

**NORTHSTAR NEWS****Prescott, WI Picnic Replaces Regular Meeting****The 2010 NRHS National Convention by Richard Tubbesing and Bill Dredge****Pocono Express steam run by at Tobyhanna, PA.** Photo by Richard Tubbesing**Contents**

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**Meeting Notice**

The August meeting of the Northstar Chapter of the NRHS will be replaced by the chapter's annual picnic to be held at the river front park in downtown Prescott, WI beginning at Noon, August 21st. The chapter will provide chips and drinks, the rest is up to you. A grill will be provided. See map on following page.

Ride along with your fellow members on the Northstar Commuter line to Big Lake on Saturday, August 14th.  
See details on p.7.

# Northstar Chapter Officers

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

## MEMBERSHIP INFORMATION

Dues are \$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 Prescott Picnic Site

Follow US 10 from St. Paul or I-494 to Prescott, WI. After crossing the St. Croix River bridge, turn right. Go one block to Orange St. and turn right. At the end of Orange Street, turn left and cross the tracks to the park parking lot.

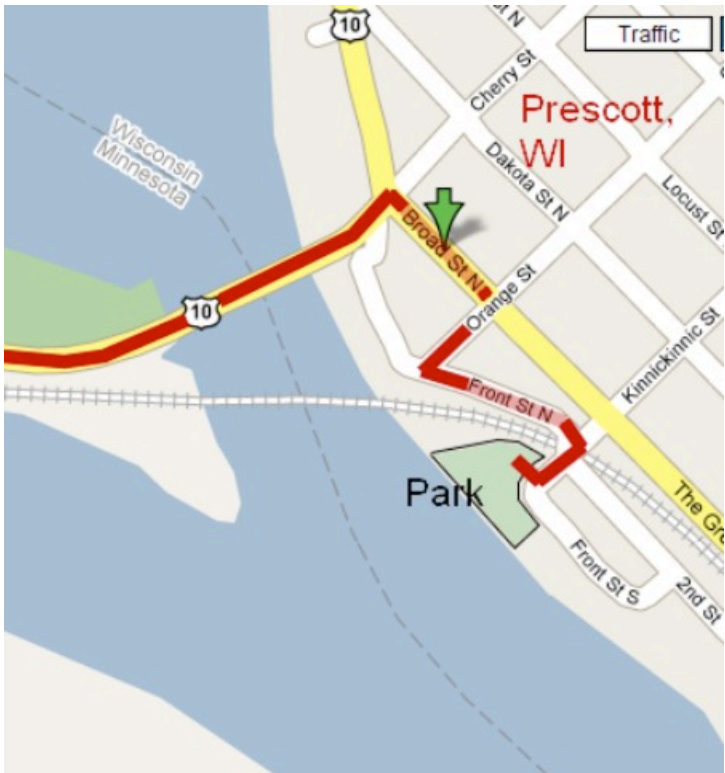
## The 2010 NRHS National Convention Scranton, PA and West Virginia Rails By Richard Tubbesing

**June 20 to June 30, 2010... NRHS Convention and WV Rails.**

**Sunday, June 20**

I arrived at the Amtrak Station to begin the trip. The train was about 15 minutes late. I got the first seat in the St. Paul to Chicago coach and the attendant was from Wisconsin and was a Packer fan. He stated that once we get into Wisconsin, it will be Greener and Golder. I didn't notice it though.

We got to Columbus, where Mark Quam from Eau Claire, WI boarded. He has been instrumental in saving the Morisonville, WI depot, north of Madison. We got into Chicago about 30 minutes late. We hung around the depot and went outside to Adams Street to view the Chicago River traffic as it was a nice sunny day.





We boarded the *Capitol Limited* and the train headed out on time. I got a little video out the window as we left Chicago. I had an economy bedroom and Mark, who traveled by coach, came to my room and we kibitzed for a while until our attendant Daryl made up the beds. He was very good and friendly.

