



NORTHSTAR NEWS

To Vancouver on *The Canadian* By Russ Isbrandt



Via Rail's westbound *Canadian* gets a window washing at Jasper, May 22, 2006. Photo By Martha Isbrandt

Inside this issue

Officer Contact List	P.2
President's Page	P.2
NRHS 2006 Convention 2nd Section	P.3
Northstar Chapter Trip to Iowa Terminal Announced	P.4
To Vancouver on <i>The Canadian</i>	P.4
UP Photo Ban Doesn't Stick	P.7
Amtrak Gets New CEO	P.7
Iowa Terminal Ticket Order Form	P.7
261 To Go to Quad Cities	P.8
Long Time Member / Amtrak Agent Cy Svobodny Retired	P.8

Meeting Notice

The September meeting of the Northstar Chapter will be at 7pm September 16th at the St. Paul Fire Department Training Center, 1695 Energy Park Drive, St. Paul (Snelling and Energy Park Drive just east of Midway Stadium).

The program will feature Joe Fishbein's DVD's of vintage films on the RPO service and, time permitting, the third Dick Prosser DVD featuring a ride on the North Coast Limited, shots of New York Central New York area commuter service, the New Haven, the Lackawanna's *Phoebe Snow*, Seaboard Air Line and B&O fan-trips out of Pittsburgh.

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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 \$34 (this includes \$22 National dues and \$12 Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 to the National). 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

Sat. Aug. 19th was the annual Chapter Picnic. It was a wonderful day, temperatures only got up to 79 degrees, there was a nice cool refreshing wind, the dew point was in the comfortable range—in short it was really nice. I'm not totally sure how many came, at one point I had counted 23 members and friends. The chapter through the efforts of John Goodman provided soda, chips and a single lonely jar of delicious bread and butter pickles. Dennis Louden provided a small grill that was much used (been a long time since I have had charcoal smoked hot dogs), Kurt Peterson brought an absolutely superb watermelon that he shared and Carol Johnson brought 3 bags of cookies of various flavors to share.

The BNSF also cooperated by sending by at least 8 trains for our viewing pleasure. Out on the river there was a constant stream of boats of all types. We even saw a sea plane and an aqua automobile.



Northstar Chapter members enjoying a picnic lunch accompanied by plenty of BNSF action at Prescott, WI. Photo by H. Martin Swan

The decision to hold the picnic in August was the right decision. This weekend in July it was 101 and horrible dew points. While August can have its bad days too, July is more consistent with having horrible uncomfortable weather. The odds are better to have an outdoor activity in August than they are in July and this year we came up a winner.

The Chapter is also sponsoring a trip down to Mason City to ride a trolley. Long before you read this, you should have received the information. The trip is limited to the first 18 people that sign up. It being priced at breakeven or slightly below breakeven, we do have some money in the bank account and I feel that this is a excellent way to use it. It is NOT a drain on the bank account since if we sell all 18 seats, the trip will virtually break even. The price includes a bus ride, the leftover pop from the picnic and the trolley ride.

Every once in awhile someone takes a very unflattering picture of you; sometimes those pictures are so unflattering that they are actually funny. One such picture was taken of me at the National Convention in New Philadelphia, Ohio. I was caught taking an involuntary nap. Not surprising since two days before I had gotten up at 5:00am to catch the *Empire Builder* to Chicago and thence a roomette on the *Lake Shore Ltd.* to Cleveland, where I had gotten up at 3:00am. Then I didn't get to bed until midnight that night, getting up again at 5:30am to ride the day's excursion train. Every once in a while it is fun to laugh at oneself, keeps us from becoming too full of...well, you know what. So here's a pretty unflattering picture of me for you all to enjoy. See you at the Sept. meeting.

Marty



Northstar President and National Director of Emblem Sales attending to his duties at the National convention.
Photo by Dave Ackerman

NRHS 2006 Convention New Philadelphia, OH Second Section

By Russ Isbrandt with contribution of the Orrville
Railroad Heritage Society

Last month's issue was put together hurriedly and before all the information regarding power used and passenger equipment used was available.

On the Ohio Central ALCO Century 424 ex-Erie Mining was used along with ALCO RS-18 1800, looking suspiciously like a BC Rail rebuild. Amtrak F40-PH 271 was also used.

