



LAKE SUPERIOR TRANSPORTATION CLUB

Lake Superior Museum of Transportation and Industry

506 WEST MICHIGAN STREET • DULUTH, MINNESOTA 55802

SEPTEMBER 15, 1974

DULUTH TO TWO HARBORS EXCURSION

INFORMATION BULLETIN

THE LAKE SUPERIOR TRANSPORTATION CLUB

Founded in February, 1973, the Club's original purpose was to build a model HO scale railroad at the Transportation Museum, which was to be a part of the new St. Louis County Heritage and Arts Center, located in the old Union Depot. With the enthusiastic help of D. B. Shank of the Missabe Road, space for this purpose was obtained. However, it soon became evident that the purpose of the Club had to be expanded to include securing historic locomotives and cars for display. The work of preparing the site and the tracks for full-scale equipment, restoring the equipment, and building a replica of an old-fashioned small-town Depot to house the model railway, plus the original objective of building and operating the scale model, then became the major activities of the Club members. This work is being done with help from various railroads and industries. Membership was also expanded to include not only model railroaders, but also any person interested in working on track and locomotive and car restoration, Plus Railroad Buffs in general. Membership now totals approximately 135, with new recruits appearing all the time. There are two types of membership: Regular active membership with dues of \$8 annually, and student and "out-of-town" memberships at \$3 per year. The Club extends a cordial invitation to anyone interested in Railroading to join in the good work of preserving Railroadiana in Duluth.

Exhibits

Much equipment of historic value has already been donated and restored and is on display in the Depot. Motive power ranges from the tiny MINNETONKA, built in 1870, and first used at the start of construction of the Northern Pacific at Carlton, Minnesota, to the giant YELLOWSTONE Class locomotive, last of the Missabe's steam power. Built in the 1940s, these locomotives are 100 feet longer and 550 tons heavier than the tiny MINNETONKA. With a tractive effort of 140,000 pounds, they were the most powerful steam locomotives ever built.

(Continued at foot of Column Two)

CLUB OFFICERS

President Wayne C. Olsen
Vice President..... Thomas Hoff
Vice President..... Edward Knych
Treasurer..... William Pritz
Secretary..... David Carlson

THE UNION DEPOT, DULUTH, MINNESOTA

Duluth's historic UNION DEPOT, unlike so many others in the United States, was saved from the hands of the wreckers as the result of a drive spearheaded by Donald B. Shank of the Duluth, Missabe and Iron Range Railway Company. All the railroads serving the Duluth area and many public spirited citizens cooperated in this effort. It has now become the home of the Saint Louis County Heritage and Arts Center. Part of this Center is the Transportation Museum.

Started in 1890 and opened on March 1st., 1892, this magnificent building is considered to be one of the finest examples of French Norman architecture in the United States. It was designed by the Boston firm of Peabody & Stearns, and is believed to be modeled after an even older building in eastern Canada. After the end of passenger service to Duluth in 1969, it seemed destined to be torn down, but the efforts of dedicated people resulted in it's being named a National Historical Site in 1971, and so was preserved for its present use.

In the hey-day of its history, the Union Depot handled seven railroads, with fifty trains arriving and departing every day.

Built mainly of Chaska brick, its exterior trim is made of Indiana limestone and granite from Ortonville, Minnesota. Buildings were made to last in those days, and we are all happy that this fine structure has been preserved and is now being used for the benefit of all, citizens and visitors alike.

THE CLUB

(Continued from Column One)

Future Plans

The Club is looking ahead to the acquisition, restoration and display of additional equipment, and to the possibility of bringing dining and lounge cars into the area to be used as a Museum Restaurant in keeping with the Railroading atmosphere. Still further ahead is the possibility of operating excursion trains, perhaps as far as from West Duluth to Fond du Lac. The Club would then be offering a major tourist attraction in addition to the Museum itself.

