



NORTHSTAR NEWS

Chicago Union Station, Station Master's Bulletin of December 21, 1962



The Burlington's *Denver Zephyr* prepares to accept passengers January 3, 1964. The Pennsy's *Broadway Limited* is loading on the adjacent track. Power from the *Pennsylvania Ltd.* stands on the farthest track. **Photo by Russ Isbrandt**

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Meeting Notice

The December meeting of the Northstar Chapter of the NRHS was our annual banquet held at Tinnucci's Restaurant.

The next regular meeting will be held in the Como Park Streetcar waiting station January 17th. See directions on following page.

Here's wishing all of our readers pleasant, safe, hassle free holiday travels, fond happy memories of holidays past and new happy memories of the upcoming holidays.

Northstar Chapter Officers

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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 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.



Thirty seven chapter members and their guests listen to speaker, Dennis McDonald of England describe his world railway travels on a snowy Sunday December 7th at Tinnucci's Restaurant.

Photo by Dawn Holmberg

Directions to the New Site of the January Meeting, Twin Cities Lines Streetcar Waiting Station in Como Park.

Exit I-94 at Lexington Parkway and travel north to Horton Ave. second light after crossing under the second set of BNSF tracks. Turn right onto Horton Ave. and left into the small parking lot. If the lot is filled, park on Horton Ave., or on Churchill Street to the east.

**Chicago Union Station, Station Master's Bulletin
December 21, 1962**

The following was sent to me by Jim Scribbins, who obtained it from a friend in the Chicago Union Station ticket office. For an old foggy like your editor, it brought back the excitement of Christmas train travel and train watching. For those of you too young to remember, I hope it brings a little insight into another world of railroad passenger service.

December 20, 1962.

FRIDAY, DECEMBER 21, 1962

A -Milwaukee Road Trains shown will be equipped as Indicated: Chicago and Minneapolis account Holiday travel:

- No. - 56 (Mail Train to Minneapolis) 2 coaches
 - No. - 4 (Pioneer Ltd.) - 4 coaches
 - No. - 1 (Pioneer Ltd.)- 7 coaches to Minneapolis and 2 coaches to Wausau
- Extra Hiawatha Chicago-Twin Cities requirements:
- No. - 16 (Olympian Hiawatha) -1 M&E, 4 coaches - total 14
 - No. - 2 (Afternoon Hiawatha) - 5 coaches, 1 diner – total 14
 - No. - 5 (Morning Hiawatha) 1 M&E, 2 coaches - total 17
 - No. - 15 (Olympian Hiawatha)- 5 coaches, 1 parlor, 1 diner - total 15
 - No. - 117 (The Varsity) - 7 coaches
 - No. - 118 (The Varsity) - 7 coaches
 - No. - 11 (The Sioux)- 4 coaches
 - No. - 22 (The Sioux)- 6 coaches

B - BURLINGTON Trains shown will be equipped as indicated:

- No. - 55 (The American Royal Zephyr)- Sleepers 552 and 553 to Kansas City
- No. - 56 (The American Royal Zephyr)- Sleeper 562 from Kansas City
- No. - 30 (The Ak-Sar-Ben Zephyr) - Sleeper 305 from Lincoln
- No. - 3 (The Ak-Sar-Ben Zephyr)- Sleepers 305, 306 and 307 to Lincoln
- No. - 56 (American Royal Zephyr) - 3 chair cars for accommodation, in part, of FORT RILEY FURLOUGHEES party, 50, from Kansas City
- No. - 30 (Ak-Sar-Ben Zephyr) - 4 chair cars from Lincoln
- No. - 35 (Kansas City Zephyr) - Sufficient coach equipment for 250 passengers from Chicago; operate through to Kansas City sufficient equipment for 150 passengers - balance of equipment release West Quincy
- No. - 36 (Kansas City Zephyr) Sufficient coach equipment for 120 passengers from Kansas City (minimum 2 chair cars), add at West Quincy sufficient coach equipment for additional 350 passengers, total 470 seats to Chicago. Expect Train 36 to consist of minimum of 9 cars; therefore, recommend trains 36 and 12 be operated separately Galesburg to Chicago.
- No. - 11 (Coloradoan / Nebraska Zephyr) - Will be trained from head end and loaded as follows:
 - 1 Chair Car to Denver
 - 1 Cafe-Coach; load short passengers destined Monmouth through Fairfield.
 - 7-car articulated train: Auxiliary power-lounge car
 - 60-seat coach - passengers destined Iowa points Ottumwa and west
 - 60-seat coach - Omaha passengers
 - 40-seat coach-dinette - Omaha passengers
 - Dining Car
 - 42-seat coach - passengers destined Lincoln and points Lincoln-Alliance and beyond
 - Parlor Car P11 9 Passenger-carrying cars
- NOTE: Recommend Trains 11 and 35 be operated separately Chicago to Galesburg, train 35 operating ahead train 11, handling short passengers to local points Aurora to Galesburg.
- No. - 12 (Nebraska Zephyr) - Amplify from Omaha with extra cafe-chair car trained as head car and two additional coaches. See item for Train 36 above.
- No. - 2 (Local from Burlington) - Regular 2 coaches
- No. - 15 (Local to Burlington) - Regular 3 coaches and regular "Friday Only" dining-lounge car.
- No. - 47 (The Blackhawk / Western Star) Regular 2 Blackhawk chair cars to Minneapolis, One extra, total two, Western Star chair cars. Two extra, total three, Mainstreeter chair cars - total seven (7) chair cars
- No. - 55 (The American Royal Zephyr) Sufficient chair cars for 250 passengers; two chair cars operate through to Kansas City, balance of equipment release West Quincy. Train to be lined with West Quincy coaches on head end, followed by Kansas City coaches with sleepers behind, extra observation-lounge sleeper on extreme rear.
- No. - 3(Ak-Sar-Ben Zephyr) Sufficient chair car equipment for 225 passengers from Chicago, Expect Train 55 will have minimum 5 chair cars and 4 sleepers - and train 3 will have minimum 4 chair cars, 1 dining-lounge car and 5 sleepers -total 19 passenger-carrying cars; therefore, recommend Trains 3 and 55 be operated separately from Chicago to Galesburg. (See item for Train 55 above).

C – GM&O Trains shown will be equipped as indicated:

- No. - 8 (The Midnight Special) Total 3 coaches
- No. - 1 (The Limited) Total 7 coaches and 3 parlor cars, 10, 11 and 12
- No. - 2 (The Abraham Lincoln) Total 8 coaches and 4 parlor cars, 20 to 23
- No. - 3 (The Abraham Lincoln) Total 10 coaches and 4 parlor cars, 30 to 33
- No. - 5 (The Mail 8pm departure from Chicago) Total 3 coaches
- No. - 6 (The Mail 4:40am arrival in Chicago) Total 2 coaches (2200)

No. - 7. (The Midnight Special) Total 3 coaches

D - Pennsylvania 23: (The Manhattan Ltd.) Two extra coaches from New York, date, account Holiday Travel.

E - Pennsylvania 75: (The Buckeye) One extra coach, from Columbus, date, account Holiday travel.

F - Burlington 30: (Ak-Sar-Ben Zephyr) Extra sleeper, "305" in service, from Lincoln, date.

G - Burlington 48 (The Blackhawk, Mainstreeter, Western Star)

(a) LOVERING FAMILY CHRISTMAS HOLIDAY party, 21, (Mr. Lovering), extra sleeper "LFI from St. Paul, who transfer to Dearborn Station for departure in CN Train 20, (The Maple Leaf) en route Montreal. Redcap service should be available ;

(b) Extra sleeper "484" and three Blackhawk chair cars from Minneapolis, date

H Burlington 21 (Morning Zephyr) FURLOUGHEES, FORT KNOX, KENTUCKY party, 15, regular coach accommodations To St. Paul.

I - Burlington 10: (Denver Zephyr) BRIGHAM YOUNG UNIVERSITY YANKEE CLUB party, 104, (Misses Gallagher and Seibl), coaches DZ-40 and DZ-41, from Provo;

(b) Extra coaches DZ-15, DZ-32, DZ-33 and DZ-34 in service, date.

