



NORTHSTAR NEWS

Trains of My Youth - Part 2 by H. Martin Swan

Dues are due now. Please renew promptly.



Duluth 265 in Holly Trolley service, December 2005, evokes memories in some of us of going downtown on the streetcar to see Santa. Merry Christmas from your editor. Photo by Jim Vaitkunas, Minnesota Streetcar Museum

Contents

Officer Contact Directory	P.2
Trains of My Youth - Part 2	P.2
From Railway Age Breaking News	P.5
From Trains Newswire	P.6
Rail Fest 2011 Rock Island, IL	P.7
2011 Minnesota Railroad Calendar Order Blank	P.7
Railfan Calendar	P.8

Happy Holidays

The Chapter's holiday banquet was a great success. The program, Past, Present and Future of St. Paul Union Depot, as presented by John Diers, Barney Olsen and Steve Morris of the Ramsey County Regional Authority was excellent.

The next meeting will be the **FOURTH** Saturday of January, on January 22nd, at a **NEW** location, Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville.

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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 \$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.

Trains of My Youth - Part 2 By H. Martin Swan

Finally we have the Chicago, Burlington & Quincy, the Q. This is the railroad I considered to be MY railroad. The CB&Q had many passenger carrying routes out of Lincoln and I rode them all, although not via the normal passenger train on one route. From Lincoln you could ride a passenger train west to Denver, east to Chicago, north to Billings and south, via two routes, to Kansas City. The Q ran the *Denver, California, Nebraska, Ak-Sar-Ben* (Nebraska spelled backwards), *Silver Streak* and *Pioneer Zephyrs*. In addition there was the *Fast Mail* and *Coloradoan* between Denver and Chicago, plus the two nameless trains from Omaha to Alliance and then either to Casper or to Billings. There was also a nameless train to St. Joseph via Falls City which became the last regular assignment for the *Pioneer Zephyr*.

During the time of BC (before car) I would hop the bus on Saturday morning and head downtown to the depot to watch the *Ak-Sar-Ben Zephyr* arrive and the *Nebraska Zephyr* leave. Back those days the *Ak-Sar-Ben Zephyr* was a snazzy train. Besides the usual headend cars, the train would carry 3 or 4 coaches (1 or 2 streamlined, one modernized heavyweight painted silver, and one Pullman Green heavyweight), a heavyweight diner and the last 3 or 4 cars from the *California Zephyr* pool, including the observation car. Slowly the train got smaller, carrying only

two coaches (streamlined and a silver heavyweight), the heavyweight diner and 2, and then 1 sleeper. The *Nebraska Zephyr* was also popular, carrying the full 5 coaches, the diner/lounge and the round-end parlor car. This train also slowly got smaller; two of the coaches were removed, and the dining car was converted into a automat not unlike the infamous SP cars.

Once it became AC (after car) I would drive down on a Friday or Saturday night to the Rock Island Station and watch the eastbound *Rocky Mountain Rocket* come in. Then I would drive over to Kings to have a double cheeseburger (onions and mustard only please), an order of their wonderful onion rings, topped off with a piece of their graham cracker cream pie all for only 95 cents. (Of course I was only making 90 cents an hour at the grocery store, so that ate up over an hour's work). From there I would go over to the CB&Q station. I would usually get there around 11:30 pm and would go out to the tracks to see what was there. There was no problem whatsoever walking around the track area. I was never challenged. The *Nebraska Zephyr* would be there over on the shop track. There might be one or two passenger cars sitting around and there was always a heavyweight business car sitting on the stub-end siding next to the station. Usually train #43 would also be sitting there being worked on.

