



# NORTHSTAR NEWS

**Trains of Our Youth - A Look at July 3, 1960 Fantrip on the Missabe Trip Brochure -- Courtesy of John Goodman**



Canadian Pacific's Holiday Train enters St. Paul on its mission to gather food for food shelves.  
Photo by Dawn Holmberg

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**Meeting Notice**

The January meeting of the Northstar Chapter of the NRHS will be held in the Como Park Streetcar Waiting Station near Lexington and Horton, 7 pm, January 17th. See directions 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. Call Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Your editor will present an old fashioned slide show of his slides dating from May '70 to September '72, taken while living in Cincinnati.

# Northstar Chapter Officers

## Board of Directors

Office	Name	Email	Phone
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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.



### 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.

### Donations to the Chapter Library A Letter from The President By Cy Svobodny

Please withhold any further donations (except cash) from the chapter library. The room is currently at capacity. Until we further catalogue the boxes full of material already there, we do not have room to accept any more contributions at this time.

Thank you.  
Cy Svobodny,  
President, Northstar Chapter

## Meeting Minutes for November 15, 2008

The meeting was called to order at 7:04 pm in the conference room at Bandana Square by chapter president Mark Braun with 25 members and guests present. A motion to approve the minutes of October 18, 2008 membership meeting, as published in the November 2008 issue of Northstar News, was made, seconded, and carried. Treasurer Dan Meyer gave his report. Based on data through November 15th, Dan reported income of \$2,170 in chapter donations, \$192 in 2008 chapter dues, \$462 in 2008 NRHS national dues, \$1,170 in 2009 national dues and donations, and \$510 in 2009 chapter dues and donations, for total income during the period covered by his report of \$4,504.00. Expenses were \$665 in national dues and donations, \$407 in insurance (non-employee), \$867.71 in Northstar News expenses, \$152.27 in other miscellaneous expenses, and \$2,388 in rent, for total expenses during the period of \$4,480.78. The total net income was \$23.22. He also reported that our investment accounts are in good shape. We have not had to touch the principal. He urged all members to get their membership renewal in soon. He presented a proposed budget for 2009, based on selling an average of \$300 a month of materials from the chapter library collection. This would result in a deficit of \$710 by the end of the year. Dan reminded members that a membership application for the chapter is available on the chapter's website. He encouraged members to print out copies of it and pass them out to friends who might be interested in joining. Bill Dredge, who attended the fall NRHS Board of Directors meeting in Chicago earlier this month as a representative of the chapter, reported on some of the matters discussed at the meeting. Two more issues of the NRHS Bulletin will be coming out, then they will be caught up. A \$3 dues increase has been proposed. The next NRHS national Board of Directors meeting will be in February. At this time, someone requested that those who are speaking stand and face the group, instead of trying to speak from where they are sitting. John Goodman said that he had no report to give this month as trip chairman. As program chair, John reported that he needs a program for the January meeting. Mark Braun said that he might be able to put a program together for that month. Cheer Committee - Marty Swan reported that he sent out two cards: one to Cy Svobodny on the death of his mother and one to Bill Herzog on the loss of his son. Northstar News editor Russ Isbrandt said that the December issue will not come out before the Holiday Banquet in early December, so members should not count on being reminded of the event that way. He has a December 1961 bulletin from the Chicago Union Station and will reprint excerpts from that. He noted that this is long before the Amtrak era and covers many special passenger moves for the Holiday Season. Dan Meyer had no news to report on the chapter's website.

Old Business - Marty Swan reported on plans for the chapter's Holiday Banquet, which will be held Sunday, December 7th at Tinucci's. He has 19 reservations in so far, but needs more. There will be no more reminders. The event starts about 11:30 am, although the building opens at 11 am. John Goodman reported that he has made arrangements for the rental of the Streetcar Station in Como Park for the 10 months of 2009 that we will need a meeting room. He made the payment and will be reimbursed by the treasurer. Mike Mackner explained the security prob-

lems at Bandana Square and why they made it too complex to continue having membership meetings at the building. He endorsed the proposed move back to meeting at Como Park. John Goodman reported on plans for the chapter's 40th Anniversary celebration. It will take place on Sunday, August 9th. John Jones suggested either Jax or the Lexington. John Goodman said that he felt that Jax was better for several reasons. He suggested a 4 pm start. NRHS national president Greg Malloy will be present, as will the vice-president. He will have more information on plans for the event later. A suggestion was made that the program be a history of the chapter, such as trips that we have run and the various meeting places we have had. No one else had any Old Business.

