



# NORTHSTAR NEWS

Pacific Northwest Trains I've Ridden in the 1960s -- Part 3, by H. Martin Swan



Southern Pacific's *Cascade* loading as was the Spokane Portland & Seattle's *Streamliner*, the combined Portland sections of the *North Coast Limited* and *Empire Builder*, August 3, 1968. Photo by Russ Isbrandt

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## Meeting Notice

The November meeting of the Northstar Chapter of the NRHS will be held on November 19th at 7pm, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page.

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:15 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Program: Jim George will present his travels in Switzerland.

## Northstar Chapter Officers

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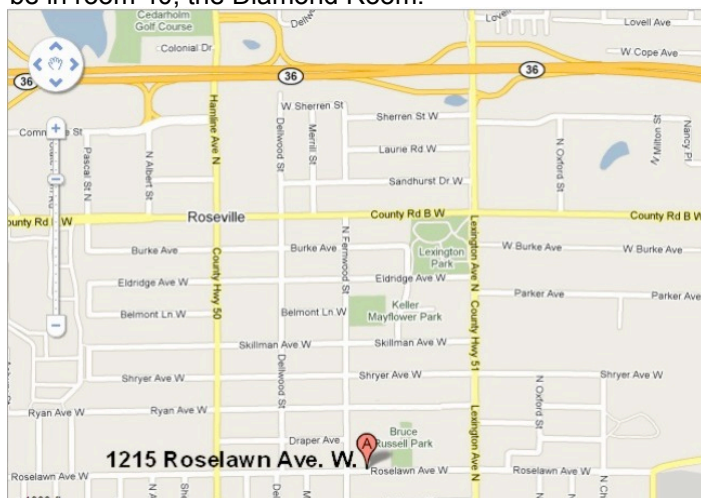
## MEMBERSHIP INFORMATION

Dues are \$51(\$36 for the National dues and \$15 for the local dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 for the National, \$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 payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.

*A subscription to this newsletter may be obtained for \$15 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.*

### Directions to Roseville Lutheran Church

From the east and west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, the Diamond Room.



### Pacific Northwest Trains I've Ridden in the 1960s -- Part 3 By H. Martin Swan

#### Trains out of Portland

#### Southern Pacific

**Shasta Daylight** Summer only Portland/San Francisco  
#9 Lv 7:35 am  
#10 Ar 11:25 pm

The poor *Shasta Daylight* only ran during the summer for a couple of years while I was out there. After that, it was quietly just simply dropped and nobody protested.



**The Shasta Daylight about to board a crowd of Seattle World's Fair passengers for Oakland, September 7, 1962. That's UP pool train 457 two tracks over.**  
Photo by Russ Isbrandt

The one time I rode it, it consisted of 3 coaches, the 3/4 length dome, an automat car and a round end observation car that had been converted to a very high density coach. I believe there were 78 seats in the car.

I rode the train just once, from Dunsmuir, CA to Portland. I spent the entire trip in the 3/4 dome, either up on top, or down in the lounge area enjoying a "refreshment". Since I was on the train from 1:50 pm to 11:25 pm I most likely used the automat, but I have no memory of doing so.

**Mail** between Portland and San Francisco

#19 Lv at 10:00 pm

#20 Ar at 8:00 pm

Just what it says, a milk run making all stops. When I rode it, it was mail and express fore and aft with 2 coaches in the middle. No food, although the first time I rode the train,



it had a deadheading automat in the consist with a few items in the machines.

I had a pen pal from the days when I was living in Nebraska who lived in the San Francisco area. We decided to meet. I rode #19 down to Macdoel, CA. Macdoel station was simply a sign next to the tracks, no town to be seen anywhere. After a 90 minute wait in the middle of nowhere, #20 showed up with my pen pal along with his uncle on it. We then took the train back north to Klamath Falls. We rented a car and had a merry old time checking out the yards, train watching, etc. etc.

The next day we all boarded #19 and I took that train as far as Dunsmuir where I said so long and waited for the *Shasta Daylight* to return to Portland.

