



NORTHSTAR NEWS

Portland NRHS Convention Trip Reports Continued



Amtrak train 500, a Eugene, OR to Seattle Cascades Corridor train is shown departing Portland at 8:45am. This train was used by several of the chapter members returning home via Seattle.

Photo by Martha Isbrandt

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Meeting Notice

The September meeting of the Northstar Chapter will be at 7pm September 17th at the St. Paul Fire Department Training Center, 1695 Energy Park Drive, St. Paul (Snelling and Energy Park Drive just east of Midway Stadium). Greg Smith will show his Minneapolis Northfield and Southern program.



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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.

The President's Page

This will be a short column this month. I'm in between therapy sessions. Most of you know that I had total knee replacement surgery on my right leg. When completely healed, I should finally be able to walk on that leg with no pain. My left leg is still bad but not nearly as bad as the right one was. The catch is "when completely healed". As I write this I am 3 days short of one month since the surgery. My leg is still swollen up to twice its normal size and the sucker is heavy—I can see why no driving for up to 6 weeks after the surgery, it

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would be hard to quickly move the foot from gas pedal to brake pedal. I have to go through these therapy sessions and they hurt, the worst is when I am supposed to bend the knee so that my foot is more than a 90 degree angle, i.e. move the foot underneath me. It just doesn't want to do it but I've got to keep trying. Today my therapist had me go out into the street and walk 900 feet, first with the walker and then another 200 feet with just a cane, so I'm getting there.

I want to thank all of you that sent me voice messages on my cell phone which was waiting for me when I got back home. In addition I received many cards which I greatly appreciated. Thank you. As an aside, I got a note from the hospital that they were going to be billing my insurance company \$51,000 for my 5 days in the hospital (\$10,000 a day—wow). Then the therapy group in the hospital where I stayed another 5 days sent a note saying they were going to bill my insurance company \$13,000. Wow! \$64,000 for 10 days. Thank the good Lord for insurance.

I wasn't able to come to the picnic. I was concerned about uneven ground and just exactly where the toilets were. Some of the drugs they got me on have made my desire to know just how far away I am from a restroom a very high priority.

I have learned from various reports that things went well at the picnic. I understand we had 21 people attend, including a member from Mankato. This is excellent! I further understand that there were in the neighborhood of 10 trains going by, mostly in the earlier part of the day. This spot might just well be a place that we can repeat next year.

From the reports I have received, it appears that Northstar Chapter is a robust and healthy chapter. It is just a crying shame that the National organization doesn't feel we are worthy of full representation at the BOD meetings. Regardless, we will muddle on to be the best chapter that we can possibly be.

I hope to see you at the next meeting.

Marty

To The NRHS Convention The Long Way By Russ Isbrandt (Continued From August Issue)

Martha and I boarded the 1 hour 40min late Cascades Corridor train 500 featuring Talgo equipment to Seattle at 10:25am. We rode coach, which was comfortable enough though noisier than a Superliner coach. The cars feature monitors for showing movies, but also had an information feature which would superimpose a brief message on the movie telling the landscape features we were passing. When the movie wasn't running a map of the route showing exactly where we were and estimated arrival time in Seattle. Despite encountering 10 freights and two passenger trains, BNSF was able to cut tardiness to 1hr 32 min for a 1:47pm arrival. Once again the BNSF seemed to be able to maintain Amtrak's schedule in the face of heavy traffic, something the Union Pacific seems unable or unwilling to do.

Unfortunately the delay forced me to cancel a planned three hour trackless trolley tour of the trolley bus system. Instead, we rode the Seattle Waterfront Streetcar. Traffic along the waterfront is absolutely crazy on a sunny Saturday. Drivers ignore the streetcar and make right turns cutting in front of the car. One SUV didn't quite make it, cutting in front of us, and sustained big bucks in damage, with two bashed in side doors and door pillar. Fortunately we had just started and the

collision was at very low speed. On the other hand the streetcar suffered only a little scratched paint on its bumper / anti-climber and a bent grab iron. A replacement car was brought out immediately. After a few minutes filling out incident report cards, the passengers were transferred to the replace-



Seattle Melbourn streetcar deadheading to the car barn following the collision with the SUV. Photo by Martha Isbrandt

ment car.