#### **Monday, June 21**

After a fair night's sleep, we got up and had breakfast, the standard Amtrak fare, and got into Cumberland about 30 minutes late. Cumberland is a very picturesque town with many neat old buildings and churches with mountains all around. I called the car rental place for a ride to pick up the car. Unfortunately, they had no cars available and we had to wait until some cars were returned. I decided to take a cab to the rental place since they locked the Cumberland Amshack. Finally, in about an hour, we got our rental car, a Chevy HH3. Not bad. We headed north to Scranton, about a 5 ½ hour drive. We were fortunate to avoid a big traffic jam on the southbound lane of the interstate near Harrisburg as we continued to Scranton. We got into Scranton about 6 pm. The former DL&W depot is now a Radisson Hotel and is a great building with picture tiles of the Delaware Lackawanna and Western around the main waiting room and stained glass archways high above the main concourse, although some of the stained glass panels were missing. The Hilton hotel across



**The former Delaware Lackawanna and Western station (now the Radisson Hotel) in Scranton, PA.** Photo by Richard Tubbesing

the street was the convention check-in location. I checked in and found that I had no ticket for the Sunbury, PA run the next day on the CP. I complained, but at least got my money back. When Mark checked in, someone came in and turned in a ticket for the Sunbury run and he purchased it. He offered to sell me the ticket, but I told him since he wasn't able to get any tickets for any of the runs, he should take it and I would video it when it left Scranton. We then drove to our motel in Dickson City, northeast of Scranton, and settled in.

#### **Tuesday, June 22**

I videoed the Sunbury trip with two Delaware and Hudson painted GP-38's leaving Scranton from behind the Radisson Hotel. It had 7 open air coaches of Central of New Jersey and Lackawanna heritage from Steamtown, some with friction bearings, a Nickel Plate sleeper and a old restored Lehigh Valley observation car. I caught the train going by an old switch tower as it left Scranton. I then went to Steamtown. When I got there, the Sunbury train was stopped just across the bridge from Steamtown. The sec-

ond engine jumped the rails in the CP yard and had to be rerailed. So the train was pulled back to Steamtown by a Steamtown restored NKP GP7. The engine was eventually rerailed. According to a staff member, the derailment was caused by the gauge of the track around a switch, which had been previously approved by the CP roadmaster, not being in tolerance. The passengers were let off to explore Steamtown. I got some video of the move back into Steamtown. The train left Steamtown on a different track with the same engines at about noon. They didn't get back until about 9:30 pm, a long day.



**Delaware and Hudson painted GP-38s on the head end of the Scranton - Sunbury, PA trip.** Photo by Richard Tubbesing



**Scranton - Sunbury, PA train backing in to pick up passengers.** Photo by Richard Tubbesing

I wandered around Steamtown and took pictures of the eclectic collection of railroad equipment and facilities. As I was sitting at the station bench, a trolley arrived at the station. I inquired about the trolley ride, and the conductor said just hop aboard and pay the fare when I got back at the trolley museum. The restored trolley line is about 5-6 miles long and goes from Steamtown to the Scranton baseball park and passes through about a mile long tunnel. It was a great trolley ride and the conductor told us how the line was restored and the car barn next to the baseball stadium was built to maintain and restore the streetcars. The streetcars they had running were a couple of vintage Philadelphia Suburban Red Arrow Lines street cars and had some of the vintage advertising of the era inside. Do you remember Pure Oil?





**Electric City Trolley Museum's former Philadelphia Suburban (Red Arrow Line) cars at the museum's carbarn next to PNC field, the Scranton ball park. Car 76 is a 1926 Brill product, #80 is a 1932 Brill Master unit, a light weight car. The museum uses the former Lackawanna and Wyoming Valley interurban line.**  
Photo by Richard Tubbesing

When I got back, I paid my fare at the trolley museum and then visited it. They have only about four or five pieces of equipment, but what they had was nicely restored for display. I took some pictures and went to the shop in an area where some group had an O gauge live steamers set up and running. I took a little video of that. When the train got back, I met with Mark and some of his friends from the NRHS and we had a good meal at the Irish pub across the street from the DL&W depot, as this was about one of the few places open at that time of the evening.