**The Cascade** between Portland and San Francisco

#11 Lv at 4:00 pm

#12 Ar at 8:45 am

This was a great train, at least while I was there. The train ran from Portland to San Francisco and carried 5 or more coaches, triple unit dining car/lounge and 6 or more sleeping cars, 2 or 3 coming from Seattle. The rear car was one of SP's mock observation cars, i.e. a basic Pullman with the rear end enclosed and painted to look like an observa-



**The Cascade Limited at Klamath Falls, OR, August 3, 1968.** Photo by Russ Isbrandt

tion car. It gave the train an nice look. It was probably the best train that the Southern Pacific still operated.

Every Christmas while I was out in Seattle I would go down to the San Francisco area to visit my grandmother and uncle. I would take the *Cascade*, the first two years in sleeping cars from Seattle and later coach to Portland and then sleeper on the *Cascade*. Due to time constraints I would have to fly back. Beyond those Christmas trips, I only rode the *Cascade* one other time. I had taken the Bend, OR mixed train. At Bend I was given a ride in the engines on a GN freight train to Klamath Falls. At Klamath Falls I booked a roomette to Portland, unfortunately the Seattle sleepers had been removed. The biggest problem was I had to wait from 4:00 pm to 1:30 am for the train. This was a Saturday. I had gotten up at 7:00 am on Friday to go to work, then took the UP pool train and the SP&S local to Wishram, then the Oregon Trunk mixed down to Bend. I got extremely little sleep while on the mixed. I did unwillingly doze off a couple of times on my cab ride to Klamath Falls, but basically by the time I got on the *Cascade* I had gone 40 hours with no sleep. Klamath Falls

had a movie theater and I sat through the "Longest Day" twice (and believe me it was the longest day). When the *Cascade* came in I was basically sleepwalking. I have no memory of getting to my roomette and collapsing; I do recall this really annoying knock and buzzer at my door from the porter who was trying to wake me up just prior to arriving Portland.

**SP&S** Portland /Pasco/Spokane

**The Streamliner**

#2 Lv at 3:00 pm

#1 Ar at 7:00 am

The SP&S's *Streamliner* was actually three trains in one. First it was an SP&S train between Portland and Spokane carrying a couple of SP&S coaches, a dining car, and the *Mt. St. Helens* or *Mt. Hood* (sleeper-club-lounge, 6 roomettes and 3 double bedrooms) all painted GN colors, although later on the SP&S would repaint the cars in their own Pullman green and yellow colors. In addition the train carried *Empire Builder* cars between Portland and Spokane for the Great Northern. The GN's cars, depending on season, would be one or two Pullmans and one or two coaches including a dome coach. Finally the train, between Pasco and Portland carried cars for the Northern Pacific's *North Coast Limited*. Like the *Empire Builder*, there would be one or 2 NP sleepers (no dome) and one or two coaches including a dome.

I would ride this train often from Portland to Spokane. I knew the traffic manager of the SP&S and upon request he would send me a full trip pass. I would sit in the dome (GN) while in the Columbia River Gorge, thence to the dining car for their delicious breaded veal cutlet dinner and then the balance of the trip in the lounge section of the *Mt. St. Helens* or *Mt. St. Hood*. I only rode the train westbound once and that was when I was on a student training tour. I never rode one of the EB or NCL cars beyond Pasco or Spokane.

**Mail - Portland and Spokane**

#4 Lv 9:40 pm

#3 Ar 5:30 am

This train was strictly a mail train with one or two heavy-weight coaches. It once also carried a sleeping car off the GN's *Western Star* but I never saw it. I never rode train #3 and only rode #4 from Portland to Wishram in order to ride the Oregon Trunk's mixed local from Wishram to Bend.