The *Empire Builder* provided us with a pretty ride along a sunny, calm Puget Sound, overtaking Norwegian Cruise Line's *Spirit of Norway* on its way to Vancouver and Alaska. The ride culminated in a beautiful sunset reflected in the waters of the Columbia River. Arrival at Minot was only 10 min. down. At Minot the crew was advised that the area through which we would be traveling had just come through a tornado warning and we would be the first train through. The crew was advised to run at restricted speed being prepared to stop short of any debris on the tracks. Sure enough, shortly out of Minot we encountered rain which increased in intensity to a deluge with continuous lightning. As we sat in our lower berth watching the show, I noticed my hand resting on the window sill was getting wet. The rain was so intense, the emergency exit handle on our window began to leak. Thanks to the slow running, we arrived in the Twin Cities 28 min late. This completed our 5851 mile Amtrak trek.

It should be noted that the *Empire Builder* seems to be getting many Superliner II cars and rebuilt Superliner I cars. Our deluxe sleeper to Chicago was a Superliner I car which had



Renovated Superliner I Sightseer Car on the *Empire Builder*
Photo by Russ Isbrandt

been rebuilt in 1995 and featured new a new sink and lavatory module with curved lines, and wood appliqué. The car no longer had carpeting on the floor and walls, but wood appliqué below the window line and blue vinyl flooring. The renovated Sightseer cars now feature table booths at one half of the car and fixed reupholstered seating similar to the original but with the single rotating seats now fixed in place. Several of the coaches featured new plain blue upholstery, though the ceiling carpeting was left in place. The diners too had new upholstery, but the grungy ceiling carpeting had not been replaced.

Amtrak employees ranged from polite to very friendly. Only the Minneapolis – Chicago sleeping car attendant was missing in action at the end of the trip. Joe, our *Southwest Chief* attendant, had only been on the job 3 months, but was very attentive and provided all the services and brochures we were entitled to. He was a second generation Amtrak employee, his mother having worked in reservations for 27 years and was currently employed as an on-board service supervisor. Joe kept our potties working by frequently having to reset the vacuum system on the car. Many car attendants don't know how to do this with the result of stinky non-functioning rest-rooms.

Coast Starlight sleeping car attendant, Elizabeth Kososki, a 26 year veteran, was outstanding, going above and beyond the call of duty providing detailed route maps of the *Coast Starlight* route and changing them as we proceeded up the route and occasionally describing the sights we were seeing.

Patrick, our *Empire Builder* sleeping car attendant was also very good, providing prompt attentive service.

These people worked their tushes off, many of the rooms turning over several times enroute, a detail many of our anti-Amtrak Congressmen conveniently ignore. Given the continual threat to their jobs by Congress, they performed admirably and deserve much better.

To Portland and Seattle on the *Empire Builder* (Continued from August Issue)) By Marty Swan

Sunday was the day for a little bit of an indulgence for me. When I worked for the GN RY and was located in Seattle, I must have ridden the pool trains between Seattle and Portland a couple of dozen times--at the very least. After all, my GN pass was good on all three railroads which ran between Seattle and Portland and if I was on the NP pool train, \$1.95 extra bought me a parlor seat in the Holiday Lounge.

As a result I really wanted to ride the route again and also ride the Talgo trains. Once again this ride in business class to Seattle and thence roomette beyond to St. Paul was "free" i.e. 20,000 Amtrak Reward points.

Portland Union Station was a really nice place and it has multiple trains. The 8:45 am Talgo started in Eugene and was due in at 8:20 am. And lo and behold it came in at 8:20 am. Once again packed. Cars 1 and 2 were business class, 2 and 1 seating--totally sold out.

I really don't know how many coaches, there were but the line of boarding passengers went from the gate back to the ticket office. The train had to be packed.

When I went to my preassigned seat, I noticed a problem. The windows and the seats didn't match. I was looking at the solid 12 inch wall between two windows. I could see forward through the window ahead of me, but the only way to see directly out of the side was to lean forward and try to look out of that forward window, not too good.

If there was a business class attendant, I never saw him or her. I left to go to the Bistro/Lounge (car 3 and 4). Interesting menu. They had real old fashioned railroad oatmeal which I had, the very last serving in the pot. I went back to car 1 where they had started a movie. A friend said that "they" did come around to sell headphones, but I never saw anybody do that.

Before they started the movie the tv screen showed a map of the route and where the train was located on that route. Pretty neat!