The tracks coming from Denver came into the station on a sharp curve and it was not possible to see the train coming. So the Q rigged up a whistle that would sound when the train was 10 minutes away. Once the whistle would blow, activity increased. The two Red Caps would scurry around, the baggage man would come out with his cart of luggage, and the switching and other trainmen would appear. In all the years that I went down to see those trains, neither the *California Zephyr* nor the *Denver Zephyr* came in exactly on time. The best I can remember was 10 minutes late, but the normal lateness was 15 to 20 minutes. First the eastbound *Denver Zephyr* would roll in, then a few minutes later the westbound *California Zephyr* would arrive. The two long trains sat side by side. The *California*



Eastbound *California Zephyr* observation car and west bound *Denver Zephyr* power in Lincoln, 1959.
Photo from the H. Martin Swan collection

Zephyr was the only train that I knew of, at my young age back then, that carried more sleeping cars than coaches (5 vs. 3). I would usually walk the trains on the platform between them. Passengers used the platforms on the other side of the trains so the only people I would come in contact with were the railroad men working the train, fueling it, topping off water, car knockers and the rest. I was very careful to stay out of the way of those men. I would get to the head end of the *Denver Zephyr*, usually the first to leave, and wait for the blue flag to come down. Almost immediately after the blue flag came down, the conductor would give the engineer two toots on the communication air whistle, and the engine would start to power up. The train, as smooth as silk, would slowly start and gain speed, and by the time the flat end observation car came by me, it was going at a good clip. Then I would walk to the head end of the *California Zephyr* and the same thing was repeated.

After that, I would watch #41 leave and then get back into the car and head back over to the Rock Island station to see if the westbound *Rocky Mountain Rocket* was late enough for me to be able to see it. More likely than not, the *Rocket* was gone.

There was one train that ran through Lincoln that I never saw, *The Coloradoan*. Originally this was a Chicago - Denver train providing service to smaller communities that neither the *Denver* or *California Zephyrs* served west of

Lincoln. It carried a coach or two to Denver, a dining/lounge to Omaha and a 6 section 6 double bedroom sleeper from Omaha to Denver. It was the only passenger train west of Lincoln, besides the *Fast Mail*, that the employees could ride free. They had to pay half fare on the DZ and the CZ. It also carried a large number of headend cars. First the CB&Q merged it with the *Nebraska Zephyr* to Omaha. The practical effect was that all of the *Coloradoan's* head end equipment moved on the *Nebraska Zephyr* to Omaha. Passengers going to Denver would ride in the *Nebraska Zephyr* to Omaha and then transfer to a coach and the 6/6 at Omaha. The head end cars exceeded the length of the *Nebraska Zephyr's* passenger cars.

In 1959 the CB&Q merged it with the *California Zephyr*. The *Nebraska Zephyr* would now bring the head-end equipment into Lincoln instead of dropping them at Omaha. The NZ now used 3 E units. After the *Nebraska Zephyr's* passengers discharged, the first 2 E units would head for the service track. The 3rd E, always facing forward, would then move, along with the headend equipment, over to track 4, not usually used by passenger trains anymore. The *California Zephyr* would come roaring in after a while and, once passengers had been discharged and loaded, the units would cut off and move over and couple onto the waiting E-unit and the headend cars. In the meantime a switcher would tie up with the observation car and start pulling the CZ cars back and around the curve just north of the station. Since it was impossible for the crew in the switcher to see around the curve to the head end cars waiting for them, and since there wasn't anything like radio back in those days, a switchman would go to a point half way around the curve and about 20 feet from the tracks where he could see both the switcher and the switchmen waiting by the head end cars. When they were ready to receive the CZ's cars, they would signal the midway man who would relay that to the switcher. The switcher would then start to bring the cars up. As the CZ's cars approached the head end cars, the switchman would start to signal the midway switchman with information as to how far they had to go which was relayed. The switcher would slow down and finally just before the cars touched, the switchman would give the stop signal, which was relayed by the midway switchman and the switcher would come to a stop, gently coupling the two sets of cars together. If there was any coffee sitting in the dining car, there wouldn't even be a ripple.

Compare this with the GN's switch crews at Havre and Spokane. They seemed to think that they were duty bound to make sure everybody was jolted awake.

I saw this switch move with the *California Zephyr* many times and was always amazed at how smooth it went.

The only real downside was that the CZ now had to make the stops at the small towns that the *Coloradoan* made and that the CZ had screamed by. This added about 30 minutes to the CZ's schedule--and the pass holders were out of luck; the CZ was still a half-fare train. Only the *Fast Mail* with its accommodation coach was still a 100% free train.