The elections took place. The slate of candidates presented by the Nominating Committee was :

President - Cy Svobodny

Vice President - Dawn Holmberg and Marty Swan

Treasurer - Dan Meyer

Secretary - Dave Norman

National Director - Bill Dredge

Trustee - Doug Johnson

President Mark Braun called for additional nominations from the floor for each of the offices. Having heard none, he declared nominations closed. Marty Swan moved that all uncontested nominations be approved by unanimous ballot. The motion was seconded by Bill Herzog and carried. Ballots for the office of vice president were distributed and collected after members had a chance to mark their ballot. John Goodman and Mike Mackner volunteered to act as tellers to count the ballots. There was another call for Old Business. Then there was call for any New Business.

New Business - Aaron Isaacs has written a book about Railfanning in the Twin Cities, based on photos taken by Joe Elliot. The Edwards Motor Car Co. is building three narrow gauge railcars for the run to Machu Picchu. The first one is now being tested on the Cumbres & Toltec. Mark Braun said that he had pictures of it. Next year, there will be a Train Festival at Owosso, MI, which will feature two big steam locos. It will be July 24-26. Mark has just heard that the St. Bonifacius trestle on the former rail line to Hutchinson will be taken down next, as it is too low for road traffic. Hennepin County is working on a trail on the former right-of-way, with the other counties along the route planning on doing the same later. The Union Pacific is working on installing better rail on its line east of Hudson, WI. There was no other New Business or Announcements. The results of the election were announced. Dawn Holmberg is the vice-president of the chapter. John Goodman reported on plans for the 2009 NRHS National Convention, which will take place in Duluth next August. Professor Don Hofsommer will be a featured speaker. Other pieces of the plans are coming together slowly. The logo for the event is on the website. This is your last chance to ride the *Minnesota Zephyr* dinner train. Any significant snowfall will shut it down, as there is only one diesel loco still operational. The capacity of the train is 264 - most trips are run at full capacity. If there aren't enough reservations to justify running a trip, the trip will be cancelled. They will be sell-

ing the equipment. It is possible that a new dinner train will be starting operation next year on the St. Croix Railroad. With only one engine on the train, now the *Zephyr* looks like a proper passenger train. It was announced that there is a stack of *Empire Builder* and Amtrak National Timetables at the front table.

A motion to adjourn the meeting was made, seconded, and carried at 7:47 pm. After a break, the program was presented by Bill Herzog. It began with a trip on the Allegheny Central in 1990. Then there were shots of commuter trains on Metro North at Chappaqua, NY, followed by scenes from the NRHS National Convention at St. Louis, plus pacing UP steam loco 844 and a few scenes of Frisco 1522.

Respectfully submitted,  
Dave Norman, secretary  
Northstar Chapter NRHS



**Trains of Our Youth  
Highball and A Clear Track to Winton  
From the Trip Brochure of the July 3, 1960 Missabe  
Fantrip Provided by John Goodman**

**Missabe Yellowstone #222 was the power for this fantrip.** Additional photo is in the electronic edition.  
Photo from the Kurt Peterson Collection

For the third consecutive year, through the splendid cooperation of the officials of the Duluth, Missabe & Iron Range Railway, the Minnesota Railfans' Association is privileged to tour another portion of the last steam stronghold in the state. A special welcome is extended to the members and guests of the co-sponsors of the trip; the Illini Railroad Club, who have enabled us to make the "Week-End on The Missabe" a reality and one of the outstanding railfan excursions operating in the United States this season. Weeks of planning and hours of work by members of both clubs has produced a pleasant and exciting trip with an opportunity to secure a wealth of new railroading experience, unlimited photo and recording possibilities and the chance to meet new friends and fellow railfans from many distant points throughout the country.