**Trains at Spokane**

**Northern Pacific between Spokane and Lewiston Local**

#311 Lv 8:45 am

#314 Ar 8:05 pm

This train consisted of a RDC-3 and operated between Spokane and Lewiston, ID. I took the NP's *Mainstreeter* over to Spokane one Friday evening during the football season so as to ride this train. I was surprised to see a handful of passengers on board; regardless, I had no trouble getting a seat near the front, and the engineer had no problems with me walking up to the "fireman" side window to take movies. I recall three things about this ride: 1. This ride was the only passenger train ride I have ever taken where I got motion sickness. I don't believe that there was more than 10 feet of straight track on the run. Curve to the right, curve to the left, curve to the left etc. etc. and the track itself was somewhat on the "rough" side. 2. This was football Saturday. Washington State in



**The Lewiston Budd car just arrived in Spokane, September 2, 1962.** Photo by Russ Isbrandt

Pullman, WA was going to play the University of Idaho in Moscow, ID. The train ran through both towns. Apparently the tradition is that when the two schools play each other, the students walk between the two campuses--a distance of about 11 miles. Shortly after leaving Pullman we came across mobs of students walking along the adjacent highway. I've never seen anything like this before and it was very interesting. 3. I had 3 hours to kill in Lewiston, ID. One of the most boring 3 hours I have had to endure in my life.

Eventually we got back to Spokane in time for my only westbound ride on the *Mainstreeter*. This little local was one train I never had a desire to ride again.

#### **Union Pacific "City of Hinkle"**

#19 Ar Spokane 5:30 am

#20 Lv Spokane 10:45 am

Actually this little train had no name anymore, the local railfans called it the City of Hinkle in jest. It was the last remnants of the UP train, *The Spokane*, which once ran between Spokane and Portland complete with coaches, dining cars, lounge service and Pullmans not only to Spokane but, via connections to Omaha, and from Spokane to and from Los Angeles via connections. The first downgrade was to combine it with the *Portland Rose*, and eventually it was left with a baggage car and a single coach which ran between Spokane and Hinkle (mainline point on the UP). In fact it was considered a mixed train northbound. You could still ride the train from Spokane to Portland, connecting in Hinkle to the *Mail* train at Hinkle, but you couldn't get back as no eastbound Portland train made a connection with this little train. You could go east however as it made a good connection with the *City of Portland* at Hinkle and you could even come back with a 1 hour, middle of the night connection from the westbound *Portland Rose*.

I rode the train twice, the first time the train had a heavy-weight coach and the 2nd time it had an all section car as the coach. The train carried a surprising amount of passengers both times and the route was very pretty. It was the only train out of Spokane that passengers could take if they wanted to go direct to Denver or Omaha, then on into Chicago and all points in between. I did make one mistake. Since Hinkle was named in bold letters in the UP's timetable, I assumed there was a town there. I figured I

would spend the night and then take the *City of Portland* in the morning. Wrong. After I photographed the *Mail* going west and the *City of Portland* going east, I looked around for the town. There wasn't any. This was just a UP division point. It was about 4:00 pm and the next train, going in either direction wasn't until 12:15 am when the westbound *Portland Rose* would come by. However, it did have a happy ending, the conductor on *City of Hinkle* saw me looking around dazed, since I was a GN employee he suggested that I stay at the UP Hotel in the Hinkle yard and gave me a lift in the crew van. There I had a wonderful evening and the next morning a callboy came to my room to wake me up. Never before, never since, and never again would I be awoken by a genuine callboy. The van then took me to Hinkle with the rest of the crew and I boarded the *City* and went to the dome diner for breakfast.

The second time I took the train was with my pen pal from California. This time, I caught the connecting train to Portland.

This was another resilient train. It lasted until Amtrak day, although at the end, the northbound train #19 had no connections, west or east at Hinkle. One can imagine how many times it ran with no paying passengers. The southbound train did still make connections at Hinkle, either east or west, after a 3 + hour wait for the connection.

Additional photos in on the electronic edition extra page.