I never rode the *Denver Zephyr* west of Lincoln, save once. My preferred train was my favorite train in all the world, the *California Zephyr*. One Saturday however, after I was at the University of Nebraska, I told my Mom I was going down to the library to study. Instead I decided to go down to the depot, caught #7, the *Fast Mail* with it's heavyweight coach to Holdrege, where I got the *Denver Zephyr* back home.

Besides the regular passenger trains, the Q also operated Student Educational Tours. They would sell low cost tickets to the various schools around Lincoln to either Kansas City, Denver or Chicago. I decided to go on the Kansas City trip. The train would operate overnight. At the destination various tours were provided. At the designated time, my best friend and I went down to the depot to board a long long train of basically heavyweight equipment. However, I was assigned to the *Silver Pendulum*, the Q's experimental pendulum car with the football shaped windows. The route we took was the route out of Lincoln, down through Tecumseh, Table Rock and Falls City before joining the main Omaha to Kansas City main at St. Joseph. This was the only passenger carrying route I rode where I did not ride the assigned passenger train. The *Pioneer Zephyr's* final assignment was on this route (only going as far as St. Joe, where passengers transferred to a



The story's author enjoying his ride aboard the Silver Pendulum on the student Kansas City tour. Photo from the H. Martin Swan collection

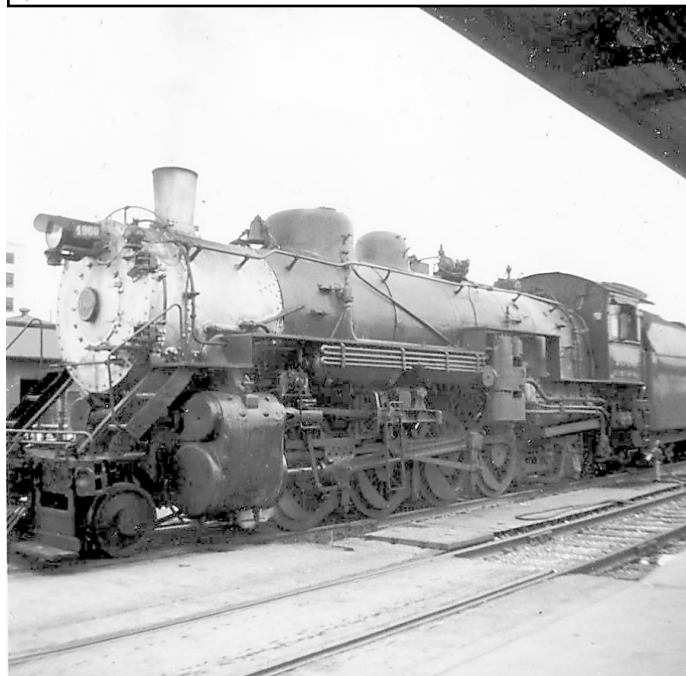
Omaha/Kansas City train. As for the KC Student Tour, I have no memory of any kind as to what we did in KC. I also took the Denver trip, where I can remember visiting the Air Force Academy, and the Chicago trip where I can recall visiting the Zoo and the Science Center with its large model railroad and I got to see myself on color (gasp, yes color) tv.

Besides the Student Educational Tours, the Q also ran various excursions to/from Lincoln. The Q ran various steam excursions between Lincoln and Ashland and, when the new *Vista Dome Denver Zephyr* went on tour prior to its placement in service, they ran an excursion with it also between Lincoln and Ashland.

When I graduated from Jr. High School, my Grandmother from my father's side sent me a round trip coach ticket from Lincoln to Oakland, California and return on the *California Zephyr*. I got on the train, in a state of high excitement, found my reserved seat, sat down in it for the length of time it took the conductor to come by and pick



The Denver Zephyr being positioned at Denver. Photo by H Martin Swan



Fantrip engine Mikado 4960 at Lincoln for a Lincoln to Ashland fantrip, May 1963. Photo from the H. Martin Swan collection

up my ticket (Q stub only) and then zoomed to the *Vista Dome* car where I got a front row seat on the port side (which turned out to be the wrong side while on the D&RGW) and never again saw my reserved seat until about 15 minutes before arrival in Oakland.