Former Canadian Pacific 4-6-2 1293 was built by Canadian Locomotive in 1948 and is a sister of the Gettysburg Railroad engine that had a catastrophic boiler failure on that railroad in 1995. Ohio Central also owns that same engine.

Saturday's trip used the RS-18 and the Ohio Railroad Heritage Society's GP9 471. This was originally a GP-7 built for the Maine Central in 1950 and subsequently rebuilt by that road's Waterville shops in 1985 and renumbered from 571 to 471, the number it retains today. It received its chopped nose at that rebuilding. It was sold by the MEC to the state of Connecticut in 1990 and painted in New Haven colors for the Shore Line commuter service. In 1994 it was completely rebuilt from the wheels up by Amtrak and became a GP-9 at that rebuilding. The engine was acquired from the Ohio Central in 2000 when the ORHS swapped their 3 F units for it.

Just behind the commissary baggage car, was ORHC 106, built by Budd in 1939 as the Seaboard Air Line's 56 seat coach 6203 for the *Silver Meteor*. On the formation of Amtrak it went to New York's Metropolitan Transit Authority as their 2473. It became the property of the Connecticut Railroad Museum. The ORHS acquired it and did a complete interior renovation including new windows, carpeting, linoleum and new seat covers.

Next to the ORHC 106 was ORHC 101, the *William B. Baer*, built by Budd in 1947 as Pennsylvania Railroad 4064, a 52 seat coach for Seaboard trains. After the Penn Central merger, it retained its number but was sold to Amtrak in 1974 becoming a 60 seat coach. The Orrville Railroad Heritage Committee acquired the car from Amtrak in 1984, and with repairs and interior touch up has been running in excursion service ever since. The car is named for the late president of the Will-Burt Company, who was a strong supporter of the ORHC in its early years.

The next car was ORHC 104, the *City of Orrville*, built by Budd in 1940 as Atlantic Coast Line 214, a 54 seat coach for Florida service. The car was renumbered to 5406 with the ACL/Seaboard merger. The car retained this number in Amtrak service. It was acquired by Rails Diversified of Akron who sold it to the ORHC in 1986. With a thorough cleaning, new windows and painting in the lounge areas, the car was placed in excursion service.

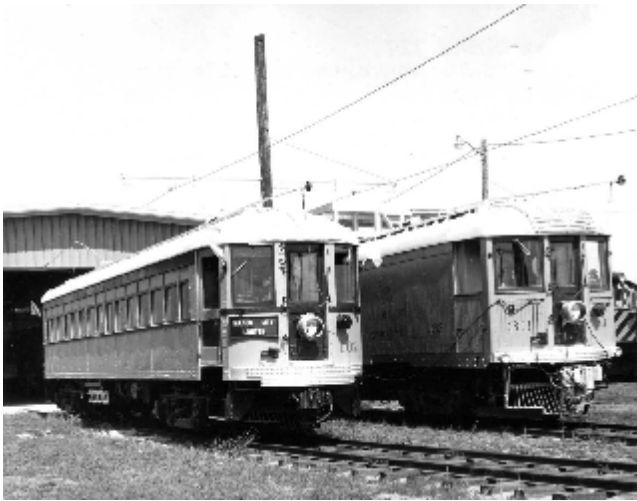
Next in the consist was the ORHC 103, the Robert S. Bixler. This car was built by Budd as Santa Fe 3155 in 1946 as a 52 seat coach. It was sold to the New York Metropolitan Transit Authority where it became their 2438 and had 86 seats crammed into it. It ran on the Westchester-Harlem line until it was donated to the Connecticut Valley Railroad in 1985. It was sold for scrap in 1985, but the ORHC rescued it in 1986. They converted it to a 68 seat coach with handicapped seating and food service facility. They painted it, added carpeting to the walls and ceiling, and new windows. The seats received vinyl upholstery.

The open window car next to the commissary car was the

ORHC 102, the *H.H. Wade*, built by Budd for the New York Central in 1947 as their 2905, a 56 seat coach. It became Amtrak 5675 in 1973. It was surplused by Amtrak in 1985 and acquired by the ORHC that year. Only the Amtrak installed red carpeted ceiling was retained. The lounge was converted to a food service station, new floor carpeting, windows and seat upholstery were added. The car was named after the grandfather of ORHC chairman Howard E. Wade and was done to honor the contributions of the Wade family to the growth of the ORHC.

