



NORTHSTAR NEWS

NO MEETING August

NRHS Convention June 2011 -- Tacoma, Washington by Richard Tubbesing



Southern Pacific 4449 at Castle Rock, WA with southbound NRHS train to Portland, Sunday, June 26th. Photo by Roger Libra

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NO Meeting This Month!

In lieu of the meeting, the second of two picnics will be held Saturday, August 20th from 10:30 am - 4:30 pm at Maiden Rock, WI. Beverages will be supplied. Bring your own meat to grill.

See map next page.

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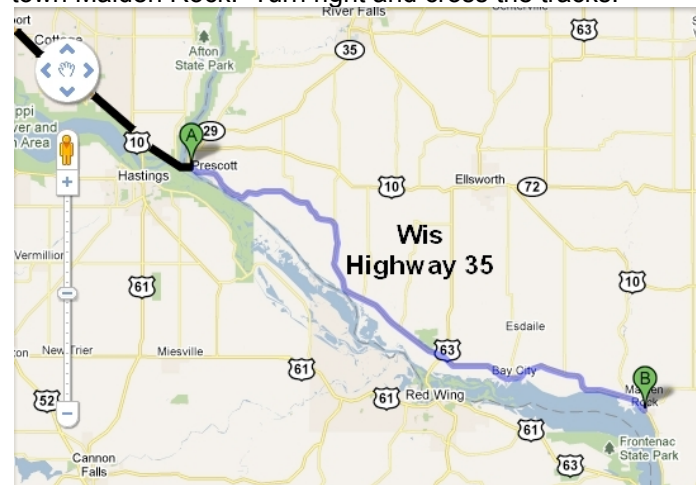
MEMBERSHIP INFORMATION

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.

A subscription to this newsletter may be obtained for \$15 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.

Directions to Maiden Rock, WI Picnic Site

From the US 10 /US 61 interchange with I-494, taken US 10 to Prescott and Wisconsin 35 along the river to downtown Maiden Rock. Turn right and cross the tracks.



The 2011 NRHS National Convention Tacoma, WA By Richard Tubbesing

Friday, June 17, 2011

Amtrak to Portland

The train arrived about 10 minutes late at MSP. A few raindrops were falling with the forecast calling for storms when we boarded. I had Economy bedroom 5 and Roger Libra had room #6 so we were across from each other. We kibitzed a while as the train went on the Midway sub out to Northtown yard. When we reached St. Cloud, a storm had hit the town and passengers boarding had to scramble to avoid getting soaked. It was time to turn in

for the night as our attendant 'Bo' was on his first run with *Builder* having transferred from Florida trains. He was very good.

Saturday, June 18, 2011

I arose early and determined we were late as we just left Grand Forks, ND. From here on the going was slow. Slow orders were still in effect on some of the line. Now in daylight, since we were on the last car of the train, we had the former Santa Fe full length dome (ex-Alaska cruise line and ski train car) trailing which was a last minute replacement of the Amtrak Great Dome for use at the NRHS convention which had to be shopped. We got to Devils Lake about mid-morning; we went through the area where west of town there was water everywhere. We proceeded west and seemed to be getting more behind. We arrived at Surrey, ND (the BNSF ND cutoff from Minot to Fargo) and had to wait for two BNSF eastbound manifests which I shot through the window. We made some good time and got to Minot around noon or so. It was time to get out and stretch the legs and a look at the Santa Fe full length dome. We proceeded west and got a couple of pictures as we crossed the Gassman Coulee Viaduct, and on the west side we passed by some auto racks on the ground from a previous BNSF derailment. There was a lot of standing water in the farm fields along the way as we headed to Williston. More time to get out and walk around a little. Got some pictures of the GN Engine and NP caboose on display by the depot. We then proceeded west of Williston; for many miles, you could hardly see any dry land as the water was right up to the ties in places. Accordingly, we went pretty slow and passed and had to wait for some BNSF freights along the way. We went through Wolf Point, Glasgow, and Malta Montana with lots of water on both sides of the track. We



Flooding west of Williston, ND.

