



NORTHSTAR NEWS

The Prosser Chronicles III -- Vancouver to Pomona 1957



Southbound Southern Pacific *Shasta Daylight* at Klamath Falls, OR, September 1962, five years after Dick Prosser's buddy rode it. By this time the silver and red passenger livery had made its appearance. Note that the train still had two parlor cars. **Photo by Russ Isbrandt**

Inside this Issue

Officer Contact List	P.2
Map to Meeting Location	P.2
Longtime Member Loses Mother	P.2
Rare Mileage Opportunity	P.2
The Prosser Chronicles: Vancouver to Pomona 1957	P.3
UP Amtrak Slow Order Agreement	P.4
BNSF's Big Dig	P.4
Seen Around Town	P.4
UP Heritage Units Go to Salt Lake City	P.5
Transport Columnist Don Phillips Comments Before NARP	P.5
Primary Consultants Chosen for St. Paul Central Corridor Light-rail Line	P.6
June Meeting Minutes	P.6
Order Form for CP 2816 Steam Trip tickets	P.7

MEETING NOTICE

Note Meeting Location See Map P. 2

The July Meeting of the Northstar Chapter NRHS will be held at **7pm, July 21st at the Como Park St. Paul Twin Cities Lines Streetcar Waiting Station at Lexington and Horton Ave. Exit I-94 at Lexington Parkway and travel North to second light AFTER going UNDER the BNSF mainline. Turn right on Horton** and park in a small lot in front of the building. It may be filled when you arrive, so park on Churchill St. to the east.

The program will feature two videos, one on the recycling of railroads from track and ties to vintage passenger cars, the other featuring spectacular footage of train wrecks including a couple of clips caught by railfan photographers.

Northstar Chapter Officers

Board of Directors

Office	Name	Email	Phone
President	Mark Braun	mkbraun@hutchtel.net	320-587-2279
Vice President	Dennis Loudon	bnsf@comcast.net	651-698-8559
Past President	H. Martin Swan	HMSwan@webtv.net	612-961-1684
National Director	Doug Johnson	djoh322721@aol.com	612-825-6458
Treasurer	Dan Meyer	treasurer@northstar-nrhs.org	763-784-8835
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Bill Dredge	trustee@northstar-nrhs.org	952-937-1313
Staff			
Program Chairman	John Goodman	jhgoodman2001@yahoo.com	
Newsletter Editor	Russ Isbrandt	risbrandt@comcast.net	651-426-1156
Webmaster	Dan Meyer	Website: www.northstar-nrhs.org	
Chapter Mailbox:	Northstar Chapter NRHS	PO Box 120832	St. Paul, MN 55112

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

Membership Information

Dues are \$34 (\$22 for the National dues and \$12 for the Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 for the National dues and \$6 for the Northstar Chapter.) If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made out to Northstar Chapter NRHS to Northstar Chapter NRHS Membership Services, P.O. Box.120832, St. Paul, MN 55112.



Long Time Member Frank Willkie Loses Mother

The chapter conveys our deepest sympathy to Frank Willkie and his family on the death of his mother at her home in the south of France after a battle with throat cancer. Services were held at St. Mark's Church in Minneapolis.

Rare Mileage Opportunity Thief River Falls to Minneapolis

Trip Director, John Goodman is putting together a small excursion to ride the Canadian Pacific 2816 positioning move from Thief River Falls to Minneapolis August 21st and 22nd. We would take Amtrak's *Empire Builder* to Grand Forks the night of August 21st. At Grand Forks, John has arranged for a limousine transfer to the CP yards at Thief River Falls, with departure from there at 9 am arriving Minneapolis Shoreham Yard about 3 pm. Assum-

ing 12 persons go, the limousine fare would be about \$21, with Amtrak's fare ranging from \$56 to \$74 depending on the availability of seats, and the CP fare of \$79.

We need a minimum of 10 passengers to make the limousine from Grand Forks to Thief River Falls come in at a reasonable price. If you're interested call John Goodman at 952-854-6827 by July 31st.

The Prosser Chronicles Part III His Friend Buddy's Western Circle Trip 1957 Edmonton-Calgary-Vancouver

Editor's Note: The following article is from a letter to Dick Prosser as provided by John Goodman. Due to the length of the article it was serialized.

