



NORTHSTAR NEWS

Last call for dues. This will be your last issue if you haven't paid.

Trips I Have Taken Oh So Long Ago - The West End by H. Martin Swan



Northern Pacific Pool train at Seattle. By H. Martin Swan

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MEETING NOTICE

The April meeting of the Northstar Chapter NRHS will be held at **7 pm, April 19th, at the Twin Cities Model Railroad Museum.**

The program will be "Railroad Passenger Car Alliance Convention" by member Dawn Holmberg.

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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 Cities Model Railroad Museum

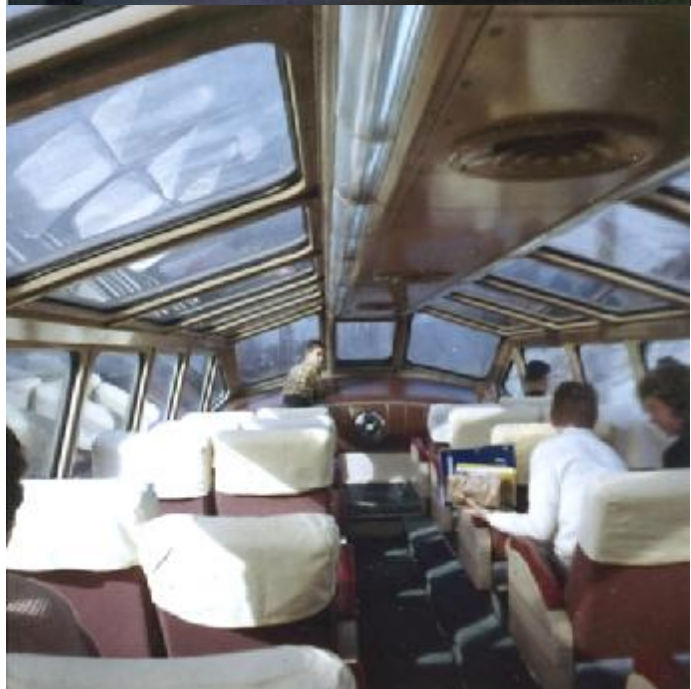
Exit I-94 at Lexington Parkway and drive north to Energy Park Drive. Turn left to the third driveway leading to the Bandana Square parking lot. Enter the middle door on the east side of the building. Go up the escalator and turn right to the model railroad room. NO ADMISSION is required for the Northstar meeting.

Trips I Have Taken Oh So Long Ago By H. Martin Swan

When the Great Northern Railway elevated me into the manager ranks and transferred me to Seattle, they gave me a piece of gold called an Annual Pass. Oh boy did I use that pass.

The pass entitled me to free transportation on any GN train except the *Empire Builder*, where it wasn't good at all. If I wanted to go sleeping car, I had to pay the room

charge. In those days of first class fares, the room charge really wasn't all that much. In addition, I could ride ½ fare on all the other railroads in the country that were part of the "home road pass plan" including the NP's *North Coast Limited*. Thus it should be no surprise that I rode the *North Coast Limited* long before I finally plunked down full fare to ride the *Empire Builder*. I could also get "trip passes" good for free transportation on the NP (except *North Coast Limited*), CB&Q (excluding the *Zephyrs* except the *Nebraska Zephyr*) and the SP&S including the their *Streamliner*. Finally all of the pool trains between



Union Pacific's Portland-Seattle pool train *Train of Tomorrow* dome, exterior and interior. Photos by H. Martin Swan

Seattle and Portland were free. That would be the NP, the GN and the UP. Of the three, the NP had the best train including the famous *Holiday Lounge* / parlor car. The UP offered a dome coach from the *Train of Tomorrow*. Each of those trains also offered dining service. The GN train was coach only with food service provided by a sandwich cart.

The GN pool train was essentially a one way train. It would carry 5-6 coaches full of people going to Portland for the *Cascade* or the SP&S *Streamliner*. It left Seattle at around 8:00 am and arrived Portland around noon. It would return to Seattle leaving Portland around 1:00 arriving Seattle at about 5:00 pm empty. Few people from Portland would take that train to go to Seattle and it had no connections in Portland and only the *Western Star* and *Mainstreet* connections in Seattle.

The NP Pool train would leave Seattle at about 11:00 am carrying 7-8 coaches, the *Holiday Lounge* / parlor car, dining car and 3 sleepers to be forwarded on the *Cascade*. It would return leaving Portland around 5:00 pm. It had no railroad connection in Portland, but it was the train the local people, including business people, used to go to Seattle and ran pretty full.