Photo by Richard Tubbesing

finally arrived at Havre, MT late in the evening, so we were about 7 to 8 hours late. I have never seen eastern Montana under so much water. Leaving Havre, we turned in for the night.

Sunday, June 19, 2011

I arose early again and determined we were in Whitefish, MT. After I had a good Amtrak breakfast, I heard another private dome car was added to our consist. So on to Spokane we went early in the morning and headed to Libby, MT and through the 6 mile Flathead tunnel, which is usually traversed in darkness. Once we got near Libby, the GN line follows the Kootenay River into Idaho, and the river was very high and flowing fast. It was then on to Bonners Ferry and Sandpoint, ID and across the causeway on Lake Pend Oreille. After passing the BNSF Hauser, ID refueling facility, where there were a couple of BNSF freights ready to depart, we finally entered Spokane, WA.

We were able to see Spokane in daylight because we were about 8 ½ hours late. We got out to stretch our legs again and watch the *Empire Builder* being split up to the Portland and Seattle sections. The lounge stayed with the Portland section, while the diner goes with the Seattle section. The full length dome and an extra Amtrak engine went with the Portland section, as the engine would be used on the 4449 trips. The *Nenana* private dome was attached to the Seattle section and we watched as it departed first. Then the Portland section was put together and we left Spokane about 8 ½ hours late. We were to make a connection with the 12:15 pm *Cascade* to Tacoma from Portland. We found out that the last *Cascade* train leaves Portland at 6 pm. We didn't think we would make that, and there were a couple of other people in our sleeper who were going to the convention. We were considering getting a shuttle from Portland to Tacoma. Needless to say, our cell phones came in handy! We arrived at Pasco in early afternoon. Amtrak had ordered KFC chicken dinners for everyone, so all the passengers were treated to some food on the train and 'Bo' personally delivered the dinners to all the sleeping car passengers. In talking with the conductor, he was sure we would make the last *Cascade* train in Vancouver, WA about 6:15 pm and sure enough, we got to the Vancouver station about 6:15 in time for the 6:30 pm arrival of the *Cascade* train. Amtrak made quick work changing our *Cascade* tickets and we boarded the *Cascade* train for Tacoma. We

grabbed a sandwich from the Bistro car and got into Tacoma about 8:45 pm and to our hotel about 9:15 pm.

Monday, June 20, 2011

After arising and having a good hotel breakfast, we got our rental car and then headed to the Murano Hotel via the Tacoma light rail line to register and get our convention tickets. We met master videographer Joe Harper of



Tacoma light rail. Photo by Mark Quam

the Pacific NW chapter (our tour guide) and headed south to Chehalis, WA to the steam excursion on the Cowlitz Chehalis and Cascade RR. The train was pulled by #15, a 2-8-2, on ex-Milwaukee Road track west about 5 or 6



Cowlitz Chehalis and Cascade 2-8-2 #15. Photo by Richard Tubbesing

miles. We got some nice shots of the train and at the end of the line, there was a tree near the rails with an eagle's nest and an eagle resting comfortably in the nest. Then it was back to the hotel and some food and rest.

Tuesday, June 21, 2011

We arose early, and after a great breakfast provided by the hotel we headed to the Amtrak station, but first we stopped at the old Milwaukee Road trestle just east of the old Tacoma freight house which now serves as the Tacoma end point for *Sounder* commuter service. The MILW symbol can still be seen on the trestle and we got a *Sounder* train as it left Tacoma. We watched it cross over the trestle above us as the commuter train (cab car first) headed for Seattle. This trestle is scheduled to be removed when the direct rail line is rehabilitated for a more direct route to Olympia for *Sounder* service. We headed to the Tacoma Amtrak station to catch the *Cascade* service train to Vancouver, WA and a meet with the #4449 on the return to Tacoma on the joint UP-BNSF mainline.