June 22:— We embarked on the *Princess Marguerite* for Victoria and Seattle. It is quite a ship, having been built in Glasgow in 1927, and displacing about 6000 tons. It has room for 2000 passengers in its two main lounges, several smaller lounges, deck space, and staterooms. We had a quiet voyage to Victoria, where we disembarked for tea and crumpets at the Empress Hotel. We wandered through the formal rose gardens and Parliament buildings. Finally, we returned to the ship, which was now extremely crowded with many weekenders who got on at Victoria, and had a chilly trip to Seattle. It was quite a struggle with our seven pieces of luggage at customs.

June 23:—The folks were planning to spend the day with some old ladies I didn't know, and do some more sight-seeing, so I took the opportunity to beg off and make a side trip to Spokane via GN, and return to Portland via UP to meet the folks there the next morning.

I bought a reserved seat on the *Cascadian* for \$.83, then climbed on board, finding it to be a parlor car operated on the coach tariff with the very reasonable reservation charge. They no longer use the open platform observations, but no one objected to my standing on the back platform to take pictures. I had both breakfast and lunch aboard the dining section of the car. The waiter got off at Everett to pick a huge red rose growing in the station garden, and put it in a vase for a lady who was sitting at the next table. He grinned broadly, "Beautiful, isn't it?" I took several pictures of Mt. Index around Grotto and Skykomish. At both Skykomish and Wenatchee, I had opportunity for picture stops. Of course, all electric wire is down, except for transmission lines, but many hangers have not yet been removed. All the old box cab juice motors were lined up on a storage track in the west end of the Apleyard Yard just east of Wenatchee; they were ingloriously mixed among the long string of reefers. I took several pictures of the very spectacular crossing of the



Great Northern Spokane Station. Photo by H. Martin Swan

Columbia at Rock Island.

After dinner in Spokane, I boarded UP #19, the *Spokane*. It had two streamlined units and seven cars. All the passenger cars were streamlined, some of the headenders were heavyweight, all bright yellow, of course. The Milwaukee Road has trackage rights over the UP from Portland to Marengo. I had hoped to see a MILW train, but did not have the blessings of seeing any action of the equipment of that railroad, another great company. We sat in the hole at Ashby for 1/2 hour, waiting for an eastbound freight. It finally arrived, running very fast, with four Geeps and 79 cars. I stood by the side of the train while waiting for the meet, watching the sun set over the fragrant sage smelling desert. I slept very well during the night, awakening at Ayer, where the cars from Lewiston are added, and at Hinkle where we consolidated with the *Portland Rose*. I doubt if they have foreseeable plans for discontinuing the *Rose*, for it pulled into Portland that morning with four units and 21 cars, looking quite healthy indeed.

June 24:—I overslept, missing a lot of the scenery along the Columbia. I met the folks, who pulled in aboard the NP train from Seattle, and we went out to my uncle's house in a taxi (lady driver). Spent the day and night there, and had a good time with all the relatives.

June 25:—We woke up early to get aboard the train of another company (Southern Pacific *Shasta Daylight*), which lost 20 minutes at Clackamas waiting for No.12 (*The Cascade*), and proceeded to continually lose time, a little here and there, all day long, until we arrived in Berkeley an hour and 10 minutes late. This was very annoying, because with daylight saving time, we didn't get to sleep until about 2 am. They held the *Owl* at Martinez 50

minutes for us. I wonder if that train has arrived in LA yet? The dining car service was typically poor, with small portions, mediocre food, and high prices, although the waiters were nicer than usual. Except for the nice scenery nothing interesting happened. It was a rather long and tiring ride, I prefer the *Cascade*.

June 26:— We took the (Key System) F train over the bridge and went shopping in Magnin's and the City of Paris, then did some rubbernecking, and took the cable car to Fisherman's Wharf, where we had dinner at Taranino's.

June 27: — We spent the afternoon with Edgar. We drove out to Walnut Creek for lunch, after stopping to watch the board in the new Broker's office in Berkeley. We returned to Berkeley via St. Mary's and Moraga, noting that the SN (Sacramento Northern) is pretty well torn up. Edgar and I discussed the newspaper-headline philosophy, plus the "Atmosphers" philosophy. By the way, the ultimate in scare headlines in the LA Herald Express last week after the big A-blast in Nevada, which was heard in Southern California: HUGE ATOM BLAST ROCKS L A.