The UP train would leave Seattle around 5:00 pm and was the train the local Seattle people and business people used to go to Portland. It did have a minor connection with the *Portland Rose*. It would run 9-10 coaches, including the *Astra Dome*, a lounge car and a dining car.

The return trip from Portland was at 9:30 am and it made connections with all inbound Portland trains, the SP&S *Streamliner*, the *City of Portland* and it also carried the 3 sleepers from the *Cascade* back to Seattle. This was a very full train.

It was interesting how the three railroads handled passes. The GN wanted me to fill out a little 2x2 piece of paper with my name, title and work location, the NP wanted a similar piece of paper but it was about 2x4, and with the UP all we had to do was flash the pass.

The first weekend I was in Seattle I took the GN pool train to Portland returning on the NP pool train. The second weekend I went up to Vancouver BC on the *International*. The *Internationals* ran twice daily service from Seattle to Vancouver. Actually there were only 2 trains, each of which did a 1 ½ round trip, they usually had 2 or 3 coaches, and a parlor observation car, the *Port of Seattle* or the *Port of Vancouver*. I could ride the parlor car on the *International* (as well as the NP's *Holiday Lounge*) for the grand some of \$1.95. I never ever rode coach on those trains. The 3rd weekend, I took the *Western Star* and went back up to Spokane. There I had to spend a night before returning on the *Western Star* the next day.

I took a lot of trips. I rode the *Cascades*, the *Portland Rose*, the *City of Portland* (dinner in the dome dining car), the *Mainstreet*, the *North Coast Ltd.*, the *Butte Special*, *The Mail* on the UP to name a few.

One trip comes to mind. I had a pen pal who lived in Oakland, CA. When I moved to Seattle we decided to meet. So one spring day in 1964, after work on Friday, I hopped aboard the UP pool train for Portland. At Portland I caught SP's #19, the former *Klamath*, which left at 11:00 pm. This train was a few mail and express cars and one coach—in this case a *Shasta Daylight* coach. I don't recall having any trouble finding a place to sit. The next morning, The *Klamath* dropped me off at Macdoel, CA (43 miles south of Klamath Falls, Ed.) at about 8:15 am. Macdoel was a shed, a sign post and a few old shacks. My friend was coming up on the northbound #20, The *Klamath*, due in at 9:17. There were no cell phones and no way to find out how the train was doing, but as it turned out the train arrived close to on time. Number 20 that day had an extra coach and a deadheading automat car. After I greeted my friend, we went into the automat car where I was able to get a sweet roll to tide me over until we could get some real food.

Number 20 got us into Klamath Falls at 10:05 am. My friend's uncle had come with him and he had made arrangements to rent a car, so we chased #20 for awhile then went and visited the GN and the SP's freight yard. After a while we set up to watch for the *Shasta Daylight* from Portland, due in Klamath Falls at 2:20 pm. 2:20 pm came and went and so did a lot of freight trains which I recorded on my 8mm movie camera. Finally this poor train victim of SP's determination to kill came in. It had two coaches, and automat car, the $\frac{3}{4}$ dome car and the coach obs car which had something like 80 seats in it. After it left, we checked into a motel and enjoyed visiting the rest of the day.



Northbound *Shasta Daylight* near Klamath Falls.
Photo by H. Martin Swan

The next day I was planning to take the *Shasta Daylight* back to Portland. But after a check of the schedules I made a change of plans. Instead I decided to join my friend on #19 from Klamath Falls to Dunsmuir. Number 19 was back to a single coach and the conductor had no objection to our hanging out the vestibule. What a train from which to see Mt. Shasta. The ride was just wonderful. The weather was clear and the mountain majestic. Number 19 got into Dunsmuir at 11:00 am and I waved good by to my friend and his uncle. I now had to wait until the scheduled departure time of the *Shasta Daylight* at 1:50 pm. I finally found a nice spot and with my movie camera got a lot of freight action. Finally the *Shasta Daylight* came in, again with an E-9 or 8 unit, baggage car, 2 coaches, the automat car, the $\frac{3}{4}$ dome and the coach obs. I put my luggage by a seat somewhere in the train and headed to the dome where I plopped down on a window seat and just stayed there enjoying the view.

