



# NORTHSTAR NEWS

**Dues Are Due NOW. Please send in the invoice you received in the mail.**

## A Christmas Ride on Amtrak-The Return from Harrisburg by Russ Isbrandt



Grabbed video frame from the westbound *Capitol Limited* of an eastbound South Shore train approaching Ogden Dunes, IN as an eastbound Norfolk Southern freight sticks its nose in the picture. **By R. Isbrandt**

### Inside this Issue

Officer Contact List	P.2
Map to Meeting Location	P.2
A Christmas Ride to Harrisburg on Amtrak-Part II Westbound	P.2
Snow Fighting in Wisconsin	P.4
When the Train Stops But Engine Doesn't	P.5
Landslide on U.P. Cascade Route	P.6
Amtrak Engine's Eye View at Cascade Tunnel	P.7
February 16th Meeting Minutes	P.7
Northstar Field Trip Destination Survey	P.7

### MEETING NOTICE

**Found at the February meeting:  
Reading glasses in hard case.  
Contact John Goodman (952)  
854-6827 to claim them.**

The March meeting of the Northstar Chapter NRHS will be held at **7 pm, March 15th, at the Twin Cities Model Railroad Museum.**

The program will be "Mission Tower and Los Angeles Union Passenger Terminal in the 1950s" by Bob Hawkins of the Minnesota Transportation Museum.

# Northstar Chapter Officers

## Board of Directors

Office	Name	Email	Phone
<b>President</b>	<b>Mark Braun</b>	<b><u><a href="mailto:mkbraun@hutchtel.net">mkbraun@hutchtel.net</a></u></b>	<b>320-587-2279</b>
<b>Vice President</b>	<b>Dennis Loudon</b>	<b><u><a href="mailto:bnsf@comcast.net">bnsf@comcast.net</a></u></b>	<b>651-698-8559</b>
<b>Past President</b>	<b>H. Martin Swan</b>	<b><u><a href="mailto:HMSwan@webtv.net">HMSwan@webtv.net</a></u></b>	<b>612-961-1684</b>
<b>National Director</b>	<b>Doug Johnson</b>	<b><u><a href="mailto:djoh322721@aol.com">djoh322721@aol.com</a></u></b>	<b>612-825-6458</b>
<b>Treasurer</b>	<b>Dan Meyer</b>	<b><u><a href="mailto:treasurer@northstar-nrhs.org">treasurer@northstar-nrhs.org</a></u></b>	<b>763-784-8835</b>
<b>Secretary</b>	<b>Dave Norman</b>	<b><u><a href="mailto:nevad11@hotmail.com">nevad11@hotmail.com</a></u></b>	<b>612-729-2428</b>
<b>Trustee</b>	<b>Bill Dredge</b>	<b><u><a href="mailto:trustee@northstar-nrhs.org">trustee@northstar-nrhs.org</a></u></b>	<b>952-937-1313</b>