J. Milwaukee 22: (The Sioux) ST. JOSEPH COLLEGE STUDENTS party, 150, coach accommodations, from Edgerton.

K - Pennsylvania 70: (The Red Bird)

(a) RECRUIT TRAINEES party, 27 and HOSPITAL CORPS party, 10 GREAT LAKES HOLIDAY travel, coach accommodations, to Cincinnati.

(b) Three extra coaches to Cincinnati - and two extra coaches to Columbus date, account Holiday travel.

L - Pennsylvania 22: (Manhattan Ltd.)

(a)" RECRUIT TRAINEES and HOSPITAL CORPS FURLOUGH TRAVEL, GREAT LAKES party 130 (123 east of Pittsburgh), two extra coaches, to New York.

(b) Three extra coaches to New York and two extra coaches to Fort Wayne, in service, date, account Holiday travel.

M- Burlington 25 (North Coast Ltd.) Extra coach, "C-254", in service, to Seattle, date.

N - Milwaukee 104 (City of Los Angeles) Extra coaches "1080" and "1085", in service, from Omaha, date.

O - Milwaukee 12 (Milwaukee to Chicago Express) ST. BONAVENTURE HIGH SCHOOL STUDENTS party, 70, coach accommodations, from Sturtevant..

P - Milwaukee 15: (Olympian Hiawatha) Extra parlor car, "31" in service, to Minneapolis, date.

Q - Burlington 26 and Burlington 32: (North Coast Ltd and Empire Builder) Will operate independently, date. NP coaches 261 and 263 to move through on Train 26 to Chicago, making total of 13 cars, NP Coach 587 designated car 264, to release St Paul and be moved on rear of Train 22 (Morning Zephyr) for Chicago. GN coach 201 and extra sleeper 324 to come through to Chicago in Train 32 • Coach designated 200 to release at St. Paul and be moved on rear Train 22 (The Morning Zephyr) in service, to Chicago.

R - Burlington 18: (The California Zephyr) PARSONS COLLEGE STUDENTS party, 65-70, extra chair car, from Fairfield.

S - GM&O 2: (The Abraham Ltd.) STUDENT PRIESTS party, 44, (Rev. Keegan), regular coach accommodations from St. Louis.

T- Burlington 22 (The Morning Zephyr)

(a) Sufficient coach equipment to accommodate about 300 passengers j

(b) Extra parlor car, P-22, from Minneapolis, date.

U - Milwaukee 111: (City of Denver) Extra sleeper, "1052", In service, to Omaha, date.

V - Burlington 31: (Empire Builder) Extra sleeper, "314 in service, to Seattle, date.

W -Burlington 23: Will operate in TWO (2) SECTIONS, date, viz:

REGULAR' Section; Sufficient coach equipment to accommodate 250 passengers., Will handle coach passengers to Winona Junction, St. Paul and Minneapolis ONLY. Will have parlor cars P-31 and P-310, handling passengers to all intermediate points and the Twin Cities. Gate sign to read: Winona Junction, St. Paul and Minneapolis;

SECOND NO. 23 Suburban power car; 2 SS gallery cars diner-lounge -total 5 cars, to leave Chicago as soon after Regular No, 23 as possible, to make all of Train 23's regular stops to North LaCrosse, This train will handle all coach passengers destined intermediate points Aurora to North LaCrosse.

X - Burlington 17 : (California Zephyr) Extra sleeper "CZ- 6 to Oakland - and extra sleepers "CZ- 9", "CZ-8" and "CZ-7" to Grand Junction.