Exclusive Northstar Chapter Trip Announced Ride a 727 John Goodman Trip Director

In this case the 727 is Ex-Chicago North Shore and Milwaukee 727, a 1926 Cincinnati Car Company built high speed interurban coach. The route be over the Iowa Traction between Emery and Mason City, IA. The trip will take place Saturday October 14th. The bus leaves the Midway Station at 9:30am and returns by 6:00pm. The fare is \$48.15, the chapter's cost. A maximum of 18 can ride. Coincidentally the minimum number for this trip to run is 18. Driving yourself is not an option. The fare is the same whether you drive or take the bus, so save yourself the labor of driving and ride with us. This trip is under the joint sponsorship of the Northstar Chapter and Iowa Chapter. Reservation deadline is Monday October 2nd. See order blank on page 7.



Iowa Terminal 102 ex-North Shore Line 727 and ex-North Shore merchandise dispatch car converted to line car, September 9, 1969. Photo by Jim Scribbins, from the collection of Russ Isbrandt

To Vancouver on *The Canadian* By Russ Isbrandt

Sunday May 21st came very early as my wife Martha and I prepared to fly to Edmonton, Alberta via Denver. As usual the



CP 2816 doing charity work at Edmonton, May 21, 2006.
Photo by Martha Isbrandt

best airfare was on the first flight of the day 6:45am!

Our hotel was chosen to be near the airport to make getting a cab to the Via Rail station easier on Monday morning. It turns out this hotel was a long block's distance from the Canadian Pacific mainline to Calgary. No sooner had we put the suitcases down and opened the curtains than Mart said she thought she heard a steam whistle. I've learned to not question such an observation after she discovered a Shay running in the wilderness at Ft. Steele, British Columbia some years back. I rushed to the window just in time to see an open platform observation car go by southbound.

We immediately high tailed it to the car. We chased south on highway 2 for quite a ways and only saw a northbound freight setting out a bad order auto rack. That meant we probably hadn't overtaken the mysterious train. By now we were getting hungry so we stopped for lunch in LeDuc. On the way back to our hotel at Nisku we chanced upon the CP 2816 and a 6 car train. At the next road crossing north of the hotel there was a siding and a number of CP employees. It turns out they were doing a charity fund raiser. Buses would transfer the passengers from a fair ground to the siding where they boarded the train for their short ride. The employee I talked to was really jazzed about running these trips. It seems the 2816, besides making friends of the general public, was also giving the employee morale quite a boost.

Following a little time shooting video of the train, we set out on our search for the Via Rail station on the extreme opposite end of town. This later translated to a \$60 cab ride.

The station is modern but very small, smaller than Amtrak's Midway station and located on the stub end of a wye coming off a runner track for the CN's major freight yard.

May 22nd saw us returning the rental car to the airport and grabbing a cab for that expensive ride to the Via station. Via train #1 first traverses the top of the wye before backing its 22 cars into the station lead on time. Passengers boarding here do not qualify for the complementary breakfast in the



Edmonton Via Rail station, May 22, 2006. Photo by Russ Isbrandt

diner, though fruit and coffee was available in the Skyline cars and Parks observation car.

The train consisted of 3 F-40-PHs, baggage car, two coaches, a Skyline dome car (serving coach passengers the same food as the diners for a price), 3 "Manor" sleepers, another Skyline dome, diner, 3 "Manor" and 4 "Chateau" sleepers, another Skyline dome, diner, 3 more "Manor" sleepers and the *Water-ton Park* dome observation car. The Manor cars have 4 roomettes (now called single bedrooms) 5 double bedrooms, 1 compartment (now called triple bedrooms) and 3 sections, one of the original sections having been converted to a shower. The Chateau cars had 8 duplex roomettes, 1 drawing room, 3 double bedrooms and 3 sections, again an original section was converted to a shower.