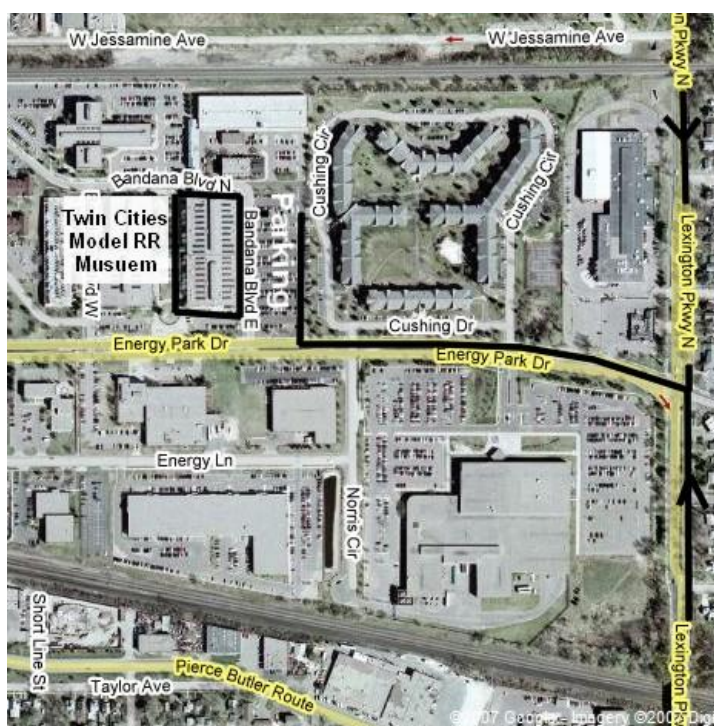
## Staff

<b>Program Chairman</b>	<b>John Goodman</b>	<b><u><a href="mailto:jhgoodman2001@yahoo.com">jhgoodman2001@yahoo.com</a></u></b>	
<b>Newsletter Editor</b>	<b>Russ Isbrandt</b>	<b><u><a href="mailto:risbrandt@comcast.net">risbrandt@comcast.net</a></u></b>	<b>651-426-1156</b>
<b>Webmaster</b>	<b>Dan Meyer</b>	<b>Website: <u><a href="http://www.northstar-nrhs.org">www.northstar-nrhs.org</a></u></b>	
<b>Chapter Mailbox:</b>	<b>Northstar Chapter NRHS</b>	<b>PO Box 120832</b>	<b>St. Paul, MN 55112</b>

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

## Membership Information

Dues are \$45 (\$33 for the National dues and \$12 for the Northstar Chapter dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 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.



## Directions to Bandana Square and the Twin City Model Railroad Museum

Exit I-94 at Lexington Parkway and drive north to Energy Park Drive. Turn left to the third driveway leading to the Bandana Square parking lot.

Enter the middle door on the east side of the building. Go up the escalator and walk straight ahead to a conference room. NO ADMISSION is required for the Northstar meeting.

## A Christmas Ride on Amtrak to Harrisburg, PA - Part I I Westbound By Russ Isbrandt

After a fun Christmas vacation full of Geo Tracks™ layout building with grandson, a visit to the Pennsylvania Railroad Museum, and lots of playtime with the grandkids, we boarded the westbound *Pennsylvanian* Wednesday Jan. 2<sup>nd</sup> to head home. #43 was running a little late so all passengers were led down to the platform for its arrival to speed up loading. Once again the train was packed with no double seats left. We were placed on the first coach.

Fortunately, a girl sitting in a double seat offered to move so Martha and I could sit together. This Amfleet II car apparently had no luggage shelves so I had to boost all of our luggage up to the luggage rack.

It was just our luck to sit across from a single mother with a 6 year old who talked non-stop, wouldn't sit still, and ignored his mother's scolding and her juvenile threats to throw all his toys away. After a couple of hours of bickering, I politely suggested to the mother that she take the kid for a walk through the train to walk out some of the wiggles. Ultimately she took him back to the café car, 4 cars back. That was our only brief respite. Had this been in an automobile, I would have threatened to turn the car around and go back home if they couldn't behave themselves.

We left 10 minutes late and were subjected to more freight delays. We met 7 eastbounds and encountered 4 westbounds. In one case, we were held near Summerfield for an eastbound with a crew running short on time, losing 39 minutes between Altoona and Johnstown. We followed intermodals I3M and M3M until they branched off to Port Perry. Bottom line, we lost 47 minutes but gained 13 minutes back thanks to schedule padding, arriving at Pittsburgh 34 minutes down at 8:39 pm.

#29 was running 20 minutes late, but shortly before Pittsburgh it was caught by a broken rail on CSX which set it back from an estimated 12:15 am arrival to 1:00 am. Meanwhile, most of us had headed up the escalator and elevator to track level in anticipation of the 12:15 arrival. So there we stood for 45 minutes. This did give me time to go out and look at a round end Pullman observation car named *Eaton*, dressed in black and gray with gold stripes. It looked very much like the observation car of my 1952



**Private Car *Eaton*, rebuilt heavyweight ex-Illinois Central coach.** Photo by Jon Hall, Railroad Pictures Archives.NET. Further information from <http://www.trainweb.org/passengercars/Indices/PV.htm>

Lionel O gauge set. Interestingly, unlike the *North Coast*

*Limited* obs cars, the windows of the tapered section were curved to conform to the car's taper.

Finally, at 1:00 am #29 straggled in. Most passengers were eagerly marching out on the platform while the train was pulling in. Our 2901 car was adjacent to the dormitory car so we didn't have to walk far. Our car attendant checked us in at the entrance and that was the last we saw of her until she made up our beds near South Bend. Even then, I had made up the room myself by stuffing the lower bed mattress in the upper berth and resetting the lower bed to seat position. Generally speaking, she was the sole exception to the fine service we received from all the on board service people we encountered.