While waiting for the Amtrak *Cascade* train, we witnessed three freights go by the Tacoma station. The first was a northbound UP stack train, then followed by an northbound BNSF coal train with a distributed power unit. The latter was met right at the station by a southbound UP stack train. Then our *Talgo* train arrived and we boarded one of the coaches for Vancouver.

At the Vancouver station, which is just north of the Columbia River bridge, we caught the train with Amfleet cars for coaches, including a Horizon fleet lounge, the ex-Santa Fe *Pleasure Dome*, the *Plaza Santa Fe*, the *Silver Lariat* (ex-California *Zephyr* dome), and the ex-California *Zephyr Silver Solarium* dome-observation car. We were lucky to get seats in the *Silver Solarium* dome. Off we went. The tracks run along the Columbia River much of the way to Kelso-Longview. Then on to Centralia, Olympia and to Tacoma. The weather was perfect as we traversed the line under sunny skies. We passed a UP stack, a BNSF auto rack, the Amtrak *Coast Starlight* and then traversed along Puget Sound through Steilacoom and passed under the Tacoma Narrows Bridge (the original bridge blew down earlier in the last century), through a tunnel under Point Defiance Park and along the sound into Tacoma. We got great views of Mt. Rainier as the mountain (not obscured by clouds) was fully visible as we traveled along Puget Sound. We got to the Tacoma station about on-time.

Wednesday, June 22, 2011

This was an excursion to the Northwest Railway Museum in Snoqualmie, WA. We arrived there before the conventioners to scout some photo spots and view the many old pieces of railroad equipment, including a vintage FM switcher, and an ALCO RSD-4. We went to the viewing area of Snoqualmie Falls (a 200 foot drop) to catch the excursion train as it passed by the falls. The train was powered by Baldwin-Lima-Hamilton RS4-TC diesel with 3 vintage passenger cars of SP&S heritage built by Barney and Smith. Then we headed to the Ex-NP depot to catch the train as it passed by being pushed by the diesel to the other end of the line. We hustled to an old truss bridge to get photos of the train crossing this bridge. With most of the afternoon still ahead of us, we decided go to Easton, WA on the Stampede Pass line to scout out photo locations for the Saturday 4449 trip over NP's Stampede pass. We went west to Crystal Springs and found our way to tunnel #3 (over 8000 feet long), which is the summit of the Stampede Pass, and got some photos of the East Portal with the water falls in the background. Then we headed to explore places like Kanaskat, Ravensdale and Auburn on the Stampede line. Kanaskat is the eastern terminus of public access, as east of here is the protected Tacoma watershed where the public is not allowed. Then we headed to Seattle and the dinner cruise on Puget Sound by Argosy Cruises. It was still mostly clear skies as we had a great dinner buffet of salmon, beef and chicken and saw spectacular views of the Seattle skyline, the port, the Space Needle and Mt. Rainier. A bonus was that a fire boat was in the Sound having all its water cannons shooting water all over the place... a spectacular site. Then we headed back to Tacoma and a good night's rest.

Thursday, June 23, 2011

This was a combined trip on Tacoma Rail (diesel) and the Mt. Rainier Scenic Railroad. The Tacoma Rail train ar-

rived at the *Sounder* freight house station with two spiffy red and white diesels and 4 of their Budd coaches with a red window stripe along the side, a nice looking train. We headed to a high bridge which overlooks the ex-MILW Tacoma Hill line to catch the train going under the bridge. Then we headed to Eatonville where the Tacoma Rail train met the Mt. Rainier Scenic train powered by Wil-



