



NORTHSTAR NEWS

2005 Portland National NRHS Convention



Extra SP&S700 East (The Western Star) approaching Wishram, WA July 6, 2005. Photo by Martha Isbrandt

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Note: Consult the website for any announcements regarding Chapter activities including cancellation of meeting for any reason including weather.

Membership Information

Dues are \$32 (this includes \$20 National dues and \$12 Northstar Chapter dues). Family memberships are \$3 additional. If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out the application and send it with a check made out to Northstar Chapter, NRHS to Treasurer, Northstar Chapter NRHS, 1092 Humboldt Ave, West Saint Paul, MN 55118.

Editor's Note

You will note that this issue is much larger than usual. This is because of the large number of chapter members who attended the convention. Many of them took long distance train trips to the convention. Their stories are included in this issue.

The Presidents Page

It is a sad day for our proud Chapter. The NRHS's Hierarchy succeeded with their change in the by-laws that invoked weighted voting. No longer do we stand shoulder to shoulder

with the other chapters at the Board of Directors Meetings but instead the strength of our vote has been diminished and the strength of the vote of the larger chapters has been en-

hanced.

It's not so bad that it happened, but how it happened. The National Organization did everything they could in their bag of tricks to keep the members from knowing what they were voting on. You might recall when you got the proxy request from the National there was a nice note from President Molloy saying how wonderful the new by-laws would be.

If you examined your proxy form, there were at least two ways to give the National your proxy to vote as they pleased. Nowhere was there any mention of any opposing view. "They" knew that I opposed weighted voting with others. "They" knew that I proposed an amendment in April to eliminate weighted voting, but they kept that information *SECRET* from the membership. When it came down to the vote, they had some 3000 proxies and we had no chance.

Note: I do not say all the 3000 proxies didn't know what they were signing, but I would bet a dime to a Krispy Kreme donut that a vast majority just signed without the benefit of the facts. When I asked Greg Molloy why he didn't feel that the NRHS should adhere to a higher standard than that "required" by Maryland Law, he refused to answer, instead sending the lawyers to the podium who amused us with their legalese without answering the question.

Well, anyway the battle has been lost but not necessarily the war. Weighted voting is a fact at this point. Perhaps we should try to form alliances with other 2 and 1 vote chapters to make certain that the big chapters that the National favors don't totally take over the Society.

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The Northstar Chapter Board of Directors (5 of 7 were in attendance) met Sunday July 17th. I don't have the official minutes, but among other things, we discussed the purchase of a Kodak Carousel projector and/or a digital projector capable of projecting DVD's similar to what we used at our last meeting. Discussions were made involving the investment of our money and Joe is looking into that. Discussions were made concerning trips, including the possibility of a overnight trip to the Illinois Railroad Museum next year.

This month is our annual picnic. There will be no membership meeting. The picnic will be over in Prescott WI in a small park right behind the BNSF main line. We should be starting at about 1:00 pm and stay until we want to leave. I may not be able to make the picnic. On Aug. 4th I go in to have my right knee replaced and I won't be able to drive for about 6 weeks. So even if I'm not there I hope you all go and have an enjoyable time.

I do hope you are all finding away to keep cool. For those of us that went the Portland Convention, coming back to Minnesota's oppressive weather this summer has not been pleasant.

Marty

Chapter Loses Long Time Member

John Melius, age 64, of St. Paul, died on June 10, 2005 of heart failure. John, a long time chapter member, is survived

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by siblings Fredric (Joan), Barbara (Robert) Koenck, Robert (Marlys) and Virginia (John) Zeuli, also numerous nieces and nephews and many friends. Memorial service was observed June 14th. The chapter wishes to express our sympathies to the family.

Dick Prosser Passes Away

It is my sad duty to report the death of good chapter friend and long time Minnesota railfan and author of the book *Rails to the North Star* (Dillon Press 1966), Dick Prosser. He passed away in California July 27th from a combination of strokes and a heart attack.

Dick was one of a core of Twin Cities railfans, which included Clark Johnson, John Goodman, John Kennedy and Roger Clark, who documented railfan trips, branch line travels aboard mixed trains, doodlebugs and freights throughout the upper Midwest in the mid 50's and into the '60's.

Dick was employed by the 3M Company for a number of years before moving out to Berkeley, CA in the 1960's to be with family out there.

Dick favored us with slide shows once or twice a year until failing health prevented him from traveling back from his home in California.

Dick had been living in an assisted care facility of late and was recently visited there by Dan Meyer and Dawn Holmberg. Dick is survived by a niece, a Ms. Bellows, of Palo Alto, CA.

Dick's passing is a significant loss to the chapter. Our deepest sympathies go out to his niece and close friends.

To The NRHS Convention The Long Way By Russ Isbrandt

With the future of Amtrak long haul trains very much in doubt this winter, I decided the NRHS convention in Portland might be my last opportunity to do a long distance Amtrak trip. As a result I made reservations to go to Portland via Los Angeles on the *Texas Eagle*, to Portland on the *Coast Starlight*, returning on the *Empire Builder*. Two days before our scheduled departure I learned the *Eagle* due in the week before we were, arrived over 21 hours late. The previous train arrived 12 hours late. Under those circumstances, I decided to see if space was available on the *Southwest Chief*. It turns out I could get a deluxe bedroom cheaper than what I paid for a roomette on the *Texas Eagle*. I therefore made the change and was lucky enough to obtain a deluxe bedroom on the *Builder* to Chicago for less than the refund I got on the *Eagle* ticket. So on Wednesday June 29th we departed St. Paul 2 hours and 12 minutes late.

This was not one of Canadian Pacific's better performances. The BNSF threw up a red signal in front of #8 at Hoffman St. causing us to make an emergency stop, which in turn required a roll by to check for flat wheels. Things went relatively smoothly until Milwaukee where the "wheels came off the

cart" so to speak. Signaling problems caused numerous stops to be talked through red signals. As if that wasn't bad enough, there was a 10 mile 10mph slow order. On top of that, there was a freight in front of us also being talked through the red signals and on the 10mph track. Unfortunately there were 3 freights and Amtrak 337 on the west-bound track preventing us from crossing over to by pass the freight in front of us. At the new Milwaukee Airport stop, our crew had to stop and manually align the siding switch through which the freight in front of us passed, back to the mainline. Thirty six miles out of Chicago we started following the yellow blocks of freight #288 until he departed the mainline at Tower A20. Arrival in Chicago was at 7:53pm, only 4 hours and 13minutes late.

After a pleasant night at the Palmer House, where a free upgrade to the "Executive" level resulted in a complimentary breakfast, we toured Chicago's new Millennium Park built over the former Illinois Central lakefront yards. This is a very impressive park featuring gardens, two large glass brick monoliths facing a reflecting pool, a state of the art concert venue and a huge egg shaped polished stainless steel sculpture reflecting the Chicago skyline. Big, BIG bucks were spent on this. By all means, if you have any kind of layover in Chicago, check this out.

That afternoon we departed on the *Southwest Chief*. We took the Santa Fe all the way (ok, so it started out on the Burlington until just past Galesburg). On our particular run it seemed as though the Santa Fe of old was handling this train like the *Super Chief*. The line east of Newton, Kansas and west of Dalies, New Mexico (south of Albuquerque) was extremely busy. Between Chicago and Kansas City we encountered 15 trains. From Dalies, NM, where we rejoined the freight main, to Flagstaff we encountered 27 trains, including 5 within 9 minutes near Dalies. We were 1 hr.27 min. late leaving Flagstaff, 1 hr. 10 min. late at Fullerton, and arrived at Los Angeles Union Passenger Terminal 7 min. late at 8:22 am.