Y - Pennsylvania 48: (The General /Trail Blazer) Will operate in TWO (2) SECTIONS, date, vizs

- FIRST Section: 1 BD-85, regular, to New York; 1 extra coach-observation-lounge to New York; 5 extra coaches - 29-28-27-26-25 to New York; 1 extra diner-lounge to New York; 5 extra coaches - 24-23-22-21-20 - to New York - total 13 cars:
- SECOND Section; 1 regular coach-observation-lounge to New York; 4 regular coaches - 6-5-4-3 - to New York. 2 regular twin-unit diners to New York; 1 regular coach, 2, to New York, 1 regular coach, W-I, to Washington, D.C.; 1 extra coach, W-12, to Wash D.C.; 1 regular sleeper-lounge, W-86, to Washington, D.C. 1 extra sleeper, W-87, to Washington, D. C; 1 regular sleeper-lounge, 485 to New York; 2 regular sleepers, 484 and 483, to New York; 1 extra sleeper 4801 to New York a total of 16 cars.
- Z - Pennsylvania 55 : (Pennsylvania Ltd.) Two extra coaches, in service, from New York, Holiday travel.
- Z-1 - Burlington 1: (Denver Zephyr) Extra coaches DZ-32, DZ-33, DZ-34, DZ-35, DZ-36, DZ-40 and DZ-41 - also, extra sleepers DZ-4, DZ-5, DZ-6, and DZ-7, in service, date.
- Z-2 - Milwaukee 46: (4pm Milwaukee – Chicago Express) MOUNT MARY COLLEGE STUDENTS party, 60, coach accommodations, from Milwaukee.
- Z-3 - Milwaukee 103 (City of Los Angeles) 1 Extra sleeper, "1035", in service, to Omaha, date.
- Z-4 - Pennsylvania 50:(The Admiral)
- (a) Four extra coaches to New York, date, account Holiday travel;
 - (b) Will operate EXTRA SECTION (or ADVANCE) for SERVICE SCHOOL PERSONNEL MILITARY FUR-LOUGH, GREAT LAKES travel, 334, to depart at 6:15pm the ADVANCE Section to consist of: 5 sleepers as coaches to New York: 1 diner-lounge; 2 sleepers as coaches to New York; 2 sleepers as coaches to Pittsburgh.
- Z-5 - Milwaukee 19: (The Sioux) Extra sleeper, "192", in service, to Sioux Falls, date.
- Z-6 - Milwaukee 9 (Copper Country Ltd.) Extra sleeper, "91" in service, to Calumet, date.
- Z-7 - Milwaukee 2: (Afternoon Hiawatha)
- (a) SACRED HEART MILITARY ACADEMY STUDENTS party, 55, (Brother Richards), coach accommodations, from Watertown;
 - (b) Extra parlor car, "21", in service, from Minneapolis, date.
- Z-8 - Burlington 12-36: (Coloradoan – Nebraska Zephyr) PARSONS COLLEGE STUDENTS party, 140, two extra coaches, from Fairfield.
- Z-9 - GM&O 4 (The Limited)
- (a) ST. LOUIS UNIVERSITY, WEBSTER and MARYVILLE COLLEGE STUDENTS parties, 85, extra coach, from St.Louis;
 - (b) MacMURRAY COLLEGE STUDENTS party, 150 or more, two extra coaches, from Springfield.
- Z-10 - Pennsylvania 74: (The Buckeye)
- (a) ARMY "RECRUITS party, extra sleeper equipment, to Louisville, en route Fort Knox;
 - (b) Three extra coaches to Cincinnati and two extra coaches to Columbus also, one extra coach to Louisville - date, account Holiday travel.
- Z-11 - Burlington 55: (American Royal Zephyr) Extra sleeper, "556", in service, to Kansas City, date.
- Z-12 - Burlington 47: (The Blackhawk)
- (a) Extra sleepers "106" and "274", in service, to Seattle, date;
 - (b) Extra sleepers "474", "475" and "476", in service, to Minneapolis, date.
- Z-13 - Milwaukee 1; Extra sleeper, "11", in service, to Minneapolis, date.
- Z-14 - Pennsylvania 54 (Pennsylvania Ltd.) Three extra coaches, in service, to New York, date, account Holiday travel.
- Z-15 - Burlington 24: (Afternoon Zephyr) Sufficient coach equipment to accommodate about 400 passengers.
- Z-16 - Burlington 10: (Denver Zephyr) Will operate in TWO (2) SECTIONS, date, viz:
- FIRST Section: Storage-Mail; RPO-Baggage; Slumbercoach SC-19; Chuck Wagon from Denver; coaches DZ-15, DZ14; Slumbercoach SC-12; sleeper DZ-10 from Colorado Springs; - dining car; sleepers DZ-5, DZ-4, DZ-3, DZ-2, DZ1; Parlor-Lounge car "A" from Denver - total 15 cars.
- SECOND Section: Extra Dormitory; coaches DZ-39, DZ-41, DZ-40, DZ-38, DZ-37; extra dining car; coaches DZ-34, DZ-33, DZ-32, DZ-31, DZ-30 all from Denver - total of 12
- Z-17 - Burlington 1: (Denver Zephyr) Will operate in TWO (2) SECTIONS, date, viz:
- FIRST Section: Storage-mail; RPO-Baggage; Slumbercoach SC-19; Chuck Wagon to Denver; - coach DZ-14; Slumbercoach SC12; sleeper DZ-10 to Colorado Springs; - sleepers DZ-5, DZ-6; dining car; sleepers DZ-7, DZ-4, DZ-3, DZ-2, DZ-1; Parlor-Lounge Car "A" to Denver - total of 16 cars.
- SECOND Section: Extra Dormitory; coaches DZ-39, DZ-41, DZ-40, DZ-38, DZ-37; extra dining car; coaches DZ-36, DZ-35, DZ-34, DZ-31, DZ-30, DZ-33, DZ-32 - all to Denver - total of 14 cars,