I had sandwiches with me so I never bothered to go to the automat car. The train got into Portland at midnight making connections with nothing. So I went over to the Hoyt Hotel. It was interesting, a fancy lobby but YMCA type rooms. Cheap and just what a railfan wants. Next morning got me on the UP's pool train, one of the rare times I rode that train in this direction and it hustled me back to Seattle.

Additional photos in the electronic edition extra pages.

A Ride with an Amtrak Engineer or the Pacific Northwest Engine Shuffle

By Christopher Palmieri
All photos by author

A chain reaction from the failure of a P42DC locomotive slated to take "*Baby Builder*" train No. 28 (15 Feb) out of Portland resulted in a series of power moves that caused a BNSF freight locomotive to be on two of the trains I was scheduled to ride on this last trip. What did Amtrak do when their locomotive for No. 28 (15) crapped out at the last minute?

Well, they stole Amtrak F59PHI 457 from Amtrak *Cascade Service* train No. 508 (15 Feb) and sent it to Spokane on No. 28 (15). Then Amtrak called the on-duty BNSF Manager of Passenger Train Operations and said, "Can we please, please, please have a BNSF freight engine at Portland for No. 508 (15 Feb)?" BNSF responded by supplying SD40-2 6702. This unit operated to Seattle on No. 508 (15) and then made a round trip between Seattle and Portland the next day on trains No. 500 (16 Feb) and No. 506 (16), both of which were on my itinerary.

Amtrak's plan to make things right in Cascade Land....At Spokane, the AMTK 457 was taken off No. 28 (15)/8 (15) and added to No. 7 (14 Feb) and sent to Seattle. At Seattle the AMTK 457 replaced the BNSF 6702 upon arrival of No. 506 (16) and departed on No. 509 (16). BNSF 6702

was then made available for pickup by BNSF at King Street Station.

Here are some images taken from the BNSF 6702 on the rear of train No. 506 (16) as we pull out of Portland Union Station.



The *Cascades* operate in push-pull service, normally with a locomotive at one end and a cab control car (rebuilt from an F40PH locomotive) at the other end. With four cab control cars being bad-ordered and out of service at Seattle, Amtrak was forced to operate a number of these trains with two locomotives, one at each end, per FRA Talgo Waiver requirement for crash protection.

Being restricted to 40 MPH per FRA Talgo Waiver requiring that a freight engine used on a Talgo train must be on the head end in order for the train to operate over 40 MPH, we turned out train at the CTC Wye to Terminal 6 (T-6) at North Portland. This 5-minute move would raise our maximum speed from 40 MPH to 70 MPH, the maximum speed engine BNSF 6702 is geared for.



Having gone around the T-6 wye, we are operating with the BNSF 6702 in the lead as we meet Amtrak "*Baby Builder*" train No. 27 (14) on the Oregon Slough Draw Bridge. The next bridge in the distance is the Columbia River Draw Bridge. Meeting a southbound train led by B40-8W 579 just south of the Centennial Depot at Olympia-Lacey, WA.



Passengers waiting for us at Olympia-Lacey. All of the passenger work at Tacoma provided a chance



to shoot this unusual consist in the depot.



What a Talgo should look like - we meet AMTK 467 leading a southbound train just north of the Tacoma Depot. (See next page top)

And having arrived at Seattle King Street Station, the BNSF 6702 poses next to the AMTK 457 that was just sent on a whirlwind tour of the Pacific Northwest from Portland to Spokane to Seattle. Once the passengers were detrained, an Amtrak crew would uncouple the Amtrak equipment from the BNSF 6702, pull out onto the



lead (Main Track 1), and then back the equipment on top of the AMTK 457 on the adjacent track.

Milwaukee Road 261 June Trips

This summer the "Friends of the 261" in cooperation with Amtrak and Canadian Pacific, will operate steam excursion trains featuring Milwaukee Road steam locomotive 261. The trips will originate at the recently remodeled Amtrak Station in downtown Milwaukee, Wisconsin.

On Wednesday, June 18, Milwaukee Road 261 will pull a one-way trip from Minneapolis to Milwaukee. The train will make the regular Amtrak stops at Red Wing, Winona, La Crosse, Tomah, Wisconsin Dells, Portage and Columbus and passengers may board or detrain at those points. The train will make another one-way run from Milwaukee to Minneapolis on Monday, June 23, making the same stops.

On Friday, June 20, No. 261 will make a dinner train run from Milwaukee to Sturtevant, WI where it will be turned and return to Milwaukee. First and Premium Class riders will enjoy a full dinner. Coach passengers are welcome as well, although no dinner will be served in coach.

