



# NORTHSTAR NEWS

## Trains of My Youth - Part 1 by H. Martin Swan



A brief return to 1940 with a photo freight on the Wisconsin and Southern and Soo 1003 at Grant Road between Hartford and Fairwater, WI. Photo by Richard Tubbesing

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### Meeting Notice

The November meeting of the Northstar Chapter of the NRHS will be held at the Jackson Street Roundhouse, 193 Pennsylvania Ave. East, St. Paul, November 20th at 7pm CST. See map on following page.

There will be a pre-meeting get-together at the Keys Cafe and Bakery downtown at 500 N. Robert St. 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.

The program will feature Mike Mackner, "40 Years of Minnesota Railroads".

# Northstar Chapter Officers

## Board of Directors

Office	Name	Email	Phone
<b>President</b>	<b>Cy Svobodny</b>	<b>ctsvobodny@yahoo.com</b>	<b>651-455-0052</b>
<b>Vice President</b>	<b>Dawn Holmberg</b>	<b>dawn@dholmberg.com</b>	<b>763-784-8835</b>
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<b>Treasurer</b>	<b>Dan Meyer</b>	<b>treasurer@northstar-nrhs.org</b>	<b>763-784-8835</b>
<b>Secretary</b>	<b>Dave Norman</b>	<b>nevad11@hotmail.com</b>	<b>612-729-2428</b>
<b>Trustee</b>	<b>Bob Clarkson</b>	<b>railroadbob@hotmail.com</b>	<b>651-636-2323</b>

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<b>Webmaster</b>	<b>Dan Meyer</b>	<b>Website: www.northstar-nrhs.org</b>	

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

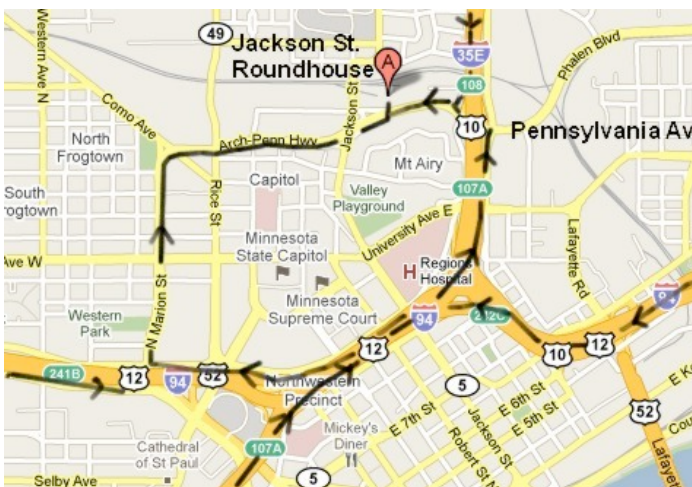
## MEMBERSHIP INFORMATION

Dues are \$48 (\$36 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 Jackson Street Roundhouse

From the east and west, exit I-94 at Marion St. Turn north and follow Marion St. to the three way intersection of Marion, Como Ave. and Pennsylvania Ave. Curve right on to Pennsylvania Ave. Just after you pass under Jackson St. you'll find the roundhouse on your left.

From north or south, exit I-35E at Pennsylvania Ave. Turn west on to Pennsylvania Ave. The roundhouse will be on your right a short distance from the off ramp from I-35E South.



### Trains of My Youth - Part 1 By H. Martin Swan

I was born, raised and educated in Lincoln, Nebraska. Lincoln, at that time, was home to about 100,000 people. It was the Capitol of the State of Nebraska, with its unique Capitol building, home to 5 or 6 universities and colleges, including the University of Nebraska, and home to many insurance companies. It had a nice pleasant downtown section with super wide streets.

My grandfather worked for the Chicago, Burlington and Quincy at the stockyards. In my elementary school days, he had worked himself up to foreman of the 4 pm - 12 midnight shift. I no longer remember just how it happened, but one day I found myself with my beloved grandfather, going out to the stockyards with him.