What interested me about the route was all that was new, but more interesting was all that was the same. Some stores looked just as weathered and beat up as they did 38 plus years ago. We ran into one hitch. We tripped a hotbox detector and so we had to stop for an inspection. All was OK and after a 15 minute delay we got going again. I also noted the speed limit signs were a bit strange. They had the usual P 60, F 50 but they added a T 67. The T speed limit, while higher than the regular passenger trains, were in odd numbers, i.e. 56 when the P speed was 50 and so on. Arrival into Seattle was 15 minutes down.

Since I knew I couldn't walk Seattle or visit the Pike Place

Market, I had made reservations for brunch at the Space Needle. A quick cab ride out to the Needle with Chapter member Frank Wilkie and I was all set, except that my reservation was for 1:15 pm and they wouldn't check me in until at least 12:45 pm. Here it was only 12:30 pm. This gave me a chance to buy \$70 worth of stuff at the gift shop. Back in 1965 there was a small gift shop at the top and that was it. Now it looked like the whole base of the Needle was nothing but gift shop. At 12:45 pm they checked me in and sent me up on the elevator, no cost to dining customers.

Today was brunch. Every entrée was \$38.50. I had fish up the ying yang in Portland and wanted meat. They offered Nebraska Prime Rib. Well, I'm from Nebraska, so that seemed to be the logical choice. I ordered an end cut. Folks, I don't know if I will ever order prime rib again. Nobody will ever match it, let alone top it. That was the best piece of meat I have ever had. It was well done, almost fork tender, juicy and full of flavor, and it was a large piece. Nowhere in Nebraska had I ever had a piece of prime rib that good, not even at the famous Misty's. Well, with a Mai Tai, the clam chowder, the beef, and the "give-you-a-heart-attack" piece of super duper chocolate cake, the bill ran to \$51.00. A \$10.00 tip made it \$61.00 (but don't forget I didn't have to pay up front for the ride up). A little expensive, but I think I can afford it once every 10 years, and I was FULL.

While in the revolving restaurant I was able to observe several trains running along the waterfront.

I went back to a very, very crowded King Street station to board my final train on the trip.

I was stuffed to the gills, I just had the greatest piece of prime rib I have ever had at the Space Needle.

King Street most certainly needs help and it is coming. In fact, it appears to have already started. The station had a great number of seats for waiting passengers, most all of those seats were filled with waiting passengers. In the near future only the *Empire Builder* was scheduled to depart. About an hour after the EB was scheduled to leave, there was a train for Portland, so I assume the vast majority of people at the station at this time were waiting for the *Empire Builder*. The train at this moment was empty, so our Secretary of Transportation was correct at this moment.

It is always sort of sad when you start out on a trip and have a pile of tickets, reservation information etc. etc. etc., to reach the last lonely ticket in the pack. That was where I was at then. Only the sleeping car ticket on the Seattle *Empire Builder* remained, and soon I would give it up. I had a great time, despite my knee and was sorry it was about to end. My wife in St. Paul had been telling me it had been in the high 90's with high humidity. Since the time the train arrived Glacier Park on the outbound trip, to my time in Portland and Seattle, the temp had never reached 75, and it usually was below 70. God's wonderful weather.

The Seattle *Empire Builder* was a bit different today, engine, baggage, transition sleeper, dead head sleeper, then the 2

Seattle sleepers and 2 Seattle coaches with the dining car bringing up the rear.

The sleeping car passengers were called with no check in. Just head on out. I was in car 831, which is the first of the two Seattle sleepers and it was, like on the outbound trip, warm. My first concern was my bag. When I arrived in Seattle I gave my bag to a Red Cap and asked that it be put in room 5 of car 831, this date. No problem.

When I got to room 5 of car 831, no bag. Uh Oh! Panic started to set in and I hobbled back down to the lower level. Ahh, there it was in the luggage rack. I advised my car attendant that I needed that bag in my room when he got a chance. No problem!

Car 831 was NOT a refurbished sleeper and it was warm. Further, as has been the case on this trip, I was on the wrong side for the best viewing. When the attendant brought my bag up, I asked him to crank up the air. He said that he had the air cranked up as high as it would go. Unlike the Portland outbound car, the air in the room was coming out of the vent rather strongly, but it was only luke cool.

A friend, in the room across from mine suggested that he check the electrical cabinet. NO WAY, I'm not an electrician, was the response.