We spent the evening with Dudley and his Mother. We drove out to Rancho Nicasie, 16 miles NW of San Rafael, in marvelous Marin. It's way out in the wilds, has a fire truck stationed in its parking lot, and has wonderful atmosphere, the atmosphere of a stable. But the food was excellent, served Italian family style.

June 23:— Back to LA aboard (Santa Fe) No. 60 (*The Golden Gate*). I don't have to tell you such about the trip, for you've taken it once or twice. We had the same diner crew as on the Easter weekend trip, in which I rode from Hanford to Stockton. The diner was different, for they had the cafeteria-style car instead of the nice lunch-counter car. The waiter said they might as well throw the car in the ocean. They use it as a standby when the lunch counter cars go into the shops. I noticed many of the mileposts have been removed from the telephone poles to trackside, at low level, where they are hard to read from a coach seat. Perhaps people have been timing the miles and getting scared. He lost time, taking the sidings for No. 1, No. 61 (*The San Francisco Chief and Golden Gate*), and two freights, so we were about 15 minutes late into Bakersfield, which was hot— 104°. The air conditioning on the bus was not working well, so we had a hot ride in to LA.

Amtrak and UP Reach Slow Order Agreement

Railway Age Breaking News

June 21

Amtrak and Union Pacific have reached an agreement on "slow orders" that Amtrak said will reduce delays to Amtrak trains traveling on UP while the railroad makes major

track improvements.

"This agreement defines in detail the maximum number of minutes of 'slow order' delays allowable on each Amtrak route operated on Union Pacific, while Union Pacific makes track improvements that will increase service reliability and satisfaction in the long run," said Paul Vilter, Amtrak assistant vice president-Host Railroads. "Our on-time performance is the single largest determinant of passenger satisfaction and these changes will make a real difference."

The track improvements are part of \$12 billion UP is spending to maintain its track systemwide in 2007, said Tom Mulligan, UP's director of passenger rail operations. "This agreement is instrumental in helping our crews complete the necessary track maintenance that will further enhance safe and timely railroad operations in these corridors as well as improve ride quality," said Mulligan.

Amtrak routes covered by the agreement are the Amtrak *Cascades* (Washington and Oregon); *Capitol Corridor Service*, *Pacific Surfliner Service*, and *San Joaquin Service* (California); *Lincoln Service* (Illinois) and *Missouri Mules*.

BNSF's "Big Dig"

Railway Age Breaking News June 15

The Washington State DOT has set aside \$38.2 million in fuel tax revenues to construct a railroad "tunnel" that would allow it to complete construction of an interstate highway over BNSF Railway trackage near Spokane.

The 1,330-foot-long, 54-foot-wide tunnel is actually an at-grade structure consisting of 260 six-foot-long, 42-ton concrete arches covered by fill upon which the highway, called the North Spokane Corridor, would be built. WashDOT, which is currently seeking bids and has completed some of the engineering work, is paying for the tunnel's construction. The tunnel's 54-foot width is large enough to accommodate a second main line track, though BNSF has not announced plans to construct one. WashDOT determined that building the tunnel plus the long approaches needed to bring the highway up over the tracks is far less expensive than sinking the rail line below grade and keeping the highway at grade.

The tunnel's height will be 28 1/2 feet above top-of-rail, more than enough clearance to accommodate doublestack trains with curve superelevation. WashDOT and BNSF are collaborating on tunnel lighting and ventilation issues and track realignment and drainage. Construction and maintenance agreements are currently being negotiated. Projected completion is expected for spring 2009, though a construction start-up date has not been determined.

Seen Around Town

Union Pacific E-9s on Operation Lifesaver

UP E-9s 951, 963, and 949 appeared Sunday June 10th on an Operation Lifesaver special using 4 coaches, a business car and power car. The consist was the *Sun-*

shine Special, Portland Rose, Columbine (dome), Katy Flyer, business car Feather River and power car 205. It came in from Altoona, WI for a trip from St. Paul to Hudson or Roberts, WI.

My wife Martha and I caught it just east of McKnight Rd at MN 120 crossing. We got some pacing shots along MN 5 and at the Washington County 14 grade crossing.