The stockyard was a very large place, all animals going through Lincoln were unloaded, rested, fed and watered at the yard. The cattle pens were on the north side of the stockyard and took up the most space; the pig pens were on the south side. To the west were ramps leading up to the sheep barns. There were originally 3 of them, but one burned down. There were barns for horses. The stockyard used horses instead of tractors and the horses were trained to go from pen to pen with the stock hand riding a wagon with the hay for the horses. It would move to one pen, the stock hand tossed out the hay, whistled to the

horses, who would move to the next pen, and so on. As a result there was a blacksmith shop. My grandfather was a qualified blacksmith. There were barns and silos to hold the hay and feed. In addition, there were several large pastures where ranchers would contract with the railroad to feed their cattle corn for 30 days or so. The cattle would become the famous "corn-fed" beef for which Nebraska was famous.

The yard office looked like any interlocking tower that dotted the country except it had more floor space. The first floor was only used for storage. This was male country, and the first floor also had two toilets. These were basically a hole in the ground with a stool over it. The smell was interesting and they most likely hadn't been cleaned since they were installed. The second floor was the office space. It was divided in half by a counter. The half the stairs led to was open space with benches around the wall for the employees to rest on and for customers to be able to use when they came up to see my grandfather. The other side of the counter was where grandfather had his desk, all his paperwork, files and lockers for himself and the men. Just off of this space was an enclosed office for the Manger of the Stockyards, a person whose other duties in the hump yard, which abutted the stockyards, rarely allowed him to come and use his office.

The office wasn't air-conditioned. There were several fans and the windows had a section that would open outward to allow whatever breezes there were to flow through the office.

From the windows I could look out over the yards and watch the inbound and outbound main lines leading to the hump. The stockyards were located on the Billings/Alliance/Lincoln main line and I would see several freight trains coming and going. There were also two passenger trains. Train #41, a Lincoln/Alliance local would come by around 7:15 pm with an E-7, several baggage and mail cars and a heavyweight coach. Close to midnight #43 would whizz by. This was an Omaha/Lincoln/Alliance/Billings train and would usually have 2 E-7's, several mail and baggage cars, 3 heavyweight coaches, one of which was silver painted with mock stainless steel striping. These cars were renovated and were the most comfortable riding

coaches on the CB&Q, bar none. In addition, there was a heavyweight diner/lounge and 2 heavyweight sleepers, one of which operated to Casper from Alliance.

After his shift ended, Grandfather would usually take me to the CB&Q depot where he talked with his friends and I would go out and watch the *Denver Zephyr* (eastbound) and the *California Zephyr* (westbound) come in.

No wonder I was a railroad fan.

I would go out with Grandfather on an semi-regular basis through Junior High School, but after that I rarely went out. Grandfather now had the day shift (7:00 am to 4:00 pm) and during the summer I had a job at a local grocery store. However, I would drive my step-father's car out and visit him every once in awhile. He enjoyed those visits.

Sadly, livestock business started to decline drastically as the ranchers and farmers more and more started to use trucks. The Q eliminated the midnight to 7:00 am shift and cut the 4:00 pm to midnight shift down to one man who mostly did bookkeeping. The Q tried. They built a large sales barn on the land south of the stockyards, with the idea that ranchers and farmers would bring their livestock in by rail for auction. It was a great success except that they still used trucks, much to the dismay of the Burlington.

Finally, about month after my grandfather retired at age 65, the Burlington closed the stockyards. Today there is no trace that they were there.

But regardless, I was now a dyed-in-the-wool railfan and Lincoln was served by 6 railroads.

The smallest was the Omaha, Lincoln and Beatrice (Bee-AT-truss). This little switching line never made it to Omaha nor Beatrice. But it was a busy little line, switching industries on the north side of Lincoln. It used GE 44 ton switchers painted black. However, as the University of Nebraska football team gained fame and was given the beloved nickname of Big Red, the OL&B painted their engines bright red and called themselves the Big Red Line. As they had no passenger service, I didn't really pay too much attention to them.