The line west of Newton, KS to Las Animas, CO was mostly jointed track and fairly rough. Between Las Animas and La Junta, where the coal trains run, we had welded rail. From La Junta to Dalies, NM, the line is mostly jointed rail again. The locomotive consist was rather interesting: in addition to the usual P-42s (93 and 163) there was 504 a P32-8 and 458 a F59 PHI.

Since #3 got us out to California a day earlier than the *Texas Eagle*, we had time to tour. We rode the Red Line subway out to Hollywood, the San Pedro waterfront streetcar and the Blue Line light rail line from Long Beach to downtown.

We took the "express" bus out to San Pedro for the waterfront streetcar. All I can say was the bus was air conditioned. It was an extremely noisy and teeth jarring ride on a bus. The route was over the Harbor Freeway on dedicated bus lanes with intermediate stations, including one with a crossover similar to that proposed for I-35W in Minneapolis. Local politicians pushing for Bus Rapid Transit should be forced to ride that bus for an entire day. By contrast the Blue Line light rail cars were smooth and quiet, though it's one line where I



Pacific Electric 1058 restored to rail operation after having been converted to rubber tire operation for movie use as in "Who Framed Roger Rabbit" - Photo by Russ Isbrandt

wouldn't show expensive camera or video equipment. Clearly unlike along some streetcar and light rail lines, gentrification and redevelopment has most definitely not taken place. The 1.5 mile long San Pedro streetcar line is operated with a restored Pacific Electric wooden car, 1058 and two short PE replicas built in San Pedro by the Port of Los Angeles employees.

Sunday we rented a car at Union Station for the day and visited Travel Town in Griffith Park and the adjacent Los Angeles Live Steamer Association's railroad. This is very impressive layout with a tunnel and a couple bridges. Unfortunately they prohibit photo taking while riding their scale model trains.

Monday July 4th saw us board a nearly on time *Coast Starlight*. Previous days' trains were leaving 2-3 hours late because of very late arrivals. The train scheduled to arrive from Portland at 9:30 pm had been arriving in Los Angeles at closer to 5:30 am the next day.

We left a mere 36min. late. But the UP had "plans" for us. Here we had a standard roomette. However we had access to the adjacent Pacific Parlour Car. The Pacific Parlour Car is a rebuilt 1956 Budd ex-Santa Fe High-Level lounge car, the glass roofed predecessor to today's Amtrak Sightseer cars. About the only visible interior hint of the original car was the ceiling fluorescent light shields, perforated to give the appearance of stars. Unlike the hard riding High Level coach-dorms used on the *Empire Builder* years ago, this car rode as well as the Superliners. The car features delightfully comfortable swivel easy chairs, settees and tables with a bar at one end. Downstairs they converted the lounge into a small theater with a large screen TV. Soft drinks and snacks were available all day long and at 3-3:30 pm a wine tasting party took place with three different wines tasted with cheese and crackers.



Coast Starlight Pacific Parlour Car Photo by Russ Isbrandt

Mid-evening our sleeping car attendant came though with freshly baked hot chocolate chip cookies!

Delays started with a 7 min. wait for Amtrak 798, a San Luis Obispo – Los Angeles train containing Amtrak's only full length dome. At McCay, just north of Paso Robles, we waited 23 min. for a very late southbound *Coast Starlight* with private car *Scottish Thistle* bringing up the rear. At Gonzales we met a manifest freight whose engineer didn't know where his train ended and so made two stops fouling the siding switch before our engineer informed him that he was clear. This took 30 min. By Klamath Falls we were 2 hours 42 min. late departing, with track work at Eugene still to come. It took us 40 min. to go 13 miles south of Salem, with slow orders and a signal failure. For every red block our engineer had to call the dispatcher, wait for him to answer and get permission to run through the red block. As a result, we finally got into Portland 4 hrs. and 37 min. late. Contrary to a recent *Trains* Magazine article, Union Pacific is NOT on the mend.

There was some advantage in the delay in that we awoke at Dunsmuir and essentially received the best of a *Shasta Daylight* ride, (Southern Pacific's daytime train between Oakland and Portland) with a daylight ride up the Sacramento River Canyon, excellent views of Mount Shasta and a daylight ride over Cascade Summit and the descent through McCredie Springs and Oakdale.

Shortly after checking into the convention hotel, we rode Portland's MAX light rail train out to the airport to pick up a rental car to chase the double headed steam powered *Western Star* train to Wishram, WA the next day. There is virtually no development yet at at least two of the airport line stops. Like the Hiawatha light rail line in Minneapolis, they have to stop at all the stations to wait for the crossing gates to go down whether or not they discharge or receive passengers.

Wednesday we headed downtown to watch the departure of BNSF passenger extra SP&S 700 East. SP&S 700 is Spokane Portland and Seattle's copy of a Northern Pacific 4-8-4. It lead the SP 4449 resplendent in *Daylight* colors. The 4449 led on the return trip. We only managed two shots on the chase, but it was two more than the train riders got.

Thursday we rode the Port of Tillamook Bay special from Banks, OR to a siding at Enright. It was only 37 miles, but at



Photo runby at Enright on the Port of Tillamook Bay Railroad
Photo by Martha Isbrandt

10mph it took the better part of the day. The scenery was spectacular and the chilly ride in the gondola was well worth it. Outbound the gon was behind the three hard working SD-9s.

Friday I took the Brooklyn Roundhouse, tour while Martha scoped out the Lloyd Center Shopping Mall. The roundhouse is UP property and was tightly guarded. Nevertheless it was an enjoyable visit with lots of goodies to see. Both the SP&S 700 and the SP 4449 were placed on the turntable and rotated for photographers. Doyle McCormick's Alco PA had most of its sheet metal in place and was painted as Nickel Plate 190. It was handsome indeed! The prime mover and generator are in and being overhauled. An ex-SP&S Alco FA was outside in primer. There was a SDP 40 unit painted light blue with what looked like a National of Mexico shield. Toward the end of my session the rains came.

Despite the rain, Martha and I rode the MAX downtown to the Portland streetcar line and rode it in the fare free zone. This is operated by the city of Portland, independently of MAX. Each stop has a corporate sponsor. As a result the announce-



Doyle McCormick's Alco PA at Portland's Brooklyn Yard Roundhouse Photo By Russ Isbrandt

ments go something like this: "Alder St. Next, Sponsored by Jake's Grill" The shelter at the sponsored stop has the sponsor's name on it. The "streetcars" are low floor shorty articulated light rail cars. The stops have displays showing when the next car is due. This is an excellent, easy to use system. Unlike the light rail line, ticket machines are on the cars instead of at the stops.

The annual membership meeting was the first I didn't fall asleep at. President Molloy tripped going up to podium, the secretary was so discombobulated he forgot what we were voting on, a member was threatened with ejection from the meeting, a member who looked for the world like a homeless person, complete with dreadlocks took the floor and rambled incoherently. That was some of the fun stuff you may not read about elsewhere in this issue. It was quite a show.

The banquet featured Doyle Mc Cormick, engineer and principle leader of the 4449 restoration, and Steve Lee of the Union Pacific, Manager of Operating Practices (and the Big Toys-Steam Engines and Rotary Snowplows) parenthesis by your editor. Both were very entertaining. The message from both was enjoy mainline steam now because its future is uncertain. Doyle and Steve razzed each other. Mr. Lee commenting that someday he'll retire and watch the steam trains from his front porch while Doyle will still be running the engine he's watching! Doyle commented on the pleasure he took in letting the 4449 set its own pace on the fine welded double track BNSF main east of Vancouver, WA, just as a jockey lets a fine thoroughbred race horse set its own pace.

To Portland and Seattle on the *Empire Builder* By Marty Swan

On July 5th I boarded the Portland *Empire Builder* for a wonderful trip west to Portland OR.