SPECIAL NOTICES

Following is schedule of music to be rendered by the BURLINGTON CHORAL GROUP in the Main Waiting Room for Friday, December 21, 1962.

11:15am to 11:45am

12:15pm to 1:00pm

1:30pm to 2:00pm

3:30pm to 4:00pm

4:30pm to 5:00pm

PAY DAY for Chicago Union Station Company employees will be on FRIDAY, DECEMBER 21, 1962.

WEATHER FORECAST

4:00pm temperature: 28°. Humidity 57%. Wind East, 18 miles per hour. Tonight: Cloudy, windy and colder - a few snow flurries late tonight. Low, lower 20s. FRIDAY: Cloudy and cold - chance of a little snow - high, low 30s. Friday night: Mostly cloudy - low, low 20s. Easterly winds 15 to 25 miles per hour tonight and 12 to 22 miles per hour Friday. Saturday: Cloudy little temperature change.

R. E. OLANDER

Editor's Notes: There were an estimated 1488 persons traveling in 18 groups. Advanced Pennsylvania #50 using sleepers as coaches was most likely an all heavyweight train composed of section sleepers as the Pullman Company which had a fleet of heavyweight cars standing by for military use. This info from courtesy of J. Bothwell of the Pennsylvania Railroad Technical and Historical Society.

Keep in mind that the same thing was happening on the Illinois Central and Big Four (New York Central) at Central Station, the B&O, C&O and Soo Line at Grand Central Station, the Santa Fe, Grand Trunk Western, Chicago & Eastern Illinois and Wabash at Dearborn Station, the New York Central, Rock Island and Nickel Plate at La Salle Street Station, and Chicago & North Western at North Western Station, with thousands being transferred between these stations on Railway Transfer buses. Note that while these travelers took a day or two to reach their destinations, no one was stranded for days, though some might have needed help at the Traveler's Aid desk. No one had to take their shoes off, empty their pockets, remove their coats and walk through metal detectors.

Trains of Our Youth



I picked up this photo on Ebay. The caption reads "1957 Minn Railfan's group headed back to Mpls from Rice Lake Wis" It is stamped with Andy Anderson, Superior Wi, no copyright. Recognize anyone? A page width version appears in the electronic version of this newsletter. From member Greg Smith.

Railfan Calendar

Granite City Train Show

Saturday, December 13, 2008, 9:00 am to 2:30 pm National Guard Armory, St. Cloud, MN, 1719 Veterans Drive.

Night Trains

Saturday nights November 29th - February 28th, 6 pm - 9 pm Twin City Model Railroad Museum. Admission for 5 years and older \$4.00, under 5 free.