The C&NW had a line into Lincoln that came off the "cow-boy" line near Fremont. I never saw a C&NW train, although I did see their locomotives every once in awhile. To be honest, I don't even know where the C&NW's freight office was. They didn't have passenger service, so again, I didn't pay too much attention to them.

The largest non-passenger carrying line through Lincoln was the UP. UP's line came off their mainline at Valley, came down through Lincoln and thence down to Beatrice and Maryville, KA. From that point other lines from the UP's main line came into Marysville, and then from there lines went down to the UP's Kansas Pacific line which would access Kansas City along with another branch which went over to St. Joseph.



**E-7s off Burlington train 42, the Billings - Lincoln train at Alliance, NE, July 4, 1954. Photo by H. Martin Swan**



The UP's yard in Lincoln was very near the downtown area. In fact it was adjacent to the CB&Q's passenger tracks. If you ride Amtrak today from Chicago, you would travel the outskirts of Lincoln until you reach the area of the former State Fair Grounds, where the passenger main makes a sharp turn north, passes the Memorial Stadium (home of the Cornhuskers football team), leans into another curve and enters the station. The station had about 6 passenger tracks reached by "subway", although they usually only used the three closest to the station. Beyond the through tracks was a small servicing facility with office buildings and repair tracks. Beyond that, was the UP's yard which had quite a few tracks, although I no longer recall the exact number. To get to the stockyards and



**Eastbound Burlington's Nebraska Zephyr, train #12, ready for departure at Lincoln as an eastbound freight runs through the station behind F-3 #160A.**

Photo by H. Martin Swan

West Lincoln, one would ride over an old wooden bridge, now a modern concrete roadway, which passed over both the CB&Q passenger tracks and the UP yard. There was always UP power sitting around. The one unit that was somewhat unusual was a GP-7 painted UP but with Spokane International on it's side.

The UP's main would go right by Sherman Field where the Lincoln Chiefs played. The Chiefs were a Pittsburgh farm club and we played in the Class A Western League. We got many of Pittsburgh's star players on their way up. My favorite was Dick Stuart, who was nicknamed Dr. Strange-glove when he finally made it to the big league. Grandfather and I would go out to see the Chiefs play once in awhile, and we usually got to see at least one UP freight train passing by. But since they didn't have any passenger service in Lincoln, I wasn't all that interested in them.

Now we get to the interesting carriers--those with passenger service to Lincoln.

The first would be the Missouri Pacific. The MoPac operated a line from Union, NE on their main Omaha/Kansas City line, to Lincoln. To make connections with the *Missouri River Eagle* and the overnight local, the MoPac operated a unique railcar which they named the *Eaglette*. The *Eaglette* was a one of its kind bi-directional motor car built by American Car and Foundry and painted in MoPac passenger colors. The car made a twice daily round trip

between Lincoln and Union with excellent connections to the *Missouri River Eagle* and fair connections to the overnight local. I would ride my bike the mile from my house to the MoPac tracks. The ride was downhill going with a trailing wind (which meant that it was uphill coming with the wind usually in my face). The car came by about 10:00 am and 2:00 pm. I never had a camera back in those days, so I never got a picture, but there are lots of



**Missouri Pacific's Eaglette.** Photo by Lou Schmitz from *Missouri Pacific Passenger Trains, The Postwar Years*, by Patrick Dorin, TLC Publishing 2003.

pictures on the web. The MoPac's freight house/passenger station was a small building between Memorial Stadium and the CB&Q passenger tracks.