First, many of you know that I have bad knees, my right one
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is especially bad and I told my Dr. to replace it, sometime in the next 3-4 weeks. But for Portland, he gave me a cortisone shot--which did nothing. He might as well have put water in my knee, so as result I was hurting on this trip and wasn't able to do many of the things I wanted to do, including riding the Portland light rail.

This trip was free to me; I spent 20,000 Amtrak Reward Points for a roomette to Portland and an equal amount to ride business class to Seattle and then in a roomette to St. Paul. (I now have just under 6,000 points--and all those points are free since most of them came from my Amtrak Master Card which I pay off every month--so no interest charges, making the points completely free.)

As is my habit I got to the depot early, about 9:45 pm, the train was due in at 10:31 pm and actually arrived about 11:20 pm. (I was told that they waited for a 5 hour plus late *City of New Orleans*.)

The train had its usual line up: 2 engines, baggage car, Seattle transition sleeper, two Seattle sleepers, Seattle dining car, 2 Seattle coaches, Portland lounge car, 2 Portland coaches and Portland sleeper. Coming off in St. Paul was the local Chicago/St. Paul coach.

Of course I was in the Portland sleeper, roomette 7. The first thing I noticed was that it was not a renovated sleeper. The 2nd thing I noticed was that it was warm. The corridor was cool but the air vent in the room only offered a trickle of air. Regardless I was in bed when the train pulled out at high midnight.

Next morning I decided to walk 5 cars to the dining car. Basically I could walk about one car length, then had to sit down to let the knee rest before I would walk the next car. I noticed that the train was packed. I already knew that all three sleepers were sold out, but the website was still selling coach tickets. Well let me tell you that the coaches were packed too. Every single seat had at least one person in it and the vast majority had 2 people in the seat pairs. The Portland *Builder* and the Seattle *Builder's* coaches were equally packed. The lounge car was one of the newly renovated ones where they had taken the lounge seats out of one end and replaced them with 4 tables on either side.

Eventually I reached the dining car and was seated. Our beloved Secretary of Transportation said only 53 (I think that was the number) rode the *Empire Builder*. I would love to see him try to explain away this train. I think we had more than 53 in the dining car. After a satisfying breakfast of French Toast (with strawberries) and bacon, it was time for the long walk back.

When I got to the lounge I decided to drop downstairs and talk to the attendant to see if I could just get a sandwich there for lunch instead of at the dining car. NO! She said a new policy forbade her to give food free to the sleeping car passengers. She said she used to have sleeping car checks to fill out but they took them away from her.

Oh well, since Amtrak refused to let me have a free soda (had

to get that in, didn't I), I decided to buy the fixin's for a rum and Coke (OK Pepsi). At first she refused to sell them to me since she said she doesn't sell liquor before 10:00 am. Well I begged so I wouldn't have to walk back and she relented so I bought a Pepsi and a little plastic bottle of rum to take back to my room.

While all space was sold out, the room across from me (8) was a no show, which was very nice for me since on this entire trip my roomettes were on the "wrong" side. So with number 8 vacant I could just switch back and forth. I did ask the conductor why they didn't sell it the 2nd night and was told "Not in the summer". It appears that they don't offer the lower room charges during the busy summer season, but I have to wonder if that was just him or new Amtrak policy.

The room continued to stay warm. If somebody walked down the corridor, their passing would briefly blow air into the room.

We started late and we stayed late and later, basically we ran around 90 minutes late throughout the day which cost us 90 minutes of mountain viewing time.

Lunch time came and I again worked my way to the dining car. I must have lost some weight or they redesigned the tables in the dining car: usually I have to hold my breath to slide into the space, but this trip I was able to easily slip in. The salad with chicken breast was good. Then it was back to the sleeper, a long walk when your knee hurts so bad your leg doesn't want to move.

That afternoon, I enjoyed my rum and Pepsi while watching eastern Montana go by.

I decided I wasn't going to walk to the dining car again and asked my attendant to bring my meal to me. I really wanted to try the cold chicken that was put aboard at Havre, but he told me the lounge car attendant refused to let me have one unless I paid for it. Heck, I have already prepaid for two meals at each mealtime in that room, I was damned if I was going to pay for a 3rd meal, so I had him bring back the hot chicken dinner from the dining car.

This he did in good order. It used to be that when they brought back a meal, it was on a plate covered with tinfoil. They now have a carryout plastic container with a lid in which the meal nicely fits. Very little chance that it would be dropped and lost and convenient to eat out of.

As soon as it got dark, west of Whitefish, I hit the hay so I could get up at the crack of dawn to see the Columbia River Gorge.

I only woke up once, and that was as we left Spokane, now only 15 minutes down thanks to a big schedule pad plus short station stay.

As I planned, I got up early and made my way to the lounge car for breakfast and to view the fantastic view along the Columbia River. I only saw 3 UP freights on the other side. Arri-

val in Portland was 15 minutes early.

The on-board services crew and operating crews didn't say much or weren't seen too often on this trip. The dining car persons were very friendly and service was great. My room attendant was a very nice person, came around at various times to see if he could be of assistance, and had no problem with my request for food in my room. I liked him especially because he was there when I needed him, but he didn't try to become my buddy. I gave him my standard tip, \$5.00 per night= \$10.00, plus \$5.00 for extra service and \$2.00 extra simply because I was pleased, for total of \$17.00.

As stated the Portland *Empire Builder* arrived 15 minutes early. I had checked my 45 pound "trunk" which had NRHS emblem sales merchandise in it and another suitcase that had 15 of our new denim long sleeve shirts in it a couple of days before. John Goodman, with whom I was sharing a hotel room, had taken those over to the hotel. All I had with me was my large camera bag and a small suitcase on wheels. We really need to continue baggage service and I would be happy to pay a buck or two for checked baggage service.

I got to the convention hotel, the Double Tree after a \$6.00 cab ride. I got to the room that John had occupied for the previous two days and we would share tonight. Then I would have it for the next two days. The Double Tree had a new, to me, gimmick. Each bed had 5 pillows on them--lots of pillows.

I had wanted to explore Portland a little bit but my knee was so bad I knew that I couldn't. I could see the light rail line that ran along side of the parking lot of the hotel but I know that I would be in pretty bad pain if I tried to go out and catch it. So I just went down to the Convention display room and set up a table to sell the NRHS's merchandise. I didn't do too badly. That day and the next I and my assistant sold just under \$1500 worth of merchandise.

The next day, Friday, I sold merchandise, attended the Board of Directors meeting and then the Membership meeting. I



Portland MAX train in downtown Portland, a free ride from the Double Tree Hotel. Photo by Russ Isbrandt

was the leader of the opposition which opposed "weighted voting". The National however, to my way of thinking, used questionable practices to gain 3000 proxies in their favor and won going away.

Saturday was the only Convention trip I signed up for. It was a long bus ride to ride the Mt. Rainer Scenic Ry. It was a long day but fun, except due to the cloud cover we never did see Mount Rainer. The Pacific Northwest Chapter ran a fine trip behind double-headed geared steam powered train and we didn't get back to the hotel until 7:30 pm, 12 1/2 hours after we had left.

To be Continued in September

To Portland On the California Zephyr and Trains Unlimited Special By Dan Meyer and Dawn Holmberg

Tuesday June 26th found Dawn and me (Dan) getting up early to meet my brother Dave at the Saint Paul Amtrak station, where he would give us a ride to the downtown Minneapolis bus depot. We would then take the bus to Osceola, IA where we would board Amtrak's train # 5, the *California Zephyr*. Dave met us as arranged at 6:45 am, and we were at the Minneapolis Greyhound bus depot by 7:15 am.

Our Jefferson Lines bus boarded at about 7:45 am, and we departed at 8:07 am, 7 minutes late. Our bus lost a minute or two at each stop. We had a 40 minute stop for lunch at the Mason City bus depot, which is at the (in) famous Mason City airport. If you are traveling in the Mason City area, and want something a bit different than the usual fast food along the interstate, stop at the restaurant at the airport. However, it's only open between 8 am and 5 pm.

