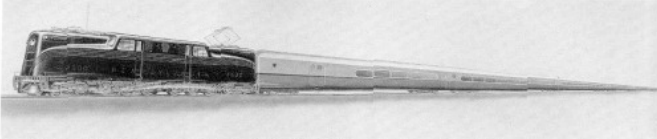




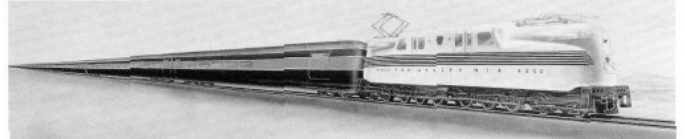
# NORTHSTAR NEWS

## Pennsylvania Loewy Streamliners Never Built by Russ Isbrandt from an article by Anita S. Pins In the PRR Railroad and Technical Historical Society's *Keystone Magazine* Spring 1991

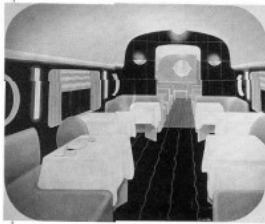
### PROPOSED 1935 UNIT TRAIN FOR THE "CONGRESSIONAL"



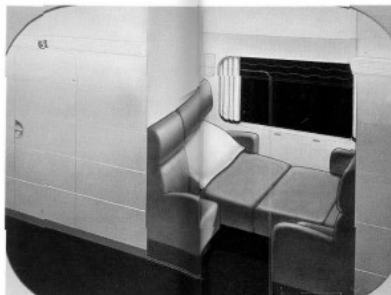
Loewy and his design team contributed heavily to the Unit Train Committee's proposal for a fully-electrically-operated train consisting of a GG1, two single unit cars and six articulated twin-unit cars (14 in all). Most sketches (dated June-July, 1935) shown here are from copy no. 2 of a Loewy presentation book submitted to J.F. Deasy on January 7, 1936. This project, #10, received for more time and effort from Loewy than other well-known designs; perhaps it had to have been built to be appreciated.



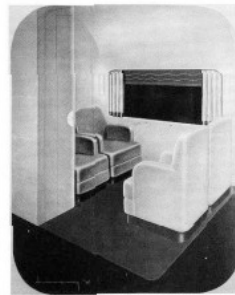
The train's exterior was designed to present a smooth, unbroken appearance, and the interior arrangement to afford the maximum in travel comfort, with modern furnishings and decorative schemes. Designed to operate as a unit, the cars were not interchangeable with standard equipment. Electrical energy for the train's equipment was to be obtained without physical connection to the locomotive. (above black & white photos courtesy Altoona Area Public Library, below courtesy Joseph Cookley; color—Robert B. Watson collection)



MAIN DINER

TYPICAL COACH  
SHOWING FOLDING TABLES

Two-passenger compartment, convertible day bed



FOUR-PASSENGER DRAWING ROOM



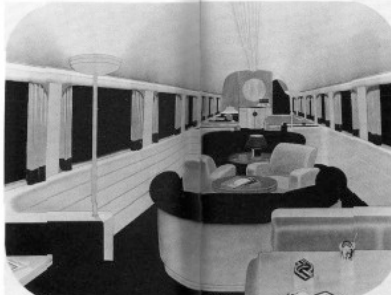
BAR LOUNGE



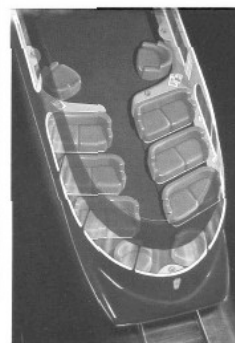
TYPICAL COACH ARRANGEMENT



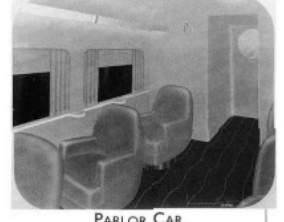
TYPICAL COACH LAVATORY



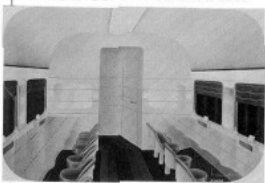
LOUNGE



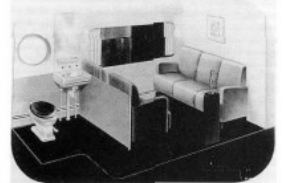
Rear Section of Parlor-Observation Car



PARLOR CAR



LUNCH COUNTER



FIVE-PASSENGER DRAWING ROOM

**Proposed HEP equipped semi-articulated streamliner for the Pennsy's *Congressional*.** From the Northstar Chapter Peterson Library collection, PRR Historical & Technical Society. *Keystone Magazine*, Spring 1991.