#### **Wednesday, June 23**

The next day we went to Honesdale and the Stourbridge Lion excursion train powered by an EMD BL-2. The vintage BL-2 was still in Bangor and Aroostock colors and we had about 5 vintage passenger cars that were open window and not air conditioned. It was a nice trip through the countryside to Lackawaxen and the area that the D&H first began because of the anthracite coal in the area. The county had a nice museum to browse through, covering mainly the D&H canal and gravity run trains and one of the first railroad steam engines on the display, the Stourbridge Lion, and a nicely restored wooden gravity coach used in the region. We were bused back to Scranton and arrived at about 5:30 pm.



**The Sourbridge Lion excursion train at Honesdale, PA.**  
Photo by Richard Tubbesing

I attended the night photo session where the CN steam engine and three cars came to pick us up for a short ride to Steamtown. They had both the CN and CP steam engines hot and they lined them up at the station for some shots. Then we went back of the roundhouse where they pulled out the 'Grey Ghost' DL&W F-3 unit. This was one of the first diesels that the DL&W bought in the late 40s and was all grey in color. Everyone hated the scheme and eventually striping was added to the DL&W diesels. The CN steam engine was put on a track beside the 'grey ghost' and we got some shots of both the F-3 and the CN steamer. We then went to the roundhouse and got both steam engines on the turntable.

As they eventually put the steam engines in the roundhouse stalls, the Nickel Plate GP-7 and Erie - Lackawanna F-unit peaked out of the roundhouse and we got some shots of all these engines. It was sure hot, as that night you could cut the humidity with a knife, so it was great to get back to the motel and shower.



**CN3254 and the Lackawanna 663 (Grey Ghost) at the night photo session.** Photo by Richard Tubbesing

#### **Thursday, June 24**

On Thursday, we rode the Steamtown train to the Delaware Water Gap with three Delaware Lackawanna Alco RS-3's. The Steamtown CN 2-8-2 engine went light ahead of our train to East Stroudsburg. We had a runby with the three Delaware - Lackawanna Alco RS-3's just outside of Scranton. We then proceeded to the end of the line at the Delaware Water Gap (border between PA and NJ) and then were pulled back to East Stroudsburg, PA. The steam engine with the Alco RS-3's still in front pulled us back to Tobyhanna. At Tobyhanna, we had a number of runbys first with the Alco RS-3's and the CN steam engine, then we had two runby's with just the Steamtown CN steam engine. The steam engine then ran us back to Scranton. The Tobyhanna depot is nicely restored and used by Steamtown on its train excursions. The depot has a nice HO model railroad to see. While at Tobyhanna, we heard that a truck ran into a bridge west of Tobyhanna so we had to wait until the bridge was inspected and the train was walked across the bridge. Nevertheless we still got back to Scranton at a reasonable time. We had a group go to an Italian restaurant just south of the DL&W depot and had a very nice Italian dinner. The portions were so large, I couldn't finish it.

#### **Friday, June 25**

On Friday, Mark and I drove to Petersburg, WV for West Virginia Rails. We stopped at Strasburg, PA and rode the steam train and visited the excellent Pennsylvania Rail-





**CN3254 makes a solo appearance on the Tobyhanna runby.** Photo by Richard Tubbesing

road Museum with many nicely restored Pennsylvania Railroad steam engines, diesels and electrics, and some nice interpretive displays. We then headed to Petersburg. The motel we stayed at in Petersburg was really used for transient construction workers and some renters but at \$49 a night was cheap and was pretty quiet.