The radio talk indicated there was some sort of problem on one of the engines, possibly with the HEP. Fortunately they went to a backup and we were off at 1:25 am, having lost another 13 minutes in the station. We stayed up to see the departure from Pittsburgh, which is spectacular if you are on the left side of the train. The right side gets a retaining wall to look at. Shortly after the skyline disappeared from view we retired. It was Mart's turn to take the upper berth, but she strained a muscle attempting to get up there. So I took the upper again. Fortunately with the aid of a scanner there is no need to look out a window to learn your whereabouts. Just listen for the conductor to say "Station work is complete. OK to proceed from whatever town on signal indication." No more "Highball Alliance (or whatever town) Amtrak 29!"

I missed Cleveland and was awoken by the second call to breakfast at 7 am. Is it my imagination or are those Amtrak blankets thinner than they used to be? I was a little chilly and didn't think to close the ceiling vent.

We dressed and headed for breakfast. By the way, I haven't lost the technique of doing a complete change of clothing in a Superliner upper at 79 mph.

I had the French toast, a cup of tea, and orange juice plus a cup of coffee, which was accidentally brought first. On mentioning to our table companion how impressed I was by the diner crew on #30, apparently I was overheard by an Amtrak On Board Service Manager who joined us. We had a very nice conversation and she gave me her card so I could email her my comments. As we stopped at Waterloo, I wondered what stop we had made just before breakfast. She said we picked up the passengers for a 3 hour late running *Lake Shore*. Amtrak had mercy on the poor souls stuck at the Bryan bus stop type shelter in the bitter cold. We departed Waterloo 1 hour 37 minutes late and would get later.

As dawn broke, the daylight revealed quite a heavy blanket of snow. As the morning progressed, the sun came out to give some beautiful snowy scenes as we rode through woods and crossed streams.

We encountered 15 eastbound freights and Amtrak #350 and two westbounds, but were delayed by the inability of train 31E to cross over due to a switch problem. So we



waited between South Bend and New Carlisle for 24M, an intermodal train. Once he got by, we were on our way until encountering slow orders past the Burns Harbor site of the derailment of a UPS train just before Christmas.

This is adjacent to the South Shore Line. At 9:49 am CST we met a South Shore train near Ogden Dunes. Martha



**Norfolk Southern intermodal wreck at Burns Harbor.**  
Grabbed video frame by Russ Isbrandt

alerted me to start shooting video when she saw the headlight. Just as it passed, a Norfolk Southern train blasted past to block the view.

As we drifted by the NS Intermodal Yard north of 63<sup>rd</sup> St. in Chicago, we caught sight of the Amtrak engine, loaded on a flatcar, that rear ended an intermodal train near that very spot.

Due to our lateness we headed straight in to Union Station. There may have been a brief announcement by our car attendant, but unlike a previous trips, our attendant did not set the baggage on the platform or make any mention of the Metropolitan Lounge. Our arrival was 2 hours and 4 minutes down.

Given the 10 degree temperature and wind, we elected not to explore the Windy City, but grabbed a McDonald's meal from the Union Station Mezzanine and simply hung out in the lounge.

It was announced that our *Empire Builder's* departure would be delayed. Apparently they had to set out a bad order car. As a result we did not get pre-boarded, but found many of our coach's seats filled by the time we got there. We got a pair of seats across from the stairs. Again we were advised that there were only single seats left so expect to share a double seat. Once under way, our cheerful almost effervescent attendant busied herself shuffling people around so that couples and families could sit together. That task accomplished, I asked her if she perchance had the consist for the train, as I wasn't able to

walk it before departure. She handed me her manifest and said to see if it had the info I needed. It didn't, but the reading was rather interesting in that it showed the destinations of passengers and how many for each destination among other things.

We raced a Metra commuter train to the station throat and beat it. However, our 30 minute late departure put us behind Metra 2121. Sure enough, we got its approach signal at milepost 13.1 and stopped at 3:08 as the Metra train made its Morton Grove stop. At Golf we met Amtrak #8. #2121 got ahead of us a little as we made our Glenview stop, but at Tower A20 we got another approach signal and followed #2121 until it turned off at Rondout.

Arrival in Milwaukee was 30 minutes down despite the poking along behind the Metra train. The CP was fairly quiet compared with the Norfolk Southern. We met only eight eastbounds, including Metra 2138 between Pacific Junction and Grayland, Amtrak 8, Metra 2140 at Northbrook, Amtrak 338 at Wadsworth and four freights.