After awhile my friend disappeared downstairs. Almost magically, cool air started to come into the room. It did this for about an hour before it shut down, but now the car was cool.

Departure was on time and since Bedroom A was empty at this point, I moved to it so I was on the water side.

Now then, I was full, but due to medical problems I would have to have something to eat later on. When the Dining Car Stewardess came by I asked if I could just get a sandwich from the lounge side of the car--"Yes, but I have to charge you for it. You can't get complementary food from the lounge." It appears Amtrak has changed their policy. The prepaid meals are from the dining car only. So I took the last sitting.

Meanwhile I was enjoying watching the Sound and the view. I had my camcorder with me. When I got back to my room I couldn't find my digital still camera. Dan and Dawn across the hall swear that they saw me with that camera when we boarded and I'm sure I had it too, taking a picture.

So we searched my room, every crack and crevice in the seats and walls, underneath the seats, I emptied out my bag. Nothing. It would appear it is gone. Most likely somebody walking through the car just reached into the room and picked it up. This is the first time my 64 years that I have had something stolen from me on the train. Since my wife had just given me that camera the week before, this put a damper on the whole trip. When I got back, I called King Street Station, the Space Needle, the Taxi Company and later on Amtrak lost and found in Chicago--nothing—it was gone.

Damn!

Due to my searching to try to find the camera, I missed a lot of the scenery around Mt. Index. It was cloudy and raining so not much could be seen, but still I had looked forward to seeing this area in the daylight.

When it was time to go eat, I ordered the catfish with a roll, nothing else, although I did take a scoop of ice cream after the meal. I didn't think the catfish was very good, but that might have just been my mood.

The train was full. All sleeping car space was sold out. The coaches weren't quite as full this time; in fact on the 2nd day I actually found one seat pair that was empty. All other seats were sold, although there were more single passengers in the seat pairs than there were on the outbound trip. Still there were a lot of people on the train.

The dining car steward must have had a lot of people complaining to her about the lack of Superliner lounge. She got on the horn 3 times to tell the passengers that the "observation car" is NOT on this train. It will join the train at Spokane, but it is NOT on the train now. The several tables close to the coach section of the dining car were set up to act as a lounge food area.

I woke the next morning just before we entered the Libby tunnel. I ate breakfast and admired the mountains until we got to Glacier Park station, and then as I'm wont to do, I had my bed made down and went to sleep until about 1:00 pm MDT.

The rest of the trip was uneventful. We lost somewhere close to 2 hours due to track work and due to debris from a major storm that delayed the train the day before. Another friend was on that train and he said it rained so hard that water was leaking through the emergency seal on the window in their room with non-stop lightning (shades of War of the Worlds). Of course it was getting hotter and hotter and my friend hit the air-condition override button more often than before to keep the car cool.

The car right behind us, 830, WAS a refurbished car and when we would walk through, it was coooooooool. The lounge car was another one of those with 8 tables taking the place of lounge seating at one end of the car.

Arrival in St. Paul was at 8:30 am, about an hour and a half down. The trip was done. Regarding the tip, it was \$5.00 per night, no additions or deletions so it amounted to \$10.00.

Several times on the Talgo trip and on this train, the Conductor would announce that "In this time of heightened security we ask that you be aware of your surroundings and report anything you see to me if you see anything suspicious."

When we got to St. Paul, the entrance to the station was guarded by several police with a dog. I'm told that is standard at least for now.

As I write this, I reflect that one week ago from this day I was on the Mt. Rainer Scenic Railroad where the temps never got

higher than 58 degrees, and right now, one week later in St. Paul, it is 93 degrees with a heat index of 101.
ARRRRRRGGGGHHH!

Marty

Dick Prosser's Obituary

Last month we mentioned Dick Prosser's passing. Here is the full obituary.

Richard Sewall Prosser, a resident of Berkeley for more than 50 years, passed away on July 27 following a brief illness. He was 75 years old. He was born on April 8, 1930 in Minneapolis, Minnesota, the son of Eleanor Sewall and William Lloyd Prosser. He is survived by a niece, Elisabeth Bellows of Palo Alto, California, and by two nephews, Charles and James Prosser of Rhinebeck, New York. Mr. Prosser's two brothers, Reese and Thomas Prosser, predeceased him.