On Saturday, June 21 and Sunday, June 22, locomotive 261 will pull a round trip from Milwaukee to Wisconsin Dells each day. After arrival at the Dells, a local trip will operate to New Lisbon to turn the train. In total, 261 will make a 270-mile round trip each day.

Premium Class (\$299 one way) will include Milwaukee Road

Skytop Observation "Cedar Rapids" and Super Dome 53 and includes hors d'oeuvres and gourmet meals prepared on board by our executive chef. First class (\$199 one way) and coach (\$99 one way) seating is also available; first class includes an upscale meal plan with hors d'oeuvres. Both First and Premium Class include complimentary beer and wine. Order your tickets now since these trips are sure to be sellouts!

Schedule:

The Minneapolis-Milwaukee excursions will depart from and arrive at 401 Harrison Street Northeast located at Harrison Street and Hennepin Avenue in northeast Minneapolis (a map will be included with your ticket order). Milwaukee trips will originate at the Amtrak depot in downtown Milwaukee. Departure from Minneapolis on June 18 is at 8:30 am. The train will stop in Winona at 11 am with arrival at Milwaukee at 6 pm. On June 20th, departure for Sturtevant is at 6 pm with arrival back in Milwaukee at 9 pm. Departure from Milwaukee for the Dells on June 21 and June 22 is at 9 am with arrival at Wisconsin Dells at noon. Departure for New Lisbon is at 12:30 pm returning to the Dells at 2:25 pm. Departure from the Dells for Milwaukee is at 3 p.m. with arrival in Milwaukee scheduled for 6 pm. Departure from Milwaukee on June 23 is at 8:30 am with arrival in Minneapolis at 6 pm.

News from Railway Age

Next Minneapolis LRT line begins EIS (Environmental Impact Statement) — March 5

The Federal Transit Administration has approved the start of an environmental impact study on the proposed Southwest Corridor Light Rail Transit line from Minneapolis to Eden Prairie. The \$2 million study is expected to take about 18 months, and will in part determine costs, ridership estimates, and environmental impact (if any) of three route alternatives under consideration.

Katie Walker, Hennepin County's chief planner for the rail line, said the county will seek study bids shortly. The county expects to receive some funding assistance from state and federal sources to pay for the study, but has budgeted enough to cover the cost if necessary.

Prospects for the LRT line have been aided by the recent passage of Minnesota's transportation bill which allows metro counties to levy a quarter-cent sales tax for transit. That allows the state to more easily provide its share of matching funds and bolster a project's potential standing with FTA, Walker said.

APTA reports record public transit ridership in 2007 March 10, 2008

The American Public Transportation Association (APTA) says Americans took 10.3 billion trips on public transportation in 2007, the highest level in 50 years, and representing a 2.1% increase over 2006.

Light rail (identified as modern streetcars, trolleys, and heritage trolleys) had the highest percentage of ridership increase among all modes, up 6.1% in 2007. LRT systems showed double-digit increases in the following areas: New Orleans (128.6%), Denver (66.2 %), Saint Louis (27.0%), Philadelphia (26.2%), Kenosha (18.5 %), New Jersey Transit light rail systems (14.7%), and Memphis (11.3%).

Commuter rail posted the second largest ridership increase at 5.5 percent. The five systems in 2007 gaining the most were:

Nashville (257.9%), Santa Fe (96.6%), Harrisburg (41.3%), Seattle (27.4%), and Oakland (14.2%).

Heavy rail ridership (subways) increased by 3.1%. The heavy rail systems with double-digit increases in ridership for 2007 were in the following cities: San Juan (13.2 %) and Atlanta (10.1%).

APTA says use of public transportation is up 32% since 1995, a rate more than double the growth rate of the population (15%) and up substantially over the growth rate for the vehicle miles traveled (VMT) on U.S. highways (24%) for that same period.

Northstar Commuter Car contract let — March 10, 2008

The Metropolitan Council of Minneapolis/St. Paul, MN, has awarded Bombardier Transportation a \$44 million contract for 17 BiLevel railcars for the Northstar, a new, 40-mile commuter service. The contract includes options for up to 64 additional cars.

The railcars will be built at Bombardier's production facilities in Thunder Bay, Ont., and Plattsburgh, NY. Delivery is expected to take place between May and August 2009.

