for the first time in four years on Sept. 29, 2012.

Milwaukee Road No. 261 will pull its inaugural excursion on May 11-12, when it will operate a 300-mile round trip over BNSF Railway’s ex-Great Northern Railway main line from Minneapolis to Duluth. For tickets and more information, go to www.261.com.

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@dhholmberg.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@dhholmberg.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	

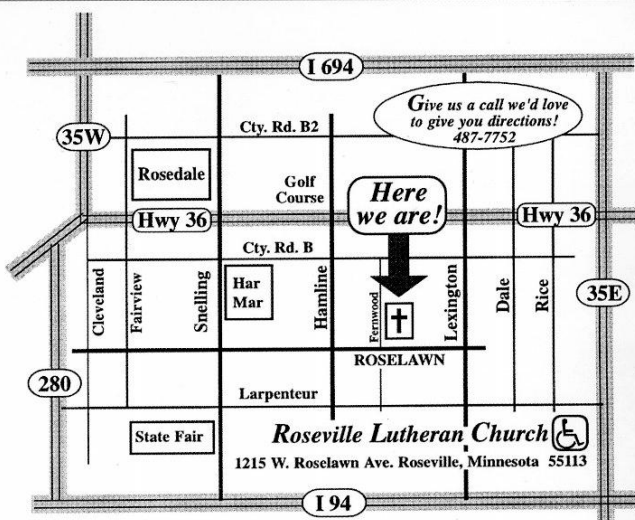
MEMBERSHIP INFORMATION

Dues are \$54 (\$39 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

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.



Words from President H Martin Swan

Northstar Chapter NRHS has a long history of being active. For the 3rd time we have invited the National Organization to come to the Twin Cities area. We are working on developing a new library/museum that, once organized, will be one of the largest non-railroad specific in the surrounding area. Sadly our biggest problem is the age of our members. The other day I was called an "old-timer" for the first time in my life YIKES! The Chapter must develop opportunities for new members. I invite all members to work together to consider tactics we can use to enlarge our membership. -Marty

Stories and pictures are needed for future newsletters.

NEWS Items



Images from MTM Website.

From the TRAINS Newswire: 50th anniversary. Minnesota Transportation Museum to celebrate 50th anniversary. Published: April 8, 2013.

ST. PAUL, Minn. - The Minnesota Transportation Museum will celebrate its 50th anniversary this summer. The organization was formed in 1963 to preserve and operate Twin City Lines streetcar No. 1300. In July 1963 the newly formed museum operated No. 1300 using a generator over Minnesota Transfer Railway tracks. The group established the Como-Harriet Streetcar Line in 1971 in Minneapolis to operate No. 1300, and also began acquiring railroad equipment. Eventually the group established a museum in the former Great Northern Jackson Street Roundhouse in St. Paul, and the Osceola & St. Croix Valley tourist operation in based in Osceola, Wis. The streetcar operations were spun off to the Minnesota Streetcar Museum in 2005.

"It's hard to believe that it's been 50 years since the Minnesota Transportation Museum started preserving vintage rail lines, trains, and buses, and making the magic of that historic travel available for the public to enjoy," Dave Hartje, MTM executive director, says. "We have been so honored by our region's support for our mission these past 50 years, and we are thrilled to invite people of all ages to help us celebrate the museum's history and its future with our Birthday Celebrations."

The museum will hold a two-day celebration this summer. On July 20, activities will be held at the Jackson Street Roundhouse and will feature family activities, train rides, entertainment, food, and special appearances by local celebrities. The roundhouse was built in 1907, and includes an operating turntable. Admission for the 50th anniversary celebration is \$10 per adult, \$8 per student (ages 5-15), and \$5 per youth (ages 2-4).

On July 21 the event will be marked on the Osceola & St. Croix Valley Railway and will include entertainment, food and vintage trains running on the Canadian National's former Soo Line route along the St. Croix River. Rail fares are \$18.00 per adult, \$8.00 children (2-15), or \$45.00 by family.

The MTM also operates vintage buses and the former Milwaukee Road Minnehaha Depot in Minneapolis. For more information, go to www.trainride.org. The Minnesota Streetcar Museum's website is www.trolleyride.org.

From Chuck Lavallee April 2013 George Redmond Photos.



In mid-March, Canadian National Railway sold two cars from their executive fleet to the Canadian Pacific Railway and now numbered CP 1 and CP 2. Track inspection theater car CN 1060 "Sanford Fleming" ("CP1"), and CN heavyweight platform observation car 1058 ("CP2") were enroute from Woodcrest Shop (Chicago), to Quality Rail in East St. Louis, IL for repaint.