LAKE SUPERIOR TRANSPORTATION CLUB

NEWSLETTER

February 7, 1974

The January meeting of the club was attended by about 50 persons including several new members. Progress reports were presented by the various committees followed by the auctioning of a huge wall photograph, donated by Bruce Lewis, of a DM&IR Yellowstone on an ore drag. The new Burlington Northern movie, "Portrait of a Railroad", brought by Tom Hoff was the featured entertainment for the evening. Bob Mortinsen had several films of steam locomotives in action on the Missabe. New membership cards were issued also.

This month's meeting is scheduled for 7:30 P.M. Friday, February 22, 1974 at the Duluth Athletic Club, 402 West First Street. An excellent program will be presented by member Howard Patrick, now of Granite Falls, Minnesota, who has travelled the world photographing railroad action and has had feature articles in Trains and Rail Classics magazines. He will show three 16 mm. color films he has taken of steam railroading in North America from Canada to Mexico including DM&IR and GN. Refreshments will be served.

Plans for the March meeting include the operation of several scale model live steam locomotives at the museum. No date has been set yet.

Progress at the museum is more evident now with the N.P. snow plow having been painted by members last Saturday and with the replacing of bricks in the station platforms by the welfare workers. Several acquisitions were made recently including two baggage carts from the Soo Line Superior depot and one baggage cart from the DM&IR Endinn station. Plans are being made to start painting the DM&IR reefer with George Elliott taking charge of the project. Materials are on order for about 200 feet of portable track for the museum which will accomodate 3/4" and 1" scale model railroad equipment. Construction is expected to begin soon.

The model railroad project is moving ahead with the recent election of a committee to coordinate the construction of the model railroad. Ed Knych, Steve Jackobs, Jim Long and Hank Brower are meeting regularly to determine requirements for tools, materials, and model railroad equipment and scheduling work crews to be ready when the model railroad enclosure is completed. Any suggestions or help will be welcomed and may be offered by contacting one of them.

Dues for 1974 are now payable and will be accepted at the February 22 meeting or they may be sent to me at the address given below. Make checks payable to 'Lake Superior Transportation Club'. The dues schedule is as follows:

Regular Membership	\$8.00	
Associate Membership	\$3.00	(For students or those who cannot participate regularly but wish to receive Newsletters)

The museum is open weekends and several weekday evenings for restoration work. Your assistance is welcomed and encouraged. The coffee is always on even if you wish to just drop in and visit and see the progress. Further information on when people are working at the museum may be had by calling one of the following members:

Wayne Olsen 724-1841
Chuck Wiesner 392-3546

Frank King 722-2501
Dave Carlson 722-5097

David R. Carlson, Secretary
817 Upham Road
Duluth, Minnesota 55811

LAKE SUPERIOR TRANSPORTATION CLUB

NEWSLETTER

January 8, 1974

Members who attended the December 15 meeting - work session found that there was more work than meeting. The biggest project of the day involved raising the section of Track 5 near the doors to permit the receiving of former N.P. steam wrecker No. 38 the following week. Club member Angelo Fena, a retired DM&IR track foreman, supervised a gang of 'novice' gandy dancers on the project. Other projects for the day included cleaning the area and repairing brick platforms, preparation of the DM&IR reefer for painting, and handling of salvaged lumber for the model railroad. Coffee donated by ARCO and fresh doughnuts were on hand as refreshments.

← 7:30 AM
Friday, January 18, is the date set for the first general meeting of the new year. The Duluth Athletic Club, 402 West First Street is the place. The agenda will include a progress report on car restoration and the model railroad. Movies and/or slides will be shown and refreshments served. There also will be an area set aside to 'swap and shop' for railroadians and model equipment. Members from out of town are invited to stay over and help in the restoration work at the museum on Saturday.