We made a few more stops between Mason City and Osceola. The notable stops were the Ames stop, where the bus depot and bus garage were the same place. There were some interesting old buses stored in the dead line there. Another interesting stop was Des Moines. The bus took side streets to the bus depot, where we turned quite sharply into a very steep driveway. I didn't think the bus would be able to turn sharply enough, but we made it!

Upon arrival in Osceola a few minutes late, we called a cab to take us to the Amtrak station. The cab driver warned us that the train would not be in for quite some time, but he was happy to take us there. Since the station wouldn't be open until 7pm, we had to walk across the tracks to the north side of the station to a city park and sit on the grass in the shade of juniper trees to keep cool. There were no benches, just grass. It got to be 92 degrees, and was quite humid. After seeing one freight train in 90 minutes, we trudged 3 blocks (with all our luggage-Ugh!) to eat dinner in an air-conditioned, sit-down restaurant. We then walked back to the station to wait for the agent to open it up. The station is non-air conditioned and very warm, so we were inside long enough to photograph it, but wandered around or sat outside on the south side of the station. Due to safety reasons, people are not allowed on the north-side platform when the station is open

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until it's time to board an Amtrak train. Our train finally showed up at 9:24 pm, 90 minutes late. We boarded and were told to go to a different room than originally assigned; we ended up in a room in the lower level of the car instead of the upper level. Dan has wanted to travel in the lower level for quite some time, and both of us enjoyed the quiet you get in 'steerage'.

We woke up around 6:00 am, and figured we were 90 miles or so from Denver. Surprise! Punching Denver into the GPS, we figured out we were actually 350 miles east! Talking to fellow passengers and listening to the conductor's announcement, it turns out that we had locomotive trouble near Lincoln, NE and they had to rearrange our locomotives - what was the rear locomotive was moved to the front and vice-versa. We also had to wait 30 minutes for a freight train that had minor mechanical problems.

We went to the dining car for breakfast at around 7:40 am, and were put on a waiting list. We waited a half an hour in the lounge car, and were called to breakfast. We both enjoyed our French toast and bacon.

Because of Amtrak and freight delays, and track slow orders, our operating crew (especially the conductor) was running up on what is known as 'hours of service'. The law states that operating crew can not work more than 12 hours for safety reasons, and the conductor's time was up at 9:00 am mountain time. The relief man was transported out to the little town of Yuma, Colorado, where they met our train at an unscheduled stop at 8:50 am. While stopped, we were entertained by the prairie dogs living next to the tracks. The crew and the dispatcher decided to pick up the relief engineer just outside of Denver, so we made it in at 11:40 am. The train is scheduled to arrive at 7:30 am.

We met some friends riding the train during the stop in Denver. They were riding in private cars (which cost more than 3 times what we are paying for first class on Amtrak!). They were out washing the windows on the private cars, while Amtrak personnel washed the windows on the rest of the train with squeegees by hand. The ride from Denver was the usual spectacular ride up and over the Rocky Mountains. Since we were running 4 hours late, we had lunch with a WWII veteran who last rode this line in a troop train, and his daughter who was a history teacher.

The ride was a little frustrating because we kept traveling very slowly due to track work, and after meeting our east-bound Amtrak counterpart, we got stuck behind a freight train for several miles. At dinnertime we were in the dining car while the train stopped in Glenwood Springs, and ate dinner for most of the distance to Grand Junction, where we arrived about 5 hours late. Our dinner companions were going to Moab, Utah to go mountain biking, and they were getting off the train at Grand Junction.

Grand Junction is another stop where you can stretch your legs and say hello to fellow passengers. The sun was just going down, so we could at least see a bit of the station area before it got too dark.

We went to bed around 10 pm, and woke up someplace west of the Nevada/Utah border around 6:30 am. When we stopped in Elko, NV we were only about 4 hours late, so we made up a bit of time.

The scenery in eastern Nevada is much greener than I expected. Also, there is a lot of water around in both flowing streams and large swampy areas. Earlier today we saw mountains with some snow patches still on the top!

We have been following a freight train for about an hour or so, and have lost a bit more time. We would travel quite slowly for several miles, because the signals show the track occupied by a train ahead. While we are traveling slowly, the freight train in front of us got far enough ahead that the signals for our train displayed green--so we sped up only to find the next signal showed 'slow down'. Every now and then we got so close to the train ahead we had to stop and proceed very slowly. We expected to be in Winnemucca, NV around 10:45 am, about 4 ½ hours late. We actually got there at 10:55 am, and left at 11:05 am. It is also a station stop where passengers can get out and stretch for a bit. The weather was so nice that many people were in no hurry to reboard. The conductor had to yell "Board!" more than once and also provide a little "friendly encouragement" for the crowd, to get them to move. He didn't want the freight following us to have the chance to pass us and slow us down. After leaving Winnemucca, NV, we were able to consistently go 70 mph.

We departed Reno, NV at 2:35 pm PDT, 5 ½ hours late. The conductor on the PA estimated a 9:30 or 10:00 pm. arrival in Emeryville (Oakland). Due to being so late, the dining car was open for dinner, which to us is a bit of a surprise. On more than one occasion we have had a pizza or sandwich handed to us by Amtrak when the train is running late, instead of full dining car service.

One other technical note: between the steep canyons and the poor satellite geometry, the GPS receiver did not work well on this part of the trip.

Our train (scheduled in at 4:49 pm) finally arrived at Emeryville, CA at 10:45 pm Pacific Daylight Time, and the hotel shuttle came and picked up the group that needed to go to the hotel from the train.

On Friday, July 1st, we awoke relatively late, got ready for the day, and phoned longtime Northstar Chapter friend Dick Prosser at the assisted living center in Berkley. A little while later he returned our call, and we arranged to meet him. Later that morning we caught a taxi to see him and we had a nice visit. Among the many things we discussed was the opening of the Cedar Avenue, the MN&S and the Bloomington Ferry bridges along the Minnesota River in the spring of 1965. As always, it was quite a story. We also asked about how he was doing, and he replied emphatically that he was getting better and his heart doctor said that his heart was in wonderful condition. After about an hour we said our good-byes, and were on our way. The sad news of Dick's recent passing caught us completely by surprise because he ap-

peared and acted as if he was in pretty good shape. We caught a taxi to the BART Ashby station for a ride down to Fremont to meet Dan's aunt, uncle and cousins. We arrived at Fremont right on time, and had to wait about 10 minutes for Dan's relatives to show up. We then traveled to their home for lunch, and then to visit their son and his wife, who had just brought their newborn 3rd baby home from the hospital. Later that afternoon, we visited the office of their computer business, and had a nice dinner at a Mexican restaurant in Fremont. On the way back to BART we saw an interesting van painted up like a Burlington Northern Santa Fe locomotive. We rode on BART back to the Mac Arthur station by 9:30 pm where the hotel shuttle was nice enough to give us a ride back to the hotel, and we were in bed by around 11:00 pm.

Rising early on Saturday July 2nd, we packed up and went down to the lobby to catch a taxi, where we met Brian Cutter. He expounded about his circle trip that included the Altamont Commuter Express to Stockton the day before – it sounded like a neat trip! The three of us shared a ride to the Emeryville Amtrak station where a crowd was already gathering. We tossed our checked luggage onto the baggage cart and said hello to old friends while we waited for the train. An east-bound and a westbound freight train waited for our train to pull up to the station. Our train pulled in not too far off schedule, with a freshly painted F9 in the SP "black widow" paint scheme; it looked wonderful. We settled in our seats in the former Amtrak Clocker coach *Arizona*, and we were on our way slightly behind schedule.