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### Meeting Notice

The September meeting of the Northstar Chapter of the NRHS will be held at the Jackson Street Roundhouse, 193 Pennsylvania Ave. East, St. Paul, September 18th at 7pm CDT. 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 be a video about the Erie's Kinzua Viaduct which was destroyed by a tornado. Richard Tubbesing will present a video on the Northstar Commuter service including our recent trip.

# 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>
<b>Past President</b>	<b>Mark Braun</b>	<b>mkbraun@hutchtel.net</b>	<b>320-587-2279</b>
<b>National Director</b>	<b>Bill Dredge</b>	<b>williamdredge@yahoo.com</b>	<b>952-937-1313</b>
<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>Chapter Mail Box</b>	<b>Northstar Chapter NRHS</b>	<b>PO Box 120832</b>	<b>St. Paul, MN 55112</b>
<b>Chapter Librarian / Historian</b>	<b>John Cartwright</b>	<b>stationman86@yahoo.com</b>	<b>651-481-8479</b>
<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.

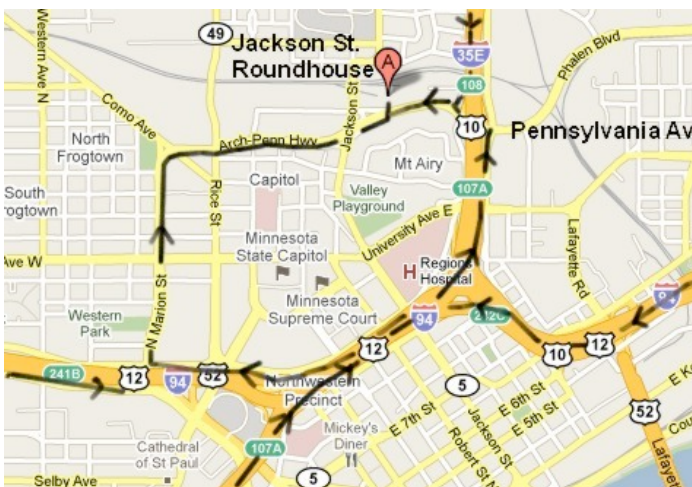
## MEMBERSHIP INFORMATION

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.



### What Might Have Been: Pennsylvania Railroad Streamliners Designed by Raymond Loewy But Never Built

By Russ Isbrandt

From a Master's Degree Dissertation by Anita S. Pins as published in the Spring 1991 *The Keystone* a PRR Historical and Technical Society publication found in the Northstar Chapter Library Collection

Some trains were designed with the best of intentions but never entered service. Robert R. Young's C&O *Chessie Streamliner* was actually built, but the cars were distributed to other C&O passenger trains or sold. Of course, the story of the 1950's era lightweight trains such as the New York Central's *Train X*, General Motor's *Aerotrain*, and the Rock Island and New Haven's *Talgos* are all well known. Of course it took over 40 years before the latter actually was successfully introduced to regular passenger service.

But what about passenger train concepts which were never built? Jim Scribbins shows a concept drawing of a 1941 version of the Skytop Lounge in his book *The Milwaukee Road 1928-1985*, Heimberger House Publishing Company, 2001. The following article is a much more extensive examination of some concepts presented by Raymond Loewy to the Pennsylvania Railroad in the 1930's.



The source of the article was a dissertation for a Master of Science in Historic Preservation for the Columbia University School of Architecture and Planning by Anita S. Pins on the works of industrial designer, Raymond Loewy, for the Pennsylvania Railroad. His studies went far beyond the design of the GG-1 locomotive, steam locomotive shrouding, and trash cans for New York's Penn Station.