Work is continuing at the museum each weekend and several weekday evenings. There is a great deal to be done to ready the museum for the grand opening later in the year. All members are encouraged to participate in the volunteer efforts at the railroad museum for it is a worthwhile civic and educational project. The museum will be open every Saturday and most Sundays to members of the transportation club. Also, for the next several weeks, carpenters are working Thursday evenings on the model railroad building thereby making that night available. Further information on when work is being done may be had by calling any of the following members:

Wayne Olsen 724-1841
Chuck Weisner 392-3546

Frank King 722-2501
Dave Carlson 722-5097

Dues for 1974 are \$8.00 for a Regular Membership and \$3.00 for an Associate Membership (for students or those living outside the Duluth-Superior area who cannot participate in all the activities but wish to receive newsletters) and are payable starting with the January 18 meeting. The dues are used only to cover costs of stationary, postage, printing, and other administrative expenses. The reason for the increase from 1973 dues is that expenses were incurred for only about eight months in 1973 while they will be incurred for a full year in 1974. Also, postal rates will be increased in March.

Dave Carlson
Secretary, L.S.T.C.

LAKE SUPERIOR TRANSPORTATION CLUB

NEWSLETTER

July 12, 1974

The July meeting will be held at 7:30 P.M. Friday, July 26, 1974 at the transportation museum. Slides will be shown. Anyone wishing to bring slides of their own are welcome to do so. A projector will be provided. Also, an area will be set aside for "swap and shop" for those who have model railroad equipment or railroadiana they wish to sell or trade. Refreshments will be on hand.

Due to unforeseen circumstances, arrangements could not be made for the previously announced excursion train to Two Harbors this month. However, a similar trip is being planned for September.

Duluth and Northeastern steam locomotive No. 28, which has been prepared for display by the D&NE, is scheduled to be moved from Cloquet to the transportation museum today.

Activities at the museum have slowed somewhat with the vacation season upon us. Restoration work has progressed fairly well with the two DM&IR box cars and the snow plow just about ready for lettering. Track work outside the large doors is moving ahead as weather permits. Burlington Northern has assisted in the track work by providing a front-end loader and truck to remove much of the dirt that had washed down to the tracks during the past several years.

The following times are scheduled for work at the museum including restoration and model railroad construction:

Wednesday evenings	7:00 P.M. - 9:30 P.M.
Thursday evenings	7:00 P.M. - 9:30 P.M.
Saturdays	9:00 A.M. - 4:00 P.M.

Members who may be interested in working at the museum on a weekday are asked to call Dave Carlson (722-5097) so that arrangements can be made to have the museum available to those who wish to help but find the present schedule inconvenient.

Live steam enthusiasts in the club are studying possibilities for the construction of permanent track facilities west of the building.

The dues schedule for membership in the club is as follows:

Regular membership	\$8.00	
Associate membership	\$3.00	(For student and out of town members)

LAKE SUPERIOR TRANSPORTATION CLUB

NEWSLETTER

March 11, 1974

Howard Patrick presented an excellent program for those at the February meeting. Three 16 mm. color films taken in the late 1950's were shown. They featured Canadian and Mexican steam, a sequence on one of the last runs of a Northern Pacific 4-8-4, a sequence on a Great Northern 2-8-2 working on a local freight near Willmar, Minnesota, Illinois Central steam in Kentucky, Shay type geared locomotives in the Pacific Northwest and much more.

The March meeting will be held Friday, March 22, 1974 at 7:30 P.M. at the Duluth Athletic Club, 402 West First Street. Films or slides will be shown and refreshments served. The following day, Saturday, March 23, will have live steam operation on the new track at the museum. Members have been working hard during the past several weeks under the direction of Dennis Andres and Lloyd Berger to prepare over 200 feet of track to accommodate 3/4" and 1" scale live steam locomotives. Lloyd Berger will have his 3/4" scale Atlantic type operating and several other locomotives are expected to be brought. Also, a number of stationary steam engines will be displayed.

Restoration work continues at the museum with a number of new acquisitions having been made or announced. The N.P. snow plow is nearing completion with only one more coat of paint required on the exterior and with much of the interior being painted also. The DM&IR reefer may be done when you read this. Many hours have been spent by Chuck Wiesner carefully hand lettering the car. Materials are on hand and plans are being made to start painting one of the 1885 DM&IR box cars.