Ore shipments are moving at their peak and so far this year tonnage moved is running ahead of the last several years, a sharp contrast to last year's slump created by the long steel strike. We should meet or pass several ore trains heading towards the docks with loads or returning to the mines with empties. Although these trains may not be steam powered (main line steam operation has been transferred to the western side of the system between Proctor and Hibbing), we will see steam switch engines in

operation at Endion and Ely and a display of steam power at Two Harbors during the lunch stop.

Limited space in the brochure does not enable us to list all the highlights and scenic beauty of this tourist area. However, as most of the M.R.A. members have visited this territory before, they are urged to act as "guides" to point out these features as our train proceeds northward. Remember that most of the Illini Club group is here for the first time in a new surrounding some 600 miles from home and are most interested to learn about the Minnesota Arrowhead country. Make yourself acquainted, find out how the other fellows are running their club and bring back some new ideas and suggestions for the next business meeting.

The Minnesota Railfans' Association has initiated two procedures on all trips which are intended to provide a safe and pleasant excursion. Everyone aboard the train today is requested to cooperate. Ronald Maynard heads the Safety Committee. These men are easily identified by their distinctive badges, which are worn in addition to their membership badges. They will assist you in alighting from the train and reboarding at the photo stops and warn you of the dangers at these stops and while on the railroad property. When they request you to refrain from some action, they are not trying to spoil your fun — they want you to make a safe return and maintain our perfect accident-free record. Remember too, we are guests of the railroad and you are privileged today to roam about and inspect what is normally strictly private property. **DON'T WEAR OUT YOUR WELCOME.** Lloyd Salisbury is our "Keeper of the Lantern". When Lloyd has the lighted red lantern hanging on a particular engine, it means **STAY BACK IN THE CLEAR AWAY FROM THE ENGINE.** Photographers want to get a clear view of the engine without some unknown person blocking part of the subject. He will remove the lantern in plenty of time for you to take that picture of Aunt Millie standing on the footboard or Junior waving from the cab window. If everyone cooperates we can all get the type of perfect pictures we want for our collection.

#### MEAL SCHEDULES

Refreshments are available all day in the baggage car located in the center of the train. A variety of good eats will suit your fancy. Don't be caught short at the photo stops as all types of film are also available at the refreshment counter. The round trip ticket between Duluth and Winton includes the cost of two meals, both of which will be served in the American Legion Lounge at Two Harbors directly across the tracks from where our train makes the station stop. At the time your train ticket is collected by the DM&IR conductor, you will be given two meal checks which must be presented to the person in charge at the dining hall as you enter. One check is for the morning lunch and the other to be used upon our return for the evening dinner. Since the seating capacity is limited to 150 persons at a time, our party will be handled in relays. One group will be eating while other groups can tour the shops, roundhouse, inspect the engine display or relax in Paul H. VanHoven Lake Front Park and watch the ore boats loading. We will depart promptly after everyone is fed.

Be sure to inspect and photograph the old D&IR #3 on display and watch for the Budd rail car from Duluth which will pass us while we are at Two Harbors.

**MORNING LUNCH MENU** Served by Anderson-Claffy,

Unit 109 American Legion

Potato Salad Meat Loaf

Baked Beans

Pickles Carrot Celery Stalks Rolls Bars

Coffee Tea Milk

**EVENING DINNER MENU** Served by VFV Auxiliary Drill

Team, Agate Bay Post #4454

Chinese Hot Dish

Coleslaw

Pickles Rolls Cookies

Coffee Tea Milk

**NOTE!**

The next trip to be sponsored by the Minnesota Railfans' Association will be a steam powered excursion on the CB&Q RR on Sunday, September 18th between Minneapolis-St. Paul and Winona, Minnesota. Mark your calendar and be sure to be aboard to enjoy the 285 miles of fall color.

If you are not already a member, why not join one of the two organizations sponsoring today's trip. To organize and sponsor special train operations such as ours today, we need your support. \$1.00 forwarded to Thor Wagner, 2536 Brighton Ave. N. E., Minneapolis 18, Minnesota, will bring you a membership in the Minnesota Railfans' Assn. Inc. for the remainder of 1960. Full information on membership in the Illini Railroad Club can be obtained by writing to P. O. Box 62, Champaign, Illinois.