#### **Saturday, June 26**

There were many vendors selling goods at the celebration, and a number of nicely created model railroads (HO, N-Scale, and Lionel). It was hot and dry as the temperature soared into the 90s. West Virginia Rails is celebrating 100 years of railroading in West Virginia. There were two F-7's, one Chesapeake & Ohio and one Baltimore & Ohio, from the South Branch Valley, home of the *Potomac Eagle* tourist train. They also had a Western Maryland GP-30, and a B&O GP-7. The units had nice paint jobs. There were two 0-4-0 switchers, one from the Flagg Coal company and the other from North Carolina. We rode the hourly train using the North Carolina 0-4-0. I rode the dinner train which was a nice trip from Petersburg up to the 'trough' of the south branch of the Potomac river where the eagles fly. This is inaccessible by road! They have some nicely refurbished vintage passenger cars from the WM and C&O. The meal was a catered affair with tomato sauced chicken breast, green beans, mashed potatoes and a great piece of carrot cake to top it off plus plenty of ice tea and lemonade to go around. The train had a South Branch Valley Railroad GP-38 at one end and a South Branch Valley GP-9 at the other end as there are no wyes to turn the train.

I attended the night photo session and it was pretty good, but they never moved the engines around for different views like they did at Steamtown for the NRHS convention. I got some nice shots of the diesels on one side of the street all lined up with the headlights on and the two 0-4-0 steam engines on the other side of the street where the rails cross in Petersburg.

#### **Sunday, June 27**

The next day we drove to Romney, WV, about 40 miles north of Petersburg and rode the day train that left at 9 am, and had a continental breakfast, and a box lunch on the way to Petersburg. The train arrived at Petersburg about 1 pm with a 3 hour layover. I thought the Sunday crowd was disappointing. No doubt that not having Western Maryland #734 pulling the train was a factor. (Thanks again CSX!!)

The train left Petersburg about 4 pm. This time we had the WM GP30 and SBV GP-28 at one end, and the B&O F-7, C&O F-7, and the B&O GP-7 at the other end. The WM Budd car had a nice interior that shows some wood to give homage to the pre-war years passenger equipment. In my opinion, the interior refurb didn't match the



**Night photo session at West Virginia Rails.** Photo by Richard Tubbesing

'modern' exterior of this diner or coach converted to a diner. John Goodman would know a lot about this. The train went through the 'trough' again and you can see eagles soar. When we got near Romney, we had runbys in each direction, so we shot the train consist with each of the diesels on both ends of the train.

#### **Monday, June 28**

On Monday, we drove down to the Cass Scenic Railroad and rode the train to Whittaker Station. We had their Heisler for power and went thru two switchbacks and on some portions of the line was a 10% grade. It was fantastic listening to the engine work hard, as this was the best run of the whole week! I was disappointed since we didn't have one of their Shay engines pulling our train, but the 4 Shays we went by at the shops were all hot and ready for the next week of activity. I really would like to go back to Cass and their railfan weekend when they have all the Shays running. At Whittaker Station, we had an hour layover, and they had some logging equipment on display as well as some cabooses, so I took some pictures of this vintage railroad equipment.

#### **Tuesday, June 29**

On Tuesday, we did some sightseeing and visited the Seneca Rocks and the Smoke Hole Caverns before we headed back to Cumberland to catch the *Capitol Limited* back to Chicago. When we got to Cumberland, we visited the WM Scenic Railroad depots in Cumberland and Frostburg. The WM doesn't run on Monday Tuesday or Wednesday but the depots are in fantastic condition and really looked great.

The depot (Amshack) was not open, so we ventured into the nearby VFW club for a couple of cocktails before the depot opened. While waiting for the *Capitol*, an east-bound CSX coal train went by, and I took some video of it, albeit against the sun, and I took a quick video of the *Capitol* arriving.