At Martinez and Sacramento we stopped and picked up a surprising number of passengers. We also crossed the upper reaches of San Francisco bay on an old vertical lift bridge. A new bridge was being constructed right beside the old bridge. It was quite a construction site, with each bridge pier being topped by its own tower crane. While stopped at Sacramento we saw an Amtrak California intercity train sitting on the siding. It had a GE B32-8 locomotive--#2051—one of only two on the roster. Another intercity train came by us while we were in the station, and it too had a GE B32-8 for a locomotive--#2052. Dawn was able to photograph them together in the



The Trains Unlimited Special at right and two Amtrak California trains center and left at Sacramento, before brake valve

same frame, along with the SP F-unit on the special train. What a treat!

As we traveled up the valley north of Sacramento, it was warm! We lucked out and we had seats in the car with the best air conditioning. We met a train or two along the way, and the scenery was wonderful. At one point we had to follow a double-stack train into a siding to let an on-coming Amtrak train pass us. Since Trains Unlimited Tours was nice enough to open the whole train to everyone, Dawn and I rode on the open platform of *the Montana* for a while. It was the furthest forward car open to the public on the train, with only the baggage car between it and the locomotives. We also had the chance to ride in the tail car of the train, the ex-Milwaukee Road observation car *Cedar Rapids* for 10 – 15 minutes at a time. In both cases, it was quite a ride! I'm still not sure the view is worth the additional cost, but someday we will pay the extra fare and spend the whole trip in the car!

North of Redding, the railroad enters the Sacramento River canyon on a line relocation necessitated by the construction of the Shasta dam. Since it was a Saturday, there were many people swimming and boating on the lake. It looked like a lot of fun, but we were enjoying the rolling party on the train!



A brief ride in the Skytop Lounge. Photo by Dawn Holmberg
Page 10

Somewhere north of Shasta Lake we stopped to meet a freight train. We stopped next to a campground, and enjoyed watching people fish and play in the river – the same river that had been poisoned by a pesticides a few years ago when a derailment resulted in a tank car emptying into the river. The bridge where this happened has a very large guard rail capable of keeping railroad cars from dumping into the river in case a derailment happens again.

We had a nice lunch of your choice of three different chicken salads; Dan had the spicy chicken salad, and Dawn had the oriental chicken salad. They were very good, considering we had no dining car.

One of the problems on this trip was the lack of communication from the Trains Unlimited staff. We did not know when lunch was going to be served until a few minutes before hand. We also didn't know what was planned once we were on the McCloud River Railway, which we met at their junction in the town of Mount Shasta. What we learned was the Amtrak locomotives were left in Mount Shasta, and the train was to be split into two sections. We were in the first section, and took off for the Signal Butte switchback as soon as we were ready. The second section was pulled by a McCloud River



First section of Mc Cloud River Railway extra with Dan and Dawn aboard. Photo by Dawn Holmberg

Railway SD-40, and they were quite a long way behind our section. At the switchback, our section of the train did a couple runbys, and we waited a very long time for the second section of the train. We also waited for the McCloud River dinner train, which many people had tickets to ride. The second section and the dinner train showed up within 15 minutes of each other, and the passengers for the dinner train boarded. We've read on other web sites that the McCloud River engine had problems, which caused some of the delay. The passengers on the second section were not allowed off, so they missed the photo runbys.

We continued on our way, and arrived in McCloud, California at about 8:30 pm. The second section arrived, and we all boarded waiting busses, and waited about 20 minutes for no apparent reason. We were finally on our way to the motels, of which there were several. Luckily, our motel was the first stop



Mc Cloud River Railway dinner train. Photo by Dawn Holmberg

at about 9:30 pm. We registered, dropped our bags and went next door to the Chinese buffet for dinner. We were in bed by 10:30 pm, and our 4:30 am wake up call came way too early!

The wake up call came much too soon on the second day of our tour. The phone rang at 4:00 am, and we were awake. We cleaned up and were out waiting for our 5:15 am bus, which was reasonably close to on time. After a short bus ride (10 miles) from the hamlet of Mount Shasta to McCloud, we were at our train. There was a steam engine working up in the yard, but there was absolutely no communication that the steam engine was doing runbys, and that there would be no more runbys later that day.

We finally boarded our section of the train, and left town via the yard. The track that we followed through the yard made our train look like a roller coaster ride! It went up over a hill, turned, went down a very steep short hill about two passenger cars long and then under the sanding tower for the railroad. It was quite amusing to see.

Our section of the train had two locomotives: the SP black widow F-9, and a WP GP-20. Nearing the switchback at Signal Butte where the grade is the steepest (maybe 4 percent) we heard on the radio that one of the locomotives was having minor trouble, but from what we could tell on the train everything was fine, and we made it up the hill. From Signal Butte we backed into Mount Shasta. Just outside of town we loaded the passengers who did not want to get up extremely early. It was also where people who wanted to ride the chase bus were supposed to get off the train, but again there was absolutely no communication about this, so Dawn missed this opportunity to get to the chase bus (she got to the chase bus later....).

We backed the remaining distance into the town of Mount Shasta, and coupled onto the other half of our train, coupled on the Amtrak units, and coupled the SP F-unit onto our train. We sat quite some time trying to complete an air test, but the F-unit was having trouble with the brake stand. The people operating the tour were looking for anyone who was an engineer and might know how to repair the problem. They asked

on the radio for Lance Erickson, and the person who responded did not know who he was. Since Dan did, he went looking for him. Lance was found in the Milwaukee Road Super Dome. After another 15 minutes the F-unit was declared a lost cause due to a problem with the brake control stand.

During all of this work to get the locomotives situated and ready to go, the Trains Unlimited car host came looking for the person who wanted to ride the chase bus. Dawn was up like a shot, and out to the bus!

When our train stopped at the Union Pacific main line to switch locomotives, I was allowed off the train. I followed one of the Trains Unlimited attendants to the grade crossing, where the photographers were lined up to photograph the locomotive moves. Once the Amtrak units and the 'black widow' former SP unit crossed the street, I stopped to photograph the former WP locomotive one last time before boarding the chase bus. The bus stopped in Weed, CA at a convenience store for snacks and water, and then we were off to set up for the special at Black Butte siding. There is a water tower, cistern and pump house at this siding, along with a water pipe next to the tracks. I was told that it is there for steam engines and fire-fighting trains. We waited what seemed to be a long time for something to happen. We saw a late northbound Amtrak Coast Starlight come by at 10:20 am, while the stopped southbound bare table train started to move. We then waited and waited and waited. The tour leader called to the special several times to find out about the delay. Apparently the former SP unit had a leak in the brake system, and couldn't be used. All this waiting around gave me plenty of time to photograph the graffiti carved and written on the water tower, the lizards sunning themselves on its concrete base and the butterfly resting on the back of my hand. At 11:05 am a westbound UP freight came by. Then, finally, at 11:22 am the passenger special showed up. We all photographed it, and then reboarded the bus.

From Highway 97 we were able to see the train on the side of a mountain with Mount Shasta in the background. We stopped at 'Grass Lake' siding to photograph the train with Mount Shasta in the background. We then reboarded the bus, and paced the train for a bit before the highway diverged from the tracks. The bus driver, a woman who didn't know people chase after and photograph trains, got interested in the hobby. The tour director had the bus driver stop a few times to scout out another good place to photograph the train. He passed on several before deciding to stop just north of the California/Oregon border at Worden St. grade crossing. Some women in a white car pulled up and asked me what all the people are doing here, and I told them about the passenger special. They decided to wait and see the train for themselves. The bus driver also got out to watch the train. I guess we made some railfans this day. We photographed the train in the distance going around a mountain with Mount Shasta in the background, and then again as it came up the hill to us. We then reboarded the bus for the final time, and went directly to the Klamath Falls Amtrak station. We pulled in just as the passenger special was pulling in. Perfect timing! We all photographed the train at the station before boarding the train, which departed at 2 pm.