After the trip east, it continued on to Mankato that evening.



Union Pacific 949 leading Operation Lifesaver east at McKnight Road at Hazel Park Junction on the east side of St. Paul, June 10th. Photo by Martha Isbrandt

**From TwinCityRails Yahoo Group June 30, 2007
Sounder Cars on the back of Amtrak 7**

John Hill reported: "Stopped by the Midway depot Friday night and saw 4 "Sounder" commuter cars on the back of #7. They looked like they could have been brand new from their shiny and spotless paint jobs. But the Sounder car on the end also had a nasty collision-kink in the striker plate of its diaphragm. Anyone know if these cars are be-



Photo courtesy John Hill

ing delivered new or being returned from somewhere "on loan"?"

**Amtrak Empire Builder Detours Through Willmar
From TwinCityRails Yahoo Group June 21, 2007**

Mike V. of Morris, MN reported "Amtrak 8 arrived Willmar around 7:50 am and has since departed eastbound for St. Paul over the Wayzata Sub. A large derailment on the Staples sub is to blame for this rare detour.

**UP Sends Six Heritage Units out
to Salt Lake City for Photo Op
From North Western Limited**



Photo from the Internet forwarded by Greg Smith

The Union Pacific announced in mid-June that it was going to stage all six heritage painted SD70ACe's at the Salt Lake City, UT intermodal facility on Saturday, June 30th for a publicity shoot. A small number of passes were going to be made available for the general public to attend.

**Transport Columnist Don Phillips
Comments Before National
Association of Railroad
Passengers
NARP NEWS June 2007**

"You're never going to get your [passenger] trains on time until the two of you [freight and passenger rail] get together. Congress is going to listen to you before it will listen to the freight railroads. Freight doesn't vote, people do...There is a major, major problem with the movement of freight in this country. It's a foolish thing not to raise gas taxes, it's a stupid thing not to do it now, but it won't happen."

Don Phillips, one of the world's most knowledgeable railroad and aviation reporters, a veteran of UPI, The Washington Post and International Herald-Tribune, told the NARP board that "U.S. transportation is in bad shape and getting worse" thanks to underinvestment. He spoke in Washington May 2.

Phillips said the European Union has been spending billions on rail and highway freight movements—

proportionately more than the US—yet Europeans fear their investments will fall short of the need. The US should be even more concerned, since our investment levels have been lower, but, he said, few in the Bush administration understand this problem. “We are in big trouble.”

[*The Wall Street Journal* said June 6 that European governments are making a huge investment in rail freight capacity because that’s one of the few things they can do to address their transport crisis. A June 11 *Financial Times* interview with Ron Widdows, chief executive of container shipping line APL, said, “The flow of goods from Asia to the US could start suffering serious delays by 2010 unless urgent action is taken to increase the capacity of America’s railroads and ports.”]

Phillips believes “railroading is the future in this country because the government has failed to address the congestion problem on the roads. The highways are a disaster.”

He tied Amtrak’s long-distance trains to the rail freight capacity problem. “Federal money is going to be necessary to make the long distance trains work. Now you may laugh because federal money has been coming in for a long time. That’s not what I’m talking about. The freight railroads are [on the] chopping block right now. They are in bad shape,” meaning they lack capacity to meet current demand, much less future demand. He noted that Matt Rose (head of BNSF) “wants to do triple track from Chicago to L.A., even four [tracks] in some places, but there is trouble at Abo Canyon” [in New Mexico, where a landowner’s refusal to move is delaying double-tracking].

Getting the necessary funding will be tough. He said “newspapers don’t know [much] about railroads anymore” and lamented how tough it is “to get members of Congress, editors, and reporters interested in rail at all, other than (saying things like) ‘the trains are on time...I like Acela, stuff like that.’” He said “the only way to reach editors and reporters is to sit down in a methodical way, don’t make yourself sound like a rail fan; make sure you point out that rail is coming back because of congestion on our highways. If you look at the highway density map, especially in the east, a lot of the highways—both urban and rural—are operating at or above 100% capacity. Freight railroads will have to play a major role in addressing this problem.”

Phillips thinks rail passenger advocates working in tandem with the rail freight industry just might be able to achieve the increase in public investment—“the big, big government money”—needed to produce desperately needed additional track capacity.