Tacoma Rail special near Eatonville. Photo by Richard Tubbesing

lamette #2. This is a recent restoration by the Mt. Rainier Scenic Railroad of a Shay-designed locomotive built by the Portland works and one of the few non-Shay manufactured logging locomotives. The passengers were transferred to the Mt. Rainier train from the Tacoma Rail train as the steamer headed for Elbe and Mineral, WA. We managed to get some photos of the train by a curve near Eatonville and by a farm before it stopped for water to slake its thirst at Elbe. The train then went east before turning south over a long trestle across the Nisqually River. We hustled to the trestle, a short walk from the road and got some video of the train on the bridge, in spite of the rain... typical of the Pacific Northwest! We then headed to the Mt. Rainier RR shops at Mineral, WA for lunch and got many photos of the vintage equipment. Engine #70 a 2-8-2 was in steam, and ex-NP EMD F-9A did some switching to get the train ready to return to Eatonville. We headed back to the Nisqually River trestle and got the train as it crossed the trestle and then headed to a farm where we got another shot of the train. The train met the Tacoma Rail train again at Eatonville for the return trip to Tacoma. We went north of Eatonville to get one last shot of the Tacoma Rail train. The train got back to Tacoma late in the evening and the scheduled Night Photo session at the Tacoma Rail shops was delayed a few minutes. Dawn Holmberg got some great shots at the night photo session.

Friday, June 24, 2011

This was a free day, except for the NRHS business meeting in the afternoon. Bill Dredge and John Goodman have reports of the activity. Roger and I went to a photo shop in Lakewood, as Roger forgot and lost his bag and a lens on the high bridge south of Tacoma, and Roger purchased a new lens and bag before we headed to Steila-

coom to get more familiar with the photo locations when 4449 returned to Portland on Sunday. Then we attended the convention banquet for a great prime rib or salmon dinner at the Murano Hotel and listened to a Washington historian tell us about the growth of the Tacoma area once the NP railroad terminated its line in Tacoma in the 1890s.

Saturday, June 25, 2011

#4449 powered a train on the ex-NP Stampede Pass line from Tacoma to Easton, WA. The train ride and view from the *Silver Lariat* was spectacular and the weather was perfect. We passed through forests, lakes and mountains and went through the spectacular Tunnel #3 to Easton. At Easton, the engines were uncoupled and wye'd on the spur used to turn snow plow power in the winter. I met Joe and we chased the train back to Tacoma with the consist looking better with the *Silver Solarium* on the rear instead of just behind the SP baggage car. We went a couple of miles west to get the train on a curve and on the grade as it climbed toward the summit. Then we hightailed it to Kanaskat and got permission from a land owner to shoot the train crossing the Green River bridge. There is a remnant left of a bridge pier under the bridge where the Milwaukee Road had a line and interchanged with the NP near here. We then went to Ravensdale and got a quick shot there before heading to a BNSF High-Wide detector east of Auburn to get the train there. After that we headed to the Tacoma Station and shot the train arriving there following the arrival and departure of a southbound *Cascade*. What a great day of train riding and chasing! Organized by John Goodman, all our chapter members met for dinner at Harmon's near the old NP Tacoma station and had a great dinner. A fitting end to a great day!

Sunday, June 26, 2011

Sunday was the 4449 return trip from Tacoma to Portland. Roger and I headed to Steilacoom to photo the train along Puget Sound and crossing the Chambers Creek Bascule bridge. Again the weather was great as we got permission from a home owner on a hill east of Steilacoom to get a high shot of the train along Puget Sound. Then Roger and I headed for Winlock to get one last shot of the train, however there was an egg festival there so we headed to Castle Rock instead and got the 4449 train there. Roger and I stayed awhile at Castle Rock and shot a UP stack northbound, a BNSF northbound coal train with a distributed power unit, and then the southbound *Coast Starlight*. Bill Dredge was on this train because of Amtrak suspending the *Empire Builder* between the Twin Cities and Havre, MT due to severe flooding in Minot, ND. Roger and I had decided to fly home on Tuesday because of the Amtrak *Builder* disruption.