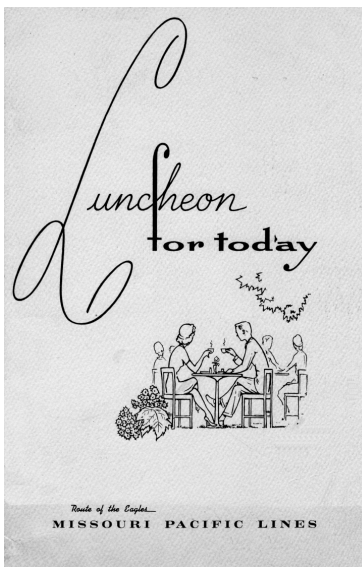
Sadly, I never got to ride the car. Grandfather and I would go to Kansas City once a year to see the Kansas City Athletics. Since Grandfather worked for the Q he had a pass to ride free on the Q's trains to and from KC. Grandfather, who lived through the great depression, had developed very fugal ways and couldn't see the point in paying half fare to ride the MoPac when he could ride his railroad's trains for free.

I finally talked (whined, begged, whimpered, etc.) Grandfather into going to KC by the MoPac. Sadly by that time the *Eaglette* had been discontinued, and in its place was a MoPac Transport Co. bus. The bus wasn't all that bad, all we had to do was go out to the road through Lincoln ("O" Street) and flag it down. I remember nothing of the bus ride to Union. The *Missouri River Eagle* came in shortly after we arrived and it was too a disappointment. No Alco PA, no dome and no parlor observation car, just coaches and a dining lounge. We had lunch in the dining/lounge and even that was a disappointment. We had four choices--a cold sliced turkey sandwich, a cold ham and cheese sandwich, Hot Roast Beef (or Pork) sandwich, and the Chef's tossed salad.

As usual the Athletics lost to Detroit, if I remember correctly. Back in those days they sometimes called the A's a New York Yankee farm team, since every time they got a half way decent player they would trade him to the Yankees. It wasn't too long thereafter that Charley Finley bought the team and took them to Oakland.

Our return trip was on the CB&Q.

I only rode the MoPac one more time on a very, very full *Colorado Eagle* from Kansas City to St. Louis.



**Left: Missouri Pacific Menu.** Collection of H. Martin Swan

Next we have the CRI&P. While all the other railroads serving Lincoln skirted around the edges of Lincoln, the Rock boldly went through the heart of the city. Its tracks went right by my high school. Needless to say, whenever possible, I always signed up for classes on that side of the school.

We were served by two Rock Island passenger trains. The *Rocky Mountain Rocket* and a gas/electric doodlebug that traveled between Omaha and Goodland, KS. The schedule had the car passing by the school around 2:30 pm. I would always watch for the car. Amazingly it was almost always on time. Other than that, I would see 2 or 3 freight trains a day and the little 44 ton switcher that the Rock Island used to switch cars to Lincoln industries.



**The Rock Island's Lincoln switcher.** Photo by H. Martin Swan

Besides the doodlebug, we had the *Rocky Mountain Rocket*. This was a very nice train which traveled from Chicago to Denver/Colorado Springs. The train's primary destination was Colorado Springs. It would carry 3 or 4 coaches, a dining car, a club car and 2 or 3 sleeping cars. One coach, the club car and a sleeping car would go to Denver, the balance to Colorado Springs. The Rock had to compete with the Q (*Denver Zephyr* and *California Zephyr*) and the UP (*City of Denver*). The Rock Island's trackage was the longest between those points and, as a result, most of the Denver traffic came from local points on their line, as the UP and CB&Q served Chicago and Omaha with the Q also serving Lincoln. They would also get connecting traffic off the NYC into LaSalle Street Station for those people that didn't want to change stations.