The sliver in the center of the above photo is the Trains Unlimited Special. This gives a good perspective of the vastness of the territory traversed by the Coast Starlight and the convention special. Photo By Dawn Holmberg

We finally got underway quite late. The ride north was very scenic, and the dispatchers did the best that they could. From the train we saw the chase bus once or twice.

We enjoyed the ride north, past Klamath Lake, Crescent Lake, over Cascade Summit and downhill through the loops near McCredie Springs (where we met a southbound freight train) and finally into Eugene. Dawn spent a lot of this time in one or another vestibule taking photos of the train going into or out of the various snow sheds and tunnels. What a treat! We waited for an Amtrak Cascades train to leave Eugene just before our arrival, and arrived Eugene around 7:45 pm. Dinner was loaded and we were on our way over the CORP (Central Oregon and Pacific) railroad by about 8:30 pm. We enjoyed the vestibules and scenery out the windows until it was completely dark, and then visited with new-found friends for a time, then fell asleep in our seats.

We arrived at Beck (don't try to find Beck on a map; it is known only to the railroad, and is about 8 miles east from Florence) at 12:30 am July 4th. Again, there was little communication about what was to happen. We unloaded from the train, found the bus going to our hotel, and we were on our way in 30 minutes. Our hotel was the second stop, we got our room key, went to our room and went to sleep. It was 2:00

am.

Thankfully, we didn't have to be anywhere until 10:00 am. We woke up late, washed up and went outside to wait for the bus. It came by around 10:30 am, and took us to downtown Florence, where we had two hours to eat lunch. We had lunch with a nice couple that was also on our trip, and we lucked out; the restaurant we chose had good service. We were served promptly and they had good food. After lunch we walked downtown to enjoy shopping and people watching. Back to the buses by 1:00 pm, and off to the photo op where the railroad crossed the Siuslaw River. There was a small campground at the bridge, and the people there were simply overwhelmed by the group of 400 people who got off the 10 school buses!

It took a long time for the train to show up. While we were waiting for the train, someone showed up with a remote control helicopter to take pictures of the train. Just as he was up in the air, the train showed up. Once the train left, we all piled into the very crowded school buses and back 5 or 6 miles to Beck to board the train. Along the way we saw our train and took more pictures.

After boarding, we were on our way back to Eugene. Due to the photo op, we were running about an hour late. It was a

slow scenic ride to Eugene through what seemed to be a green tunnel of trees most of the time. We arrived in Eugene about 2 hours late, and we again picked up dinner. Riding up the UP former SP toward Portland, we heard the engineer report to the dispatcher that the crew would be dead on the law at Midnight. The dispatcher did what he could, and kept us in front of the *Coast Starlight* all the way to Portland. We were put into a siding in the middle of nowhere around sunset, so we missed any pyrotechnic display celebrating Independence Day.

As we were nearing Portland depot, our new friends who lived in the Portland, area offered to shuttle us to the hotel in their car so that we might beat the crowds. Dan went straight to the hotel and registered, and Dawn stayed behind and fetched our suitcase. Dan returned with our new friends, and they were kind enough to take us back to the hotel. We chatted with a couple folks for a few minutes, and went to bed. It was around 12:30 am on July 5th.



Southern Pacific GS4 class Northern on the turntable at Portland's Brooklyn Yard for the 2005 NRHS Convention night photo session. Photo by Dawn Holmberg

July Meeting Minutes

Minutes of the July 16, 2005 Membership Meeting Northstar Chapter NRHS

The meeting was called to order at 7:04 pm by chapter president Marty Swan in the St. Paul Fire Department Training Center with 18 members and guests present. There was one guest, Bob Sutton, who is from New Jersey. A motion was made to approve the minutes of the June 18, 2005 meeting, as published in the July 2005 issue of Northstar News. The motion was seconded and carried. The treasurer's report was given by Joe Fishbein. As of June 1, 2005, we had \$4,302 in the checking account. Income during June was \$64 in dues and donations, \$1 in checking account interest, \$120 in ticket sales for Spooner trip, \$318 in interest from maturing CD, and a \$100 refund from Voigt's Bus Service, for total income of \$603.

Expenses during June were \$40 in dues payments to national

NRHS, \$97 in newsletter expenses, \$703 to Wisconsin Great Northern (for Spooner trip), \$12 in expenses to John Goodman (for Spooner trip), and \$8 in miscellaneous postage, for total expenses of \$860.

Cash in checking account, as of June 30, 2005, was \$4,046, of which \$3,805 was in the general fund and \$240 was in the GTW 8327 restoration fund. Current chapter membership is 95, of whom 89 have renewed for 2005. The membership total includes one new member.

Trip chairman John Goodman said that he had been asked by chapter president Marty Swan to look into a trip to Osceola, WI to ride on the Minnesota Transportation Museum's excursion train. John said that he had asked Voigt for a quote on a bus. Total price per person for the trip would be \$80, or \$75 if we did it on a no profit basis. On the train, First Class Service would include pizza, box lunch, or pasta. The proposed trip was discussed. A key question was whether we could get enough turnout to make the numbers work. There was a show of hands of those interested in the trip. Proposed dates would be either Saturday, September 24th or Sunday, September 25th. Saturday seemed to draw more interest than Sunday. It was suggested that we get a block of 10 or 15 seats, rather than the whole car. John said that he would see what he could do. Suggestions for getting to the train included renting a van or car-pooling from the Amtrak station. There will be a meeting of the chapter's Board of Directors tomorrow and the matter will be discussed there.

National Director Doug Johnson gave his report. Twelve Heritage Grants were given out this year and national NRHS issued a report on the chapters. The motion raising national dues \$2 passed. At this point, Marty gave his report on the membership meeting held during this year's NRHS national convention. Marty said that he had asked why the NRHS couldn't go beyond the legal requirements of Maryland law. President Molloy didn't answer Marty's question, but the NRHS's attorney discussed the matter, also without answering the question. A motion was made to table the proposed new by-laws for one year, but once the proxies were invoked, this was defeated by a large margin, as the proxies sent out by National didn't mention that there was any opposition to the weighted voting provisions in the proposed new by-laws. Marty said that he was disturbed by the actions of National NRHS in this matter. The new by-laws are now in effect. Northstar chapter now has 2 votes, but many other chapters have more. Marty said that we will have to see how things work out. Marty also noted that he has accepted the nomination to become Regional Director, but that Al Weber of the St. Louis chapter is also running. Right off the bat, he has 3 votes to Marty's 2.

Editor Russ Isbrandt said that the theme of the August issue of Northstar News would be about members' reports of their trips to and experiences at the NRHS National Convention. Webmaster Dan Meyer said that the website is still up and that he is still looking for pictures of past chapter trips and more information on chapter history. National Convention chairman Dan Meyer said that he is working on getting finances of the National Convention closed down, with assis-

tance from Dick Fish and Doug Johnson. He had given a check to national NRHS for \$1,200, as their share of the proceeds, and he presented a check to the chapter for \$20,000. If there is any remaining balance, he hopes to be able to turn it over in September.

John Goodman said that he had talked to Jim George, who suggested that the chapter buy two carousel slide projectors, as Kodak is discontinuing them, plus some carousel slide trays. Possible future programs were discussed. Dick Prosser is not able to travel at this time, but he may be well enough later in the year that he could come here to present a program to us. Dan Meyer and Dawn Holmberg said that they had visited with him. Glen Holmberg said that John Kennedy had told him that Prosser's niece (or some other relative) now has his slides and/or timetables. Greg Smith has two programs, one of which we will use for our Holiday Party. Several others also have programs. Greg Smith will give his Minneapolis, Northfield, and Southern program at September's membership meeting.