From the Lancaster Dispatcher –Lancaster Chapter NRHS April 2013

AMTRAK COVERS 88% OF OPERATING COSTS

WASHINGTON - Mar. 5, 2013 - Amtrak President and CEO Joe Boardman told a Congressional committee today that America's Railroad® is leveraging record ridership to reduce dependence on federal operating subsidies. He announced that in FY 2012 the federal government paid just 12 percent of Amtrak's operating costs while Amtrak covered 88 percent with ticket sales and other revenue. Boardman explained that while the railroad has taken actions to chip away at operating costs and increase revenue, a vital component of its success has been the federal government's willingness to invest in the Amtrak national network. Federal capital investment helps to reduce operating costs, supports the existing system, funds solutions to reduce future costs and provides the infrastructure and equipment to sustain ridership and revenue growth. "Previous federal capital investment levels have sufficed to keep the system going, but they are not going to be adequate in the future," Boardman stressed. "If we are to realize rail's potential, we will need much higher levels of federal capital funding." He added that the Amtrak long distance trains are an important part of a larger national network connecting rural communities to larger cities and major urban areas. They serve passengers with disabilities, the elderly and rural populations that are losing scheduled intercity air and bus service. In fact, long distance trains bring one million riders a year to the Northeast Corridor.

From Rick Krenske:: Apparently the new LRT cars are not compatible with the old cars.

New cars on Hiawatha LRT

Posted by: "Nick Benson" nick@ottergoose.com akn13 Date: Thu Apr 11, 2013 8:04 am ((PDT))

The couplers are compatible but the MU system isn't, so they'll be able to push/pull the other cars in the event of a failure, but, they won't be running together in regular service.



From Chuck Lavalle

2013 marks the 50th anniversary of Mid-Continent Railway Museum's home at North Freedom, Wisconsin. Our operating season opens Saturday, May 4th for weekends only. Trains depart at 11:00 a.m., 1:00 & 3:00 p.m. Daily operations begin on June 1st. The popular Mother's Day Weekend returns in May. Treat Mother on her special day to First Class Service on board the train on Saturday, May 11th. For a full, multi-course meal take Mom on the Dinner Train the evening of May 11th, departing at 6:30 p.m. For the treat, ride our Sunday Brunch trains on May 12th, departing at 10:30 a.m. & 12:45 p.m. Reservations are recommended. Call 608-522-4261 or reserve online at www.midcontinent.org. On June 1st, join us to celebrate fifty years at North Freedom with a ribbon cutting ceremony at 11:00 a.m. Before Mid-Continent arrived at the present site, there was only a weed-choked set of rails running through a field what is now the museum. In the beginning, passengers boarded the train from a siding just east of County Highway I in North Freedom. Gradually, buildings were built or moved to the present site west of the village. The collection grew to what is today a world-renowned railroad museum and train ride. The Museum has weathered many hardships through the years, even the great flood of 2008. Today, 50 years later, the trains are still running and the collection of historic wooden rail cars is the envy of our peers. Please join us in the celebration!

NRHS Summer Conference Meeting June 27th thru July 1 2013 Condensed from John Goodman's flyer.

The Northstar Railway Historical Society is hosting the Summer 2013 NRHS conference at the Minneapolis airport Marriott Hotel in Bloomington MN. The following activities are planned in addition to the NRHS Board and National Chapter Representative Council meetings on Friday June 27th. A historic Transit Bus (Twin City Lines GM form the 1950's will pick us up at the Airport Marriott and transport us to the grand St Paul Union Depot. The next stop will be to visit will be the Minnesota Transportation Museum Jackson St Roundhouse, a working shop for the MTM. Then a visit to the Ex-GN Harrison Street shop and home of the Milw Steam locomotive #261 and open access to all facilities. A box lunch with beverage will be provides and attendees will be allowed to sit in some the #261 group passenger cars for lunch. The final stop on his all-day tour will be at the Northstar Target Field station in Minneapolis and will board the Northstar northbound train at 3:57pm for a round trip to Big Lake and return to Target Field Station at 5:55 PM. At this time we will board the Hiawatha Light rail line at 6:06 pm or 6:11pm to the Mall of America station which is one long block to the Marriott Hotel. Dinner is on your own. A evening program will be presented at the Marriott Hotel Hospitality room of RR slides/video by Northstar RR Historical Society members.