The *Capitol* service in the dining car was spotty at best, as the crew didn't seem to care much about the patrons, as water and ice were requested and it took a long time to get these requests filled. The conductor never did get

my ticket, and it wasn't until we got near Chicago that the new conductor got my ticket. As we passed Elkhart, IN in the early daylight, I noticed the New York Central Museum and it looked like it had some nice NYC cars and engines. The *Capitol* was a little early getting into Chicago. At least the sleeping car attendant was friendly and efficient. Mark left and took a bus to Madison where his father is recovering from heart bypass surgery. I got back to MSP about 15 minutes late on the *Builder*.

All in all, this was a fun trip. Additional photos in the electronic version extra pages.

## The 2010 Convention in Scranton, PA

By Bill Dredge

I left home for the convention on Tuesday, June 22nd, patronizing Amtrak for a trip to Philadelphia. I rode on the *Empire Builder*, the *Capitol Limited*, and a corridor train from Washington to Philadelphia, where I stayed overnight on Wednesday, June 23rd. On Thursday I left Philadelphia on Trailways bus for Scranton at 11 am. I was pleasantly surprised at the mountain scenery enroute. I arrived Scranton at 2 pm, and walked 5 blocks to the Hilton hotel with roller type luggage. I checked in at the hotel and NRHS registration desks. After "processing", I found out the *Pocono Express*, a steam-powered fantrip was estimated to arrive at the "Radisson Lackawanna Station", (See previous story) at 5 pm. The train actually arrived about 6:30 pm. This gave me comfortable time to look over this magnificent facility. After the train arrived I had dinner, then went to the "Meet the NRHS officers" at, would you believe, a large Methodist Church? On Friday, June 25th, seminars were being offered, but being a National Director I attended to the Board of Directors meeting to discuss NRHS business matters in the morning. That afternoon, the Annual Meeting, open to all NRHS members, was held. NRHS president Greg Molloy "Moaned the Blues" about declining membership, and increased costs to do business. After the meeting adjourned, about 3 pm, I walked down to Steamtown, saw several engines awaiting restoration, and was totally surprised with a restored Union Pacific "Big-Boy" in the yard. The evening of June 25th was the Annual Banquet at the Radisson Lackawanna Station. I was somewhat disappointed in the dinner. It cost \$49.00 and was a buffet, nothing special, with 400+ people to serve. I was sitting with some of the people putting next year's convention together in Tacoma, WA. They said "no way" will they have a buffet style banquet. The buffet line started about 7:15 pm. Because we were one of the last tables to go through the line, they ran out of some foods and we didn't get seated until after 8:30 pm. We were still eating dinner when the program started. Our guest speaker was Jim Wrinn, the Editor of *Trains Magazine*. The topic was "Historic Look at Past Convention Activities." On Saturday, June 26th, I was up at 5:30 am to get breakfast and a bus at 6:30 am for a short ride to Duryea, PA to board the *Lehigh Rambler*, powered by a Gulf Mobile & Northern 4-6-2 Pacific steam loco built in 1928, and assisted by a much newer ex-UP EMD SD-50. Persons on the railroad called the diesel their "insurance policy" if the steamer should fail. It too was pulling the train, especially up mountain grades. The train consisted of an open air car just behind the engines, 6 open window coaches, built from 1917-1920, and 2 private cars on the rear. The only refreshment on the train was bottled water. The train ride was very scenic,