Northstar, expected to begin service in late 2009, extends northwest from downtown Minneapolis along one of the region's most congested traffic corridors.

John S. Reed, 90, Died — March 17, 2008

It is with some sadness that your editor includes this piece: John Shedd Reed, former chairman and chief executive officer of Santa Fe Industries, and Railway Age's 1970 Railroader of the Year, died March 16 at his home in Lake Forest, IL. He was 90.

Reed, born in 1917 in Chicago, earned a B.S. in industrial administration at Yale University in 1939. Immediately after graduation, he applied to the Atchison Topeka & Santa Fe Railway to become a locomotive engineer. He was turned down for that position, but instead was offered a spot in the Santa Fe's test department in Topeka, KS. Following World War II service in the U.S. Navy, where he rose to Lieutenant Commander and was awarded the Bronze Star for meritorious service, Reed returned to the Santa Fe's Operating Department, working for the railroad in various capacities in Amarillo and Slaton, TX, Pueblo, CO, and Marceline, MO, before returning to Lake Forest in 1954. He earned an Advanced Management degree from Harvard in 1955.

Reed ultimately became chairman and CEO of the Santa Fe and later holding company Santa Fe Industries, coordinating the company's railway, natural resources, and energy divisions until his retirement in 1983. Prior to retirement, he had explored a possible merger of the Santa Fe with Conrail and then Norfolk Southern, and finally a merger with the Southern Pacific. Reed was succeeded by John Schmidt, who led the proposed Santa Fe-Southern Pacific merger, a transaction that the Interstate Commerce Commission denied in 1986. Schmidt departed the Santa Fe in 1987, and Reed came out of retirement for two years to again run the Santa Fe. Rob Krebs then succeeded Reed prior to the Santa Fe merger with Burlington Northern to create what is now BNSF Railway.

Fred W. Frailey in *Twilight of the Great Trains*, wrote, "John Reed, all protests notwithstanding, was the real thing—as much a railfan in the president's office of a major railroad as we were likely to see for awhile. In life, at least, Reed saw that his passenger trains were run as a railfan would want—for that matter as Fred Gurley and Ernest Marsh would demand."

On a personal note, my wife and I were on board Amtrak's *Super Chief* when it was rerouted through Amarillo due to a derailment on the Raton Pass line. We sleeping car passengers received a letter from Mr. Reed apologizing for the delay.

Passenger train fans across the country should mourn his loss.

Minnesota Streetcar Museum Needs Operators

Once again the Minnesota Streetcar Museum is looking for operators. Running a streetcar is a blast! Your editor enjoys the excitement of 2, 3 and 4 year olds riding for the first time. It's also fun visiting with trolley fans from other parts of the country. Your editor particularly enjoys Memorial Day when we actually perform a real transportation function taking crowds of people to Lakewood Cemetery. You can obtain training at both the Lake Harriet and Excelsior sites.

For Lake Harriet call Rod Eaton at 763-576-0608 or email at reaton@mac.com or for Excelsior call Bob Johnson at 952-937-9378, or email at streetcarbob@comcast.net Orientation and training will begin at the end of April.

Minutes of the March 15, 2008 Meeting

The meeting was called to order at 7:15 pm by chapter president Mark Braun in the conference room at the Twin City Model Railroad Museum at Bandana Square with 22 members and guests present. A motion to approve the minutes of the February 16, 2008 meeting, as printed in the March 2008 issue of Northstar News, was made, seconded, and carried. Treasurer Dan Meyer said that he had no report at this time. National director Doug Johnson was not present, however John Goodman had several items to report. He talked about the brochure for this year's national convention. He said that there are many things to do in Ft. Worth. The NRHS National Office in Philadelphia has closed. They are looking for a new location for the office. As trip director, John Goodman reported that he had gotten about 15 responses to the survey in February issue of Northstar News (out of a total chapter membership of about 60.) The most interest was in a trip on the Iowa Northern. Second was a trip on Amtrak to Wisconsin Dells, although he noted that at this time, there is no operating steamer on the RR museum line at North Freedom. Third was another trip to the Boone & Scenic Valley. Fourth was a trip to Duluth. There were few votes for a trip to Iron Horse Farm for a steam-up of their steam engine. John noted that this would be too expensive if it were done just for us, but he suggested that other groups and the general public might also attend. John said that he will pursue the Amtrak trip for this fall and he will write a letter checking into the possibilities of a trip on the Iowa Northern. There was a discussion about different possibilities for trips. A question was asked about a possible trip on a chartered private car. As program director, John reported that the pro-

gram for tonight would be presented by Bob Hawkins. Next month, the program will be about the Railroad Passenger Car Alliance convention, which was held in Duluth in January. Mike Mackner will present the program in May. The chapter's annual picnic will be in August. Prescott, WI was suggested as a location.