The program for October is yet to be decided--John said that he had an old tape that he is considering using.

There was a report on the proposed Cheer Committee. Ben Pressnell is having surgery August 1st and Marty Swan is having surgery August 3rd. Dee Lundeen said that she had created custom cards that could be signed and sent to those chapter members needing cheering up.

The Holiday Banquet was discussed. Marty noted that the flyer for the banquet should be ready by October. Dennis Loudon said that it is set for the first Sunday in December. The location and price will be the same as last year. The Elec-

tion Committee was mentioned. Cy Svobodny is the chairman. No one else had any Old Business.

New Business - The chapter picnic will be held in the park next to the BNSF track at Prescott, WI, as suggested at previous meetings. A suggestion had been made to have the picnic catered, but, after a discussion, it was decided not to do this. Someone had suggested that a chapter membership directory be put out, but it was noted that this might raise privacy issues, as some might not want their information published. Dan Meyer said that he had a relative who had some old model railroad magazines to give away. Anyone interested should contact him.

A motion to adjourn the meeting was made, seconded, and carried at 7:52 pm. After a break, the program took place. This was the videodisc "Through the Official Guide." Marty Swan had taken a number of the film sequences used in the disc.

Respectfully submitted,

Dave Norman
Secretary Northstar Chapter NRHS

Northstar News
Northstar Chapter NRHS
4036 Birch Knoll Drive
White Bear Lake, MN 55110

Address Correction Requested

Electronic Distribution Extra Pages Editor's Note

Because there is no extra cost in adding additional material to the electronic distribution edition, I'm adding some of my trip notes for the Amtrak trip to Chicago and Los Angeles. This is just one more benefit of electing to receive the Northstar News via E-mail.

June 29, 2005 To Chicago

Train #8 *The Empire Builder*

City	Scheduled	Actual Ar.	Actual De-part.	Late / Early	Loss/ Gain
Lv. St. Paul	7:35 AM		9:47 AM		
Red Wing, MN	8:39 AM	11:19 AM	11:23 AM	2:40	2:40
Winona, MN	9:46 AM	12:31 PM	12:38 PM	2:45	0:05
LaCrosse, WI	10:22 AM	1:09 PM	1:15 PM	2:47	0:02
Tomah, WI	11:03 AM	1:55 PM	1:57 PM	2:52	0:05
Wisconsin Dells, WI	11:44 AM	2:38 PM	2:43 PM	2:54	0:02
Portage, WI	12:02 PM	3:00 PM	3:01 PM	2:58	0:04
Columbus, WI	12:32 PM	3:27 PM	3:32 PM	2:55	0:03
Ar. Milwaukee	2:00 PM	4:55 PM	5:04 PM	2:55	0:00
Ar. Glenview, IL	3:00 PM	7:24 PM	7:28 PM	4:24	1:29
Ar. Chicago	3:40 PM	7:53 PM		4:13	0:11

Train #8

The Empire Builder

80 P42
75 P42
1163 Baggage
Transition
39036 sleeper Superliner
32052 Sleeper Superliner
32068 Sleeper Superliner
38059 Diner Superliner
35009 Snack Coach Superliner
Coach -
34111 Smoking Superliner
33028 Lounge Superliner
34091 Coach Superliner
Coach - Bag-
31003 gage Superliner
32016 Sleeper Superliner
34074 Coach Superliner
Northern Sky ACF Dome Private car

Abbreviations

EB-Eastbound

WB-Westbound

MF-Miwed Freight

STK-Stack Train Containers only

IM-Intermodal-trailers or trailers and containers

GRN-Grain Train

Coal

June 29, 2005 To Chicago

Notes:

10:10am-10:29am Red Signal dropped in frt of engineer Emerg Stop and Rollby

10:25am CP 5957 did rollby of #8

10:54am Overtook ICE train w DM&E 6054at St. Crois

10:59am WB Local Hastings

11:02am WB F45 Blue Grain Hopper

11:03am WB CP MF Vermillion

11:09am EB MF

11:32am WB MF

11:42am WB Coal BNSF power

11:53am Took siding at Midland for XCP9604W and X CP 4608W

12:12pm EB MF Minnesota City Blue unit on front

12:21pm EB CP MF

1:00pm WB CP MF Donehower

1:21pm WB CP MF Medary Patrol? Incl switcher

2:10pm WB UP Coal

3:38pm WB CP MF

4:11pm Nashota CP 291

4:37pm Hawley Rd WB MF

4:47pm - 4:49pm Stop 16th St Frt interference

4:55pm Amtk #7 in station

5:07pm MKE WB IM going thru station

5:13pm-5:39pm WB MF with blue FP40 Stop KK Bridge

5:26pm WB MF

5:34pm WB MF 4 units

5:43pm Amtrk 337 at KK Bridge

6:04pm -6:10pm Stop Milw Airport to manually align switch back to main from siding

6:10pm EB MF on siding at MKE Airport

6:53pm mp 36 Overtook CP #288 followed on approach signals to Tower A20

7:06pm WB Metra #2147

7:08pm WB Amtrk #339

7:17pm-7:18pm Stop mp 22.2

7:33pm WB MF

7:43pm WB Metra #2249 West Line Train

June 30, 2005 To Los Angeles

Train #3 *The Southwest Chief*

City	Scheduled	Actual Ar.	Actual De-part.	Late / Early	Loss/ Gain
Lv. Chicago	3:15 PM		3:16 PM		
Naperville, IL	3:50 PM	3:46 PM	3:50 PM	0:04	0:04
Mendota, IL	4:39 PM	4:38 PM	4:39 PM	0:01	0:03
Princeton, IL	5:01 PM	4:57 PM	5:01 PM	0:04	0:03
Galesbureg, IL	5:53 PM	5:57 PM	6:01 PM	0:04	0:00
Ft. Madison, IA	6:57 PM	6:56 PM	7:01 PM	0:01	0:03
La Plata, MO	8:06 PM	8:00 PM	8:06 PM	0:06	0:05
Kansas City, MO	10:11 PM	10:12 PM		0:01	0:05
Kansas City, MO	10:55 PM		10:55 PM	0:00	
Lawrence, KS	12:32 AM	12:00 AM	12:32 AM	0:32	0:31
Topeka, KS	1:09 AM				
Newton, KS	3:25 AM	3:25 AM	3:33 AM	0:00	
Hutchinson, KS	4:00 AM				0:00
Dodge City, KS	6:00 AM				
Garden City KS CDT	6:45 AM				
Lamar, CO MDT	7:06 AM	7:27 AM	7:28 AM	0:21	0:21
La Junta, CO	8:15 AM	8:20 AM		0:05	0:16
La Junta, CO	8:30 AM		8:39 AM	0:09	0:09
Trinidad, CO	9:50 AM	10:03 AM	10:06 AM	0:13	0:04
Raton, NM	10:55 AM	11:02 AM	11:09 AM	0:07	0:06
Las Vegas, NM	12:18 PM				
Lamy, NM	2:24 PM	2:34 PM	2:36 PM	0:10	0:03
Albuquerque, NM	3:55 PM	3:37 PM		0:18	0:18
Albuquerque, NM	4:45 PM	4:47 PM		0:02	0:16
Gallup, NM MDT	7:08 PM	7:11 PM	7:20 PM	0:03	0:01
Winslow, AZ MST	7:50 PM	7:56 PM	8:01 PM	0:06	0:03
Flagstaff, AZ MST	8:51 PM	9:12 PM		0:21	0:15
Flagstaff, AZ MST	8:57 PM		9:21 PM	0:24	0:03
Williams, JCT, AZ MST	9:33 PM				
Kingman, AZ MST	11:46 PM				
Needles, CA PDT	12:49 AM				
Barstow, CA	3:39 AM				
Victorville, CA	4:18 AM				
San Bernardino, CA	5:32 AM	6:36 AM	6:42 AM	1:04	0:40
Riverside, CA	5:53 AM	7:00 AM	7:02 AM	1:07	1:07
Fullerton, CA	6:34 AM	7:44 AM	7:50 AM	1:10	0:03
Los Angeles, CA	8:15 AM	8:22 AM		0:07	1:03