Among the more significant works involving the railroad's passenger service was a 1935 design for a streamlined semi-articulated GG-1 hauled *Congressional* featuring two single cars and six articulated pairs of cars. This design was not unlike that of the Southern Pacific's *Coast Daylight* with the exception that this train was to feature head end power for heating and air conditioning with the GG-1s containing the HEP power. The observation car had three rows of two seat couches on either side of a center aisle facing the rear. Coach seat backs had drop down tables ala Amtrak. It had a full diner with all electric kitchen in addition to a lunch counter diner, and parlor cars -- one with a five passenger drawing room, another with a four passenger drawing room.

A similar semi-articulated train set was designed for the *Broadway Limited* with three single units and five twin units with four of them possessing "steamship type accommodations", i.e. bedrooms as opposed to open sections. The "staterooms" and bedrooms would be equipped with toilets and wash stands.

The *Congressional* was rejected because of the lack of money. Even so in the fall of 1935, the streamlined semi-articulated *Broadway* was proposed. In this case the inflexibility of the consist due to articulation was the reason the idea was rejected by PRR president Martin Clement. It's not clear that the *Broadway* proposal included HEP as the *Congressional* did. If this were the case, then the equipment would have indeed been incompatible with conventional cars, another reason for rejection. Ultimately the Pennsy announced the "*Fleet of Modernism*" March 9, 1937 to compete with the New York Central, with Pullman constructing the trains and Loewy designing the interiors.

The Pennsy management was concerned about dining car losses as far back as 1937 when losses exceeded \$1 million. The road began to consider "prefabricated" meals consisting of canned and dehydrated foods. The idea of a double deck diner, the concept of which was initially brought up in 1935, was revived again in 1940. The canned and dried foods were rejected because of taste and limited menus. Experimentation had gone to the use of frozen foods with the assistance of the Frigidare Corporation and vacuum thermos containers borrowed from American Airlines. Apparently the frozen foods were slightly more successful. This time Loewy proposed a diner designed to prepare the "prefabricated" meals. The Budd Company revised the concept and drew up plans for such a diner. However this would have necessitated an all electric kitchen. Unfortunately technology for such lagged at the time. With the exception of a spiral staircase at each end of the car, it is remarkably similar to the Santa Fe's *Hi-Level El Capitan* diner and subsequent *Superliner* diners. Thus the concept of the *Hi-Level El Capitan* existed by 1940! It took until the two *Hi-Level* coach prototypes bought by Santa Fe in 1954 for the concept to be realized. Ironically, the Pennsy rejected the double deck

diner because of safety concerns about the staircase and the operation of the dumbwaiter, both which are now incorporated into the *Superliner* fleet.