Once again we had a good dinner, sitting across from two young women from Vancouver (Surry) and Seattle who were on the way home. This was their first long distance trip and apparently they were pleased. Mart had the steak and I tried the braised beef. Mart thought the braised beef was the better of the two. Unlike on #30, the braised beef was served in a bowl, au jus. It was excellent.

Generally we ran 30 to 39 minutes late. Apparently, some woman got a cell phone call as we got to Red Wing from her husband who was left at the smoking stop at Winona. Arrival in St. Paul, after all the diddling around with hand throw switches, was 10:49, 18 minutes down.

## Snow Fighting in Wisconsin From Trains Newswire Feb. 12 Photos by Andy Cummings

MADISON, WI - Canadian Pacific Railway and regional Wisconsin & Southern employed snowplows February 12th to clear their branch lines in southern Wisconsin during a record-breaking winter season for snowfall in the region. CP's wedge plow cleared the "M&P" branch, which connects Portage and Madison, while Wisconsin & Southern's Jordan Spreader cleared its tracks between Waukesha and Madison.

CP's plow came out after the five-night-weekly M&P local became stuck in a snowdrift Sunday night. CP Road Manager Tom Meierhoff said three CP GP38-2s, a BNSF ES44AC, and a BNSF SD70ACe (the BNSF units were passing through Portage on run-through coal train) couldn't break through a drift near Arlington, WI. "Fifteen thousand horsepower and we couldn't move them," he said.

The CP plow derailed at a crossing south of Arlington, delaying it for a few hours. Meierhoff, a fourth-generation



**Simple wooden wedges were used to guide the wheels of the wedge plow safely back onto the rails.**  
Photo by (TRAINS: Andy Cummings)



**Drift Busters with pneumatically-powered wings extended, CP's plow gets a push from Soo Line SD60 6023 through a drift north of Morrisonville, WI, February 12th.** Photo by (TRAINS: Andy Cummings)

railroader, said derailments are par for the course on plows. "The flangeways [in grade crossings] just get packed solid. It will rise up on the ice. It's just part of the deal," he said. Simple wooden wedges to raise the plow's wheels and a steel chain to pull it in the right direction put CP back in business.

W&S didn't get any trains stuck, but such a large quantity of snow made the company decide to widen its rights-of-way to prevent that from happening. Plans called for W&S's spreader to clear the Reedsburg Subdivision between Madison and Reedsburg, WI, Tuesday night February 12th and possibly the Janesville-Monroe, WI, branch the next day.

As for Meierhoff, he expects to deploy his plow again next week. "If the snow keeps up the way it is, it'll just drift back in there," he said.

## Items from Railway Age Breaking News

**January 22nd Hiawatha Line Light Rail Ridership Increases** - Minneapolis residents continue to support light rail transit, as evidenced by record ridership numbers being reported for Metro Transit's Hiawatha Line. Average weekday ridership in December was 30,859, following an average November ridership of 30,877. December's total of 843,426 riders was almost 50,000 more than projected ridership of 794,075 for the month. Average Saturday ridership in December was 22,483, while average Sunday ridership was 18,973.

**February 1st Northstar Commuter Rail Awards Station Contract** -The contract for Northstar Commuter Rail station construction has been awarded to Knutson Construction Services, Inc., a locally-based company with headquarters in Minneapolis. Knutson will be constructing commuter rail stations in Big Lake, Elk River, Anoka and Coon Rapids. Construction is expected to start this spring.

Northstar is continuing construction of the Light Rail Transit Connection in downtown Minneapolis and the Vehicle Maintenance Facility in Big Lake. In downtown Minneapolis crews are carrying out reconstruction of the south half of the 5th Street North Bridge over I-394. One lane of eastbound traffic will be maintained on the north side of the bridge during demolition and reconstruction. Electrical conduit continues to be installed beneath the 5th Street North Bridge over the BNSF train tracks.

In Big Lake, electrical and plumbing work and concrete pouring continues inside the Vehicle Maintenance Facility and train wash building. The office area floor of the VMF is scheduled to be poured in the near future.