The CB&Q Vista-Dome car in our consist is a special added feature and is the first dome car to ever operate on the DM&IR Ry. Because of the limited seating capacity, the seats in the dome are not to be occupied by anyone on a permanent reserved basis for the entire trip. Give everyone an opportunity to enjoy the view from the dome. Please do not occupy a dome seat for more than 20 minutes at a time. Remember, others are patiently awaiting their turn.

### Railfan Calendar

#### 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 Flea Market

Saturday, January 17th, 10 am to 3 pm, Woodbury High School, 2665 Woodlane Drive, Woodbury, MN. Admission: \$5.00, under 12 years, free.

#### 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](http://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.

### From Railway Age Breaking News

#### Notable passings:

--**Paul Weyrich, conservative pro-rail voice**, died December 18th at age 66. He was one of the early founders of the Heritage Foundation in 1973, a voice of American

conservatism and an ardent pro-passenger rail advocate.

Weyrich argued strenuously for an American recommitment to light rail and streetcars, rejecting an over-reliance on buses as a satisfactory substitute or alternative. Reaching across the political divide, he appeared on a radio broadcast with Rep. Earl Blumenauer, D-OR, another staunch supporter of LRT and streetcars, to emphasize the common ground shared by liberals and conservatives on rail transit matters.

--**Kent Shoemaker, founder and former CEO and chairman of the Twin Cities & Western Railroad and the Red River Valley & Western Railroad**, died of complications from Parkinson's disease December 21 in Bloomington, MN, at age 74.

#### Obama picks centrist Republican to head DOT - Reported December 18th

President-elect Obama has selected seven-term Congressman Ray LaHood, a centrist Republican from Illinois, to become Secretary of Transportation—a key job in an administration that plans to spend billions rebuilding the nation's infrastructure as part of an economic recovery program.

LaHood, whose district includes Peoria and Springfield, has a voting record that will please many in the transportation industry. He voted this year for the Passenger Rail Investment Act as well as the Saving Energy Through Public Transportation Act.

The 63-year-old representative, who decided not to run for reelection this year, has become known for his bipartisan views, and is reported to be close both to the president-elect and to the new White House chief of staff, Rahm Emanuel.

#### End of the line for Colorado Railcar-Reported December 29th

Colorado Railcar Manufacturing, LLC will release all its employees December 31, after having "ceased its business operations" on December 23, according to a statement posted on the company's website by President and CEO Larry E. Salci.

Salci also noted "Colorado Railcar Manufacturing has a major liquidity problem, and its lenders have a secured position in the assets of the company. The company is in the process of liquidation."

The Fort Lupton, CO-based company had been seen by some as a potential leader in rejuvenating U.S. passenger railcar manufacturing, as it sought to extend its initial manufacturing capabilities in producing luxury rail passenger equipment for specialty markets. Several U.S. transit properties tested the company's diesel multiple-unit (DMU) equipment options, but actual purchases were limited.

Among those acquiring DMUs were Portland's TriMet, for use on its Westside Express Service (to debut February 9), and the South Florida Regional Transportation Authority (Tri-Rail).

#### CN wins fight for EJ&E, and makes history - Reported December 29th

The Surface Transportation Board has approved Canadian National's application for authority to acquire the

Elgin, Joliet & Eastern Railway, which offers the Class I railroad a circumferential route around Chicago--and STB has done so with unaccustomed enthusiasm.

"Approval of this important merger, with the conditions we have imposed, marks a significant step forward in our nation's efforts to alleviate rail and highway congestion," said Board Chairman Charles D. Nottingham in announcing the decision on Christmas Eve. "I am pleased that the Board agreed, after an unprecedented public involvement process, to grant the relief that this merger will provide to the many Chicago neighborhoods that have been disproportionately burdened for many decades with rail-traffic related roadway congestion."

For CN, the case had become a cliffhanger. Its financing agreement for the transaction expired December 31, and there was no guarantee that a decision would come this year.

The approval came with environmental mitigation measures sought by some 10,000 citizens in on-line communities who participated in the process.

The Board said that "although the transaction will result in environmental benefits to those living in or near Chicago, it will have adverse environmental impacts on communities along the EJ&E rail line."

Mitigation measures imposed by the board include:

--Two highway-rail grade separation projects, with CN bearing 67% of the cost of one and 78.5% of the cost of the other.

--Cameras to monitor highway-rail crossings to assist in the timely response of emergency providers.