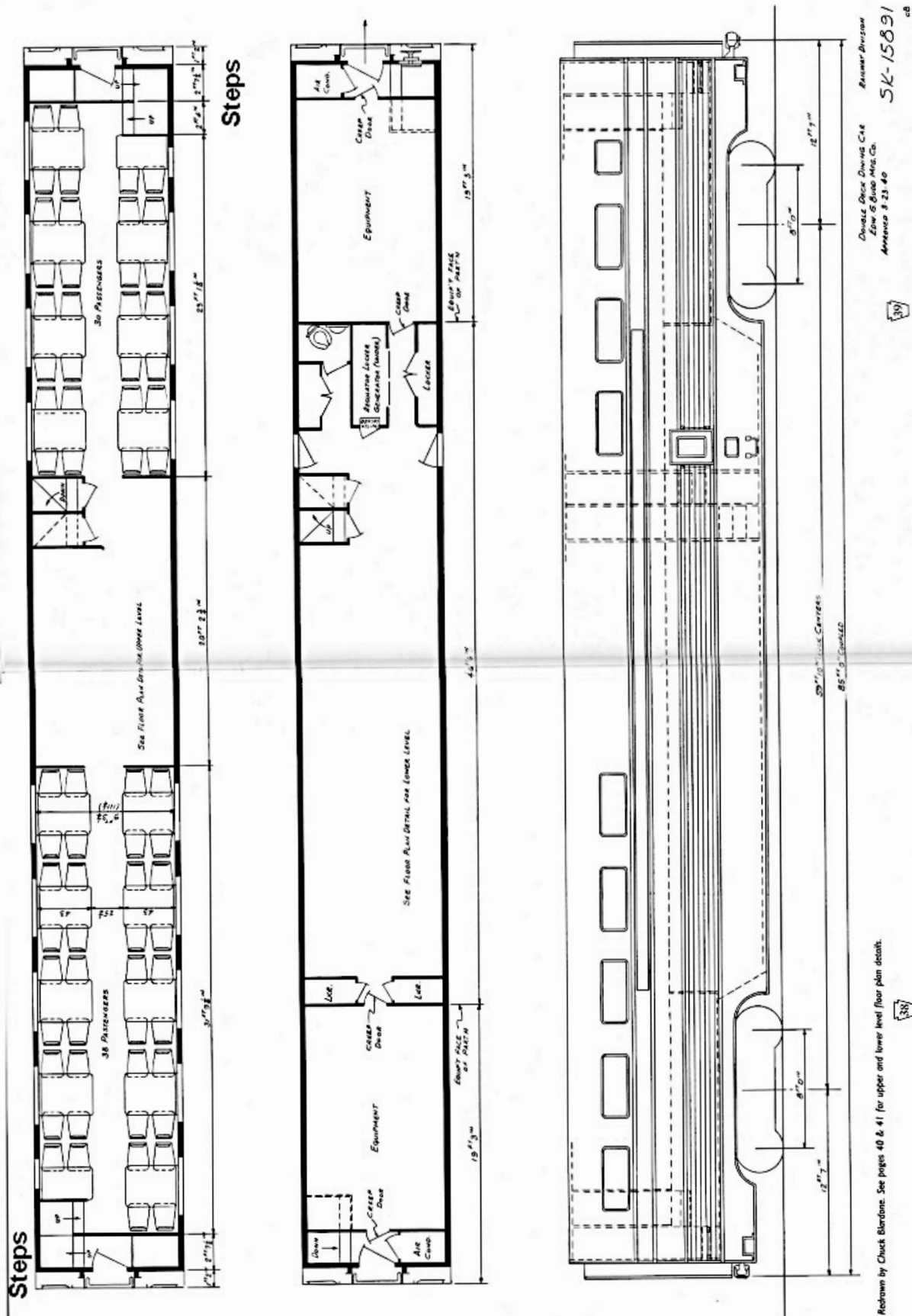
### Minutes of the July 17th Membership Meeting

The meeting was called to order in the Jackson St. Roundhouse with 16 members and guests present at 7:05 pm by vice-president Dawn Holmberg, who was presiding in the absence of chapter president Cy Svobodny, who was attending the National Model Railroad Association's national convention in Milwaukee. There was a call for any changes or corrections to the minutes of the June 19, 2010 membership meeting, as published in the July 2010 issue of Northstar News. Hearing none, the motion to approve the minutes as published was made, seconded, and carried. Treasurer Dan Meyer gave his report. He noted that next year's budget is still in the works. It will be discussed at a future chapter board meeting. We currently have 65 regular chapter members, plus 14 family members. Chapter dues are not even covering the costs of publishing Northstar News. The 2011 dues season will soon begin. The chapter's website is up to date. Dan said that he had investigated putting the chapter's 40th Anniversary video on YouTube, but it is too long to post as one unit, but he may be able to post it by breaking it into segments that comply with the 10 minute limit per segment. National Director Bill Dredge was not present, as he is also in Milwaukee. He had a report which was published in Northstar News. Newsletter editor Russ Isbrandt was also not present at the meeting. Someone commented that he has been doing a good job. Trip Director John Goodman reported on plans for the chapter's upcoming trip on the Northstar commuter train to Big Lake on Saturday, August 14th. We will gather at the 28th Avenue Hiawatha Line station in Bloomington. We will take the Hiawatha train that leaves the Mall of America station at 10:30 am, stopping at 28th Avenue at 10:36, and arriving downtown in time to catch the Northstar train that leaves Target Field station at 11:30 am. We will have about an hour's layover at Big Lake before the return trip departs at 1:23 pm for the return to Minneapolis. When we return to Minneapolis, we can have a late lunch together at the food court at Gaviidae Common before we return to Bloomington. John said that he hopes for a good turnout for this event. The following weekend, we will have our annual chapter picnic on Saturday, August 21st at Prescott, WI. The chapter will provide pop and chips, but members must provide their own meat, buns, etc. The program for the September meeting will be about the Kinzua Viaduct, plus Dick Tubbesing will provide a video. In October, Mike Mackner will do a program on Minnesota Railroads. At this time, November is open. The program for the Holiday Party will be on the St. Paul Union Depot by Byron Olsen and John Diers, who are working on a book about it..