Those driving near the museum in the past month have probably noticed the Milwaukee Road coaches parked there. Club members are in the process of removing seats from the cars which are expected to be used in other cars at some time in the future. Certain other fixtures and hardware are being salvaged also. Charley Summers has organized much of the work. DM&IR open platform wooden coach No. 804 was also moved into the museum recently. The car, which has no seats at this time, will be used as a display car. It was primed at Proctor and will be painted soon by members at the museum. It was recently announced that the museum would become the new home for Northern Pacific No. 2435, a 2-6-2 or Prairie type, now on display at the Duluth Zoo. Plans are currently being made to move the locomotive this Spring.

Track raising at the museum entrance will be started within the next several weeks or when the frost is out. This will provide access to track in the museum which is now inaccessible and is needed since all other tracks are occupied. Tom Gannon will organize the track work and anyone interested in working on it may contact him at 525-3390

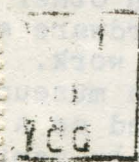
Model railroaders met March 6 at the museum and were brought up to date by construction committee chairman Ed Knych on progress by the committee and progress on the model railroad enclosure. The subject of roadbed to be used on the model railroad was discussed at some length. Frank Lillyman gave a demonstration of the train control system he is developing. The group decided to meet at least once a month to discuss the hobby, the model railroad project, and to see what fellow model railroaders are doing on their own.

(over)

1974 Dues are payable no later than April 1, 1974! Regular Membership is \$8.00 and Associate Membership (for students and those out of town who cannot participate regularly but wish to receive newsletters) is \$3.00. This will be the last newsletter sent to those who have been receiving them for several months and have not yet paid their 1974 dues. Dues may be sent to me at the address given below. Checks should be made payable to Lake Superior Transportation Club.

David R. Carlson
Secretary, L.S.T.C.
817 Upham Road
Duluth, MN 55811

Mark Olson
707 Fourth St.
Proctor, MN 55810



DULUTH, MINNESOTA 55802
506 WEST W. WILSON
LAKE SUPERIOR TRANSPORTATION CLUB



Dear friends and fellow members,

The Transportation Museum has accomplished a great deal during the past six months. The interior of the depot building is scheduled to be completed during July, at which time the contractor will clean up the two tracks reserved for his use. We will then be able to re-arrange our rolling stock for maximum display and effectiveness. The Cultural Center, as a whole, has no apparent plans for a grand opening, but instead a gradual moving process will be made by all the organizations to be housed therein.

Now that the scale model mini-depot is near completion, the model layout can soon get started. Ed Knych is coordinating work sessions for the project. Restoration of the rolling stock is progressing at a good pace, although much must still be done. Angie Fena and his crew have done an excellent job with trackwork inside the building, and Tom Gannon has offered to supervise on similar outside projects.

We now have on hand paint and rollers to dress up the sheetrock walls on the south side of the track platform area. This space is planned for display of photographs, time-tables, and other memorabilia of the railroad, and transportation in general.

Plans are also being made for an excursion train-ride to try out some of our equipment. Hopefully, this could take place during late June or early July.

In the weeks ahead, you as a member of the club will be needed as a volunteer in at least one of these projects. Much of the work to date has been done by the same small group of people, but I sincerely hope you will join with me in saying "Yes" to requests for help on upcoming activities. We can feel fortunate that so much support has been given by industries and railroads, including both financial and equipment donations. All of us have had friends ask "when will your museum be open so I can see it?" In other words, "the eyes of the world" are upon us and we can not afford to let them down.

In closing, I ask you to volunteer yourself, as well as to encourage people to join our museum group, and to give financial aid in the form of donations to our colorful and historical cause. Our Transportation Museum will be a joy and inspiration to both present and future generations, and this is our chance to be in on the "ground floor" of its formation.