## What Happens When a Train Stops, but the Diesel Unit Doesn't From the February 2008 *Trainmaster* Published by the Pacific Northwest Chapter NRHS





## Landslide on Coast Starlight Route From Railway Age, Trains Newswire, and Yahoo Groups All Aboard Forum



A landslide approaching the magnitude of the Denver and Rio Grande Western slide at Thistle, Utah just prior to the turn over of the *Rio Grande Zephyr* to Amtrak, occurred near Oakdale, OR on the former Southern Pacific Cascade line on January 19th.

The location was on the segment where the line runs back and forth across the (compass) south side of the canyon, on the upper track level at (approximately) mp 562, near Frazier. *Starlight* service was disrupted. Train 14(18) had gotten to Chemult and had to return to Klamath Falls; substitution was done between equipment sets at Klamath Falls and Portland. The slide was discovered Saturday January 19th when block signals in the area went red, as they're supposed to do when rails break. The slide took out BOTH the upper and lower track levels. The larger amount of blockage was on the upper level near Frazier, approx. mp 550. It buried 500-600 feet of track, about 35 to 40 feet deep. The smaller amount was on the lower level at mp 562, near Wicopee, with about 250 feet of track buried, ten feet deep.

Although the two locations are approximately twelve rail miles apart, the actual straight-line distance going straight downhill is only several hundred yards. To reach the remote region, UP crews worked with the U.S. Forest Service to gain access to the slide through the Willamette National Forest.

Initially the northbound *Coast Starlight* (Train 14) was canceled from Los Angeles to Seattle from January 24 through January 31.

The southbound *Coast Starlight* (Train 11) was canceled from Seattle to Los Angeles from January 25 through February 1.

The first northbound departure of the foreshortened *Coast Starlight*, train 14, coaches and lounge car only, left Los Angeles on February 6th at 10:15 a.m., making all regularly scheduled stops and arriving in Sacramento at 11:59 pm that evening. The first day of service in both directions started Thursday, February 7th, when the southbound *Coast Starlight*, Train 11, departed Sacramento at 6:35 am, making all regularly scheduled stops with scheduled arrival in Los Angeles at 9:00 pm.

Amtrak announced February 21st it would extend the service via buses, with the first southbound bus representing the *Coast Starlight*, Train 11, departing Portland on Feb. 29. The first northbound bus from the *Coast Starlight*, Train 14, departed Sacramento for Portland on March 1. Buses would make stops in both directions at Sacramento, Medford, Eugene, Salem, and Portland, Ore. The buses would also make meal and rest stops to accommodate passengers along the route.

Nearly three weeks after the slide, the railroad was still struggling to remove more than 150,000 truckloads of debris and carloads of downed trees. "The challenge is enormous," said UP spokesman Koraleski. "Imagine a debris field equivalent in volume to the size of a football field and the height of the Sears Tower."

He said the slide swept track, ties, and ballast halfway down the mountain, burying over half a mile of the main line in mud, snow, and toppled trees. A road had to be constructed to allow equipment and workers to reach the remote site.

Meanwhile, as of February 15th, according to UP spokeswoman Zoe Richmond, 46 pieces of construction equipment were at work on the slide. 2.3 million cubic yards of debris slid down the mountain. Approximately 700,000 board feet of timber had been recovered, and smaller limbs and debris were being burned.

UP freights continued to detour over BNSF Railway through Bend, Ore. The Union Pacific route used by the *Starlight* is not expected to reopen until April.



**Amtrak Train 7 (11 February) Engineer's eye view from Amtrak P42DC192 of a BNSF Z train at Scenic, WA just out of the Cascade tunnel February 13th. This was the first train through after avalanche clearing caused cancellations in Glacier Park. Photo by Christopher Palmieri.**

## Minutes of the February 16, 2008 Meeting

The meeting was called to order by chapter president Mark Braun at 7:08 pm in the conference room at Bandana Square in St. Paul with 26 members and guests present. The minutes of the January meeting are not available at this time. Treasurer Dan Meyer reported that he did not have a report at this time, but he said that, "We are doing OK." About 60 members out of a total chapter membership of 75 have renewed their membership so far. National director Doug Johnson gave John Cartwright a pin and a letter commemorating his 25 years of continuous NRHS membership. He also said that that a 25-year pin and letter had been mailed to Clark Johnson, who was not able to be present in person. Chapter member Brian Cutter is also getting his 25-year award by mail. Doug said that he and several other chapter members will be going to Syracuse for the spring NRHS Board of Directors meeting. Dawn Holmberg has sent in a photo for the annual Activities Issue of the NRHS Bulletin, but the write-up on the chapter's activities in 2007 still has to be done. John Goodman had represented the chapter at the special budget meeting in Dallas. The NRHS national office in Philadelphia is closing at the end of February, as the new owner of the building wants us out. Office manager Lynn Burshtin is being let go. A sample of a new NRHS brochure was shown. It was felt that it needs to be revised - emphasis on Fernley & Fernley should be re-