--School and pedestrian safety measures.

--Noise reduction measures.

--A five-year environmental reporting requirement mandating quarterly reports on mitigation measures.

The Board also imposed a five-year, formal oversight period, with applicants required to submit monthly operational reports and to comply with "their extensive voluntary environmental mitigation, and with the negotiated agreements that have entered into with Amtrak and communities in Illinois and Indiana containing tailored mitigating that applicants have agreed to provide."

#### From Trains Newswire

##### **Obama plans pre-inaugural train trip**

**Published: Monday, December 15, 2008**

CHICAGO - President-elect Barack Obama will travel with his family by train from Philadelphia to Washington, D.C., the weekend before his January 20 inauguration, according to a story from Reuters. He'll hold several events at stops along the way aimed at including people who can't make it to Washington for his inauguration.

In the tradition of past presidents-elect who traveled by rail to Washington before they were sworn in, Obama's train

will depart Saturday, January 17, from Philadelphia and make its way to Washington by that evening.

"The trip marks the final leg of a journey that began on the steps of the Old State Capitol in Illinois and will culminate on the steps of the United States Capitol," the 2009 Presidential Inaugural Committee said on Monday. Obama announced his candidacy at the Old State Capitol, the site of Abraham Lincoln's famous "House Divided" speech in 1858 about how the United States could not continue to be divided by the issue of slavery.

On the morning of January 17, Obama and his family will participate in an event in Philadelphia, site of the first Continental Congress, before boarding a train and traveling to Wilmington, DE., to pick up Vice President-elect Joe Biden and his family. Together, they will travel to Baltimore for another event before arriving in Washington.

##### **DM&E to begin right-of-way upgrade in 2009**

**Published: Tuesday, December 30, 2008**

ROCHESTER, MN - The Dakota, Minnesota & Eastern, recently acquired by Canadian Pacific Railway, is scheduled to begin a 30-mile long right-of-way upgrade in 2009, according to a story in the Post-Bulletin of Rochester. The work, according to Vern Graham, the new president of the DM&E, will include new ties, ballast, and continuous welded rail. Work is slated to begin just east of Rochester in early spring and proceed westward.

##### **Amtrak to 'compensate' passengers stuck on delayed train**

**Published: Monday, December 29, 2008**

CHICAGO - Passengers on a chronically late Chicago-Grand Rapids *Pere Marquette* train that ran last night are eligible for vouchers due to the delays, Michigan's WWMT News has reported. Many passengers have been expressing anger at not being kept up to date on delays.

The train, No. 370, faced delays due to mechanical problems and inclement weather, then was further delayed when its train crew ran dead on hours. After a crew change at Holland, MI, the train arrived in Grand Rapids 11 hours late.

A spokesperson for the Michigan Department of Transportation sent a letter to Amtrak inquiring about the delay. She said the department understands the weather probably held the train up, but wants to know why passengers were not kept apprised of the situation.

##### **Oregon dinner train closes**

**Published: Monday, December 29, 2008**

PRINEVILLE, OR - The City of Prineville (OR) Railroad will shut down its *Crooked River Dinner Train* at the end of this month, the Bend (OR) Bulletin has reported. The city-owned railroad is shutting down as it has become unprofitable.

The train has run since 2004, and offered the city a way to make money on its otherwise freight-only line. The city owns the line to provide a freight outlet to BNSF Railway's Wishram, WA--Chemult, OR route.

City officials said the train's ridership has been dropping since the fall. "The experience on that dinner train is one of the best you've ever had," said railroad manager Dan Lovelady. "Our comment cards raved about how good it was."

The city council voted 5-0 to end the dinner train.

**From the Minneapolis Star Tribune  
By Allie Shah, December 31, 2008**

**As the *Minnesota Zephyr* goes for its final spin, Stillwater leaders work to recast the city's tourism image.** As the old year passes tonight, so too will a Stillwater tourism icon. The *Minnesota Zephyr*, a dinner train that has carried more than a million passengers while cruising back and forth along a 6-mile route, made its final run for New Year's Eve before going out of business.

With the loss of the *Zephyr*, the historic river city now faces a major challenge -- how to maintain its status as a top destination without one of its premier attractions. Every year, the *Zephyr* brought tens of thousands of visitors from all over the country to Stillwater. It also helped market the city as ads for the train appeared in newspapers across the region and were broadcast over radio and television.