But to Colorado Springs, they had the fastest direct service, that is until the CB&Q joined with the D&RGW to run

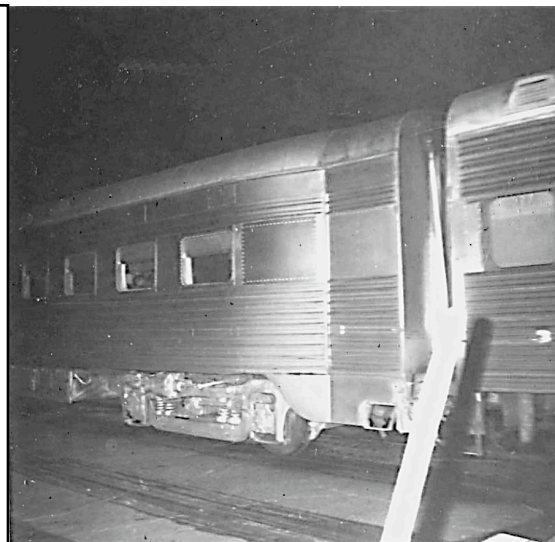
cars off the *Denver Zephyr* direct to Colorado Springs. That doomed the *Rocky Mountain Rocket*. Few passengers rode the train from Chicago, Omaha or Lincoln to Denver or Colorado Springs. I watched as the train slowly got smaller and smaller. Finally, it was down to a coach, a club diner and a sleeper to Denver and a coach to Colorado Springs. As young as I was, I figured a train with only 3 passenger carrying revenue cars was in trouble.

I still got a few rides on the Rock Island. Many times, I would buy a round trip ticket and ride the train to Omaha and back, great fun but I couldn't see a thing since it was pitch black out. In college I had a convention to attend in Des Moines. I took the *Nebraska Zephyr* to Omaha and the *Corn Belt Rocket* to Des Moines. While the train only carried a couple of coaches as far as Des Moines (where a parlor car was added and then at Rock Island where a dining car was added), I was impressed that the Rock Island sent passenger traffic agents to greet passengers at Omaha. My return was on the *Rocky Mountain Rocket*. But strangely, I remember nothing of that trip.

Once I started to work for the GN in St. Paul, I tried various routes to go home to Lincoln. One route was the *Twin Star Rocket* to Des Moines and the *Rocky Mountain Rocket* to Lincoln—but it required a four hour layover in Des Moines, so I only did that once. But on the return trip to St. Paul I could take the *Rocky Mountain Rocket* to Des Moines and then pick up the former *Kansas City Rocket* to St. Paul. That was very convenient. The first time I tried this I decided to get myself a roomette so I could sleep since I had to go straight from St. Paul Union Depot to the office building when I got to St. Paul. I didn't sleep a wink! I was so excited about my very first Pullman ride that I just couldn't sleep. I did do this 3 more times and was able to sleep on those other trips.

When I was transferred to Seattle, I decided to attend the NRHS National Convention in Richmond in 1966. My route was the *Portland Rose* to Denver and the *Rocky Mountain Rocket* to Lincoln. It was a sad train. The Rock Island had dropped all sleeping car service except on the *Golden State* and had dropped dining car service on most of its trains. The train had a baggage car and a coach from Colorado Springs, and a baggage, coach and bar lounge from Denver. The bar lounge was one of the former round end observation cars that the Rock Island had

**The Rock Island's modified round end observation bar lounge on the *Rocky Mountain Rocket*.** Photo by H. Martin Swan





straightened out on the outside but not the inside so it still looked like a round end observation car. Meal service was cold sandwiches with chips and the like. However, it did have a complete liquor supply. When I was transferred back to St. Paul, I rode the *Plainsman* down to Kansas City and then took the *Golden State* back to Chicago. My very last ride on the Rock Island was about a month before the combined *Rocky Mountain Rocket/ Corn Belt Rocket* (now nameless) was dropped. That train only ran to Council Bluffs, Iowa with free taxi transfer to Omaha Union Station. It was a mixed train with a large cut of TOFC (Trailer On Flat Car) cars placed on the rear.

To be continued in the December issue. Additional photos in the electronic edition.