moved and there needs to be mention of the national convention in the listing of NRHS activities. It was mentioned that more money from the 2007 convention in Chattanooga was turned over to the NRHS. Fernley & Fernley are running more of the NRHS. They tried a mailing to drop-outs - that got a 7.9% response. There was a proposal for next year - which was tabled pending more discussion - that all NRHS dues payments be sent directly to Fernley & Fernley, which would then send the local chapters their portion of the dues payments from members of their chapter. It was noted that the Northstar Chapter is one of the few chapters (only nine) to be represented at all BOD meetings in the past 10 years. Details of the plans for the 2008 national convention in Dallas-Ft. Worth were revealed. A brochure on the convention will be coming out soon. The 2009 convention will be in Orlando and the 2010 convention will be in Scranton, PA. There was a discussion of the proposed new dues set-up. The comment was made that there seems to be a lack of alertness by many members of the NRHS Board of Directors, as they always go along with recommendations by President Malloy. The NRHS Bulletin is gradually getting caught up to date.

As trip director, John Goodman said that he wants to have a survey form in the next issue of Northstar News, so members can indicate their preference for some of the possible trips that we might run this year. There was a description of the planned trips for this year by restored Milwaukee Road steam engine #261. The engine needs

---

### Field Trip Destination Survey

At the February 16th meeting, Trip Director, John Goodman, asked me to survey the chapter with regards to possible trip destinations. He advised that a trip to the Illinois Railway Museum would necessarily be a two day trip and consequently significantly more expensive.

Please indicate your preferences numerically, i.e. first choice 1; second choice 2, etc. Please email John before the next meeting at: [jjhgmd@aol.com](mailto:jjhgmd@aol.com) or mail the survey to Mr. John Goodman, 8409 13th Ave. S. Bloomington. MN 55425-1705.

The choices:

- \_\_\_\_\_ Option #1 -- Charter a bus (or if not enough sign up, a car pool) and go to Duluth to the Lake Superior Railroad Museum and ride on a Saturday or Sunday on the day when #2719 (ex-Soo Line steam engine) is operating from Duluth to Two Harbors & back.
- \_\_\_\_\_ Option #2 -- Charter a bus and go to the Boone & Scenic Valley to ride their train pulled by a Chinese steam locomotive.
- \_\_\_\_\_ Option #3 --Take Amtrak to/from Wisconsin Dells, WI and get a local bus to take group to North Freedom Railroad museum.
- \_\_\_\_\_ Option #4 --Get a group together and ride the Stillwater Dinner train for either a night or Sunday afternoon trip with the meal.
- \_\_\_\_\_ Option #5 --See if we can get a group together and visit the Iron Horse Museum and Railway at Chisago City, MN, home of the former Dresser Trap Rock 0-4-0 engine.
- \_\_\_\_\_ Option #6 -- Ride the Iowa Northern out of Manly, IA to a destination chosen by the railroad depending on operating conditions using the *Hawkeye Express* ex-C&NW push-pull commuter gallery cars.

to go into the shop later in the year for major boiler work. As program director, John reported that next month's program will be presented by Bob Hawkins of the MTM. It will be about the Los Angeles area. In April, the program will be about the Rail Passenger Car Alliance convention in Duluth. Marty Swan reported that he didn't have to send any cards to anyone from the Cheer Committee this month. Newsletter editor Russ Isbrandt said that he had nothing to report this month. Webmaster Dan Meyer said that the power supply on the computer went dead. At this time, the server is back up, but he still needs to get the mail working again.

Old Business - Dennis Loudon talked about the project to have members representing the chapter at flea markets of railroad and model railroad items and other railroad events. Gopher Rail will take place next Saturday at the University of Minnesota campus in Minneapolis. Dennis said that he needs a CD with rail pictures to play continuously. Russ Isbrandt has given him some back issues of Northstar News to give out as samples. Dennis, Bill Dredge, and Dan Meyer have volunteered so far, but we need more people to staff the chapter's booth. We hope to pick up some new members. John Goodman reported that he still has some copies of Dick Prosser's book, "Rails to the Northstar," for sale, plus one copy of "The Twin Cities by Trolley." There was no more old business.