At this time, the location for the September meeting is open.

Old Business - There was a report on progress on the chapter library. Most of the books have been cataloged, but there are still a few that need to be done, plus we need to go back and verify that everything we have already done is correct. Most of the slides are done, but we are finding (or getting) more. The motion to find a new

Continued on Page 5



With the exception of the stairwells at each end of this double deck diner, this drawing could be that of Santa Fe's *Hi-Level El Capitan* diner of 1956. The date on the drawing is 1940! Ironically the reasons the Pennsy rejected this design was the concern over passenger safety climbing the spiral stair case, a feature of today's Amtrak Superliners. Surprisingly there was no mention of concern for overhead clearance in electrified territory. Drawing from *The Keystone*, Spring 1991



meeting location was tabled, but some of the board members are not here tonight, so we are not going to bring the matter up tonight. Name buttons and the chapter's railfan calendar were mentioned. A question was asked about whether there was any news about the steam engine at Bandana Square. There was a brief discussion about the herald that should go on the engine. There was no other Old Business.

New Business - Mike Mackner said that earlier this year, he had helped the Twin City Model Railroad Club/ Museum publish a book commemorating its 75th anniversary. That organization has had a recent invitation to have a "presence" at the remodeled St. Paul Union Depot. He has books for sale. He also said that he will be giving a talk on the Great Northern at the James J. Hill House. He will also be giving a talk on railroads in the Civil War. He said that he could submit information on both events to the Northstar Chapter for publication and posting to the chapter's website. Dan Meyer said that he is looking for help with the chapter's membership records, plus Russ Isbrandt could use help with Northstar News. Richard Tubbesing said that he could help with both. At a seminar at the recent NRHS National Convention, a speaker said that each chapter should set a goal of recruiting 10 new members. We need to set up a nominating committee. Since there is no business meeting in August, it should be done tonight. A minimum of 3 members are required. Cy Svobodny, John Goodman, and Frank Wilkie volunteered. Several railfan events are coming up. It was announced that there are free items on the back table, such as exchange newsletters. A motion to adjourn the meeting was made, seconded, and carried at 7:34 pm. After a brief break, the program was presented by guest speaker, Kerck Kelsey of Maine, who has written a book about C. C. Washburn, who who was involved in the milling business and played a key role in founding of the Minneapolis, St. Paul, and Sault Ste. Marie Railroad (usually known as the Soo Line). Part way through his presentation, severe weather warnings sounded. The rest of the program was moved to the basement. This included a slide show on locomotives, rolling stock, etc. of the Soo Line, selected by Cy Svobodny from the slides in the Kurt Peterson Memorial Library.

Respectfully submitted,  
Dave Norman  
Secretary, Northstar Chapter NRHS




Burlington  
Route

by Popular Demand Another Burlington

## STEAM TRAIN TRIP

For Rail and Camera Fans and Anyone Who Likes a Good Time



**Sunday, October 22 1961**

**only \$10**  
ADULT ROUND TRIP TAX INCLUDED

**\$6**  
Children's half fare 5 to 11 inclusive

**A BIG 12 HOUR FUN TRIP!**  
Steam Locomotive  
Refreshment Car  
Coaches

**TWIN CITIES TO LACROSSE, WIS.**

Through special arrangements with the Chicago, Burlington and Quincy Railroad, the Minnesota Railfans' Assn. is again proud to sponsor another STEAM POWERED railfan excursion headed by the now famous 4-8-4 Northern type engine #5632. Enjoy the 268 miles of excitement behind a well groomed steam locomotive sounding her triumph of swirling smoke, valve oil and steam. Bring the kids -- let them thrill to the ride of their lifetime -- many of the younger generation cannot even remember seeing a steam engine in operation. Convenient restaurants near the LaCrosse depot will be open or bring your lunch and eat on the train. M.R.A. beverages and refreshments will be available on the train throughout the day. Camera film also available at the lunch counter. Three running photo stops scheduled on the Southbound trip--a non-stop speed run returning. This operation is scheduled to connect with all principal trains serving the Twin Cities.

**SCHEDULE:** Lv. Minneapolis (G.N. station) 8:30 A.M., Lv. St. Paul 9:15 A.M., Ar. LaCrosse (downtown station) 1:30 P.M., Lv. LaCrosse, Wis., 4:30 P.M., Ar. St. Paul 7:15 P.M., Ar. Minneapolis 8:00 P.M.