To and from the 2011 NRHS Tacoma Convention the Long Way By Bill Dredge

On June 19th I left Amtrak's Midway Station on the *Empire Builder* for a trip to Seattle/Tacoma with a stop over in Glacier Park from June 20th - 22nd. After an on-time departure I went to sleep in an economy bedroom (Amtrak incorrectly calls them roomettes). The next morning I woke up to flooding west of Devils Lake, ND, and found the eastbound *Builder* to be 11 hours late in Rugby. I knew that meant trouble down the line. With this flooding into eastern Montana, and delays caused by heavy freight traffic, we arrived at East Glacier Park at 1:15 am or 6 1/2 hours late. Next day I took a "Big Sky" sight seeing tour in one of the park's rebuilt tour buses also known

as "Jammers". Unable to go over Logan Pass which was snowed in, we stayed on the east side of Glacier Park with a visit to the Many Glacier area then up the Going to the Sun highway as far as we could go, and noticed several mountains were still covered with snow. After this trip I went back to Glacier Park Lodge and heard the *Empire Builder* was annulled. I was scheduled to go to Seattle the following day (Wednesday, June 22nd), so I promptly went over to the Amtrak Station in East Glacier and found out during this flooding they were running from Seattle to Havre and would return to Seattle the same day starting Wednesday, June 22nd. I breathed a big sigh of relief and also found out the train scheduled for 6:45 pm going west would be about 10 hours late and would arrive at 5 am in East Glacier. The next day I took a tour to Waterton Lakes in Canada and was impressed at the Prince of Wales Hotel and the mountain scenery around it. After this tour I went back to Glacier Park Lodge and found out the *Empire Builder* left Havre about 5:30 pm or 2 hrs late, it arrived at East Glacier at 8:45 pm. Because I was a sleeping car passenger, I got a late dinner in the diner and a nice twilight ride over Marias Pass. I stayed up and stretched during the Whitefish service stop. I went to sleep in the economy bedroom and woke up the next morning between Ephrata and Wenatchee, WA. I was pleasantly surprised to notice the Portland section with the *Sightseer Lounge* was still on the train. I used it to get good views of the Cascade Mountains. It was bright and sunny on the east side of the Cascade Tunnel, but cloudy and rainy on the west side of the tunnel. We arrived in Seattle about 11:45 am or 1 1/2 hours late, so I took the 2 pm *Cascade Talgo* train to Tacoma, and got there about 3 pm. Upon arrival in Tacoma I checked in at the Best Western Hotel which was 3 blocks from the train station, then used light rail to go to the Murano Hotel to check in for the convention. I spent the rest of the day sightseeing Tacoma.

On Friday, June 24th, I went back to the Murano for a NRHS Director's "conference". That evening we had a nice banquet. Our guest speaker, David Nicandri, executive director of the Washington State Historical Society, emphasized how the State of Washington grew with the coming of the railroads.

Then I found out the *California Zephyr* was hit by a semi-truck east of Reno, NV. This would have an effect on my trip home. On Saturday, June 25th I joined the train ride up Stampede Pass behind world famous steam locomotive #4449. It was a pleasant day and very scenic.

Now for the I-o-n-g journey home. On Sunday, June 26th, I started out of Tacoma for Sacramento on the *Coast Starlight*. Several other convention visitors who were planning to take the *Empire Builder* east did the same thing as the *Empire Builder* was now annulled from St. Paul to Havre, MT because of flooding in North Dakota. The *Starlight* was close to on time, and we arrived Sacramento about 6 am. I had breakfast, toured 'Old Sacramento' and returned to the station about 10 am for what should have been an 11:10 am departure from Sacramento. I found out the train had not left Emeryville yet, and would be at least 2 hrs late. This meant comfortable time to visit the California State Railroad Museum. I found out the *Zephyr* arrived Emeryville at 4 am Monday, June 27th or 12 hrs