### **An Impromptu Concert on the Tracks**

**By Jack Neiss**

**Retired Conrail Locomotive Engineer and  
Road Foreman**

**From the Lancaster Chapter Dispatcher Newsletter  
October 2011**

Back in the early 1980s, one pre-dawn summer morning I happened to be operating Conrail Mail No.10 eastward from Trenton when we were advised by Nassau Tower (near Princeton Junction, NJ, MP 47.3 - Ed.) that there were signal outages and possible track obstructions between Princeton Junction and New Brunswick due to a confirmed tornado. During the trip, we had been following a rather intense storm system ever since we left Harrisburg, but the majority of the severe activity seemed to be tracking north of the railroad until we passed Holmes Tower, north of Philadelphia (Holmesburg Junction, MP 77.2 - Ed.). Lightning was intense with high winds, but we encountered very little precipitation. By the time we reached Nassau, a slow order had been put up....10 mph, all tracks between Nassau and Edison (Princeton Junction and 2 miles north of New Brunswick, NJ- Ed.). Passing Nassau on a Stop and Go (Rule 291, Stop and Proceed signal - Ed.) running No. 1 track, I figured, "Well, here we go!" as I headed into some rather ominous looking storm clouds ahead of me. I passed a Maryland Division freight in short order on No.3 track headed up by two E-44s, apparently dead in the water due to the loss of catenary power. Fortunately, I had two rather new SD-40-2s for power and since No.10 was already about an hour behind schedule, the dispatcher wanted to keep us going towards our terminal point at the Meadows as best as could be done. I passed the Maryland Division freight and noticed nothing unusual ahead of me storm damage wise, but I did see another headlight of a westbound in



the distance, either stopped or moving toward me very slowly. This train was on track No. 4. Suddenly, the radio came alive...."Conrail 6424, Mail No.11 to Mail No.10, over." "Mail No.10, over." "Jack, I thought that sounded like you. Be advised there is a piano on the track in front of you on No.1 track about three cat poles west of MP (whatever it was, I forget). Don't run over it!" I thanked him and the brakeman and I went on the lookout. Approaching the location, sure enough there it was, a baby grand piano minus one leg, sitting squarely in the middle of our track. I advised the operator at Nassau that I had stopped short of the track obstruction and we would advise him of what was what. Upon examination, the train crew and I found a Blüthner Baby Grand piano which played almost perfectly, unscratched except for some minor damage to its legs. A Blüthner piano of this model at that time sold for about \$10,000! We advised the powers that were and we were told that a track gang would be there shortly to remove the piano from the track. Apparently, a tornado had plucked this instrument up from somewhere nearby, carried it a ways and sat it down directly in front of us!

As a sideline, I am a musician besides being a retired railroader....keyboards being one of the instruments I play. So here lay a golden opportunity for an impromptu concert, at least until the track gang arrived. The piano played beautifully, despite being somewhat wet and so I serenaded the guys with some blues, jazz and a slightly distorted version of Jerry Lee's "Great Balls Of Fire". A Trainmaster and the five man track gang arrived about 10 minutes later and we all had one heck of a time lifting the piano off the track, but we managed to do so. After about a 40 minute delay, No. 10 was on its way towards the Meadows and I remarked to the brakeman afterwards that I was glad no one had ordered me to push this valuable musical instrument off the tracks. We found out later that it came from a house across the way from the tracks which was hit almost directly by a funnel cloud. In retrospect, I wish that someone had a camera that day to record this event, as I probably was the only person ever to have played a small musical interlude directly on the tracks of the Northeast Corridor. As I was departing however, one of the trackmen, a black chap who was exceptionally good on the keys, took up where I left off. Airs of "Summertime" and "St. Louis Blues" drifted my way, unfortunately drowned out by the noise of my locomotives as I pulled away. No doubt, if the owner of the piano was out and about, he or she would have had no problem locating where it had gotten to. An event like this would probably happen only once in the annals of railroad history, and when I signed up at midnight in Harrisburg, I really had no idea that part of this trip would involve playing some live music in New Jersey.

### **Friends of 261 Excursion to La Crescent, MN** **By Richard Tubbesing**

It was a great day for a train ride down the river. Perfect weather. I took a couple of pictures at Harrison St. and Amtrak "Bloody Nose" #156 had lettering on the front saluting Don Crimmin's retirement. He had spent 29 years at Amtrak in Chicago and was instrumental for his volunteer work and assistance with the Friends of #261. We left Harrison St. about 5 minutes late and just south of Hennepin Ave, we passed a UP transfer that Scott (attendant on board) noted had a couple of hoppers on the ground. We arrived Winona about 15 minutes down. The all MILW