many more mountains than I expected. We had a run-by before arriving at Jim Thorpe, PA. At Jim Thorpe we de-trained for about 3 hours, and lunch was on our own. There were lots of things to see in this scenic mountain town. After lunch I found a good model railroad display across the street from the train station. Our train was re-arranged during the layover in Jim Thorpe. On the way into Jim Thorpe our coach was the second to last, and on the way out it was closer to the front of the train. There was more mountain scenery on the trip to Port Clinton, PA, including another run-by. We arrived Port Clinton (west of Allentown, PA) about 5 pm. We then had a 1 1/2 hour bus ride back to Scranton. I had the dinner they packed for the trip home. From my hotel room I looked out the 6th floor window and saw a nice fireworks display. On Sunday, June 27th, once again I was up at 5:30 am checked out of the hotel, had breakfast, and walked 5 blocks to the Trailways bus depot to board a 7:20 am bus for New York City, where I arrived at the Port Authority Terminal at 10 am. Upon arrival, I took the subway to Pennsylvania Station and took my luggage to *Club-Acela*, the first class lounge. Since the *Lake Shore Limited* was not leaving until 3:45 pm, I had a comfortable time to look at the "Big Apple" from the Empire State Building. To my surprise, a Gay Pride parade was going down 5th Avenue when I came out of the Empire State Building. I browsed the "World's Largest Department Store" (Macy's) then walked one block south to Penn Station, waiting until they boarded the *Lake Shore Limited* for a trip to Chicago. Upon arrival in Chicago I took my luggage to the 1st class lounge, then proceeded to visit the "Windy City". I returned to Union Station in comfortable time to board the *Empire Builder* for home on Monday, June 28th. All in all, this was a pleasant trip, and as soon as I receive and check over a DVD of this convention, I will be very happy to show it to you at a future Chapter meeting.

## Soo 2719 Fall Stream Excursions From Dave Schauer via TwinPortsRail Yahoo Group

The Soo 2719 will make trips to Two Harbors August 27, 28, 29 and September 3, 4, 5 and 10, 11 and 12.

## From Trains Newswire

### Amtrak orders 130 single-level cars

Published: Friday, July 23, 2010

WASHINGTON — Amtrak announced the first major order of its fleet modernization plan today, a \$298.1 million order for 130 new single-level railcars for long-distance service. Builder CAF USA will build the cars at its Elmira, NY plant, and delivery will occur over the next five years.

The 130 cars will resemble the current Viewliner fleet. They'll include 25 sleeping cars, 25 diners, 55 baggage cars, and 25 baggage/dormitory cars. When delivery begins in October 2012, the cars will both supplement and replace existing cars in Amtrak's fleet.

It's been a decade since Amtrak last took delivery of new railcars. The diner order is of particular interest, as diners constitute Amtrak's oldest cars. The railroad said another order for new equipment, this one for electric locomotives to serve in the Northeast Corridor between Boston and Washington, could come as early as this summer. Amtrak officials are currently reviewing bids.

CAF USA is the U.S. division of a Spanish rail equipment builder. The company bought the Elmira plant in 2000, and has used it thus far to build transit equipment.



Amtrak unveiled its fleet plan in February. The document lays out a 30-year acquisition plan that will see the entire current fleet replaced.

**UPDATED: LaHood to Wisconsin: 'High speed rail is coming... There's no stopping it.'** By Matt Van Hattem, senior editor, Published: Thursday, July 29, 2010, UPDATED: July 30, 2010  
WATERTOWN, WI — Secretary of Transportation Ray LaHood and Wisconsin Gov. Jim Doyle signed an agreement today releasing \$46.5 million to the state to begin construction work on a Milwaukee-Madison, WI intercity passenger rail corridor.

The service, which is expected to launch in 2013, will operate as an extension of Amtrak's *Hiawatha* trains that currently run between Milwaukee and Chicago.

"By the end of this year, we will be under construction, and we will be part of a national high speed rail network," Doyle said.

The Madison extension is a critical early link in the Obama administration's plans for strengthening intercity passenger rail across the United States.

"In the next 25 years, 80 percent of America will be connected with high speed intercity rail. That's half the time that it took to do the Interstate [highway] system, and at not as much cost," LaHood said.

The money released today is the second installment of the \$823 million grant allocated to Wisconsin that includes \$810 million for the extension to Madison, \$12 million in track and station improvements on the current Chicago-Milwaukee route, and \$1 million to make final determinations on the proposed high speed rail line between Madison and the Minneapolis-St. Paul region.