late, due to detouring around the crash site through Feather River Canyon with lots of freight traffic. Finally the *Zephyr* left Emeryville about 2:30 pm or 5+ hours late. We got on at Sacramento about 4:30 pm, and had a twilight ride over Donners Pass. The train held its own the next day and arrived Denver about 11:30 pm. Upon leaving Denver I went to sleep in the economy bedroom and woke up the next morning in Hastings, NE. We were now 6+ hrs late. Upon leaving Lincoln, NE the conductor said we would get later because of the backlog of freight traffic, and flooding along the Missouri River. Indeed this was true, and after freight delays and the train crew time expiring, we arrived Chicago about 4 am or 13 hrs late. Of course there were 200 plus people with missed connections. I took the 6 am train to Milwaukee and went to the Best Western to sleep for a few hours and take a shower. I then had a good German Lunch at Mader's Restaurant; then back to the train station in time to see the "*Baby Builder*" consisting of 4 coaches and a *Sightseer Lounge* arrive from the Twin Cities. I went home on a similar train, and arrived St. Paul 15 minutes early. I was glad to get home and my own bed felt great. I will go back and ride trains again hopefully with no problems caused by flooding.

Rock Island Trainfest Photos and Report by Richard Tubbesing and John Goodman

July 21st to July 24th there was a gathering of steam locomotives at Rock Island, IL. Thanks to the cooperation of the Iowa Interstate Railroad, fantrips to Bureau, IL behind Nickel Plate 2-8-4 765 and the Illinois Railway Museum's former Burlington Route *Nebraska Zephyr* behind E-5 9911A were run Friday July 22 and Sunday July 24th, respectively. Short turns between Rock Island and Wolcott, IA were run with a Chinese built QJ class 2-10-2s 7081 and 6988. Also in attendance were the Illinois Railway Museum's Chicago and North Western F-7 411, Burlington Route SW-7 9255.

Other displays included three tank engines under steam and the newly built Leviathan and replica of an 19th century 4-4-0 complete with all the decoration and brass.

In addition there were 8 large tents of flea markets.

Amtrak brought out Friends of 261 passenger equipment in an 18 car special powered by two heritage painted P-42s.

Passenger equipment on the steam excursions was former Montreal single level non-air conditioned commuter equipment. Temperatures were in the 90's to 100 degrees with very high humidities.

Riverboat cruises and dinner cruises were also featured.

Twin Cites and Western 20th Anniversary Excursions

Saturday and Sunday, July 30th and 31st, the Twin Cities and Western ran a pair of passenger extras between Chanhassen and Hector, Saturday and Glencone to Wegdahl, Sunday. About 15 chapter members rode the Saturday trip. The train utilized Lake Superior Transportation Museum cars LSRX 1001 generator car, two former Chicago and North Western gallery commuter cars 51 and

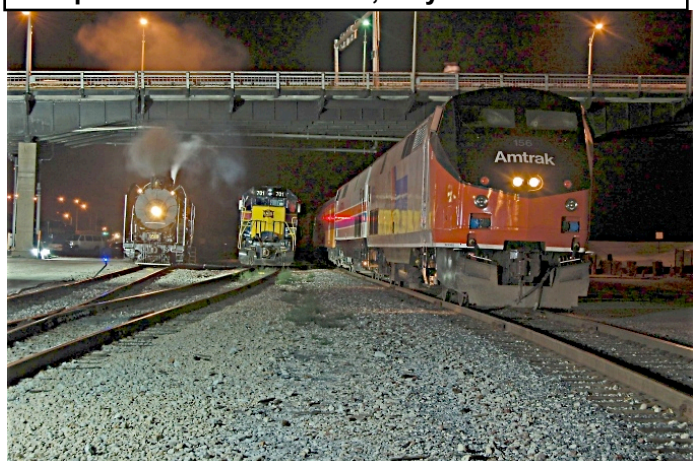
321, a Friends of 261 baggage car and former Milwaukee Road business car. Additional photos appear on the electronic edition extra page.



Nickel Plate 765 at Bureau, IL on the Trainfest fantrip on the Iowa Interstate, July 22nd. All photos by Richard Tubbesing



No, this isn't the Burlington's *Nebraska Zephyr* speeding through Iowa in 1960 but rather the Illinois Railway Museum's train at Bureau, IL on the Trainfest fantrip on the Iowa Interstate, July 22nd.