Though the *Zephyr* has been on the brink of closing before, this time it really is the end of the line, insists owner David Paradeau, who jokes that times are so tough for him right now that he's using dental floss twice.

He says a combination of factors, including high fuel prices earlier this year and the economic meltdown, have led him to hang up his conductor's hat after 23 years.

"It will be the last hurrah," Paradeau said of tonight's run, featuring noisemakers and a midnight toast. "I'm worn out. It's been a long, hard 23 years. Running a dinner operation is not easy."



**The *Minnesota Zephyr* awaits departure time in its last days of operation.** By Jennifer Simonson, *Star Tribune*  
More photos in the electronic edition.

**From Yahoo All Aboard Group**

**Amtrak's Christmas Nightmares**

**Posted by Joe Kucynski December 23rd**

**From the *Chicago Tribune* by Lauren R. Harrison**

About 450 Amtrak passengers were stranded at Union Station for nearly a day -- first in a cold waiting room, then on the train without food, water or, at times, functioning restrooms, passengers said.

The *Empire Builder* train headed to the Pacific Northwest, with stops in Portland, OR, and Seattle, was scheduled to leave at 2:15 pm Monday December 22nd but finally departed shortly before 1:30 pm today (Tuesday).

Amtrak issued a statement early this afternoon that blamed the situation on "severe weather" that has caused

"rail infrastructure and railcar issues, affecting deployment cycles for equipment and train crews."

The *Empire Builder* will operate only as far as St. Paul, MN, adding: "No alternate transportation is available."

The passenger rail carrier noted cancellations on its *Lincoln Service*, *Wolverine Service* and *Lake Shore Service* as well.

"They just keep giving us all of these excuses. Excuse after excuse after excuse," Beth Kelly, 29, of Lima, Ohio, said earlier. She had been en route to Canada by way of Minot, ND.

The "excuses" have included engine problems and that no conductor was available for the train, Kelly said.

In a morning announcement to disgruntled and angry passengers on the train, an Amtrak employee said, "If there's a rebellion here, I'm with you."

Kelly said she arrived at Union Station at 3:15 pm after a three hour delay on a previous train, and passengers were not allowed to board until about 4:20 this morning.

She said passengers were wearing hats and gloves until they were allowed to board the train this morning because the terminals were so cold, and they slept on linoleum floors in a packed, "standing-room-only" space.

"There were a lot of elderly people. There were a lot of children," she said of the waiting room. "They weren't passing out blankets. They weren't passing out bottles of water."

Kelly said the passengers have been courteous and the sleep-deprived children have behaved. People have shared cell phones, allowed others to sit in their seats and even passed out snacks, she said. The staff on the train was "doing a great job" under the circumstances, Kelly said.

On the train, some passengers said there was an inoperable toilet and no running water in at least one car restroom.

Still, about 9 am, Kelly said, the passengers were offered complimentary food -- breakfast sandwiches and hoagies -- for the first time during the ordeal.

Lia Kvatum of Washington said she was slightly better off because she was traveling in a sleeper car, which boarded a few hours earlier, and was among a group of passengers who were offered free drinks and snacks. By Monday afternoon, though, the coffee machine had broken, and the water machine was empty this morning, she added.

"People are angry. I've heard that there are people who have diabetes and there's a guy who's trying to get to chemo," Kvatum said.

Kelly said when she asked a customer service employee what to do, she was told: "Sometimes life puts you in a

situation, where you need to learn a lesson. I would figure out what that lesson is supposed to be.

**Posted December 30th by Howard Dash**

**By LEN IWANSKI ASSOCIATED PRESS WRITER HELENA, MT** -- Holiday travel for more than 3,000 Amtrak rail passengers was disrupted when 16 rail cars carrying new automobiles derailed over the weekend in northwestern Montana. Crews were still working Monday night (December 29th) to rerail the cars and reopen the Burlington Northern Santa Fe main line. The derailment caused Amtrak to cancel its eastbound *Empire Builder* passenger train between Seattle and Minneapolis on Sunday and the westbound train between those cities Monday, said Vernae Graham, an Amtrak spokeswoman in Oakland, CA. She said other *Empire Builder* trains along the route were delayed, including one that was 22 hours late and another that was delayed 16 hours. "We're talking in the ballpark between 3,000 and 4,000 passengers" who were affected by the cancelations and delays, Graham said Monday night.