Among conventional rail projects, Wisconsin got the largest single allocation of \$8 billion in Recovery Act funds pledged by the Obama administration earlier this year for developing high speed and higher-speed passenger rail corridors.

LaHood said the administration plans to include \$2.5 billion of additional high speed intercity rail grants in this year's fiscal budget to help work toward the president's goal.

"High speed rail isn't either an urban priority or a rural priority. It's an American priority that will strengthen communities large and small," LaHood said.

Like other proposed passenger rail improvements nationwide, the Madison trains have become a political hot potato, denounced by political candidates intent on lowering taxes and who fear that spending on passenger trains is a waste of money.

"High speed rail is coming to Wisconsin. There's no stopping it. And it's coming to America," LaHood said. "This program is coming to Wisconsin. It's a national program."

When questioned whether anyone would ride the trains, rather than drive the 85 miles between Milwaukee and Madison, LaHood answered with a resounding yes. "If you build it, they will come - I've seen it all over America."

Some candidates have even proposed giving the high speed rail money back, angry that the project obligates the state to subsidizing operating costs.

"It's like saying, 'Let's not have the Interstate come by us because we'd have to plow the on-ramps and off-ramps,'" Doyle said. As to whether or not the project goes forward or stalls midway, the governor said, "It's the transportation secretary's call, not mine or whoever will be elected."

Right now, less than 1 percent of Wisconsin's transportation budget goes to subsidize the operation of Amtrak's *Hiawatha Service*, Doyle said. Even with the Madison extension, the cost of underwriting the trains (which would more than double) would come to 1 percent of the state's transportation budget.

"The citizens of America want alternatives," LaHood added. "If we do this right, the benefits for Wisconsin and our country will be enormous and enduring."

Earlier this year, the state received \$5.7 million in Recovery Act funds to pay for environmental assessments of four new stations between Milwaukee and Madison.

The \$46.5 million grant released today will allow actual construction on the extension to begin before the end of this year, putting 5,500 people to work building the line, the stations, and making associated roadway improvements. "These are hard-hat jobs," Doyle said. "These are jobs that are improving infrastructure," Doyle said.

Added LaHood: "These are jobs that can't be outsourced."

### **BNSF prepares to reopen Chicago-Twin Cities route**

Published: Tuesday, July 27, 2010

SAVANNA, IL — BNSF Railway planned to reopen its Chicago-Minneapolis route the afternoon, July 27th following floods in the Savanna area. The line had been out of service since Saturday, July 24th due to severe flooding.

BNSF trains had been rerouted over connecting Canadian National and Canadian Pacific routes during the closure.

The DM&E yard at Savanna suffered serious damage with many cars derailed and traffic to the Quad Cities diverted.

### **Drivers Removed from Milwaukee Road 261** By David Hanner, St. Paul Pioneer Press

Milwaukee Road No. 261 has steamed more than a million miles since it rolled out of a factory in eastern New York state 66 years ago, but on Tuesday, July 20th it was the locomotive's trip of six feet — straight up — that made all the difference.

As volunteers, railroad hobbyists and the merely curious looked on, two heavy-duty cranes lifted the engine's boiler, cab and frames off the eight drive wheels.

The wheels, each of which is 74 inches tall and weighs 7 1/2 tons, must be refurbished, and lifting the engine's boiler and frames was perhaps the riskiest part of an 18-month overhaul of the steam locomotive that could cost \$1 million.

"This is probably something that hasn't been done in the U.S. for 40 years," said Steve Sandberg, who was overseeing the operation at Minneapolis Junction for the nonprofit group that owns the engine, Railroad Heritage of Midwest America.

"Anytime you don't drop it, that's good," a relieved Sandberg said when it was all over, after the locomotive had spent about 45 minutes suspended by two cranes from Vic's Crane & Heavy Haul Inc.