--Wayne C. Olsen--

President

The ceiling is up, the floor is down, and we're ready to begin building the model railroad! I will be contacting those persons that indicated they would be interested in committing a given number of hours each week.

If I do not contact you, and you wish to add yourself to one of our regular crews each week, please call me at 525-6244. Those who can not put themselves on any continuous group are welcome anytime. We will have crews for Wednesday through Friday in the evenings, and Saturdays.

Since hand tools for the club have not been purchased yet, any items such as a drill, saw, measure-tape or the like that you may be able to bring down while you are working would be greatly appreciated.

--Ed Knych--

* * * *

Trackwork for the DM&IR Mallet 227 was completed by Angie Fena on May 16, including the insertion of some thirty new ties for better weight support when the locomotive is in position. Adjacent tracks 6 & 7 repairs will await completion of contractor work about mid-summer. Restoration on the SP&P 1879 boxcar is under way at this time. Club members recently installed new brake beams and rigging, and some welding will be required soon. The SP&P baggage car and coach have been cleaned inside, and several windows, broken when they were removed from their flatcar, are now replaced. Inspection of the interiors shows the need for repainting, and some seat and wood work repair will also be necessary.

The DM&IR coach #804 is currently receiving exterior priming and roof canvas patching prior to applying the final body painting. Interior paint removal awaits arrival of a stripping device now on order. Removal of broken windows from the Milwaukee coach is finished, and an assessment of replacement hardware and glass for it has been given to Tom Kearney, a representative of the Soo Line. One of the DM&IR boxcars is repainted, and the other is in progress. They will display the D&IR and DM&IR stencils when both are finished. Aquisition of additional equipment is progressing well. The Hanna Mining electric locomotive will be moved into the museum upon receipt of special journal pads, and may be delivered by the end of this month. The Inland steam engine is to be inspected regarding its movement to Duluth in the near future.

--Frank A. King--

The April meeting, held on the 26th, proved to be a very interesting event, with many of the club's modelers having brought some of their craft-work for display. Fine examples of highly-detailed painting, decaling, and other refining of "kits and factory-builts" were shown. Several very good structures were also brought down, including a roundhouse, coaling-watering service, and a set of town buildings; the latter of those were of the "home, or scratch" variety. One of the most interesting was a brass Shay (0 ga., or was it On3?) in its early stages of construction. (Editor's doubt)

Gene Hickey, Gayle Olson, and Mike Engler, of the National Model Railroad Association, enlightened members on development and activities of the NMRA and the Thousand Lakes Regional club. Three most excellent 16mm movies on DM&IR steam and Canadian Pacific passenger trains were shown, compliments of Bob Shutte, Mankato. Many thanks to a fine photographer.

Due to the TLR-Twin Cities rally, May 18 & 19, and the approaching holiday weekend, the May meeting was pushed up to Monday, June 3, 7:30p.m. at the Duluth Athletic Club, 402 W. 1st St. --Dave Carlson--

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Last month, I put out a request for some suggestions on headings, slogans, or designs for the Club newsletter, and got a very nice letter from Mr. Bruce Smith of Eveleth. Bruce is a machinist with the DW&P at their shops in Virginia, and took part in renovation of that company's splendid donation, the wide-vision wood caboose, to our museum collection. His letter was highlighted by a fine-line ink drawing of Lake Superior containing the club name, and depicting a steam and a diesel locomotive at the ends.

In his plans for post-retirement in about three years, Bruce also wants to take up oil renditions of railroad scenes; he has over thirty years background in the industry from which to develop his ideas. Although I didn't get the chance to thank him personally at our last get-together, I'm sure he will attend as soon as he can, and I hope he will see fit to join our group. Thanks again, Bruce, and we're looking forward to meeting you.

Along with Mr. Smith's work, I would like to have other ideas, on which the club body could later vote it's favorite. This is a preliminary step toward broadening the newsletter format, and in the future, preparing an eventual visitor's brochure. Any persons, artist or sketcher, who is so inclined, please come forward, or call me, 722-2251.