Night photo session with Amtrak P-42s painted in the bloody nose and red white and blue cigar band heritage paint schemes, Iowa Interstate GP-38-2 701 and one of the QJ 2-10-2s. An additional photo appears in the electronic version extra page.

From Railway Age Breaking News

Report: Amtrak privatization plan is unconstitutional

Thursday, July 14, 2011

This summer's proposal by Rep. John Mica (R-FL) to privatize Amtrak would violate the Takings Clause of the U.S. Constitution, the nonpartisan Congressional Research Service says.

Though Mica's proposal has seemed unlikely to gain traction in Congress this year, particularly within the Democrat-controlled Senate, the issue of privatization has put added political pressure on the National Railroad Passenger Corp. this year, despite record ridership.

CRS finds "little doubt" that the bill meets three prerequisites for protection under the Takings Clause.

Rep. Nick Rahall, D-WV, said the report validates the position of those who object to the Mica plan. "The ideals enshrined in the Constitution by our founding fathers have guided our nation for centuries, and Republicans should not railroad these principles in their flawed rush to privatize Amtrak," he said.

CRS, created in 1914, has about 900 employees.

Feds award \$336.2 million for next generation trains in California, Midwest

Thursday, August 04, 2011

California, Illinois, Iowa, Michigan and Missouri will receive \$336.2 million from the Federal Railroad Administration to purchase next-generation, American-made trains that will run on rail corridors in those states. Previously awarded rail dollars bring the amount received by these five states and Washington State to \$782 million for the purchase of 33 quick-acceleration locomotives and 120 bi-level passenger cars.

California and Illinois reached cooperative agreements with the Federal Railroad Administration to begin a multi-state procurement of equipment for passenger rail corridors in California, Illinois, Indiana, Iowa, Michigan, Missouri, Oregon and Washington State.

"Building a nationwide rail network is critical to America's long-term economic success," said Federal Railroad Administrator Joseph Szabo.

Trains will be designed to travel more than 110 mph along inter-city passenger corridors. In the joint procurement process, states will leverage these federal investments, along with state matching dollars. State partners will also first issue a request for information and then a request for proposal to allow for an open and competitive process. The RFI is expected to be issued in late summer 2011.

From Trains Newswire

Federal Transit Administration to Twin Cities: We'll fund light rail line, but resolve issues

Published: August 5, 2011

MINNEAPOLIS — The chair of the Twin Cities Metropolitan Council said federal officials will likely support the planned Southwest Light Rail Transit plan, the Twin Cities' Finance & Transport has reported. However, the Federal Transit Administration wants key political hurdles resolved first.

The Southwest LRT would link downtown Minneapolis to suburban Eden Prairie, MN: it carries an estimated price tag of \$1.3 billion. The Twin Cities already operates a successful light rail line between Bloomington, MN, and Minneapolis, and is adding a link between the downtowns of Minneapolis and St. Paul.

However, the Republican-led Minnesota legislature is skeptical of the plan and might block funding. Meanwhile, clearing a right-of-way for the light rail line would mean relocating Twin Cities &



Northstar Chapter members enjoyed the Twin Cities and Western passenger extra from Chanhassan to Glencoe. Here the group gathers at the head end prior to departure.
Photo by Ralph Bierbaum

Minnesota Streetcar Museum Celebrated the 40th Year of Operations

Saturday, August 6th, a large number of Minnesota Streetcar Museum operators and members-at-large gathered at the Como Harriet Waiting Station to celebrate the 40th year of operations with cake, ice cream and the usual speeches and proclamations. Prior to the ceremonies a group photo was taken. Following the speeches, car 1300, the original piece of equipment, made a run with the most senior members of the organization. Regular operation followed when the 1300 cleared the north switch on its southbound run.



Minnesota Streetcar Museum members gather for the 40th anniversary of operations. Below: The Como - Harriet fleet. Even Minnesota Transportation Museum's long retired bus 1303 attended (far right). Photos by Dawn Holmberg



Western's freight corridor into the city, and residents along the mostly dormant line those freight trains would use are fighting it.