Phillips ridiculed talk about making passenger trains profitable. “One of the dumbest mistakes anyone ever made talking about the passenger train battle in this country was in 1970 and 1971, that passenger trains would make

money. You still get that [argument] don’t you? There are only three passenger lines worldwide that make money, all in Japan, but the Japanese passenger trains as a whole lose money.”

Other Phillips points of interest:

- “We must not let the Transportation Security Administration get hold of passenger rail,” because TSA would inflict costly but meaningless procedures that would hurt the system. “You don’t fly trains into buildings.”
- “Acela [Amtrak’s high speed trainsets] is wearing out. It’s very popular [but] it’s a piece of junk.”
- Phillips shares our frustration over Bush Administration implementation of ADA on station platforms [NARP News, March, April and Aug., 2006].
- There is a crisis between the unions and Amtrak and between the unions and the freight railroads. [Note: The House Railroads Subcommittee has scheduled an “Amtrak Labor Negotiations” hearing for July 26. Amtrak President Alex Kummant testified on June 12 that one union agreement is out for a ratification vote, another is “near a handshake,” and a third union has agreed to come in for high-level discussions.]
- U.S. aviation is also in crisis. The International Air Transport Association is responsible for carrying out worldwide safety audits for various countries and their airline industries. The Federal Aviation Administration is about to have a safety audit, and there is a lot of talk saying that the IATA will be appalled at what’s been happening at the FAA.”

Primary Consultants for St. Paul Central Corridor LRT Line Chosen Railway Age Breaking News June 26

The Twin Cities Metro Transit division of the Metropolitan Council has selected AECOM subsidiary DMJM Harris as prime consultant for the \$1 billion Central Corridor Light Rail Transit project linking St. Paul and Minneapolis. DMJM Harris, assisted by sister AECOM companies CTE, EDAW, and AECOM Consult, will provide preliminary engineering and final design services. The CCLRT, which is expected to open in 2014, will tie into Minneapolis’s existing Hiawatha LRT and serve Minneapolis-St. Paul International Airport, the Mall of America, the University of Minnesota, and the state capitol complex.

Meeting Minutes from the June 16th Meeting

The meeting was called to order at 7:05 pm in the historic Como Park streetcar station by chapter president Mark Braun with 22 members and guests present. Treasurer Dan Meyer gave a report that covered the period from

February 1 to May 31, 2007. Cash in checking account, as of February 1, was \$5,038. Income during this period was \$647 in dues collected for National NRHS and \$264 in dues collected for the Northstar Chapter, for total income of \$911. Expenses during this period were \$632 in dues paid to the national NRHS office, \$336 for Northstar News expenses, \$100 for a donation in memory of Kurt Peterson, \$40 in Rail Passenger Car Alliance dues, and \$979 in rent for our meeting space, for total expenses of \$2,087. Cash in checking account, as of the end of the period, was \$3,862 (which includes both the General Account and the GTW 8327 Restoration Fund.) Investments total (as of April 30th) \$31,716.68. Dan noted that this money is in 3 CDs. Before the next meeting, he hopes to find out the maturity dates on these investments and come up with a plan to invest them, subject to review and approval of the chapter's Board of Directors. Total membership of the chapter is 78, of whom 12 are chapter only. Dan noted that he is using QuickBooks for record-keeping. The chapter again has a Post Office Box: PO Box 120832, St. Paul, MN 55112. This PO Box is paid up until early in 2008. A motion to approve the minutes of the May 19, 2007 membership meeting, as printed in the June 2007 issue of Northstar News was made, seconded, and carried.

Northstar News editor Russ Isbrandt was not present to give a report. National director Doug Johnson said that NRHS national president Greg Molloy had read Russ Isbrandt's recent editorial regarding the proposed national

dues increase and the role of the national organization. He also said that nothing else was new. Doug felt there might be a possibility that the dues increase might be incremental. He pointed out that we need a national organization to put together things like the national conventions and other things.