There was a plug for Gopher Rail.

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

## Address Correction Requested

New Business - It was announced that tonight's program will be presented by Andy Inserra. It will be "California Dreamin'."

A motion to adjourn the meeting was made, seconded, and carried at 7:50 pm. After a break, the program took place.

Respectfully submitted,

Dave Norman, secretary  
Northstar Chapter NRHS

**Tired of getting your Northstar News mangled by the post office? Email your newsletter editor at [risbrandt@comcast.net](mailto:risbrandt@comcast.net) and get the electronic edition. It's in color and has additional pages.**

**Amtrak trip log including train consists and additional Cascade Tunnel photos are included in the extra pages of the electronic edition.**



All photos on this page were taken by Christopher Palmieri. All except the bottom right were taken from Amtrak Train 7 of February 11th on February 13th.



Here is the approach to the east Portal of Cascade Tunnel.



Here the Empire Builder exits the Cascade Tunnel



This is a BNSF Z train meet at Scenic, WA.



Here is the same train a little further along.



Looking back on #7 (11) just out of the Cascade Tunnel



Later in the month on the 18th Mr. Palmieri, working Amtrak train 27 of February 16th behind P42DC 53, encountered empty Centralia coal train E-CECSCM0-46A at Maryhill, WA behind BNSF 9347, 8134, 9719 and EMD 9058. Mt. Hood can be seen in the distance. A future issue will feature more of Mr. Palmieri's work.

Train #43 <i>The Pennsylvanian</i> 02 Jan 08	Scheduled	Actual Ar.	Actual Depart.	Late / <b>Early</b>	Loss/ <b>Gain</b>
Harrisburg, PA	2:36 PM		2:46 PM	0:10	
Lewistown, PA	3:36 PM	3:56 PM	3:57 PM	0:21	0:11
Huntingdon, PA	4:22 PM	4:33 PM	4:33 PM	0:11	<b>0:10</b>
Tyrone, PA	4:48 PM	4:58 PM	5:00 PM	0:12	0:01
Altoona, PA	5:06 PM	5:18 PM	5:21 PM	0:15	0:03
Johnstown, PA	6:00 PM	6:32 PM	6:39 PM	0:39	0:24
Latrobe, PA Flag stop	6:41 PM	7:24 PM	7:25 PM	0:44	0:05
Greensburg, PA	6:52 PM	7:38 PM	7:39 PM	0:47	0:03
Pittsburgh, PA	8:05 PM	8:39 PM		0:34	<b>0:13</b>
		Train #43			
Notes:		The Pennsylvanian	97	Genesis	
Lv 2:46 brief stop outside of station			25094	Amfleet II	
3:03p EB MF CP Banks			25023	Amfleet II unrefurbished	
3:07 WB autoracks overtaken Duncannon			25017	Amfleet II	
3:34 Approach signal mp 148 EB IM			25053	Amfleet II	
3:55 WB Coal overtook us at Lewistown during stop			48193	Amcafe/Business Class	
4:07 overtook wb coal between Longfellow and McVey					
4:52 short local e of Tyrone					
4:56 EB Tyrone					
5:12 WB auto racks overtaken CP Gray					
5:18 EB Coal Altoona					
5:53 EB					
6:02 Stop near Summerhill					
6:13 EB Track 3 CP SO w of Summerhill					
6:16 held for EB crew short on time					
6:23 EB with helper					
6:43 EB Johnstown					
7:06 EB near CP pack					
7:51 approach signal near Traff					
8:16 resume speed after following I3M and M3M headed for Port Perry					