consist was fantastic. A nice breakfast was served with a bacon and broccoli Frittata, fruit and sweet bread. I saw a number of tugs with barges. At lock and dam #5 I believe, 9 barges were in one of the locks with the tug in the next lock heading upstream. The trip to LaCrescent was fast, but had to wait on the wye for a westbound stack to clear the Mississippi River Bridge. On board, a nice lunch with a honey ham and cheese sandwich, chips and cookie was provided. We backed on the bridge and then headed west picking up speed. At Homer siding we went into the hole with the stack train ahead of us and waited for a 6 hour late Amtrak #8 and a Portage, WI bound coal train with BNSF power to pass. We waited for the stack train to exit the siding and then headed to Winona and arrived about half hour behind. After quickly detraining and boarding passengers at Winona, we headed west still about a half hour down. We had no stoppages en-route and passed about 3 CP freights along the way and saw a westbound BNSF freight waiting for us to clear St. Croix interlocking. We got to Hoffman Ave. where we had to slow to a crawl to wait for another BNSF coal train that was also heading for Portage, WI to clear as it headed into the Dayton's Bluff yard. As we passed the west end of CP's St. Paul Yard, a CP transfer and UP transfer in the Belt Yard were both waiting to enter the Hoffman Ave. interlocking. As we headed west, we were routed on the St Paul Sub (Ex-NP). Instead of going up Westminster hill, we went through the short tunnel and proceeded past the Soo Cardigan Jct. line, past Bandana Square and Midway station and then on to the rarely used connector track between the St. Paul Sub and Midway Sub to head back to Harrison St. There must have been some congestion at the BNSF Midway Intermodal yard to have the dispatcher route us on this route. We got to Harrison St. about 20 minutes behind schedule. It was a great train ride! Additional photos on electronic edition extra page.



**Dick Tubbesing got in some rare mileage as the Friends of 261 extra moved over the connection between the BNSF's St. Paul Sub to the Midway Sub, October 9th. Photos by Dawn Holmberg**

### **From Railway Age Breaking News**

#### **Amtrak sets rider, revenue records in FY11**

Friday, October 14, 2011

Amtrak says it carried a record 30.2 million passengers in its fiscal year 2011, ending Sept. 30, up 5% from fiscal 2010 and its eighth record annual ridership in the last nine years.

The railroad said 26 of its 44 services set all-time records in FY11, with the year being the best yet for *Northeast Regional* service between Boston and Washington. Amtrak's *Acela Express* service in the Northeast Corridor also did well. Long-distance trains notched their best ridership in 16 years.

Amtrak also noted its ridership has increased nearly 44% since fiscal year 2000.

"We thank all our passengers for choosing Amtrak and our state partners for working with us to develop the kind of service that attracts ever increasing numbers of riders," said Amtrak President and CEO Joseph H. Boardman. "Amtrak is fulfilling its national mission and is part of the solution to meet America's growing transportation and energy needs."



**Chapter friend Dennis McDonald from England and his wife along with seven chapter members toured the Twin Cities railroad facilities and rode the *Hiawatha* and *Northstar* Commuter lines September 29th. Here is the group at Big Lake. Additional photo on electronic edition extra page.**  
Photo editing by Russ Isbrandt



**Iron Horse Central steamed their 0-4-0 October 8th for a large crowd.**  
Photo by John Goodman

## October 15th Membership Meeting Minutes

The meeting was called to order at 7:02 pm in the Roseville Lutheran Church by chapter president Dawn Holmberg with 19 members and guests present. Those present were asked to introduce themselves. A motion to approve the minutes of the September 17, 2011 membership meeting, as published in the October 2011 issue of *Northstar News*, was made, seconded, and carried. Treasurer Dan Meyer gave his report, both orally and in written form. He gave figures for account balances and recent expenditures. He gave thanks to the Audit Committee and said that he would be implementing their suggestions for changes in the way that the chapter handles its finances. He noted that a chapter budget for 2012 is in the works. He will also be going forward 5 years, as the Audit Committee recommended. Dan also reported on membership. We have 72 members, of which 12 are family memberships and two are chapter-only. We have 6 *Northstar News* subscribers. Dan also reported that the NRHS national dues notices should be coming out soon, probably before the end of the month. Dan said that he will be sending a letter to subscribers asking them to renew, or they can just send a check to the chapter's PO box. Dan asked how many