Monday December 22nd's southbound *Coast Starlight* was reported 25 hours 10 minutes late by Paul Highland, December 24th.

**More Info About Surfliner Painted Car on Lexington Group's Train  
From Stanton Hunter, Rail Passenger Car Technology Branch, Caltrans Division of Rail**

The blue *Surfliner* painted car shown last month as part of the Lexington Group's train to Oakland was 34967 *Sycamore Grove*, formerly Amtrak 34067. This is one of six Superliners whose repair was funded by Caltrans in exchange for six years dedicated use in California. This particular car had suffered a water heater explosion in February, 2002 while in

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

Address Correction Requested

service on the *Southwest Chief*. It suffered severe interior damage to the equipment room and upper floor.

The car was being used in Northern California to help handle Thanksgiving crowds. It was to be moved south to work in *Surfliner* service.



**After riding on the rear caboose platform from Richfield, Santa is arriving in Bloomington. In a few minutes, he'll be inside the caboose where he'll be listening to the requests of the kids.** Photo by Nick Benson  
More photos of holiday trains appear in the extra pages of the electronic edition.

Distance from Duluth		STATION		Mileage between stations
IRON RANGE DIVISION				
0.00	Lv. 10 a.m.	Duluth ( Union Station)	Arr. 9pm	
0.00	CDST	N. P. Jct.	CDST	0.9
1.80		Endion Station		0.9
3.90		Trianon (36th Ave. E.)		2.1
4.92		Lakeside (47th Ave. E.)		3.12
6.07		Lester Park (60th Ave. E.)		1.15
8.93		Lake wood		2.86
(Above stations within Duluth City limits)				
11.69		Clifton		2.76
12.95		French River		1.26
16.03		Palmers		3.08
19.40		Knife River		3.37
22.27		Larsmont		3.87
27.18		Two Harbors		4.38
30.21		Waldo		5.73
33.34		Stewart		3.13
34.89		York		1.55
36.95		Alger		2.06
39.27		Lauren		2.32
41.32		Highland		2.05
43.75		Wales		2.63
49.09		Rollins		5.14
51.00		Brimson		1.91
53.73		Breda		2.73
56.16		Hornby		2.43
58.14		Fairbanks		1.98
61.38		Reno		3.24
67.07		Ski bo		5.69
72.54		Allen Jet.		5.47
73.68		Wyman		1.14
76.71		Mesaba		3.03
79.19		Emco		2.48
79.53		Hinsdale		0.34
83.97		Embarrass		4.44
90.15		Athens		6.18
90.88		Wahl^ten		0.73
96.10		Tower Jet,		5.22
99.91		Murray		3.81

**Mileage table from July 3, 1960 Missabe fan trip.**  
From trip brochure provided by John Goodman



**Missabe 2-8-4 Yellowstone type #222 in fantrip service, July 3, 1960, location unknown.**  
Photo from Kurt Peterson collection



**Santa arrives at Shoreham Yard on the Canadian Pacific Holiday train.** Photo by Dawn Holmberg



**The Canadian Pacific Holiday train at Shoreham Yard.**  
Photo by Dawn Holmberg



**The Canadian Pacific Holiday train at Loretto.**  
Photo by Dawn Holmberg



**Progressive Rail's Santa Claus train.** Photo by Dawn Holmberg

The Last Days of the *Minnesota Zephyr*  
**Upper Right: The *Minnesota Zephyr* in Stillwater.** This was before the F-7 unit 787 was removed when it was bad ordered. The photo below it shows the train without the 787. The operation required the brakeman to operate the brakes from the back vestibule of the train on the return trip, a chilly job indeed. Photos by Dawn Holmberg



**Left: The *Minnesota Zephyr* taken from the Stonebridge Trail overpass.**  
**Above: Literally at the end of the line, just east of Duluth Junction where the Northern Pacific Stillwater branch crossed the Wisconsin Central tracks from North St. Paul and St. Paul Union Station at grade.**  
 Photos by Dawn Holmberg