Notes:

Abbreviations

EB-Eastbound

WB-Westbound

MF-Miwed Freight

STK-Stack Train Containers only

IM-Intermodal-trailers or trailers and containers

GRN-Grain Train

Coal

5:10pm EB between Wyanet and Buda

5:44pm EB MF

5:46-5:55pm Stop BN Jct over the ATSF main before entering Galesburg

6:13pm To ATSF met EB MF

6:47pm overtook 2 IM on a siding Train #3

The South-

6:56pm EB STK train Ft. Madison west Chief

93 P42

7:23pm EB MT TOFC cars

163 P42

7:57pm Overtook Autoracks e of LaPlata

504 P32-8

8:11pm EB IM

458 FP59PHI

8:17pm EB IM

1251 Baggage

8:24pm EB GRN

39030 Transition

Superliner

8:56pm EB IM

32117 Sleeper

Superliner

Wisconsin

9:47pm EB IM

32042 Sleeper

Superliner

9:56pm EB IM

38024 Diner

Superliner

10:00pm EB IM

34057 Coach

Superliner

10:34pm EB IM Thru Station

34038 Coach

Superliner

10:40pm EB IM

33012 Lounge

Superliner

10:53pm WB IM Thru station

32071 Sleeper

Superliner

Arizona

11:15-11:24pm Stop Argentine Yard

74100 Express Trak Box Car

3:36am Meet Amtrk 4 west of Newton Sta

8:12am EB Coal near LaJunta

11:00am EB GRN at Raton

2:20pm Meet Amtrk 4 4 miles west of Glorieta at Canyoncito

5:21pm Dalies WB GRN w Helper

5:23pm WB Auto racks

5:26pm STK train direction unknown

5:28pm EB STK

5:30pm EB MF

5:48pm EB STK

5:49pm WB MF

5:51pm EB Auto racks

5:55pm EB STK

5:57pm EB STK immediately behind train above

5:59pm EB IM
6:03pm EB IM
6:06pm EB IM
6:18pm EB STK
7:24pm EB STK
7:30pm EB IM
7:39pm EB IM
7:55pm EB IM
8:03pm EB STK
8:11pm EB IM
8:17pm EB GRN

Note Arizona does not observe Daylight times. Local times are shown in parentheses

8:28pm MDT WB IM overtaken at Holbrook, AZ (7:28pm local time)
8:52pm WB STK NS units overtaken Winslow (7:52pm local time)
9:03pm overtook STK west of Winslow (8:03pm local time)
9:19pm EB STK (8:19pm local time)
9:35pm-9:46pm stop and proceed at restricted speed to next signal. Dark signal (8:35pm local time)
9:55pm EB unknown type (8:55pm local time)
10:04pm EB Unknown (9:04pm local time)
10:29pm EB IM (9:25pm local time)
10:38pm EB Unknown (9:38pm local time)
6:54am PDT EB MF
7:04am EB STK
8:00am EB IM

July 4, 2005 To Portland

Train #14 *The Coast Starlight*

City	Scheduled	Actual Ar.	Actual Depart.	Late / Early	Loss/ Gain
Lv. Los Angeles	10:15 AM		10:51 AM	0:36	
Van Nuys	10:42 AM	11:14 AM	11:19 AM	0:32	0:04
Simi Valley	11:22 AM	11:45 AM	11:49 AM	0:23	0:09
Oxnard	11:55 AM	12:19 PM	12:23 PM	0:24	0:01
Santa Barbara	12:45 PM	1:09 PM	1:16 PM	0:24	0:00
San Luis Obispo	3:43 PM	3:51 PM	4:05 PM	0:08	0:16
Paso Robles	4:45 PM	5:07 PM	5:10 PM	0:22	0:14
Salinas	6:36 PM	8:26 PM	8:33 PM	1:50	1:28
San Jose	8:27 PM	10:03 PM		1:36	0:14
San Jose	8:39 PM		10:13 PM	1:34	0:02
Oakland	9:32 PM	11:26 PM		1:54	0:20
Oakland	9:47 PM		11:46 PM	1:59	0:05
Emeryville	10:02 PM				
Emeryville	10:12 PM				
Martinez	10:54 PM	12:36 AM	12:41 AM	1:42	0:17
Davis	11:33 PM				
Sacramento	11:59 PM				
Chico	1:55 AM				
Redding	3:14 AM				
Dunsmuir	5:04 AM	7:20 AM	7:23 AM	2:16	0:34
Klamath Falls, OR	8:25 AM	10:57 AM	11:07 AM	2:32	0:16
Chemult	9:40 AM	12:43 PM	12:51 PM	3:03	0:31
Eugene-Springfield	12:44 PM	4:24 PM	4:31 PM	3:40	0:37
Albany	1:30 PM	5:21 PM	5:27 PM	3:51	0:11
Salem	2:03 PM	6:47 PM	6:49 PM	4:44	0:53
Portland	3:40 PM	8:17 PM		4:37	0:07

Train #14

The Coast Starlight

14 P42	Off At Oakland	
120 P42		
113 P43		
1222 Baggage		
Transition		
39021 sleeper	Superliner	Car Line
32042 Sleeper	Superliner	1432
32109 Sleeper	Superliner	1431 South Da-
32072 Sleeper	Superliner	1430 Arkansas
39974 Pacific Parlour	Hi Level	
38056 Diner	Superliner	
Sightseer		
33048 Lounge	Superliner	
34078 Coach	Superliner	1411
34510 Family Coach	Superliner	1412
34083 Coach	Superliner	1413
34006 Coach	Superliner	1414

Notes:

11:25-11:27am Stop for meet with Surfliner

1:26pm overtook MF

2:38-2:45pm Tangair met SB Amtrak with Great Dome in consist

3:40-3:44pm Stop Reason unknown

5:27-5:50pm McCay Met Amtrak 11 with PVT CAR Scottish Thistle on rear

6:19pm Momentary stop

6:25-6:27pm Stop

6:48-6:51pm Met EB empty STK

7:23-7:35pm Stop Soladad for
meet which was changed

7:41-8:09pm Gonzales Met X5809E MF with shifted lumber load 5 cars from headend

8:40pm EB MF

9:27-9:40pm Integrity failure stopped to inspect no problem

6:58am WB MF Conant

1 WB met between Dunsmuir and Klamath Falls

12:29pm EB MF MP493 overtaken

Slow Orders between Klamath Falls and Che-

1:46-1:59pm Defect indicated MP 544.2 rollby no defect found

3:31pm EB MF w 2 unit helper

4:18pm EB MF

4:38-4:43pm Stop unknown reason

5:59-6:01pm Stop for track warrant Marion much 25mph running

6:26-6:31pm Talked by red signal

6:33pm Met Amtrak 11 with pvt cars at end Renard

6:37-6:39pm Talked thru red signal Renard siding

Took 40min to go 13 miles south of Salem

6:53pm Stop talked thru red signal

7:22pm-7:23pm Stop to protect grade crossing-police protected instead of crew Woodburn

7:30pm WB MF

7:55pm WB IM

8:04pm WB IM

8:12pm WB MF

Abbreviations

EB-Eastbound

WB-Westbound

MF-Mixed Freight

STK-Stack Train Containers only

IM-Intermodal-trailers or trailers and containers

GRN-Grain Train

Coal