wanted a receipt for their dues payment. Based on the response, he said that he would send one only to those members who indicate they want one. National Director Bill Dredge said that there is an upcoming national meeting in Wilmington, DE. He will be attending to represent us. Bill mentioned some of the significant items that are on the agenda for the meeting. Trip director John Goodman said that there are no trips planned, but he mentioned that some members of the chapter did take a trip recently with chapter member Dennis McDonald and his wife, who live in England, but were visiting the Twin Cities in late September. The trip included a ride on the *Hiawatha* Light Rail Line to connect with the *Northstar* commuter train. Next year, there is a suggestion that we could take a speeder trip in Wisconsin, probably in May. There is some interest in this - John Goodman said that he will contact the group that operates this trip. There was a report on the rail calendar project, including a financial report. The calendars arrived at the end of September. They have been delivered to hobby shops, book sellers, etc. Also, there have been some direct sales. Postcards advertising the calendar have been mailed out. We are working on getting a webpage for the calendar, with an online order blank. Also planned is a Facebook page for the calendar and one for the chapter. It was also reported that several railroads are interested in buying calendars in quantity. There was a question about the finances of the 2011 calendar. The response was, "We are chugging along." We sold several at the model railroad flea market today and some at the meeting tonight. Joe Stark reported on sales at flea markets. He noted that we are running out of things to sell, plus some of those who have been staffing the tables for the chapter are getting "burned out." The question was asked whether there were any chapter members who would be interested in helping staff the tables, but there was no response. The newsletter was mentioned. Russ Isbrandt gave a report for the Library Committee. It was noted that we would like to have the library open on meeting days in the afternoon. Bob Clarkson has offered to help with this, but he needs help. John Cartwright is now the "Curator." He will be bringing in some items from the chapter's collection that he has been storing at his home. Hudson Leighton has been digitizing slides from the Cordes collection. Webmaster Dan Meyer reported that the chapter's website needs to be updated and that he will do so soon. Dick Tubbesing said that he needs to know if anyone's e-mail or postal address changes, so he can be sure of getting their *Northstar News* to them. There was a call for any other items of business. People were reminded that, if any member wishes to do so, they can run for office in the chapter. There was no need for the Cheer Committee to send anyone a card in the past month. The Holiday Party is set up. There will be a notice in the November issue of *Northstar News* for people to make their reservations. The restaurant wants to have a minimum of 30 attending. For the program, we hope to get Bill Kuebler, but he might have a work schedule problem. If that happens, we have a back-up plan. Next month, Jim George will present a program on *Rails in Switzerland*. This month, Dick Tubbesing will present a program on trips that he has made this year. We have several possibilities for programs for next year. New Business - it was announced that the St. Paul Radio Club will have a special event Saturday, November 5th, at the Jackson St. Roundhouse. There was a call for a vote on whether the chapter should continue meeting at this place, the Roseville Lutheran Church, for next year. The motion to do so was made, seconded, and carried. The question was asked about whether we want to start our meetings earlier, since we must end them at a certain time. Dawn Holmberg said that she would talk about this with a representative of the church. Since the national by-laws have changed, the question was asked whether we need to change our chapter by-laws. It was suggested that we discuss this at a chapter board meeting. Dick Tubbesing reported that he was photographing the special train operated by the 261 group from a bridge. Later that day, the Coon Rapids police came to his home and questioned him. He was concerned about this. Russ Isbrandt said that there is a



statement that you can download from the Internet about the rights of photographers. A motion to adjourn the meeting was made, seconded, and carried at 7:50 pm. It was announced that exchange newsletters and old brochures from various railroad museums and tourist railroads were available at the front table. After a brief break, Dick Tubbesing presented a program on his travels this year. It started with a visit to the Cass Scenic Railroad in West Virginia for a special event, then he went to the NRHS National Convention in Tacoma, WA, then the Train Festival 2011 in Rock Island, IL with a number of steam locomotives in operation, and ended with Steve Glischinski's Photo Special trains.