After I went to work for the GN, my favorite way to visit Lincoln and the family was via the *Afternoon Twin Zephyr* to Chicago or Aurora and the *Ak-Sar-Ben Zephyr* to Omaha. By then the *Ak-Sar-Ben Zephyr* was only a couple of headend cars, including an RPO, a couple of coaches, a heavyweight dining/lounge car and one sleeper. When I was transferred back from Seattle, I could no longer do this, as Mr. Menk was in charge and the Q started to downgrade passenger service, including breaking the connection between the *Afternoon Twin Zephyr* and the *Ak-Sar-Ben*. Eventually, the only way I could get to Lincoln, without an overnight stay in Chicago

was via bus or take an extra day of vacation, then take the *Empire Builder/North Coast Ltd/Morning Zephyr*, which got me into Chicago in time to hop on the CZ. But when you only have 10 days of vacation a year, those days are precious so the bus won out.

I should mention that Lincoln had off line ticket offices for the UP and the CB&Q. When I would catch that city bus way back then, to go see the *Ak-Sar-Ben* and *Nebraska Zephyrs*, I would visit the ticket office at the depot, a group of very friendly people who didn't mind a visiting Jr. High School railfan. They would give me the latest timetables, then I would walk up and visit the Q's city ticket office, and again would visit with the friendly ticket clerks and get timetables. Afterwards, I would walk over to the UP's city ticket office and the same thing happened. I tried going to the Rock Island's ticket office a couple of times, but the man there was also the freight agent and he didn't have the time or desire to pass time with me or give out timetables.

Of course, the Q and the UP eventually closed their city ticket offices. The UP contracted with the Q to sell their tickets at the depot on their ticket stock. I asked the agent about that, and he advised that they didn't sell that many UP tickets but the money the UP paid for that service was enough to pay the wages for an additional man.

Lincoln was a great place to grow up with trains from 6 railroads, 3 of them passenger carrying railroads. I spent many a wonderful hour railfanning down there. It really hurt when I would go back to Lincoln in the late 60's to find that the *Ak-Sar-Ben Zephyr*, the Billings trains the *Fast Mail*, the *California Zephyr* no longer ran. The *Nebraska Zephyr* had been cut back to Chicago/Omaha (although it did go to Lincoln 3 days a week as *The California Service* train). Even the *Denver Zephyr* was only a shadow of its former self.

Nowadays Lincoln is served by one Amtrak train, the *California Zephyr* in the middle of the night. But I do have my memories and I still have those timetables.



The *California Zephyr* at Denver about to add the *Coloradoan*'s headend cars, September 11, 1962. Shortly after taking this shot, the units and headend cars pulled ahead giving the photographer, who was also a passenger, quite a scare until he saw the rest of the train still sitting at the platform. Photo by Russ Isbrandt

From Railway Age Breaking News

Twin Cities Central Corridor West Bank work set to begin

Monday, November 22, 2010

Construction by the Central Corridor Project in the Twin Cities was anticipated to begin November 29th for the West Bank. While the area has already seen construction near Washington and Cedar Avenue by utility companies preparing for Central Corridor, during the week of November 29, official Central Corridor Project construction was to begin.

For the next several weeks, project work on the West Bank will be limited to pier work under the Washington Avenue bridge just off West River Parkway. The pedestrian and bike path along West River Parkway will not be affected, nor will there be any road closures in this area. There will be a slight increase in traffic with construction vehicles traveling to and from the work site on West River Parkway, but there should be no impacts to those traveling on the Washington Avenue bridge or those going under the bridge via the parkway.

Utility work by Xcel Energy near Washington and Cedar will continue into early 2011. This work will require lane restrictions, road closures, sidewalk detours, and the relocation of some bus stops. The Central Corridor Project Office is working with Xcel to communicate closures and detours for pedestrians, vehicles, bicycles, and buses so that people can plan ahead and minimize disruption.