Our double bedroom was in the *Chateau Denonville* car 118. We were greeted by a friendly attendant who showed the room features. At 8:55am we departed Edmonton, and after a few minutes decided to head for the dome behind us. This was perhaps the roughest part of an otherwise extremely smooth ride throughout.

With the dome behind us filled, we decided to walk back to the observation car. On the way we decided to make our lunch and dinner reservations as we walked through the diner. Getting on at Edmonton we discovered the times we wanted were generally filled, however the dining car steward with a little grumbling, was able to accommodate us at the 6pm sitting.

We managed to get seats in the Parks car dome, though the forward windows were a little hazy. Several of the passengers had guide books, so I went down to the car attendant who sold me a Canadian Rail Travel Guide, by Daryl T. Adair. This is a very good mile by mile guide of all Canadian passenger train routes including the Algoma Central and Esquimalt and Nanaimo, as well as all of Via's routes. It's been very handy for identifying sidings where we met trains.

Up to Edson, the scenery is reminiscent of Northern Minnesota with lots of fir trees and an occasional lake. The 21 stainless steel cars out ahead of us made an impressive sight as we snaked around numerous curves at around 80 mph. The car rode as quietly as a Superliner. Apparently Via must have made some improvements to the trucks as the 1955 Budd built cars were renovated and converted to HEP.

We had been running on a freight's yellow blocks to outside of Edson where we overtook a westbound freight running on a very long siding at Hargwen.

Beginning at Hinton the mountains began appearing. About this point, a Toronto railfan traveling with his family went down to get the car attendant to try to clean between the panes of the center dome window. These windows are designated emergency exits and a seal placed on the latch. Appar-



The Canadian along Jasper Lake, May 22, 2006. Captured video frame by Russ Isbrandt

ently the previous day a sleeping car attendant broke the seal, opened the inside panel and cleaned the glass. Seeing the seal broken, our attendant repeated the process for us.

Just out of Hinton we took the siding at Entrance in a very scenic location for about 10 minutes for an eastbound manifest. From here to Jasper we met five eastbounds including Via #2. The water in Jasper Lake was mirror smooth, giving us a beautiful reflection of our train as we curved along side it.

Despite all the freight train meets we arrived in Jasper 21 minutes early and just in time to be seated for the last luncheon serving.

Luncheon choices were the Ploughman's Baguette, Tuna Melt, Spanakopita, a warm spinach, onion and feta cheese pie wrapped in a crispy filo pastry crust, and a B.B.Q. Chicken Caesar Salad, all items served with a choice of apple slaw, potato salad or Cottage cheese. I had the latter with apple slaw which was very good. Since this was the last serving, the attendant offered us an extra serving of dessert and threw in a scoop of ice cream for those who wanted it. Following lunch we got off the train to kill an hour in Jasper as they serviced the train. Servicing included a thorough

washing of the dome windows. Canadian National Mountain 6015 is on display there. They also swapped out the lead F-40PH with one that had come in previously on the Skeena.

About 3:15pm they reloaded the train with another mob replacing the one that got off. I would guess the preponderance of sleeping car passengers are on tour packages. This would explain the fact we got the second last double bedroom when I booked it the 3rd week of February. Back then waiting a week saw the fare jump about \$200 per person. Once again the old travel agent adage, "If you find a great fare, book it immediately" came into play.

Promptly at 3:30pm we departed and started our climb to Yellowhead Pass. By now the hazy sunshine turned to clouds which eventually turned to rain.

At Yellowhead Lake we met the eastbound *Skeena* complete with Parks car and former single level Florida Fun Train Colorado Railcar glass-roofed car. This was the same spot we met the westbound *Canadian* while riding the *Skeena* several years ago. While it was cloudy as it was when we rode the *Skeena*, the ceiling was much higher, resulting in the ability to see all of Mount Robson.

As we approached the bottom of the hill and views of Mount Robson disappeared, I headed for a rear view seat in the observation lounge. Wouldn't you know it, while there, there was a report of a bear alongside the tracks. Unfortunately I wasn't fast enough to see it. The rains started and I headed back into the dome as we rode down the trench between the Rockies on the east and Premiere Range (mountains named for Canadian premiers) on the west.