02Jan 08 Train 29 The Capitol Ltd	Scheduled	Actual Ar.	Actual Depart.	Late / <b>Early</b>	Loss/ <b>Gain</b>
Pittsburgh	11:43 PM	1:00 AM		1:17	
Pittsburgh	11:55 PM		1:25 AM	1:30	0:13
Alliance, OH	1:33 AM	3:05 AM	3:07 AM	1:32	0:02
Cleveland	2:31 AM	4:07 AM		1:36	0:04
Cleveland	2:37 AM		4:19 AM	1:42	0:06
Elyria, OH	3:07 AM				
Sandusky, OH	3:40 AM				
Bryan, OH	Unscheduled	7:34 AM	7:35 AM	Pick up 3 hr late Lake Shore Px	
Toledo	4:56 AM	5:02 AM			
Toledo	5:10 AM				
Waterloo, IN	6:24 AM	8:01 AM	8:05 AM	1:37	<b>0:05</b>
Elkhart, IN	7:17 AM	8:54 AM	8:59 AM	1:37	0:00
South Bend, IN	7:36 AM	9:20 AM	9:25 AM	1:44	0:07
Chicago	8:40 AM	10:44 AM		2:04	0:20
			Train #29		
Notes:			The Capitol Ltd	54	Genisis
Pittsburgh 1938 style round end observation				59	Genisis
private car Eaton black and silver with gold stripping				1707	Baggage
on house track				39045	Transition Dorm
8:19a EB IM				32027	Sleeper
8:35a EB missed 2 trains in between				32055	Sleeper
8:39 EB IM				38007	Diner
8:46 WB MF				33040	Lounge
8:52 EB MF				34107	Coach
9:13 EB Coal BNSF units				34100	Coach
9:16 EB empty coal				31024	Coach
9:24 EB IM			deadheading	37007	Diner Lounge
9:33 EB IM					
9:35 Approach signal					
9:38 Stop mp 448 between S. Bend and Carlise					
Wait for 24M EB Followed 31E ahead					
31E unable to cross over due to switch problem					
9:54 EB 24M IM					
9:59 restart					
9:31CST work equip between Chesterton and Porter					
9:35 stop under CSS&SB momentarily					
9:49 EB MF and EB CSS&SB px train					
9:58 EB CSX IM west of Gary					
10:00 EB Amtk 350 F-40cabbage car on rear					
10:02 WB empty table					
10:03 -10:10 slow running between Hammond and Indiana Harbor Ship Canal					
10:15a CP 509 Restricted observed NS engine on old South Wind Route					
10:18 resume speed					
10:23 EB coal					
10:25 EB Empty table train 63rd St					
Observed Amtrak engine from rear end collision on flatcar NS Intermodal Yard					
10:36 21st St.					



Train #7 <i>The Empire Builder</i>	03 Jan'07				
City	Scheduled	Actual Ar.	Actual Depart.	Late /Early	Loss/ <i>Gain</i>
Lv. Chicago	2:15 PM		2:49 PM	0:34	
Lv. Glenview, IL	2:39 PM	3:16 PM	3:19 PM	0:37	0:03
Lv. Milwaukee	3:55 PM	4:25 PM	4:32 PM	0:30	<b>0:07</b>
Columbus, WI	5:05 PM	5:36 PM	5:40 PM	0:31	0:01
Portage, WI	5:34 PM	6:06 PM	6:10 PM	0:32	0:01
Wisconsin Dells, WI	5:52 PM	6:26 PM	6:29 PM	0:34	0:02
Tomah, WI	6:30 PM	7:06 PM	7:09 PM	0:36	0:02
LaCrosse, WI	7:14 PM	7:47 PM	7:51 PM	0:33	<b>0:03</b>
Winona, MN	7:50 PM	8:22 PM	8:29 PM	0:32	<b>0:01</b>
Red Wing, MN	8:52 PM	9:31 PM	9:34 PM	0:39	0:07
Ar. St. Paul	10:31 PM	10:49 PM		0:18	<b>0:21</b>
		Train #7 03Jan 07	96	Genesis	
Notes:		The Empire Builder	204	Genesis	
3:01p EB Metra 2138 between Pacific Jct and Grayland			178	Genesis	
3:06 Mp 13.1 Approach signal -following Metra 2121			N/A	Baggage	
3:08 Stop			N/A	Transition/ Slpr	Superliner
3:15p Amtrak 8 at Golf			32029	Sleeper	Superliner
3:23 Approach signal mp20			38057	Diner	Superliner
3:28 EB Metra 2140 Northbrook			34136	Coach	Superliner
3:36 EB Frt Empty coal			31044	Coach	Superliner
3:38p clear signal mp 31			33044	Lounge	Superliner
3:39 EB frt			31023	Coach	Superliner
3:46p Amtrk 338 Wadsworth			34133	Coach	Superliner
4:45p EB frt Wauwatosa			32017	Sleeper	Superliner
7:59p EB Dresbach					
10:13 Approach Med then Approach Red Rock					
10:21p Clear @ Oakland					