**Despite mergers and standardization, not all the color has disappeared from railroading as this October 1, 2010 photo demonstrates. Here is northbound Kansas City Southern train M-SHKC at Poteau, OK with KCS, TFM, KSC Southern Belle painted unit, a KCSM unit and yellow and blue Iowa Chicago and Eastern units heading up a manifest. Photo by Chris Palmieri**

#### **Minutes of the September 18th Meeting**

The meeting was called to order by chapter president Cy Svobodny in the Jackson St. Roundhouse at 7:03 pm with 20 members and guests present. (Additional members arrived later, bringing the total attendance to at least 27.) The question was asked if there were any changes or corrections to the minutes of the September 18, 2010 meeting, as printed in the October 2010 issue of Northstar News. Hearing none, the motion to approve the minutes, as printed, was made, seconded, and carried. The treasurer was not present to give a report. National Director Bill Dredge noted that the next NRHS National Board of Directors meeting is coming up at Lancaster, PA in early November. The proposed new by-laws will not be ready in time to be discussed and voted on at that meeting. Program director John Goodman said that the program originally scheduled for this month, which was to have been presented by Mike Mackner, will have to be postponed, due to a death in his family. We will have an alternate program tonight instead. Programs planned for future meetings may have to be changed. We do have John Diers and Barney Olsen and their program on the St. Paul Union Depot lined up for the Holiday Party in December. Dawn Holmberg reported on the work on organizing our chapter library. It is hoped that we can have an open house at the library (tentatively planned for late November). Access to inventory lists of items in the chapter library can be done online with the proper password and user name. Northstar News editor Russ Isbrandt reported that he has some articles lined up for future issues. Dawn Holmberg reported on progress on the calendar project. Most of the material for the calendar has been shipped to the printer. We will have an

image ready for the postcard to be sent out to potential customers. The agreement with John Leucke, who has been publishing the calendar, has been drawn up, but has not been signed yet. We are planning to print only 750 copies this year, because we are getting a late start on the project. Marty Swan reported for the Cheer Committee. He has not had occasion to send out any cards recently, but did get some new cards. There was a discussion of where we will hold our meetings next year. A projector was set up and used to show pictures of a meeting room available at the Roseville Lutheran Church. A motion to pursue the Roseville space was made by Bill Dredge and seconded by Gary Wildung. The motion carried. It was suggested that we initially commit to 3 months at the new space to start with. There was no other Old Business. There was no New Business. Guest speaker Bill Hosko was introduced. He had been invited to speak by us by Bob Clarkson. He is the owner of a downtown St. Paul art gallery. For many years, he used to ride Amtrak trains regularly between the Twin Cities and Montana. He noted that right across from the Cathedral in St. Paul, there is a big open space with a large tree that is slowly dying. He suggested that this tree be carved into a statue of James J. Hill. He said that he has talked to city officials and they said that they would spare the tree (or at least the lower portion, which would be the part to be made into a statue) until a decision can be made about the project. He will be getting more information on what needs to be done. If they want, he will make a presentation about this to the City Council. He wants to do a broadly-based fund raising drive to pay the costs. (He wants lots of small donations rather than a few large ones.) He noted that he had suggested many years ago that Amtrak trains serving the Twin Cities stop at the Union Depot. He also talked about the Central Corridor Light Rail project. He noted that the running time for the light rail service would actually take longer than today's bus service between the two downtowns, because the light rail would make so many stops. A motion to adjourn the meeting was made, seconded, and carried at 8:08 pm.

After a brief break, the program was presented. The DVD that Russ Isbrandt had originally prepared for National Train Day on high speed passenger trains between the Twin Cities and Chicago, going back as far as the 1930s, was shown. It was followed by a video of the excursions that the Northstar Chapter has run through out its history.

Respectfully submitted,  
Dave Norman  
Secretary, Northstar Chapter NRHS

### **Railway Age Breaking News**

#### **Twin Cities gets \$5 million HUD grant for transit corridor planning**

Friday, October 15, 2010

The Twin Cities has been awarded a \$5 million planning grant from the U.S. Department of Housing and Urban Development. With the help of local matching funds, the grant will support planning along the region's growing network of transit corridors.