Newport Model Railroad Club Open House Schedule

Located in the old town hall 7th Ave. and 6th St., Newport, MN
Friday, December 19th, 7 pm - 10 pm; Saturday, December 20th, 1 pm - 5 pm; Monday, December 22nd, 7 pm - 10 pm; Friday, December 26th, 7 pm - 10 pm; Saturday, December 27th, 1 pm - 5 pm; Monday, December 29th, 7 pm - 10 pm; Thursday, January 1, 1 pm - 5 pm.

Great Tri-State Rail Sale

Saturday, January 31st, 9 am to 3 pm, La Crosse Center, 300 Harborview Plaza, La Crosse, WI. More info at www.4000foundation.com. Admission: 12 years and older \$4, under 12 free.

Greater Upper Midwest Train Show and Sale

Saturday, February 7, 2009, 9 am to 2 pm at Century College, 3300 Century Ave. N., White Bear Lake, MN. Admission: 12 years and older \$4, under 12 free.

The Lexington Group in Transportation History 2008 Annual Conference by John Goodman

The Lexington Group in Transportation History is a non-profit educational organization that concentrates on all aspects of transportation history, particularly railroads. The group has been active ever since its founding in the early 1940s. For years the sparkplug was Professor Richard "Dick" C. Overton (1907-1988), a long-time faculty member at Northwestern University and a prominent railroad scholar. "The chief characteristics of the Lexington Group are its informality, its spontaneity, and the fact that it is kept together by a common interest in railway history," explained Overton. "True to the tradition it has followed ever since, the group originated in a purely spontaneous fashion. After one of the MVHA [Mississippi

Valley Historical Association] dinners at Lexington [Kentucky], in May, 1942, some of us [individuals interested in transportation scholarship] gravitated to a coffee shop to swap information about the state of railway history." The Lexington Group remains true to its original intent.

Members are noted railroad historians such as Don Hof-sommer and Jim Scribbins, Trains Magazine columnist Don Phillips and other railroad history notables, but also includes active and retired railroaders.

They hold annual meetings at various locations around the country. Often a railroad serving a meeting location will run an inspection passenger extra for members using cars from the company business car fleet.

A number of Minnesotans are members, including John Diers, Northstar members John Cartright, Martin Swan, and myself. John Diers, John Cartright and I were able to attend this year's Conference in Sacramento, CA sponsored by the California State Railroad Museum and the Union Pacific Railroad.

I flew into Sacramento on Thursday and caught up with the Conference by 10 am. We had a seminar by CalTrans' Gene Skorpowski (head of the Sacramento-San Jose corridor) who spoke about his experiences with Union Pacific and the agreement which today has 18 trains operating on most days.

After lunch we were invited by CalTrans to ride free from Sacramento to Oakland (Jack London Square station) and back. Most of the group of nearly 200 did ride on this regular Amtrak train with the special California coaches on it.



Oakland bound California Corridor train at Sacramento. Photo by John Goodman

Friday included more seminars, including a lengthy one by UP's John Reubensdorf who is VP of strategic planning. That night included a very nice cocktail party at the California State Railroad Museum after hours. This was an excellent way to meet several of the group including former BNSF Chairman Bob Downing. I have known Mr. Downing for several years now, and at age 95, he is still very spry.

On Saturday morning we were told to go to the California State Railroad Museum depot and board a very special UP business car train. The train was 14 cars long and in-

cluded several domes. Snacks, sodas and coffee were provided on board.



Top: View from the dome on the UP circle trip. Bottom: The Lexington Group Extra adjacent to a California Corridor train at Sacramento. Photos by John Goodman

The train left directly from the Museum site (very rare mileage) and went up the old Western Pacific line to Marysville, CA and back to the Southern Pacific line at that point and into Roseville Yard. We were all taken off the special train and boarded buses to tour the yard. This was really special as UP had an official from the yard on each bus to explain what you were seeing at each point.

The train left Roseville (Amtrak shelter) and arrived back into the Amtrak (ex-SP) station in Sacramento just before 1 pm. The special was pulled by UP's specially painted unit in WP colors numbered 1983.

Additional photos in the electronic edition extra pages.