Susan Haigh said FRA chief Peter Rogoff told her he believes the project is viable, but "had a lot of questions" about the legislature's support for it. He also raised concerns about the TC&W relocation issue.

"We will have to address both these issues if we want to be successful," Haigh said.

Mid-Continent Railway Museum to offer steam trips with guest engine

Published: July 29, 2011

NORTH FREEDOM, WI — Mid-Continent Railway Museum will offer steam-powered excursions over nine days next month behind Flagg Coal Co. 0-4-0 No. 75. The guest star represents a rare opportunity for the museum, which has been without its own steam power since 2001.

The Steam Days special event will feature five departures from Mid-Continent daily between 10 a.m. and 4 p.m. The museum's railroad is a scenic ex-Chicago & North Western spur that leads into the hilly countryside.

Denver's FasTracks program to win \$1.03 billion federal grant

Published: July 27, 2011

DENVER — The Federal Transit Administration will award Denver \$1.03 billion to help fund its plan to rapidly expand the city's rail transit network, the Denver Post has reported. The money is critical to the FasTracks proposal, which includes electric commuter rail lines to Denver International Airport and Arvada/Wheat Ridge, CO.

Voters approved a sales tax to fund FasTracks in 2004, but the recession has sapped revenue from the tax, putting key projects

in jeopardy. The federal award is key to keeping momentum going. Plans call for major construction on the East Corridor to the airport to begin before year's end.

FTA chief Peter Rogoff is to officially announce the award August 31 in Arvada.

Local dues to increase to \$15 Next Year

Treasurer, Dan Meyer, told us the current local dues no longer covers the cost of producing this newsletter. Unfortunately in previous meetings we either failed to vote on a dues increase or it failed to appear in the meeting minutes. Since the NRHS required us to submit next year's dues by August 5th, the Board in an emergency meeting voted 6 to 1 to raise the local dues from \$12 to \$15 and subscriptions from \$15 to \$18 next year. Thus the combined National and local dues will be \$51, \$36 for the National and \$15 for the local.

Railfan Calendar

Northstar Chapter August Picnic

Saturday, August 20th, 10:30 am - 4:30 pm. Place: Maiden Rock, WI. Beverages to be supplied. Bring your own meat to grill. See map on page 2.

Twin Cities Model Railroad Museum Flea Market

Saturday, September 17th, 9 am - 3 pm, State Fair Grounds Education Building. Admission: \$6.00 adults, children 5 and under free.

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

Address Correction Requested



Cowlitz Chehalis and Cascade #15 returning with the NRHS excursion train Photo by Richard Tubbesing



4-4-0 Leviathan at the Rock Island Trainfest. Photo by Richard Tubbesing



A ex - Army Baldwin Lima Hamilton locomotive pulls the Northwest Railroad Museum's Snoqualmie Valley Railroad excursion train. Photo by Richard Tubbesing



QJ 2-10-2 7801 and Nickel Plate 2-8-4 765 at the Rock Island Trainfest. Photo by Richard Tubbesing



The power for the Stampede Pass excursion at Easton, WA. Photo by Richard Tubbesing



Twin Cities and Western 20th Anniversary Special at Chanhassan, MN July 30th. Photo by Richard Tubbesing



Twin Cities and Western 20th Anniversary Special at Sacred Heart, MN, July 30th. Photo by Richard Tubbesing



Northstar Chapter members John Goodman, Dan Meyer and Bill Dredge join your editor at the Minnesota Streetcar Museum's 40th Anniversary. Also present but not shown was MSM member Dave Norman. Photo by Richard Tubbesing



Left: Your editor awaits the surge of passengers following the speeches at the 40th Anniversary of operations at the Minnesota Streetcar Museum. Above: The original car of the museum, Twin Cities Rapid Transit 1300 on display at the George Isaacs Car barn next to Twin Cities Lines 322 about to depart on its north-bound run. Photos by Dawn Holmberg