#### **On Penn Station's 100th birthday, a "historic" groundbreaking**

Tuesday, October 19, 2010

On the 100th anniversary of the opening of New York City's Penn Station, officials from city, state, Federal government and Penn Station gathered October 18 for the groundbreaking for Phase I of the new Moynihan Station, which Senator Charles Schumer (D-N.Y.) said "is poised to be one of the greatest transportation and infrastructure legacies of our generation."

#### **Chicago-Quad Cities-Iowa City HSR receives \$230 Million federal grant**

Tuesday, October 26, 2010

The Federal Railroad Administration awarded \$230 million in federal funding to expand high-speed passenger rail service between Chicago, the Quad Cities and Iowa City.



Drawing by John Cartwright

**The Northstar Chapter of the National Railway Historical cordially invites  
you to join us for a special program featuring the History, Life and Times  
of St. Paul Union Depot at our annual chapter banquet  
DECEMBER 5, 2010**

**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, Sliced Roast Beef, or Lasagna, choice of two salads,  
vegetable, potatoes, rolls, dessert, beverage, taxes and tip.**

**Please make your reservations early.**

**Program:**

**John Diers and Barney Olsen**

**The History, Life and Times of St. Paul Union Depot**

**Social time starting at 4:00 pm, cash bar**

**Reservation Deadline: December 1, 2010**

**Member.....\$25.00.....**

**Guests (number).....@ \$25.00.....**

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

**Make Checks Payable to "Northstar Chapter, NRHS"**

**Send to:**

**John Goodman, 8409 13th Avenue South, Bloomington, MN 55425-1705**

### **Siemens to build new Amtrak electrics**

Friday, October 29, 2010

Amtrak has awarded a six-year, \$466 million contract to Siemens Mobility (a division of Siemens Industry, Inc.) for 70 "Cities Sprinter" ACS-64 electric locomotives for Northeast Corridor service. Designed to operate at speeds up to 125 mph between Boston and Washington D.C. and 110 mph between Philadelphia and Harrisburg, the 8,580-hp (6,400-kW) locomotives will eventually replace all of Amtrak's existing electric fleet.

### **Chapter Library Open House November 27th**

The chapter library in Building 6, second floor, at 2010 E. Hennepin Avenue, Minneapolis, will be open for chapter members from 1-4 pm Saturday, November 27th. The building is just south of the I-35W Stinson Blvd. exit and just east of the Hennepin and Stinson intersection, on the south side of the street. A preview of the holdings is on [www.northstar-nrhs.org/library](http://www.northstar-nrhs.org/library). (Ignore the space between the www. and northstar.) You will need to email Richard Tubbesing at [Tubbesing261@yahoo.com](mailto:Tubbesing261@yahoo.com) for user name and password.

### **From Trains Newswire**

#### **Milwaukee Road 261 boiler work progresses**

Published: November 1, 2010

MINNEAPOLIS — Boiler work on Milwaukee Road 4-8-4 No. 261 is progressing with a goal of having the work completed by the end of 2010. Steve Sandberg, chief operating officer of the Friends of the 261 and North Star Rail, told TRAINS that "significant progress" is being made.

Sandberg said the ultrasound inspection of the boiler is nearly complete. It will then be sandblasted and a special paint that can withstand high temperatures will be applied.

Last week the first of 261's driving wheels were delivered to a company near the Minneapolis shop for quartering and to have

the tires turned. That work is expected to take at least until spring 2011.

### **Iowa City-Chicago trains to roll in 2015**

Published: October 26, 2010

DES MOINES, Iowa — Illinois and Iowa yesterday secured funding for an interstate Amtrak corridor service that'll connect Chicago with Davenport and Iowa City, Iowa. Starting in 2015, two daily round trips will cover the route, with a one-way trip time of just under five hours.

The so-called "Green Line" will operate over BNSF Railway from Chicago to Wyanet, IL. At Wyanet, a new connection track will be built at the grade-separated BNSF Railway-Iowa Interstate junction, and trains will transfer to Interstate rails for the journey to the Quad Cities and Iowa City.