Twin Cities Central Corridor Light Rail Project update

Wednesday, December 01, 2010

Fourth Street in downtown St. Paul is reopened to traffic after crews substantially completed utility relocation and road construction the day before Thanksgiving. In December, crews will finish installing pavers, lights, traffic signals and pole foundations for the overhead system of wires that will power the light-rail trains.

Work in 2011 and 2012 will involve laying tracks, building stations and installing the electrical and communication systems.

In the Minnesota State Capitol area, private utility relocation began this past summer, and public utility relocation and heavy construction began after Labor Day on Robert and 12th Streets north of Interstate 94. The work will be substantially done in November 2011.

On the East Bank of Minneapolis, crews have substantially completed road improvements started over the summer to prepare streets around Washington Avenue to handle more traffic when it is converted into a transit mall. Washington will be closed to traffic in May 2011 after University of Minnesota classes end so work can begin on the future transit mall. This work will continue through August 2012.

In the beginning of October, Xcel Energy and CenterPoint Energy began work to relocate and upgrade utility lines that are underground on the West Bank near Cedar and Washington Avenues. CenterPoint has completed its work on Washington. Xcel work will continue into early 2011.

depending on weather. Construction on the West Bank and work to strengthen the Washington Avenue bridge will be substantially complete in November 2012.

In mid-November, crews paved Fourth Street in front of the Sibley Square Ramp.

Heavy construction for the Central Corridor LRT Project on University Avenue will begin in March 2011 at Emerald Street and progress eastward to Hamline Avenue through November. Properties between Hamline and Robert Street will have another year to prepare before construction begins in their area in March 2012.

Pre-construction activities began this fall between Emerald and Hamline. Crews painted utility markings so utilities would know where to dig small holes to confirm locations of underground lines before beginning utility relocation. Temporary traffic signal poles were installed in November before the ground froze so existing traffic signal poles can be removed next spring to make room for road and sidewalk reconstruction.

Contractor crews have completed examinations of buildings fronting University Avenue to note their current conditions before construction starts.

The Central Corridor Light Rail Transit Project will link downtown St. Paul and downtown Minneapolis along Washington and University avenues via the state Capitol and the University of Minnesota. Construction began in late summer 2010 on the planned 11-mile Central Corridor line. Service will begin in 2014. The line will connect with the Hiawatha LRT line at the Metrodome station in Minneapolis and the Northstar commuter rail line at the Target Field Station.

BNSF, Illinois set terms for \$45-million project

Tuesday, November 30, 2010

BNSF and the State of Illinois have reached a preliminary agreement on how to spend \$45 million in state funds to upgrade the rail network at Galesburg, IL to help passenger and freight trains operate efficiently on the shared track system, The Journal of Commerce reports.

George Weber, acting deputy director for public and intermodal transportation within the Illinois Department of Transportation, said the agreement should be finalized within 30 days, setting the stage for construction to get underway next spring.

Already, BNSF tracks carry two daily passenger trains through Galesburg from Chicago to the Mississippi River town of Quincy. They also carry two more long-distance Amtrak trains from Chicago bound for Los Angeles and Denver.

But the Chicago-Quincy traffic is on a single-track main line, and BNSF has a major rail yard in Galesburg for freight operations that passenger trains move through as well. In return for running passenger service on the freight carrier's system, Illinois committed to paying for some infrastructure improvements that will make it easier to keep both types of train service running on time without getting in each other's way.

Weber said the money will pay for three track additions at Galesburg, including two "staging tracks" that are each roughly a mile long, where BNSF could line up freight cars loaded with coal or other cargo while it keeps the mainline open for both passenger and freight trains to pass through.

The Chicago-Quincy passenger service averages about 60 mph, Weber said, and has a top speed of 79 mph. That makes it the fastest passenger rail corridor in the state until Illinois can begin a 110-mph Amtrak service on Union Pacific tracks between Chicago and St. Louis. That project is already under construction.