**Ah the days of passenger friendly railroads with spare equipment in the coach yards! Note the invitation to "Bring the kids----let them thrill to the ride of their lifetime----" A teenager could afford the trip on a paper carrier's earnings. In today's prices that ride would cost \$73.45, with kids going for \$44. Thanks to today's litigious society and the high insurance costs of steam trips, mainline steam trips, when they can be found, cost more than double and are "adult only". Maybe that's a contributing factor to the dearth of young railfans today. In the editor's humble opinion, Railcamp for a select few teenagers is no substitute for a 90 mph baggage car ride behind a roaring 4-8-4. From the archives of John Goodman**

**Left: Saturday, August 14th, 17 members of the Northstar Chapter rode the Hiawatha light rail line from 28th Ave. S. to Big Lake, MN. During the lay-over we were treated to action on the BNSF with two eastbound manifest freights, the second incurring a red block and pausing just across the road from the station. Afterwards a number of us gathered at the Gaviidae Commons food court for a late lunch. Photo by Richard Tubbesing**

## Thank You Note from Kerck Kelsey

August 26, 2010

Dear John,

I'm back home in Maine as I write this, with my long trip around the Upper Midwest a kaleidoscope of memories: lush fields, enthusiastic audiences, and hundreds of new friends. To all of you at North Star Chapter, I want to send my sincerest appreciation. I hope we've not seen the last of one another.

I want to thank you for the hospitality you showed me, and for all the work you did to help me: setting the date, getting out the publicity, buying books when you could, setting up the venue, and all the friendly treatment you provided for this travel-sore troubadour of the Washburns. I loved every minute I was with you, and I am most grateful for the reception you gave me. I hope you've had good feedback about my program, and that it contributed to your mission in your community.

I had a total of thirty appearances during the nearly six weeks I was gone, connected by a little over 4000 miles of driving. The audiences ranged in size from five to over a hundred, and all were enthusiastic. I sold enough books and collected enough honoraria to just about cover my expenses. For those of you who fed me, or put me up, I am especially grateful. Home cooked meals and good conversation are great antidotes to solitary hours behind the steering wheel. Almost all my visits were too short. In addition, I was delighted to learn new things as I moved around. I've already got a list of corrections, if *Prairie Lightning* should ever go to a second edition.

My memories of North Star Chapter of course include the weather - I had a wild time afterwards in finding my way back to my motel amid all the highway construction in South Minneapolis. I was blown away by the group's reaction to your slides, John. Although the buildings looked pretty similar to me, your people recognized just about every one! Their enthusiasm for railroading was palpable. I wish you all the best, and thank you much for all your kindnesses to me.

Sincerely,  
Kerck Kelsey

## From Trains Newswire

### Wisconsin spends aggressively on passenger train extension

Published: Thursday, August 26, 2010

MADISON, WI — The Wisconsin Department of Transportation will have spent \$300 million by the end of this year on a proposed extension of the Chicago-Milwaukee Hiawatha Service to Madison, the Milwaukee Journal-Sentinel has reported. That's more than one-third of the federal money earmarked for the project, set to open in 2013.

Milwaukee County Executive Scott Walker, the front-runner for the Republican nomination for governor, criticized the aggressive spending. Walker has vowed to cancel the project if elected governor, then reroute the money to highway projects. The money, however, can't be redirected to highway projects per the terms Congress placed on it.

"I think this is all just part of the political rhetoric to try to intimidate people into thinking this is a done deal, and I just don't think people are going to buy it," Walker said. "I think in the end, this is more a bluff on their part."

Cari Anne Renlund, an aide to Transportation Secretary Frank Busalacchi, said the state is in the process of spending \$52.4 million on station design, \$140 million for bridge work, and \$50 to \$100 million for track materials. She said it would be "difficult to predict" what would happen if the next governor tried to cancel those contracts.

The project won \$810 million in federal stimulus funds. It'll use Canadian Pacific rails from Milwaukee to Watertown, Wis., and state-owned ex-Milwaukee rails from Watertown to Madison. On the state-owned portion, where freight trains seldom run, passenger trains will eventually travel at 110 mph under the plan, while speed on the CP-owned portion will be 90 mph.