Respectfully submitted, Dave Norman, Secretary, Northstar Chapter NRHS

### From Trains Newswire

#### **Amtrak plans to resume Minot, ND, service by Thanksgiving**

Published: October 17, 2011

CHICAGO — Amtrak's *Empire Builder* will resume calling at the railroad's Minot, ND, station by Thanksgiving, the Minot Daily News has reported. The Chicago-Seattle train hasn't stopped in Minot since June, when record-setting floods devastated the city.

Floodwaters stood 2 feet deep on the recently renovated station's main floor. The ticket counter and waiting room sustained serious damage, and Amtrak plans to use the baggage area as the ticketing area for a time. Repairs to the boarding platform will also need to be completed.

Amtrak has directed Minot passengers to board the *Builder* at nearby stops in Stanley and Rugby, ND, during the outage.

#### **Martina McBride launches album on Amtrak special train**

Published: October 12, 2011

CHICAGO — Country music performer Martina McBride had never been on a train before her management came up with the idea of debuting her latest album, "Eleven" on a cross-country

Amtrak charter. Three P42 locomotives growled their way out of Chicago October 12th after McBride gave a concert in Chicago Union Station's Great Hall. Following the locomotives were a Superliner coach, Sightseer lounge, dining car, and three sleepers adorned with decals promoting the [www.pinktogether.com](http://www.pinktogether.com) breast cancer awareness campaign as well McBride's new release.

The train stopped in Cleveland and Pittsburgh and overnight headed to New York, where McBride and her band would perform a concert at Penn Station around noon October 13th.

"It's fun to be able to sit down and enjoy a meal while the countryside passes by outside the window. You can't do that or see as much from a tour bus," McBride explained in an interview with TRAINS after her Chicago concert. "We haven't had any jam sessions in the lounge car yet, but we should, maybe before the trip is over." She told the crowd and reporters how much she enjoyed her new travel experience.

After her special left Los Angeles Monday morning about 10 hours ahead of the Southwest Chief, McBride gave a concert after midnight next to the Albuquerque station. The train also stopped briefly at Newton, KS, (she was born in Medicine Lodge, along a Santa Fe branch line to the south) and Kansas City, MO, for speeches, autograph signings, album sales, and interviews.

David Lim, Amtrak's chief marketing officer, who made some of the concert introductions, said Amtrak rigorously evaluated the media value that the cross-country trip would generate before signing on to partner in the "Eleven Across America Pink Together Express Powered by Amtrak." The venture was underwritten by General Mills through its Pink Together breast cancer awareness initiative. Susan G. Komen Foundation affiliates along the route are also participating. (Cont'd P.8)

## **The Northstar Chapter of the National Railway Historical Society Annual Banquet December 4, 2011**

at

Gulden's Restaurant and Bar

Located at 2999 Highway 61, Maplewood, MN

Exit I-694 at Highway 61 and drive south, turn right on County Road D

Price: \$25.00

Includes buffet of roasted turkey, Swedish meatballs, or Lasagna, choice of two salads, vegetable, potato, dessert, beverage, taxes and tip.

Program: Guest speaker Bill Kuebler will show his presentation on the Northern Pacific and the wreck at Granite, Idaho in 1962. Mr. Kuebler is the author of a book on the *North Coast Limited*. However we must advise that his work schedule with Delta Airlines may affect his availability to present this program on this day. Alternative plans are being made if this were to occur. We should know his schedule by our mid-November meeting, and will announce accordingly.

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Deadline: November 30th.

Member.....\$25.00    Name:\_\_\_\_\_

Guests (Number)\_\_\_\_\_ @ \$25.00\_\_\_\_\_

Phone number of member (in case we need to contact you)\_\_\_\_\_

Make checks payable to "Northstar Railway Historical Society"

Send to: John Goodman, 8409 13th Avenue South, Bloomington, MN 5545-1705

"Everyone shares costs," Lim said, "but the fact that this is her first train ride, and she's taking the train across the country, obviously brings tremendous awareness to our long-distance trains. She's having a great time, and the people who come down to the station see that." — Bob Johnston

### **Chapter Library Open House November 19th**

Come visit the chapter library at 2010 E. Hennepin Ave. Take I-35W to the Hennepin Ave exit from the south or Stinson Blvd exit from the east and north. Take the first right available east of Stinson to enter the parking lot. We're on the second floor of the building with the Research Laboratories sign on it. There's lots to see, books, magazines, video tapes, DVDs and players and a TV to view them on. Bob Clarkson and Dick Tubbesing will be there to help you. The BNSF St. Paul Sub action is visible too.