Cheer Committee - Marty Swan said that he did not know of anyone who needed to get a card to cheer them up. Editor Russ Isbrandt was thanked by president Mark Braun on behalf of the chapter. Webmaster - Dan Meyer reported that the system is back up. Meeting room - Although we were told that the meeting room would include "multi media" equipment, it does not yet have it. Mike Mackner reported that the Twin City Model Railroad Museum is working on getting the equipment. He noted that Bandana Square is also working on getting media equipment for all tenants, so we would be able use that. Treasurer Dan Meyer reported that 67 members have renewed so far this year and 11 have not. There are also two chapter-only members. They will follow up on 4 to 6 other people. The chapter's brochure is on the chapter's website. Members are encouraged to download copies and hand them out to people who might be interested in becoming members. The Northstar Chapter was represented at the Gopher Rail event held in February by the University of Minnesota Railroad Club. There was conflict for parking space due to a major sports event. No one signed up for chapter membership at the event, but some people did take brochures with them. Long-time member Bob Koetz is finally at home instead of in the nursing home.

New Business - Marty Swan suggested that we hold our annual holiday party at Tinucci's this year. He volunteered to be chair of the event. Dennis Loudon suggested Gulden's, where the

Great Northern Historical Society holds its annual party. After a discussion, it was suggested that Marty look into having the party at Tinucci's. Jim George reported that the Soo Line Historical Society bought an existing building in Appleton, WI. They have moved their stored archive material into the building. He noted that the building is pretty full, but that it is likely that there is very little additional material still out there. This was much cheaper than building a replica of a depot, as originally proposed. Mark Braun reported that the UP's 3985 steam loco is to be on display in St. Paul during the Republican National Convention, September 1-4. No excursions behind the engine are planned at this time. UP Centennial diesel 6939 is coming up here in early May. Bill Dredge said that he went to La Crosse recently for a model railroad show. They will be having a Rail Fair July 18th at Copeland Park. Marty Swan said that he is still getting mailings for the chapter, even though he is no longer president. An announcement was made that brochures from Trains Unlimited will be available at the front desk after the meeting is adjourned.

A motion to adjourn the meeting was made, seconded, and carried at 7:47 pm.

After a break, the program was presented by Bob Hawkins. He began with views of the famous Centralia Valley model railroad club in California, but the main part of his program was about Mission Tower and Los Angeles Union Passenger Terminal in the 1950s. Jim George showed some views of the new archives building of the Soo Line Historical Society.

Respectfully submitted,

Dave Norman, Secretary
Northstar Chapter NRHS

Northstar News
Northstar Chapter
National Railway Historical Society
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White Bear Lake, MN 55110

Address Correction Requested



Spokane Portland & Seattle Alco FA unit at Klamath Falls. Photo by H. Martin Swan



Western Pacific units at Klamath Falls. Photo by H. Martin Swan



Southern Pacific units at Klamath Falls. Photo by H. Martin Swan



Great Northern's *International* at Seattle. Photo by H. Martin Swan



Right: *Cascade* trainset in the process of being wyed at North Portland to put the BNSF unit in the lead. Freight units were restricted to 40 mph if trailing.
Photo by Chris Palmieri

Bulletin

Friday April 18th the Union Pacific Centennial unit 6936 is supposed to leave Western Ave. St. Paul at 6am. April 17th the inspection train will run Proviso, Milwaukee, Adams, Altoona and St. Paul.

UP 3985, the Challenger will be here August 29 - September 15, 2008 for the Republican National Convention in St. Paul, MN. Locomotive No. 3985 will be on public display during the four-day convention. There are no excursions planned at this time. A detailed schedule will be available in July that will outline the route No. 3985 will take on its way to St. Paul and the route it will take returning to its home base in Cheyenne.



Cascade passengers waiting for their southbound-train 507 at Tacoma as train 506 departs northbound.
Photo by Chris Palmieri



Why Alcos are called “honorary steam locomotives. Southern Pacific RSD 5 at Livermore, California, December, 1955.
From Greg Smith, photographer unknown.