Weber said that in 2006 Illinois doubled its passenger train frequency from one to two a day between Chicago and Quincy in return for pledging to invest in a future upgrade project with BNSF. This new agreement fulfills that pledge, he said, by paying for work that makes the BNSF network at Galesburg more fluid and able to accommo-

From Trains Newswire

New Illinois Senator a "high speed rail guy"

Published: December 3, 2010

CHICAGO – Illinois' incoming Republican Senator, Mark Kirk, says he supports plans to develop a Chicago-based network of high speed passenger trains. When he met recently with Illinois' senior senator, Democrat Dick Durbin, "We agreed we were both high speed rail guys," Kirk told Crain's Chicago Business.

"If we can bring Wisconsin money to Illinois, that is a good thing," he added, referring to statements from Scott Walker, the new Republican governor of Wisconsin that he won't spend millions of dollars that the Obama administration agreed to use on a new Milwaukee-Madison, WI route. Walker wants to spend the money on roads instead, but U.S. Transportation Secretary Ray LaHood has said that won't happen, and the money may be reallocated to other states rail projects.

Kirk was sworn in on November 29. He won election for a six-year term on November 2. At the same time, he also won a special election to fill the unexpired term of President Barack Obama.

Kirk told Crain's that he was concerned that high speed rail money could result in "poor service" if operations remain in the hands of Amtrak. Perhaps, he suggested, trains should be "jointly run and jointly managed" with a private-sector company, though he did not name one.

Chinese high speed train makes record speed run

Published: December 3, 2010

BEIJING – A Chinese high speed passenger train hit a record speed of 302 mph today during a test run of a yet-to-be opened link between Beijing and Shanghai, state media said. The Xinhua News Agency said it was the fastest speed recorded by an unmodified conventional commercial train.

Trains in other countries have traveled faster, but were specially modified. A modified French TGV train reached 357 mph during a 2007 test, while a Japanese magnetically levitated train raced to 361 mph in 2003. The new record was accomplished during the test run for a train called the CRH380A on the line between Zaoz-

huang and Bengbu City, part of a new high speed line that will eventually link Beijing and Shanghai. The previous record was set in late September when another CRH380A train achieved a top speed of 258.8 miles per hour.

Santa Fe 3751 to make 5,000-mile trip for Train Festival 2011

Published: November 30, 2010

SAN BERNARDINO, CA — Santa Fe 4-8-4 No. 3751 will travel from its Los Angeles home to Rock Island, IL, next year to make an appearance at Train Festival 2011. The engine will pull excursions July 27 over Iowa Interstate to Bureau, IL as part of the festival, and tickets will be available to and from Los Angeles.

Train Festival organizers are planning to feature as many as eight steam locomotives at the event, plus diesels and other railroad displays. Sponsors of the event include BNSF Railway, Amtrak, and Iowa Interstate.

Tickets for the Bureau excursion are already on sale through the festival's website. Cross-country tickets will become available soon.

The last Train Festival, held in Owosso, MI in 2009, featured another cross-country steam trip, that one by Southern Pacific 4449.

More on Railfest

Train Festival - America's Celebration will take place in Rock Island, IL, July 21-24. The San Bernardino Railroad Society's Santa Fe 4-8-4, 3751, Fort Wayne Railroad Historical Society's Nickel Plate 2-8-4, 765, Mr. Henry Posner's Chinese 2-10-2s 6988 and 7081, 4-4-0 #63, the Leviathan, built from scratch over the last nine years will appear.

Iowa Interstate 513 painted up in Rock Island colors and some Amtrak equipment will also appear.

The riverboat, *Celebration*, will be offering 2 hour excursions.

There will be a 1/8 scale model train layout for people to ride and model railroad layouts on display.

The following steam excursions will be offered:

Thursday, July 21 Rock Island, IL to Walcott, IA, two 2 hour round trips, steam power unspecified.

Friday, July 22 Rock Island to Bureau, IL, all day excursion behind Santa Fe 3751.

Saturday, Rock Island to Iowa City, all day excursion behind Santa Fe 3751

Sunday, July 24 Rock Island, IL to Walcott, IA, two 2 hour round trips, steam power unspecified.

The 2 hour excursions to Walcott, IA will take place each day, at 11 am and 2 pm.