Trip Director John Goodman reported that he had spoken with Steve Sandberg and Frank and Judy Sandberg about the chapter buying a block of 30 tickets for the upcoming steam excursion trips behind CP 2816. The trip on Saturday, September 8th will be to Glenwood and the trip on Sunday, September 9th will be to Dresser, WI. There was a discussion about whether, if we get a discount for buying a group of tickets, we should still sell them to members at the same price as the tickets purchased directly from the 261 organization. John also said that he is organizing a trip to meet the ferry move coming down from Canada. This would involve riding the *Empire Builder* to Grand Forks, a trip by van to Thief River Falls, and then riding behind the 2816 back to the Twin Cities. He estimated the total cost of this to be less than \$200. This would be on Wednesday, August 22nd. He will have an item about these trips ready for the July issue of Northstar News.

Doug Johnson said that he had received an ad from the University of Minnesota Press announcing that they are reprinting Dick Prosser's book, *Rails to the Northstar*. It is scheduled to be ready in December 2007. The new ver-

Order Form for 2816 Steam Trips to Glenwood, MN September 8, 2007 and Dresser, WI September 9, 2007

These are coach seats ONLY

Trip(s) Desired: Glenwood No. of Seats _____ Dresser No. of Seats _____

Total Number of Seats _____ @ \$75.00 per seat

Total Amount Due \$_____.00

Make Check or Money Order Payable to Northstar Chapter NRHS

Please Do NOT send cash! We're not responsible for lost cash.

Name: _____

Address: Street: _____ Apt. _____

City: _____ State: _____

Phone: (Important in the event of schedule change)(____)_____

Send order and self addressed stamped envelope to: Northstar Chapter Trip Director, 8409 13th Ave. S. Bloomington, MN 55425-1705.

sion will have an introduction by Professor Don Hofsommer and reflections by Clark Johnson. Mark Braun said that he just got a brochure from the 261 organization which describes their fall trip. John Goodman said that he will send an e-mail to the members of the board when he finds out how much we will be charged for the tickets we are ordering for the 2816 trips. Program director John Goodman reported that he does not have any program lined up at this time for the July meeting, although he does have several possibilities. The chapter's annual picnic will be the third Saturday of August (August 18th) at Prescott, WI. John reported that fall programs are open. There is a possible program for July on the Depot Museum at Dassel.

There was a call for any Old Business. Marty Swan reported for the Cheer Committee. One "get well" card was sent. John Goodman reported that he had tried to get hold of Bill Herzog for a report on the GTW 8327 restoration project. John spoke to Pat Kytola of the Minnesota Transportation Museum -- some people there might be interested in completing the project. There was another call for any more Old Business. We are still looking for more pictures of past chapter activities for the slide show we are putting together to recruit potential members at model railroad flea markets and other events. Webmaster Dan Meyer gave President Mark Braun a back-up disc for the chapter's website for "off site storage." Some other websites hosted by Dan and Dawn have recently been "hacked."

Northstar News
Northstar Chapter
National Railway Historical Society
4036 Birch Knoll Drive
White Bear Lake, MN 55110

Address Correction Requested

New Business - Marty Swan reported that long-time member Bob Koetz is still very sick. He made a motion that we pay his 2007 NRHS dues, to reinstate him both as a chapter member and a national NRHS member. The motion was seconded by John Goodman and carried. Pat Perry gave an update on progress in dealing with the estate of the late Kurt Peterson. The family will be bringing stuff to the Twin Cities, where it will be put into climate-controlled storage. She hopes to have more information at the next meeting. Pat said that she has many of his slides. Mark Braun asked if she needed help from members of the chapter. She said that she did not need help at this time, but will let us know when she could use help.

A motion to adjourn the meeting was made, seconded, and carried at 7:39 pm.

After a break, the program was presented. A DVD on PCC streetcars from the collection of Dave Norman was shown. It included several scenes from the Twin Cities. It also had bonus footage of steam and early diesels. Bill Dredge presented his video of the 2006 NRHS national convention in New Philadelphia, OH. He also had video of the BNSF trains seen during our chapter's 2006 picnic at Prescott, WI.

Respectfully submitted,

Dave Norman, Secretary
Northstar Chapter NRHS



Union Pacific heritage units headed west. Internet photo provided by Greg Smith.



Union Pacific E-9 headed west to St. Paul McKnight Road passenger loading location Sunday June 10th on Operation Lifesaver equipment. Photo by Martha Isbrandt



Eastbound UP Operation Lifesaver at Washington County Road 14 crossing June 10, 2007. Photo by Martha Isbrandt