### **Railfan Calendar**

#### **Trainfest**

Saturday and Sunday, November 13th and 14th, 9 am - 5:30 pm, Wisconsin Exposition Center, State Fair Grounds, 8200 W. Greenfield Avenue, West Allis, WI. Admission \$12 at the door, ages 4- 12 \$2, under 3 free. Online discount coupons available at [www.trainfest.com](http://www.trainfest.com).

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

Saturday, November 20th, 9:00 am - 2:00 pm, Century College, White Bear Lake, MN. Admission \$5.00, children under 12 free.

#### **World's Greatest Hobby On Tour**

Saturday and Sunday, November 20th and 21st, 10 am to 6 pm on Saturday, 10 am to 5 pm on Sunday, St. Paul River Center. Admission \$10, under 16 free.

#### **Northstar Chapter Banquet**

Sunday, December 5th, 4 pm at Gulden's Restaurant, 2999 Highway 61, Maplewood, just south of I-694. The program will be Barney Olsen and John Diers, The History, Life and Times of St. Paul Union Depot. Reservation deadline is December 1st.

Northstar News

Northstar Chapter

National Railway Historical Society

4036 Birch Knoll Drive

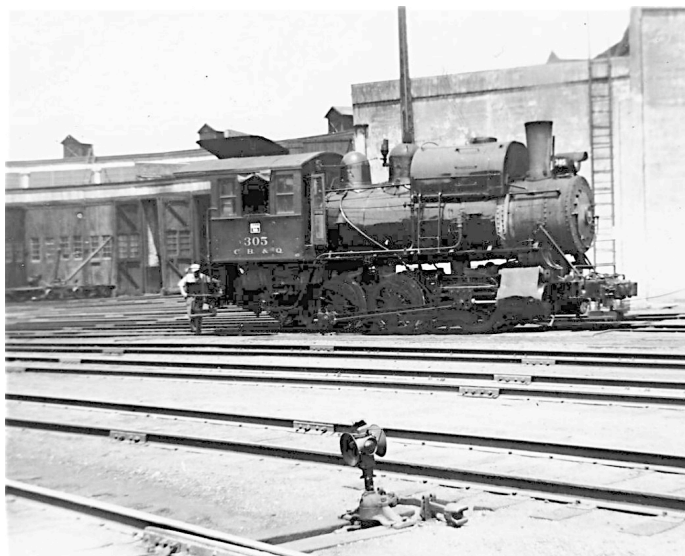
White Bear Lake, MN 55110

Address Correction Requested





**Rock Island freight at Lincoln, NE.** Photo by H. Martin Swan



**Burlington 305 shop switcher at Lincoln, May 1955.**  
Photo by H. Martin Swan



**Burlington Hudson 4003 in the deadline at Lincoln, May 1959.**  
Photo by H. Martin Swan



Iowa, Chicago and Eastern, now CP, a long way from home on the Kansas City Southern. Above we see northbound KCS grain train G-DQKC-02 with ICE 4300 and SD-40-3 overtaking grain train G-IHKCS-27 with KCS SD70ACe 4037 at Page, OK, October 2, 2010.



**Left: ICE 4450 and DME 6094 October 2nd at the Heavener, OK fuel pad.** Both photos by Chris Palmieri





PAPULAS



MOE



KENNEDY



CORDES



GOODMAN



DOLLERY



MACKNER



WALLIN



WINTER

### Missing Photos

The staff regrets that it was unable to obtain photos of Clark E. Johnson, Jr., John Hemak, Joseph J. Krawczak, or Thomas V. Vondrak.

# VOTE for 1964 MRA Staff, Trustees!

This month being the Northstar Chapter's election meeting, your editor thought it would be fun to show the slate of officers for the 1964 Minnesota Railfans Association. There may, in fact, be a face or two familiar to some of our most senior chapter members. Excerpt from Cinders and Sparks, the Minnesota Railfans Association's 1963 newsletter, Northstar Chapter Library collection.