It's been my experience that the most spectacular sights come while I'm in the diner. Just as we approached the spectacular Pyramid Falls, our dinner seating was announced. Sure enough, just after we were seated the train slowed and crept by the falls over a bridge at the foot of the falls and almost close enough to catch the spray.

Dinner was a choice of Alberta Bison Rib Roast, Pan-fried Red Snapper, or Chicken Camembert service with a choice of baked potato, rice, Wehani Rice Pilaf and seasonal garden vegetables. I had the Chicken Camembert, very interesting combination of cranberries, walnuts and Camembert cheese. The serving was so generous I passed on the dessert.

On passing through the dome / activity car, I noticed a vintage promo film for the original Canadian was playing. The attendant had been given a Rail Innovations video featuring the original Canadian promo and the Canadian in the earlier days of Via operation before the elimination of conductors. We stuck around to watch before heading to our sleeper.

I noted that the section berths were already made up at about 8pm, well before dark. Earlier in the day they still hadn't been made up by about 10am. I had considered booking a section, but was glad I didn't after seeing that.

After a little time in our double bedroom we headed back to

the dome just two cars away. Unfortunately the car is run backwards with the steps toward the front of train. This means the bright light from downstairs creates a glare at night. Nevertheless the windows were perfectly clear making me regret having shot so much video from the hazier windows of the Parks car.

Martha and I stayed up there to Kamloops, having the exclusive use of the dome for the better part of the time. The silence was wonderful, the soft whoosh of the air conditioning being the only sound heard. It was then I realized how much quieter the car rode than Budd domes I had previously experienced. We enjoyed watching the signals reflecting in the roof tops and turning as we passed by. I did some experimentation with the camcorder and discovered that it could "see" better than I could in the dim light. As a result I captured some interesting scenes as the fog settled in along the North Thompson River.

We headed back to our sleeper as we approached North Kamloops about 10pm. I had intended to get off and walk the platform there, but there were no vestibules open even near our car and besides it was raining. Apparently many of the car attendants had retired also.

Martha kindly allowed me to take the lower berth. I remained awake until we left Kamloops. At 10:55pm we started, but it felt like we went into emergency immediately after starting. We then remained standing until 11:22pm, departing 37 minutes late.

On waking around 6am we were greeted by a sunny sky as we rolled along the Fraser River. On dressing we headed for the dome car in back of us for muffins, fruit and juice with the snow capped peaks contrasting with the brilliant blue sky. Matsqui (Mission on the other side of the river) was reached at 6:35am, 1hr and 28 minutes down. An eastbound freight was met at Hydro 20 minutes later and 35 minutes later we began our crawl through Douglas Island yard. There is no runner track so the yard must be traversed at restricted speed, about 20 mph, being prepared to stop short of any obstacle. In between we encountered brief showers followed by more



Interesting artifacts at the Vancouver Via Rail enginehouse. Captured video frame by Russ Isbrandt

sun, a pattern that was to follow us for the remainder of the trip. About 8am we pulled up along the *Rocky Mountaineer* shop where we sat for awhile. This is on one leg of a wye into Pacific Central Station. We finally arrived there by 8:32, but had to wait for our long train to double over before we could disembark.

For those longing for the 5 domed *California Zephyr*, long no more! *The Canadian* is the modern day equivalent and in some respects better. This was a very smooth, quiet ride, the equipment every bit as quiet as Superliners and with clean, clear for most part, dome glass. One bit of advice though, book early and through a travel agency experienced in dealing with Via. The ticket purchase was an exercise in frustration. Don't attempt to do this at home!

UP Photo Ban Doesn't Stick

From Mass Transit News Week August 29th and the Chicago Tribune August 29th

Union Pacific apparently stirred up a hornet's nest when it banned photography of its trains from Chicago Metra's station platforms about a month ago. This ban, originally publicized by Trains.com August 16th, was given more publicity when an article about it appeared in the Chicago Tribune. Shortly after the announcement, railfans in the Chicago area approached the American Civil Liberties Union of Illinois about it. A rep for that organization said he did not know of any state or federal laws barring photography at train stations or similar public facilities. Such a ban could be challenged under the freedom of expression clause of the First Amendment, ACLU spokesman Ed Yohnka said.