Mr. Prosser moved with his family to Berkeley in the 1940s where he graduated from Berkeley High School. He earned a Bachelor of Arts and a Masters of Business Administration from the University of California, Berkeley. He served in the army from 1952-54 and was stationed at Fort Ord, where he played bass drum in the marching band. An expert in the field of transportation, Mr. Prosser was employed briefly by Shell Oil Company and by the Minnesota Mining Company in the freight traffic department. He spent most of his professional career teaching business, economics, and accounting at several local colleges including Armstrong College, College of Alameda, and San Francisco City College.

Mr. Prosser was an avid railroad fan. He traveled all over the country by rail and collected 10,000 photographs of train engines and railroad stations. He wrote a scholarly history of the Minnesota railroads entitled "Rails to the North Star", which was published in 1966.

Mr. Prosser was an accomplished violinist, violist and singer. As a youth, he served as concertmaster for the Young People's Symphony Orchestra. He played chamber music with local amateur groups and with several local community orchestras, including the Berkeley Symphony, the Oakland Symphony and the Diablo Symphony. He sang with local church choirs and with the Contra Costa Chorus, the Oakland Symphony Chorus, and the San Francisco Opera Chorus. Mr. Prosser made a private label recording, with organist John Burke, of musical selections for violin and organ. More recently, he played percussion and bells with the Urkuhart Memorial Concert Band in Oakland. His energy and enthusiasm for all kinds of musical endeavors is well known and will be sorely missed.

Mr. Prosser loved dogs and rescued strays from the local animal shelter and found them new homes. He swam in San Francisco Bay all year round and could often be seen swimming off the Berkeley marina on New Year's Day, much to the surprise of the patrons of a local restaurant overlooking the water. He was an independent individualist, who did not care much for social conventions and who pursued his own ideas and interests. Despite his sometimes brusque demeanor, Mr. Prosser was a giving and generous man and a loyal friend to many. He will be remembered and mourned by his family and his many friends in music circles and rail

fan clubs in Berkeley and Minneapolis.

A memorial service to celebrate Mr. Prosser's life will be held on Saturday, August 27 at 11 am at Saint Mark's Episcopal Church in Berkeley, CA. The family requests that any donations be directed to the Berkeley-East Bay Humane Society, 2700 Ninth Street, Berkeley, CA 94710 or to Dunwoody College of Technology, 818 Dunwoody Blvd., Minneapolis, MN, 55403-1192

Chapter Picnic A Success

As mentioned in the President's Page, 21 members of the chapter eventually showed up at Prescott WI, Saturday August 20th for an afternoon of train watching, eating and conversation. The weather was perfect, Kodachrome blue skies and temperatures in the upper 70's with a gentle breeze.



Things started off with a bang as six trains came through in the first hour. Later in the afternoon, eleven of our members gathered for a photo opportunity.

Katrina Damage Report

Initial report of damage to NS in the New Orleans area, based on a survey done on Tuesday, Aug. 30:

Atlanta-Meridian: clear and open.

Meridian-Hattiesburg: tracks blocked by hundreds of fallen trees.

Hattiesburg-New Orleans:

Pearl River to Slidell – many trees on ROW, 1/4 mile of railroad washed out.

North Shore to North Draw – 1 mile of ballast completely washed out.

North Draw to South Point – 4.5 miles of rail from bridge missing on the bridge at Lake Pontchartrain, 2 box sections of bridge missing, 200 feet washed out at south end of bridge MP 178 – MP 184 – washouts

MP 184 – MP 195 – many washouts

Oliver Yard – 15 ft of flood water.

CSX from the Biloxi area to New Orleans:

It's bad. So much washed out, it's no use listing it all and the report from the aerial survey isn't in yet. Most track and road-bed will need complete reconstruction.

There are three CSX bridges over outlets from Lake Pontchartrain. The Bayou Sara Bridge appears OK. Rigolets Bridge, three miles long, has not been inspected. An independent report says the Chef Menteur bridge had its machinery house washed away.

CN: Open to Hammond from the north. Bridge at the west end of Lake Pontchartrain heavily damaged. Parts of ROW between there and New Orleans under water.

Northstar Chapter Holiday Banquet December 4, 2005

The annual banquet will be held at Mancini's Char House 531 West 7th St., St. Paul, MN beginning with a social hour at 4pm. Greg Smith will present Railroading History in the Twin Cities following the meal.