### **Chapter Northstar Rail Trip and Picnic Info**

**Big Lake Northstar Trip - August 14th** Chapter members will meet at the 28th Ave. Hiawatha Station in Bloomington to take the 10:36 am train to the Target Field Northstar Commuter Rail Station for the 11:30 am departure to Big Lake. The train arrives at Big Lake at 12:19 pm and departs again at 1:23 pm with arrival at Target Field Station at 2:12 pm. A late lunch can be had at Gaviidae Commons afterwards. Do NOT pack a lunch as eating is not permitted on the trains nor even in the Big Lake Station parking lot. Fare will be \$10.50 regular fare, \$3.50 sen-



**The boiler and frames of Milwaukee Road Engine No. 261 are suspended by heavy-lift cranes Tuesday, July 20th at a rail yard in Northeast Minneapolis. The steam locomotive was lifted to allow the removal of its eight massive drive wheels, which will be re-lathed after becoming out-of-round.**

Photo by JOHN DOMAN: PIONEER PRESS

ior fare roundtrip. **Please call John Goodman at 952-854-6827 and leave a phone number at which you may be contacted in the event the ride must be canceled at the last minute.**

#### **Chapter Picnic August 21st**

The annual chapter picnic will be held in the river front and track side park at Prescott, WI starting about noon. The chapter will provide beverages and chips.

#### **Author of *Prairie Lightning: The Rise and Fall of William Drew Washburn* Speaks at July Meeting**

On Saturday night, July 17th, 2010 our Northstar Chapter was honored to have a guest speaker as our program. Kerck Kelsey spoke about his new book, *Prairie Lightning: The Rise and Fall of William Drew Washburn*.

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

Address Correction Requested

William Washburn was deeply involved in the building of the M&StL, Soo Line, and Twin City Rapid Transit, and the building of early Minneapolis.

Mr. Kelsey told about how Mr. Washburn was involved in the start up of the milling industry at St Anthony Falls in what is now Minneapolis. The milling folks felt trapped by the rate decisions made for them by the Milwaukee and Chicago transportation machine. It was necessary for the Minnesota folks to push through the M&StL to the south towards St. Louis for better rates.

Washburn then became involved in the building of the MStP&SSM (Soo Line) along with Canadian and British money people to complete the gaps between Minneapolis and Sault Ste Marie, Michigan to connect with Canadian Pacific lines east to Montreal and Toronto and eastern ports for Europe.

Washburn was also involved in early TCTR with Thomas Lowrey and the start up of TCRT.

Unfortunately during the final stages of this lecture, Mother Nature started up a fierce thunderstorm that forced the group to the basement of the JSR facility. Much rain and high winds hit the building, and forced the excellent Soo Line slide show from the Kurt Peterson collection to be held in the basement. It was truly a "dark and stormy night" - John Goodman  
Photo in the electronic edition extra pages





**Above: Stourbridge Lion fantrip at Lackawaxen, PA.**  
Photo by Richard Tubbesing



**Former Philadelphia Suburban Red Arrow Lines 76 at the Electric City Trolley Museum Scranton - Steamtown Station.** Photo by Richard Tubbesing



**West Virginia Rails night photo session.** Photo by Richard Tubbesing



**Cass Scenic ride.** Photo by Richard Tubbesing



**2010 NRHS Convention fantrip on the Blue Mountain and Reading.** Photo by Gary Kazin



**Milwaukee Road 261 just before the drivers were pulled out.** Photo by Railway Preservation News





**Milwaukee Road 261 just before the drivers were pulled out.** Photo by Railway Preservation News



**Crews use a winch-powered cable to pull the drivers out from the 261's boiler and frame.** Photo by St. Paul Pioneer Press



**Above: Friends of the 261's 4-0-4 locomotive.** Photo from Railway Preservation News



**Author Kerick Kelsey making his presentation on William Washburn and his association with the building of area railroads.** Photo by Dawn Holmberg