Monday August 28th the Union Pacific rescinded the ban with the qualification that UP employees and agents could question a photographer if his actions appeared "suspicious." Once again you may photograph (noticed I failed to use the

term "shoot" for fear of its terrorism connotation) UP trains from public property such as the Rochelle Railroad Park, though you may be questioned by a UP "asset protection agent".

Note that you still need permission from the railroad to photograph from its property. Unless armed with written permission stay off access roads and out of yards to avoid problems.

As an aside, it's worth noting the Spanish authorities have lifted a rail photography ban because the ubiquity of cell phone cameras made the ban virtually impossible to enforce.

Amtrak Gets a New CEO
From Trains Newswire August 29

August 29, 2006 WASHINGTON - Amtrak's Board of Directors Tuesday appointed Alexander Kummant as the passenger railroad's president and CEO. The veteran railroad and industrial executive will assume duties on the afternoon of September 12.

Kummant previously served as a regional vice president of Union Pacific Railroad, overseeing 6,000 transportation, engineering, construction, mechanical, and other employees supporting an 8,000-mile railroad system. He also served as UP's vice president and general manager of Industrial Products, a \$2 billion revenue business. In leading both units, Kummant was responsible for substantially improved customer service, on-time delivery of client products, and significant gains in financial and operational performance.

Additionally at UP, Kummant held the role of vice president of premium operations, overseeing the intermodal and automotive network performance.

Most recently, Kummant served a non-railroad firm, as execu-

Northstar and Iowa Chapter NRHS Iowa Traction Railroad Trip

Name:_____

Phone:_____

Total Tickets Desired _____ X \$48.15=_____

Please make check payable to the Northstar Chapter NRHS and mail reservation to :
John Goodman
Trip Director,
8409 13th Avenue South
Bloomington, MN 55425-1705

Deadline is Monday, October 2nd.

tive vice president and chief marketing officer of Komatsu America Corp., a division of the second largest supplier of construction equipment worldwide.

261 to Go To Quad Cities

Trains Newswire August 31

MINNEAPOLIS - The Friends of the 261 confirmed for Trains News Wire today that Milwaukee Road 4-8-4 No. 261 will lead a consist of passenger cars deadheading to the Quad Cities in September for a series of excursions pulled by two Chinese 2-10-2s. The "Friends" is supplying the passenger cars and operating personnel for the series of excursions out of Rock Island, IL, September 14-17.

Originally, the Friends had planned to deadhead the passenger cars in freight service from Minneapolis to Rock Island, but that turned out to be prohibitively expensive. There was some discussion of leasing a diesel to deadhead the cars, but none was available, so the decision was made to have 261 pull the train.

While final details have yet to be worked out, tentative plans call for the train to leave Minneapolis the night of September 10, immediately after 261 concludes a series of trips operating over BNSF out of Wayzata, Minn. The train will use Canadian Pacific's River Subdivision from St. Paul to La Crescent, MN, where it will likely lay over until September 11. That day the train will head south on the Iowa, Chicago & Eastern to either Dubuque, Iowa or all the way to Rock Island.

There have been rumors that one of the QJ-class 2-10-2s, No. 6988, would not operate due to major boiler problems. While

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

Address Correction Requested

the engine did have some problems, the Friends say they turned out to be minor and the engine will operate as planned.

With the 261 in the Quad Cities and under steam along with the two 2-10-2s, the possibility remains that the three could operate together, although that has not been confirmed.

Amtrak Retires Long Time Member Cy Svobodny

After 30 years of faithful service, Amtrak retired Cy Svobodny August 15th. There is no truth to the rumor that Cy was then shipped dead in tow to the Beech Grove shops for final disposition. He is currently stored serviceable in an undisclosed location in Inver Grove Heights.