### Wisconsin fast-train project may lose planned stops

Published: Thursday, August 19, 2010

MADISON, WI — Fast passenger trains between Madison and Milwaukee may not be making as many stops along the way, owing to disagreements between the state and towns along the line. The state has broken off talks with officials in Oconomowoc, WI, one of three proposed intermediate stops, while town leaders in Brookfield, WI, a Milwaukee suburb, continue to debate whether to support a station in their community.

The state's plan for Milwaukee-Madison train service called for intermediate stops in Brookfield, Oconomowoc, and Watertown, and state officials have been asking those towns for official declarations of support for a station. Oconomowoc had not yet said yes or no to a station when the state chose to break off talks.

In a letter to Oconomowoc Mayor James Daley, Wisconsin Transportation Secretary Frank Busalacchi said the state will continue to work with the city on crossing issues, but won't pursue a station stop. "You have indicated you no longer have interest in a station in the city of Oconomowoc," he wrote. "This is a change in viewpoint from when we began this process in 2000 and from the 2004 environmental assessment. Due to the lack of interest by the city, we are discontinuing further discussions on a proposed station."

Brookfield has been holding public hearings on the issue, and the city council has yet to take a vote. A state official told the council it would be "extremely difficult" to add a station after the project is complete.

### Ohio Republican gubernatorial candidate: I'll kill intercity trains

Published: Thursday, August 26, 2010

COLUMBUS, OH — Ohio's Republican gubernatorial candidate has vowed to kill the proposed "3C" intercity rail project in the state and reject the federal money that would fund it, the Ravenna Record-Courier (Ohio) has reported. "We have to shut it down before it gets too far," John Kasich said.

Ohio received \$400 million in federal high speed rail stimulus funds for the Cleveland-Columbus-Cincinnati link. The trains, however, would initially travel at only conventional intercity passenger train speeds, and critics have latched onto that to claim nobody will ride them.

Kasich was particularly derisive of the train's speed, calling it "the 39 mph high speed train," referring to one study that said that'd be the train's average speed. Proponents say that was under one proposal, but that it won't really be that slow.

Kasich said he believes the state should focus instead on updating freight rail lines and related infrastructure.



On the "build it and they will ride" front:

### **Keystone Service sets new record**

Published: Wednesday, August 11, 2010

HARRISBURG, PA — Amtrak set a ridership record on its Keystone Line between Philadelphia and Harrisburg last fiscal year by carrying 1.277 million riders, the Philadelphia Business Journal has reported. From July 1, 2009, to June 30, 2010, a 3.9 percent jump over the prior year's ridership pushed Amtrak to the new record.

Pennsylvania completed \$145 million in improvements along the route during 2006. And in January, the state received a \$27 million award from the American Recovery and Reinvestment Act to make further upgrades to the line.

"The Keystone Service is an excellent transportation option for commuters and leisure travelers alike, and these numbers prove that people are taking notice, said Allen Biehler, the state's transportation secretary. "As highway congestion worsens and fuel prices increase, people are looking for alternative transportation options. This service is easy to use and also provides access to communities along the route."

### **Union Pacific upgrades piece of 'Adams Line'**

OMAHA, NE — Union Pacific is in the process of investing \$9 million in its Chicago-Twin Cities route between Butler and Lebanon, WI. The ex-Chicago & North Western "Adams Line" is a low-density route built in 1910 as a shortcut around an existing C&NW line.

Upgrades began August 18th. The railroad is replacing 33,000 ties, resurfacing 57 crossings, and installing 24 miles of welded rail to replace aging jointed rail.

### **Smithsonian donates "the other" PA diesel to Texas museum**

Published: Saturday, August 14, 2010

DALLAS - The Smithsonian Institution has gifted its Alco PA diesel to the Museum of the American Railroad, the Texas museum's attorney says. William J. Brotherton said the locomotive is being loaded onto flat cars from its storage site near Lebanon, Oregon.

Smithsonian Transportation Curator William Withuhn and Portland, OR, preservationist Doyle McCormack returned the two units, among the last four last of the famous passenger units left, to the U.S. from Mexico in 2000.

The two Alco passenger units, originally purchased by the Santa Fe as their 62L and 59L, were sold, along with two others, to the Delaware & Hudson in December 1967. They were rebuilt with Alco 251C prime movers replacing their original 244s and re-numbered 16-19. Operated in passenger service, the quartet was later sold to Ferrocarriles Nacionales de Mexico. Two came back: the 18, which McCormack owns and is restoring in Portland, OR, and the 16, now destined for Texas.