If you've ever wanted to ride a transcontinental steam train, Trains and Travel International will offer both one way and roundtrip travel between Los Angeles and Rock Island behind the Santa Fe 3751.

The schedule will be as follows:

Eastbound

Saturday July 9, Los Angeles - Needles, CA via Cajon Pass

Sunday July 10, Needles - Winslow, AZ via Williams and Flagstaff

Monday July 11, Layover in Winslow with off train sightseeing to be announced later

Tuesday July 12, Winslow - Albuquerque, NM

Wednesday July 13, Albuquerque - LaJunta, CO via Raton Pass

Thursday July 14, LaJunta - Hutchinson, KS

Friday July 15, Layover day in Hutchinson with off train sightseeing to be announced later

Saturday July 16, Hutchinson - Kansas City

Sunday July 17, Kansas City - Rock Island, IL Westbound

Tuesday July 26, Rock Island - Omaha, NE

Wednesday July 27, Omaha - McCook, NE via the route of the Burlington *Zephyrs*

Thursday July 28, McCook - Pueblo, CO via Denver

Friday July 29, Layover in Pueblo with off train sightseeing to be announced later

Saturday July 30, Pueblo - Albuquerque, NM

Sunday July 31, - August 3, same route and itinerary as eastbound including layover in Winslow.

Order Form

Northstar Railway Historical Society's 2011 Minnesota Railroad Calendar

Sales of the Minnesota Railroad Calendar goes to support your Northstar Chapter

\$17.25 Cash when purchased at
\$22.00 including shipping and
\$21.00 includes shipping for non



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Please make checks payable to: Northstar Railway Historical Society, Inc.

Mail to: Calendar, Northstar Railway Historical Society, P.O. Box 120832, St. Paul, MN 55112.

The train consist will include former *California Zephyr* cars sleeper *Silver Rapids*, former dome coach now diner lounge, *Silver Lariat*, dome observation car *Silver Solarium*, supplemented by ex-Pennsylvania 3 double bedroom, one drawing room lounge sleeper, *Colonial Crafts*.

The one way fare per person is \$5198 for bedroom or roomette, to \$6898 for a drawing room for two. All over nights are on the train. All meals will be prepared by an on board chef.



June 19, 1954 the Minnesota Railfans Association chartered two one man - two man cars to tour the last remaining electrified trackage in the Twin Cities. Following the tour, Twin Cities Lines president, Fred Osana, donated one of the two cars to the railfan group. After storage for a number of years, the group rigged a truck engine and Duluth trackless trolley motor converted to a generator and ran the car in the Minnesota Transfer yard. The Northern Pacific arranged to bring the Minnetonka out to the yard for display. Here are the two. Photo from the Kurt Peterson Library collection

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

Address Correction Requested

Railfan Calendar

Canadian Pacific Holiday Train Schedule

Saturday December 11th

Hastings – 4:15 pm, CP Depot, 500 East Second St.

Cottage Grove – 5:45 pm, West Point Douglas Road, South of Seiben Bridge in front of the Youth Service Bureau.

St. Paul – 7:15 pm, Upper level of Central Parking System ramp at Broadway & Kellogg in Lowertown.

Minneapolis (Shoreham) – 9:30 pm, CP Shoreham Yard, 2800 Central Ave. NE

Monday December 13th

Loretto – 4:30 pm, Hennepin County Road 19 Railroad Crossing/Chippewa Trail

Buffalo – 6:00 pm, 612 NE Third Ave., behind McDonald's on Highway 55

Woodbury Flea Market

Saturday, January 15th, 10 am - 3 pm, Woodbury High School, 2665 Woodlane Dr. Admission \$5.00, under 12 years free.

Night Trains

Saturday nights through February 26th, 6-9 pm (closed Christmas Day), Twin City Model Railroad Museum, 1021 Bandana Blvd. off Energy Park Drive, St. Paul. Admission \$7 per person, \$20 per family.

Greater Upper Midwest Train Show

Saturday, February 6th, 9:00 am - 2:00 pm, N., Century College, 3300 Century Ave N., White Bear Lake, MN. Admission \$5.00, children under 12 free.