Saturday June 28 2013, a banquet dinner will be held at the Marriott Hotel with the guest speaker the Retired *R Clifford Black IV*, Amtrak's Chief of Corporate Communications. See attached form for Registration. For Northstar Chapter members the registration fee is Waived!

Northstar RR Historical Society BOD meeting, Sunday April 12 2013 at the Amtrak Station –Highlights

Approved: - Wherever the By-Laws refer to the National Director, change to read National Representative. Where the By-Laws state "The National Director shall conduct all communications between the Chapter and the National Officers. The National Director shall attend the meetings of the National Board of Directors" Change to read attend the meetings.... " of the Advisory Council, however if the Chapter's National Representative is elected to be one of the members of the NRHA Board of Directors, then he/she would attend the meeting of the National Board of Directors and the Chapter would elect a new National Representative"

Amendments require approval by two-thirds (i.e.66%) of those present and voting at a regular business meeting

provided a quorum is present. Proposed amendments must be publicized thru the chapter newsletter, a special mailing or otherwise communicated to all members at least seven (7) days before a meeting to permit adoption at that meeting.

- Summer picnic will be held in July at Maiden Rock WI
- A dinner Cruise on the Mississippi River in St Paul for August 2013 will be researched
- Holiday Banquet will be held at Guldens's Dec 1 2013. John Goodman will confirm.
- NRHS Summer Conference Itinerary by John Goodman approved.

Amtrak's Empire Builder train derails in Washington with no injuries reported



By Donna Gordon Blankinship The Associated Press Published: 12:00 a.m., April 8 SEATTLE — Mud, trees and rocks hit an Amtrak passenger train traveling through Washington Sunday morning, causing several cars to derail, according to a railway spokesman. There were no injuries reported in the mudslide that knocked off the dining [car](#) and two coach cars, the last three railcars on the train, said Gus Melonas, a spokesman for Burlington Northern Santa Fe, which owns the tracks. The train was traveling south from Everett on the way to Seattle when the slide hit about 8:30 a.m., Melonas said. The train, known as the Empire Builder, started Friday in Chicago. None of the 86 passengers or 11 crew members on board were injured, Amtrak spokesman Marc Magliari said. The derailed cars were disconnected and the passengers were taken to Mukilteo, Wash., where they were transferred to a bus bound for Seattle, according to railway officials. The cause of the slide is under investigation by Amtrak and Burlington Northern Santa Fe officials. It was not immediately clear how long Amtrak passenger service would be affected, Magliari said. Washington has been plagued by mudslides this winter and spring, repeatedly closing tracks that carry Amtrak trains, plus freight and commuter lines. The tracks where the Empire Builder was damaged were closed due to mudslides as recently as March 21. A freight train derailed on the same stretch of tracks in October. "This has been one of the most problematic years we've faced, historically," Melonas said. "It's due to day after day after day of successive rainfall." Burlington Northern Santa Fe is working on solutions to stop mudslides in the area, Melonas said. Sunday's slide fell about 100 feet down a slope and covered the tracks in debris about 30 feet long and 15 feet deep.

St Paul Union Depot tours The Union Depot transit hub on Kellogg Boulevard will resume offering free public tours every other Tuesday at 11 a.m. Private tours are available by request, at a fee of about \$6 per person. Register online at www.facebook.com/uniondepot, under the button 'Tickets.' More information is available by emailing info@uniondepot.org or by calling 651-202-2703. The depot, which was built in the 1920s, reopened in December after a two-year, \$243 million restoration. The building was placed on the National Register of Historic Places in 1974.



1946 EB Milw Hi entering SPUD and
1948 Milw Trains at SPUD from
MRHS (Milw RR Historical Society)
Archives

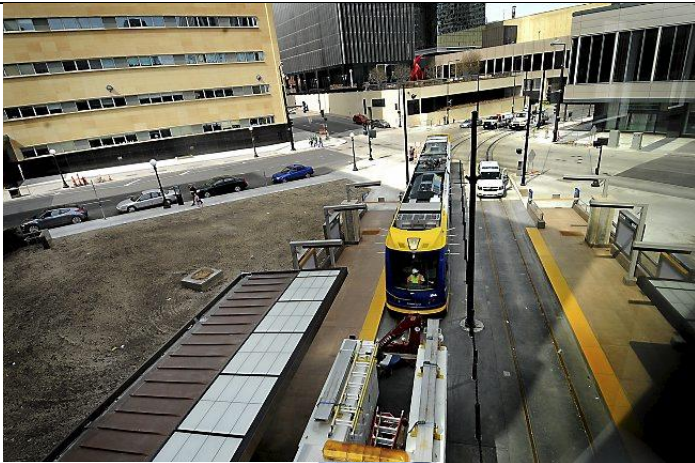


GNRHS Charter: Railfans of all railroads and colors, from John Goodman:

We are now taking reservations for a one-way charter move, Twin Cities to Chicago. As you all know, this is not about getting to Chicago, it is about how you GET there! Date, Friday, July 26, 2013. Departure on Empire Builder, #8, from Midway station, scheduled at 7:50 am. Boarding time will be around 7 am. Arrive Chicago 3:55 PM. GNRHS will provide transportation for those going to Naperville for the GNRHS convention (probably bus). **YOU DO NOT HAVE TO BE A GNRHS MEMBER, OR BE GOING TO OUR CONVENTION TO RIDE THIS TRIP!** Breakfast and lunch included. Riding on the GN Prairie View, great dome #1394, just recently out of the shops and now back in Classic Omaha Orange Omaha orange and Green paint. Check here to see the car:

<http://www.trainorders.com/discussion/read.php?4,2992420> Please contact Chuck Hatler at gnhistory07@live.com or 816-792-96920 to make a reservation or for questions! Price is only \$249 per head. Chuck Hatler

Light Rail Car Arrives:



By Emily Cutts (excerpts) St Paul Pioneer Press

ecutts@pioneerpress.com

Posted: 04/28/2013 12:01:00 AM CDT

Folks all along the Central Corridor track got a first glimpse of the light-rail train in action as a car made a test run of the route Sunday, April 28.

The car isn't yet running on its own power, so a railcar mover pulled the train down the route, as crews verified clearance.

"It went as we expected. We were very happy," said Laura Baenen, media communications manager for the Central Corridor project. "We were confident there wouldn't be impediments, and there weren't."

The railcar moved faster than expected, making the trip in five hours instead of the estimated eight to 12 hours. Once the train is up and running, the 11-mile route will take about 39 minutes. Speeds will reach up to 50 mph on Washington Avenue Bridge and will be 35 mph or less on University Avenue and in both downtowns.

Although the train will not be open to riders until 2014, for those that have followed the construction closely, a train on the tracks is a sight to be seen. "I think it's beautiful; I drove the strip two days ago, both directions. It's great," said Walter Kaul, a foreman for the crew that embedded the tracks. "It's exciting; When the train arrived at its destination in St. Paul's Lowertown, the railcar mover switched ends and pushed the train into the maintenance facility at Broadway and Fourth Streets, Baenen said.

The train's trip back to Minneapolis is planned for Wednesday. Another train will be towed to St. Paul on Thursday to test equipment at the operations and maintenance facility; a return trip is planned for Saturday. Systems work remains, including installation of the electrical wiring that will allow the trains to run -- instead of being pushed or pulled, Baenen said. Once that is finished, testing will be done to make sure the trains operate safely

More From Rick Krenske

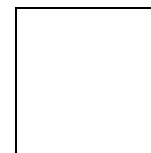
1. Where's the Mars light? Some people have mentioned that the restored Milwaukee steam engine #261 is missing its Mars light. That is correct. The engine has been backdated to look like it did when it ran during WW2.
2. What's happening with the Minnesota Zephyr locomotives? Andy Koetz reports 'nothing' is happening so far. The engine's traction motors need rebuilding or replacing. All the axles need replacing and the prime movers need to be rebuilt. The same goes for the electrical lockers and the trucks also need a full rebuilding. The owner of the MN Zephyr shot himself in the foot when he sold approximately 5 miles of track between the Depot and the connection to live rails (Union Pacific) for a measly 28K about 8-10 years ago. Hence the headaches on removing the equipment.
3. What do I hear about the Humboldt Yard? It's closing on April 19th. Alec Holmes reports that the Canadian Pacific is closing the yard but no abandonment or ripping up is supposed to take place that he knows of at least. There will be NO jobs based out of there anymore, on the TYE side and the yardmaster side. The HAT is abolished and the MN&S and Camden will go to work out of St Paul.

Railfan Events

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
NRHS Summer Conference	June 26, 27,28 2013	Marriot Hotel Bloomington MN	\$118 for all events w/Chapter Members discount

Thanks to Chuck Lavallo, Roger Libra, John Goodman, Rick Krenske, for Updates in this Newsletter.