"I've got a lot of time, energy, money, and emotion in that engine, and I'm glad to see it going somewhere where it will be appreciated," McCormack said. The 16 is expected to be repainted in Santa Fe red and silver warbonnet colors.

The Museum of the American Railroad, with a collection including a Union Pacific 4-8-8-4, a UP DDA40X Centennial, a Pennsylvania GG1, and a Santa Fe FP45, plus a variety of other locomotives and freight and passenger equipment, is in the process of moving from its Dallas home to Frisco, 35 miles north.

The city of Dallas went to court to get the museum to move from its home of 47 years at State Fair Park by August 1st. That deadline came and went, and motion for summary judgment is set to be heard in September.

Meanwhile, in Frisco, the first shipment of rail has arrived for the new museum site. - David Lustig and Jim Wrinn

## **Riding Behind Soo 2719 August 29, 2010**

**By Richard Tubbesing**

I rode the Soo 2719 yesterday, Sunday, August 29th to Two Harbors.

I arrived in Duluth about 9:45 and caught the train entering the Duluth Depot. The weather was perfect, slight wind, sunny skies. The four car train consisted of LSRM box car with generator set, GN Coach, DM&IR open air coach, and Soo extended vision caboose.

We had an engineer in training, so the train braking was at times a little rough. When we got to Two Harbors, someone pulled the emergency brake cord in the DM&IR coach, much to the chagrin of the conductor!

We had 1 1/2 hours at Two Harbors and caught the complimentary shuttle bus and had lunch at the 'Vanilla Bean' Restaurant. It was a very good lunch as recommended by our shuttle bus driver.

The Two Harbors ore dock looked busy as the docks were filled with loaded ore cars for eventual ship loading, although no ore boat was docked there.

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**Above: Soo 2719 at the Lake Superior Transportation Museum, August 29, 2010. Photo by Richard Tubbesing**



**Sixteen member and guests of the Northstar Chapter gathered at the trackside picnic grounds of Prescott, WI, Saturday, August 21st. A good time was had by all. Additional photos on the extra page of the electronic edition. Photo by Dawn Holmberg**

When we got back to the Two Harbors station, Erie Mining 1211 was on the front of the train to help push the 'engineer trainee' up the grade to the Wye switch to point us in the correct direction for the return to Duluth. The train must have hit 40MPH all the way back to Lakeside where we passed the Soo GP30 with the 'Pizza Train' on the siding. We slowed down a little as we rode along the waterfront and into Duluth. It only took us about 1 1/2 hours for the 26+ mile trip from Two Harbors to Duluth.

The track sure has been upgraded since the 90s as I remember the trip from Two Harbors to Duluth was about 3 1/2 hours. The engine sure sounded great and it was fantastic hearing the engine work hard climbing a couple of grades including the 3% grade from the Canal Park area to along the Lake front.

It was a fun day.

Additional photos on the extra page of the electronic edition.



**At left: A Snabel car in Rosemont, MN, August 28, 2010. Photo by Greg Smith**

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

Address Correction Requested

## Railfan Calendar

### **Twin City Model Railroad Museum Model Railroad Show and Sale**

Saturday, September 18th, 9 am - 3 pm, State Fair Grounds Education Building. Admission \$6, under 5 free.

### **Woodbury Flea Market**

Saturday, October 16th, 10 am - 3 pm, Woodbury High School, 2665 Woodlane Dr. Admission \$5.00, under 12 years free.

### **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.

### **Trainfest**

Saturday and Sunday, November 13th and 14th, 9 am - 5:30 pm Saturday and Sunday, 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).

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

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





**August 14th, the second of two eastbound freights runs through Big Lake during the Chapter's Northstar Commuter Rail ride layover. Photo by Russ Isbrandt**



**Soo 2719 at Duluth. Photo by Richard Tubbesing**



**The ride to Two Harbors behind Soo 2719, August 29th. Photo by Richard Tubbesing**



**Soo 2719 running around the train at Two Harbors, August 29th. Photo by Richard Tubbesing**



**One of the westbound trains seen at the Chapter picnic, August 21st. Photo by Dawn Holmberg**