Meal Choices:

8 oz. Sirloin Steak

Number desired_____

10 oz. Chicken Breast Battered

Number desired_____

10 oz. Chicken Breast Broiled

Number desired_____

12 oz. Walleye Fillet Battered

Number desired_____

12 oz. Walleye Fillet Broiled

Number desired_____

Name:_____

Phone:_____ Total _____ X \$21.00=_____

All meals are \$21 including beverage, tip, tax and desert.

Please make check payable to the Northstar Chapter NRHS and mail reservation to :

Dennis Loudon,
Holiday Party,
1895 Wordsworth Ave.
St. Paul, MN 55116

Reservation deadline is November 29th.

BNSF: Closed 18 miles west of Schreiver due to barge striking Bayou Boeuf Bridge.



Katrina Damage in New Orleans photos from Fred Miranda forum www.fredmiranda.com/forum/topic/274104 by way of Greg Smith

Amtrak:

At NOUPT, AMTK 511 which was supplying power to the station has been shut down. Commissary is flooded and all supplies lost.

Mobile station has broken doors and windows, with flooding reaching six feet above the floor, and leaving three inches of mud when water receded.

From Gene Poon All Aboard Yahoo Group Aug. 31, 2005

Amtrak Service Truncation

City of New Orleans will be only a Chicago-Jackson, MS, train

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

Address Correction Requested



with no alternate transportation provided south of Jackson. Crescent, will be only a New York-Washington-Meridian, MS train, with no alternate transportation offered south of Meridian. Sunset Limited will operate only between Los Angeles and San Antonio, Texas.

Amtrak Evacuation Train

A 11 car Superliner train composed of 6 coaches 3 lounges and 2 diners supplied with water and MRE meals started operating between Avondale on the west bank of the Mississippi to LaFayette, LA Friday Sept. 2nd. Train capacity is 600. Further runs are being delayed until Tuesday pending the determination by FEMA of additional shelter sites. Buses are used to the various sites from LaFayette. Equipment was thought to be that initially deadheaded to McComb, MS from NOL.

From Mike Palmien and Gary Olden All Aboard Yahoo Group Sept 4, 2005

July 9, 2005 To St. PaulTrain #500 *The Cascade**Talgo*

City	Scheduled	Actual Ar.	Actual Depart.	Late / Early	Loss/ Gain
Lv. Portland	8:45 AM	10:13 AM	10:25 AM	1:40	
Vancouver, WA	9:03 AM	10:39 AM	10:46 AM	1:36	0:04
Kelso-Longview	9:36 AM	11:19 AM	11:19 AM	1:43	0:07
Centralia	10:17 AM	11:56 AM	11:59 AM	1:39	0:04
Olympia-Lacey	10:37 AM	12:22 PM	12:24 PM	1:45	0:06
Tacoma	11:17 AM	12:58 PM	1:01 PM	1:41	0:04
Tukwila	11:48 AM	1:29 PM	1:31 PM	1:41	0:00
Seattle	12:15 PM	1:47 PM	3:32 PM	1:32	0:09

Train #500
The Cascade

Mt. Hood Trainset

467 F59PHI
 7100 Baggage
 7425 Coach
 7409 Coach
 7401 Coach
 7402 Coach
 7403 Coach
 7404 Coach
 7500 Accessible Coach
 7300 Bistro
 7800 Diner
 7550 Accessible Business Class
 7450 Business Class
 7900 Power Car
 90252 FP40 converted to control cab

Notes:

10:45am met sb Cascade

11:21am SB local

11:23am SB STK mp 92

11:32am SB STK mp 82

12:15-12:16pm stop for Am-
trak #11

12:28pm 2 NB red and white Geeps mp 28

12:54pm SB STK

1:17pm SB grain Auburn

Abbreviations

EB-Eastbound

WB-Westbound

MF-Mixed Freight

12:32pm NB MF overtaken at Nisqually River

STK-Stack Train Containers only

IM-Intermodal-trailers or trailers and contain-
ers

12:35pm SB UP STK

12:48pm NB MF just south of
tunnel

GRN-Grain Train

Coal

City	Scheduled	Actual Ar.	Actual Depart.	Late / <i>Early</i>	Loss/ <i>Gain</i>
Lv. Seattle	4:45 PM		4:47 PM	0:02	
Edmonds, WA	5:17 PM	5:17 PM	5:19 PM	0:00	0:02
Everett	5:44 PM	5:46 PM	5:48 PM	0:02	0:02
Wenatchee	8:42 PM	8:52 PM	9:01 PM	0:10	0:08
Ephrata	9:42 PM	9:59 PM	10:00 PM	0:17	0:07
Ar. Spokane	12:32 AM	12:13 AM		0:19	0:36
Lv. Spokane	1:15 AM		1:15 AM		
Sandpoint, ID	2:47 AM				
Libby, MT	5:41 AM	5:38 AM	5:50 AM	0:03	
Whitefish	7:25 AM	7:46 AM		0:21	0:24
Whitefish	7:46 AM		8:12 AM	0:26	0:05
West Glacier	8:16 AM	8:42 AM	8:46 AM	0:26	0:00
Essex	8:55 AM	9:23 AM	9:25 AM	0:28	0:02
East Glacier	9:54 AM	10:21 AM	10:26 AM	0:27	0:01
Cut Bank	10:45 AM	11:14 AM	11:15 AM	0:29	0:02
Shelby	11:43 AM	11:43 AM	11:53 AM	0:00	0:29
Havre	1:12 PM	1:44 PM		0:32	0:32
Havre	1:32 PM		2:03 PM	0:31	0:01
Malta	2:52 PM	3:22 PM	3:23 PM	0:30	0:01
Glasgow	3:47 PM	4:19 PM	4:21 PM	0:32	0:02
Wolf Point	4:33 PM	5:03 PM	5:07 PM	0:30	0:02
Williston, ND	7:09 PM	7:38 PM	7:44 PM	0:29	0:01
Stanley	8:11 PM	8:43 PM	8:44 PM	0:32	0:03
Minot	9:22 PM	9:32 PM		0:10	0:22
Minot	9:42 PM		10:04 PM	0:22	0:12
Rugby	10:38 PM				
Devils Lake	11:32 PM				
Grand Forks	12:54 AM				
Fargo	2:10 AM				
Detroit Lakes, MN	3:07 AM				
Staples	4:05 AM				
St. Cloud	5:11 AM				
St. Paul	7:05 AM	7:33 AM		0:28	0:06

Train #8

The Empire Builder	206 P42	Off Spokane	
	131 P42		
	19 P42		
	31010 Coach - Baggage		
	1232 Baggage		Car Line No.
	39037 Transition		
	sleeper	Superliner	810
	32041 Sleeper	Superliner	831
	32106 Sleeper	Superliner	Pennsylvania 830
	38059 Diner	Superliner	

34106 Coach	Superliner	
31027 Coach - Baggage	Superliner	
33040 Lounge	Superliner	
34111 Coach	Superliner	2814
31012 Coach - Baggage	Superliner	2815
32048 Sleeper	Superliner	2830
Lancaster and Chester 1202R Private Car	Pinkney Henderson	

Abbreviations	11:20am WB STK
EB-Eastbound	12:09pm EB GRN
WB-Westbound	12:58pm WB STK
	1:13-118pm WB
MF-Mixed Freight	MF
STK-Stack Train Containers only	2:37pm 30mph slow order mp 388-392
IM-Intermodal-trailers or trailers and contain- ers	2:46pm met Amtk 7 mp 388 3:45pm WB GRN w helper at Saco
GRN-Grain Train	4:42pm WB MF
Coal	5:01pm WB MF
Notes:	5:13pm WB STK
4:38pm MF Interbya 6 units	5:25pm WB IM
5:02pm WB MF	5:37pm WB IM
5:06pm WB STK	
5:19pm WB Ed- monds	5:49pm WB IM
7:51pm-8:04pm East Winton mp 1686 wait for WB STK	5:53pm EB IM
8:38pm WB STK	6:04pm WB IM and Auto racks
9:09pm WB	6:14pm WB STK
9:31pm WB	7:54pm WB MF
6:37-6:51am Stop W of Flathead Tunnel	8:42pm WB MF
7:02am WB IM	8:57pm WB IM
7:18am WB IM	9:09pm WB STK
7:45am WB GRN	9:17pm WB STK
8:18am WB GRN	9:26pm WB IM
8:48am EB GRN	Gasman Coulee
	Delay at Minot due to difficulty pumping out retention tanks
8:57am WB MF	7:02am overtook EB IM at Osborn Rd.
9:06am WB GRN w 2unit helper	Fridley
10:11am WB IM	7:12pm Brief stop 35th St.
10:42am WB STK	