News Headlines

New CEO for Amtrak: Alex Kummant resigned November 14th, was replaced temporarily by William Crosbie, chief operating officer, who was in turn replaced with Joseph Boardman, former head of the Federal Railroad Administration, November 25th as interim CEO.

High Speed Rail In California Gets Highball: California voters passed Proposition 1A which permits the state to issue \$9.95 billion in bonds to partially finance a \$45 bil-

lion 225 mph passenger rail system between Southern California and the San Francisco Bay area.

Voters Approve Tax Hikes for Funding Transit in a Number of Cities: In Seattle, light rail extension, more Sounder commuter capacity and more express bus service was approved. Honolulu approved an elevated commuter rail project. In New Mexico more funding for Rail Runner and bus service in Northern New Mexico was approved. More sales tax for funding for Los Angeles transit was approved. A streetcar line for Sacramento was approved. Additional funding for transit was rejected in Kansas City and St. Louis.

Amtrak Ridership Changes: The Northeast Corridor suffered a drop in ridership, but the California Capitol Corridor recorded record ridership, jumping 16.2% for the year. Illinois is seeking funding for additional equipment for its state run trains, some of which have experienced an 15% increase in ridership.

Amtrak Cancels Some Auto Trains: As of November 18th, Amtrak canceled Auto Train due to cracks in the underframe of the auto carriers. Steel plates were to be welded on to the frames. Resumption of service was to be November 22nd.

Amtrak Time Keeping Improves: Long-haul train on time performance has improved with reduction of freight traffic and an apparent help of freight roads trying harder to improve endpoint on time performance. Particularly dramatic improvements in November O.T. performance was observed for *Auto Train* 96.3%, *City of New Orleans* 90%, *Coast Starlight* and *Crescent* 88.3%, *Southwest Chief* 86.7% and *Empire Builder* 85.8%. These were better than *Acela Express* 85.1%, *Northeast Regional* 74.4% and

Keystone Service 84.7%. From Gene Poon Yahoo All Aboard Group.

CP Holiday Train to Visit DM&E and ICE routes: The Quad Cities and Rochester, MN have been added to the CP Holiday Train, which is a food and food shelf fund raising program. The schedule for the Twin Cities area is as follows:

Friday, December 12th: Hastings CP Depot, 4:15-4:45 pm
Cottage Grove at W. Point Douglas Rd. South of Seiben Bridge, 5:45-6:15 pm

St. Paul Upper level of Central Parking System Ramp
Broadway and Kellogg, 7:15-7:45 pm
Minneapolis Shoreham Yard, 2800 Central Ave. NE,
9:30-10 pm

Sunday, December 14th: Loretto at County Rd. 19 railroad crossing (Chippewa Trail), 4:30-5 pm
Buffalo at 612 NE Third Ave. behind Mc Donalds on MN 55.

Chapter Election Results

Election of officers was held at the November meeting.

The new officers are:

Cy Svobodny--President

Dawn Holmberg--Vice President

Dan Meyer--Treasurer

Dave Norman--Secretary

Bill Dredge--National Director

Doug Johnson-- Trustee.

Meeting minutes will appear in the January issue of Northstar News.

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

Address Correction Requested



1957 Minnesota Railfans' group headed back to Minneapolis from Rice Lake WI. Note all the young faces on that back platform, an extremely rare sight on today's fantrips. Photo from Greg Smith



Left: Westbound California Zephyr at Galesburg. Right above: Westbound Kansas City Zephyr at Mendota, IL with Silver Streak parlor - buffet - observation car, December 17, 1961, a year prior to the action outlined by the Chicago Union Station bulletin. Photos by Russ Isbrandt



Two views of a California car lounge on the train the Lexington Group in Transportation History rode to Jack London Square, Oakland. Photo by John Goodman



Above left: The Union Pacific Lexington Group Special at Sacramento. Above right: Western Pacific F unit and Original Santa Fe *Super Chief* 1936 Budd built diner *Cochiti* in the California State Railroad Museum. Below left: Restored Santa Fe *Hi-Level El Capitan* coach on Amtrak's *California Zephyr* at Sacramento. Below right: The interior of the restored *El Capitan* coach. Four photos by John Goodman.