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



Consists from the past: from the Camerail Club Newsletter 'The Mixed Train' May 2008 , picture from Kurt Peterson Collection, Al Chione slide (Pic representative of the Morning zephyr in 1964.)



CB&Q No. 21, *Morning Zephyr*, Chicago-Minneapolis Sunday February 24, 1963

motors	(not recorded)
72 ft. baggage	<i>Silver Treasure*</i>
2-roomette/buffet-lounge-observation	Q 1291 <i>St. Nicholas Mountain**</i>
64-seat modernized heavyweight chair car (deadhead)	Q 4526
60-seat modernized heavyweight chair car (deadhead)	Q 4522
46-seat vista-dome chair car	NP 558
52-seat chair car	<i>Silver Eagle***</i>
34-seat pattern-dome chair car	<i>Silver Dome****</i>
52-seat chair car	<i>Silver Birch@</i>
50-seat vista-dome chair car	<i>Silver Glade</i>
48-place dininmg-refreshment car	<i>Silver Feast</i>
vista-dome drawing room/31-chair parlor-observation	<i>Silver View</i>

P-21

* built for *Silver Streak Zephyr*

** built for *Empire Builder*

*** built for *General Pershing Zephyr*

**** built for general service as 52-seat chair car *Silver Alchemy*; converted Aurora (Ill.) shops 1945

@ built for general service

CB&Q passenger consists from the 1960's, thanks to Bill Schultz
"Silver Treasure" on #21 of 2/24/63 mentioned on preceding page.

-Consists from the past: From the Camerail Club Newsletter 'The Mixed Train' May 2008 , picture from Kurt Peterson Collection, Al Chione Slide, picture representative of the California Zephyr on the 'Q'.



CB&Q No. 17, *California Zephyr*, departing Chicago Wednesday February 27, 1963

motors	(not recorded)	
82 ft. baggage	DRGW 1210	
46-seat vista-dome chair car	DRGW <i>Silver Bronco</i>	CZ-22
46-seat vista-dome chair car	DRGW <i>Silver Palace</i>	CZ-21
46-seat vista-dome chair car	Q <i>Silver Schooner</i>	CZ-20
"Cable Car" vista-dome buffet-lounge-dormitory	WP <i>Silver Hostel</i>	
48-place dining car	WP <i>Silver Platter</i>	
6-compartment/5-double bedroom sleeping car	Q <i>Silver Quail</i>	CZ-16
10-roomette/6-double bedroom sleeping car	DRGW <i>Silver Pass</i>	CZ-15
10-roomette/6-double bedroom sleeping car	Q <i>Silver Crag</i>	CZ-11
1-drawing room/3-compartment vista-dome buffet-lounge-observation	Q <i>Silver Lookout</i> *	CZ-10

* built for *Ak-Sar-Ben Zephyr* / *California Zephyr*

CB&Q passenger consists from the 1960's, thanks to Bill Schultz
"Silver Treasure" on #21 of 2/24/63 mentioned on preceding page.

THE MIXED TRAIN 2008-5

NRHS Summer 2013 Conference
With Board and Chapter Representatives Council Meetings

REGISTRATION FORM

Deadline for orders June 7th, 2013

Name _____ NRHS Member Number _____

Address _____

City _____ State _____ Zip Code _____

Telephone _____ Home _____ Cell _____ Work _____

E-Mail Address _____

NAME TAG: Must be worn during all conference events

Name as desired _____

Office _____

Chapter _____

Spouse name (for name tag) _____

EMERGENCY CONTACT INFORMATION (for this meeting only)

Name _____ Telephone _____

Ticket Orders – Enter quantity of each item desired in the number column and the total amount for each item in the right column.

Event	Number	Price	Total
Registration – 1 per household for entire conference		\$35	
Friday June 27 th – Twin City Rail tour. Vintage transit bus, Saint Paul Union Depot tour, Friends of the 261 Shop tour, box lunch, round-trip Minneapolis to Big Lake on Northstar Commuter rail, and a ride on the Hiawatha light rail line.		\$59 Per Person	
Saturday June 28 th - Banquet Speaker R. Clifford Black, IV, Amtrak's Chief of Corporate Communications, retired.		\$59 Per Person	
Grand Total			

Please mail this completed form and your check made payable to:

Northstar Railway Historical Society

NRHS Summer Conference

PO Box 120832

Saint Paul, MN 55112-0025

For Office use only

Check Number

Date Received

2013-Summer-Conference-Registration-Order-form.pdf
V3.21 2013Apr03a



OBSERVATION PLATFORM Consists

California Zephyr #5-6 has returned to Chicago-Denver sleeping cars this summer thanks to availability of equipment, private auto fuel expense and airline security requirements. Here were four different Amtrak #6 consists at Omaha reflecting addition of the sleeper:

Saturday 5/24/08:

AMT	196/204	Engines	
"	1720	Ambaggage car	
"	39010	S-L II NR Slpr	0640
"	32053	S-L sleeper	0632
"	32017	ditto	0631
"	38016	S-L diner	
"	33008	S-L lounge	
"	31023	S-L coach/bag	0610
"	34048	S-L coach	0611
"	34138	S-L II coach	0612
"	32034	S-L sleeper	0630

Sunday 5/25/08:

AMT	207/12	Engines	
"	1159 ±	Ambaggage car	
"	39034	S-L II NR Slpr	0640
"	32063	S-L Sleeper	0632
"	32079	S-L II Slpr	0631
"	38034	S-L diner	
"	33038	S-L II lounge	
"	31041	S-L coach/bag	0610
"	34098	S-L coach	0612
"	35008	S-L snack coach	611
"	32022	S-L sleeper	0630

± Former AT&SF 3650 BUDD 1953

Memorial Day 5/26/08

AMT	51/64	Engines	
"	1242±±	Ambaggage car	
"	32043±±±	S-L sleeper	6800
"	32006	ditto	0632
"	32073	S-L II Slpr	0631
"	38019	S-L diner	
"	33027	S-L lounge	
"	34005	S-L coach	0610
"	34113	S-L II coach	0611
"	34066	S-L coach	0612
"	32005	S-L sleeper	0630

(Consist courtesy Dan Boucher)

±± Former AT&SF 3523 BUDD 1953

±±± AMT 32043 as Dormitory car ?

Sunday 6/1/2008

AMT	199/96	Amt Calif 2051 Units	
"	1242±±	Ambaggage car	
"	39006	S-L II NR Slpr	0640
"	32006	S-L sleeper	0632
"	32073	S-L II Slpr	0631
"	38066	S-L II diner	

continued to next column

THE MIXED TRAIN 2008-05

12

From column one this page

AMT	33023	S-L lounge car	
"	34005	S-L coach	0610
"	34066	ditto	0611
"	31040	S-L coach baggage	0612
"	32093	S-L II sleeper	0630

(All "0630" cars Denver-Chicago)

CALTRANS California Dept of Transportation 2051 P32BWH engine.

In 1974 this Scribe had leisure time in the Twin Cities and considered this trip:

		TIME	Miles
Minneapolis MN	LV #8	0700	0
Chicago IL	AR	1450	421
"	LV 305	1815	
St. Louis MO	AR	2350	284
			705

(Amtrak #8 Empire Builder)

(Amtrak 305 Turboliner Service)

While this 'compact' little jaunt was neat south and eastbound, returning was terrible due to junky schedules, in part due to track conditions of contracting railroads.

In the consists of Amtrak #6 at Omaha NE (left column) TMT gave the AT&SF former owner of the baggage cars, BUDD builder and year built. There is one duplication. In the Amtrak roster, there are 38 as originally built. The oldest is CB&Q's "Silver Treasure." Average age is about 55 years old as of now.

Continuing support by Bill Schultz and his CB&Q consists of the last decade of rail passenger service greatly appreciated by TMT.

SOUTHERN RWY January, 1953 rostered these 10 Section Restaurant Library Lounge and 10 Section Lounge Observation cars, histories provided below:

"Cowpens Battleground" 10 Sect. Library Lounge Blt 1/1928.
 "General Ewell" same Blt 1/1930.
 "General Longstreet" ditto
 "General Pickett" ditto
 "Joseph Wheeler" ditto Blt 1/28
 "Kansas City Club" 10 Sect Restaurant Lounge Observation X-"Thorn-ton" Blt 1/1918
 "Mount Airy" 10 Sect Library Lounge Blt 1/1928.
 "Mount Cory" same
 "Mount Summit" same

(Cont'd page 14 please)

From the Camerail Club 'Mixed Train' newsletter May 2008.

Pictures from Video shot by the Late Bill Herzog. These are DVD's available for borrowing at the Library.



From Left to right, Austria Steam excursion, Connecticut Valley RR museum, NRHS St Louis Convention, San Jose NRHS convention, Metro North FL9 in New York PATCO Philadelphia Area Commuter. Video Grabs by R Tubbesing.