Cy on his last "run", Aug. 15, 2006. Photo by Dennis Loudon

May 22, 2006 Edmonton to Vancouver

Via Train #1 The Canadian					
City	Scheduled	Actual Ar.	Actual De-part.	Late /Early	Loss/Gain
Ar. Edmonton	8:05 AM				
Lv. Edmonton	8:55 AM		8:54 AM		
Evansburg	10:10 AM				0:00
Edson	11:24 AM				0:00
Hinton,	12:34 PM	12:23 PM		0:11	0:11
Ar. Jasper	2:05 PM	1:44 PM		0:21	0:10
Lv. Jasper	3:30 PM	3:30 PM		0:00	
Valemount, B.C.	4:34 PM	4:38 PM		0:04	0:04
Blue River	6:02 PM				
Clearwater	7:59 PM				
Ar. Kamloops North	10:10 PM	10:15 PM		0:05	0:05
Lv. Kamloops North	10:45 PM	11:22 PM		0:37	0:32
Ashcroft	12:16 AM				
Boston Bar	2:43 AM				
Hope	4:02 AM				
Chilliwack	4:42 AM				
Matsqui (Mission)	5:04 AM	6:35 AM		1:31	0:54
Ar. Vancouver	7:50 AM	8:32 AM	estimated	0:42	0:49



Eastbound Skeena at Yellowhead Lake. Note the inclusion of the ex-Florida Fun Train single level "dome" car.
Captured video frames by Russ Isbrandt

Train 1 The Canadian Consist								
6441	F40-PH	Off Jasper replaced with 6437						
6438	F40-PH							
6434	F40-PH							
8606	Baggage Car							
8106	Coach							
8122	Coach							
8510	Skyline Dome							
8310	Brock Manor	110	3 section-5 double bedroom 1-compartment-4 roomettes					
8312	Butler Manor	111	3 section-5 double bedroom 1-compartment-4 roomettes					
8335	Mackenzie Manor	112	3 section-5 double bedroom 1-compartment-4 roomettes					
8512	Skyline Dome							
	Frontenac		Diner					
8302	Allan Manor	113	3 section-5 double bedroom 1-compartment-4 roomettes					
8325	Elgin Manor	114	3 section-5 double bedroom 1-compartment-4 roomettes					
8328	Grant Manor	115	3 section-5 double bedroom 1-compartment-4 roomettes					
8215	Chateau Lemoyne	116	3 section-3 double bedroom 1-compartment-8 duplex roomettes					
8225	Chateau Rouville	117	3 section-3 double bedroom 1-compartment-8 duplex roomettes					
8206	Chateau Denonville	118	3 section-3 double bedroom 1-compartment-8 duplex roomettes					
8227	Chateau Varennes	119	3 section-3 double bedroom 1-compartment-8 duplex roomettes					
8517	Skyline Dome							
	Empress		Diner					
8327	Fraser Manor	120	3 section-5 double bedroom 1-compartment-4 roomettes					
8326	Franklin Manor	121	3 section-5 double bedroom 1-compartment-4 roomettes					
	Stuart Manor	122	3 section-5 double bedroom 1-compartment-4 roomettes					
8717	Waterton Park	139	3-double bedrooms -1-compartment dome observation					

Notes:						
Carvel	9:29-9:30a	Took siding for CN8021 East Intermodal				
Edson		Local in siding				
mp 155		slow running flashing yellow				
mp 159	11:44a	resume slow speed running				
mp 161.8 Hargwen		Overtook westbound				
east Hinton	12:12-12:13p	entrance to siding at Hinton				
Entrance or Solomon siding						
	12:32 PM	EB Manifest				
Swan Landing	12:43 PM	EB Manifest				
Devona	1:07-1:09pm	2 EB manifests				
Henry House	1:25 PM	Met Via #2				
	1:28 PM	EB Manifest				
English	1:35 PM	EB stack train				
	3:50 PM	EB Manifest				
Yellowhead ?	4:05 PM	Via #6				
	3:08-3:09pm PDT	Stop				
Grant Brook	3:27 PM	EB Empty hoppers				
Red Pass	3:45 PM					
Canoe River	4:57-5:01pm	Stop to meet 2688 East Manifest				
Birch Island	8:02-8:09pm	Stop to meet intermodal				
Black Pool	8:28-8:31pm	Overtook wb manifest				
Boulder	8:48 PM	EB Manifest				
Chinook Cove	9:10-9:18pm	Met 2231 East manifest				
Kamloops	Started at 10:55pm but immediately stopped until 11:22pm for unknown cause					
Matsqui (Mission)	6:32-6:35am					
Hydro	6:55 AM	EB Manifest				
Douglas Island yard	7:10 AM	No thru runner track must run at restricted speed throughout yard				