### **Canadian Pacific Holiday Train Schedule**

#### **Sunday, December 11**

**Hastings** – 4:00 pm, CP Depot, 500 East Second St.

**Cottage Grove** – 5:30 pm, West Point Douglas Road, South of Seiben Bridge in front of the Youth Service Bureau

**Minneapolis (Shoreham)** – 8:15 pm, CP Shoreham Yard, 2800 Central Ave. NE

#### **Tuesday, December 13**

**Loretto** – 4:15 pm, Hennepin County Road 19 Railroad Crossing/Chippewa Trail

**Buffalo** – 5:45 pm, 612 NE 3rd Ave., behind McDonald's on Highway 55

### **Railfan Calendar**

#### **Trainfest**

Saturday and Sunday November 12-13th, Wisconsin Exposition Center, State Fairgrounds, 8200 W. Greenfield Ave., West Allis, WI. Admission: Adults \$12 (online discount coupon available), children 4-14, \$2 (free with downloadable coupon). NOTE: THIS

INFORMATION IS SUBJECT TO CHANGE. CHECK [www.trainfest.com](http://www.trainfest.com) for updated information.

#### **Granite City Train Show**

Saturday, November 12, National Guard Armory, 1710 Veteran's Drive, St. Cloud, MN. Admission: \$5, children 12 and under free.

#### **Lakes and Pines Division of Train Collectors Association Train Show and Swap Meet**

Sunday, November 13, 12:15 pm - 2:30 pm, John P. Murzyn Hall, 530 Mill Street NE, Columbia Heights. Admission: \$2.00 adults, children 12 and under free.

#### **Greater Upper Midwest Train Show**

Saturday, November 19th, 9 am - 2 pm, Century College, 3300 Century Ave. N., White Bear Lake, MN. Admission: \$5 adults, children under 12 free.

#### **Northstar Chapter Annual Banquet**

Sunday, December 4, 4 pm - 8 pm. Gulden's Restaurant \$25. See the reservation form on the back of this page.

#### **Twin City Model Railroad Museum Night Trains**

Saturday nights (Except Christmas Eve) November 26th through February 26th, Twin City Model Railroad Museum, 1021 Bandana Blvd., Suite 222, St. Paul. Admission: \$8 individuals, \$25 for immediate family

#### **Newport Model Railroad Club Train Show and Sale**

Saturday, January 14th, 10 am - 3 pm, Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. Admission: \$5.00 adults, children 11 years and under free.

#### **The Great Tri-State Rail Sale**

Saturday, January 28th, 9 am - 3 pm, La Crosse Center, 2nd and Pearl Streets, La Crosse, WI. Admission: \$5.00, children under 12 free.

Northstar News

Northstar Chapter

National Railway Historical Society

1515 Creek Meadows Drive NW

Coon Rapids, MN, 55433-3768

Address Correction Requested





**Shasta Daylight** at Klamath Falls, OR with former parlor observation car turned into 78 seat coach. Photo by H. Martin Swan



**SP's Cascade** at Eugene, OR, August 3, 1968. Photo by Russ Isbrandt



**Left: Union Pacific #12 Mail and Express** train at Portland photographed September 7, 1962 before boarding the **Shasta Daylight**. Photo by Russ Isbrandt

**Right: SP&S Western Star** connection to Portland at Spokane, September 2, 1962. Photo by Russ Isbrandt



**Below right: Amtrak's "Bloody Nose" commemorative locomotive** heads up the Friends of 261 Fund Raising Special at Harrison Street, Minneapolis. Photo by Dick Tubbesing



**Below left: Marty Swan, Dennis McDonald, John Goodman, John Cartwright, Bill Dredge, Shelia McDonald and Dick Tubbesing** await their **Hiawatha Line** train at 28th Avenue, Bloomington, September 29th. Photo by Russ Isbrandt