--Bob Taylor--

Editor

Lake Superior Transportation Club
Union Depot-506 West Michigan St.
Duluth, Minnesota 55802



May 23, 1974

Mark Olson
707 Fourth Street
Proctor, MN 55810

Members or friends with ideas, questions, or those in need of information on our activities, please contact one of the following:

Frank A. King
529 Ideal St.-Duluth
722-2501

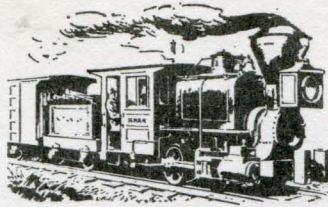
Ed Knych
4115 Pitt St-Duluth
525-6244

Chuck Wiesner
1210 E. 5th-Superior
392-3546

Wayne C. Olson
140 Kent Road-Duluth
724-1841

Dave Carlson
817 Upham Rd-Duluth
722-5097

Bob Taylor
202 W. Morgan-Duluth
722-2251



LAKE SUPERIOR TRANSPORTATION CLUB

Lake Superior Museum of Transportation and Industry

506 WEST MICHIGAN STREET • DULUTH, MINNESOTA 55802

November 27, 1974

Transportation Club Members:

This fall has been a period of action, enthusiasm, and results for the club and museum. Our September excursion train to Two Harbors was a real success thanks to a great deal of planning and preparation beforehand. On November 3rd our model railroad show and open house was held with over 2200 persons attending. An excellent display of model locomotives, cars, structures, and dioramas was prepared by over twenty of our members. Planning for this event was well thought out and I commend chairman Jim Morin and all the others who worked on the show. It proved to be a real crowd-pleaser.

Our next meeting will be Friday, December 6 at 7:30 P.M. in the Multi-media meeting room, lower level of the Heritage Center. The program will feature several excellent films of steam trains in this area and in the West including SP, UP, Santa Fe, and the Silverton taken in the 1950's by Frank King. Refreshments will be served.

Many interesting equipment additions have been received at the museum this fall. The most recent additions include a DM&IR side-door caboose and a Mack industrial switching locomotive. Caboose No. C-9 was one of the original ten cabooses built for the former DM&N in 1893 by the long-defunct Duluth Car Mfg. Co. The Mack locomotive, built in 1931, was completely restored and re-engined by Reserve Mining Co. at Babbitt, Minn. The locomotive has been dubbed the "flying outhouse".

Still coming to the museum is the rotary snow plow and tender built in 1887 by Cooke for the Northern Pacific. Delays have beset the movement of the plow which is coming from the Cadillac and Lake City Railroad in Lower Michigan. Frank King, Tom Hoff, and Phil Larson drove over 1000 miles (round trip) to inspect the plow before a commitment was made to purchase it. They found it to be in good condition.

Our model railroad is advancing thanks to Jim Long and Ed Knych and a nucleus of dedicated modelers working most every Wednesday and Thursday evening at the museum.

All the trackwork within the museum has been completed by club members and county welfare workers under the supervision of Angelo Fena, retired track foreman and transportation club member.

Plans for the future include an annual meeting and election of officers in February. This meeting could be a dinner meeting if desired. Also, wives could be invited as well and a special program could be arranged. If any members have thoughts on this, please share them with one of the officers.

We hope to have sufficient passenger equipment available to operate excursion trains next summer. While the first ones may have to be diesel powered, they should generate much public enthusiasm. Repairs are being made on the Milwaukee Road coach under the able direction of Charlie Summers and we hope to have it in shape this spring. Window replacement units have been offered by Tom Kearney, Soo Line Chief Mechanical Officer and museum board member. These would be from similar cars purchased by the Soo Line which are expected to be converted to work equipment cars during 1975 at their Fon Du Lac, Wis. shops.

In conclusion, we can look forward to an active year at the museum during 1975. There are many projects that need your help. Happy Holidays and see you at the Depot!!!

Wayne

Wayne C. Olsen
President

WC:dc



LAKE SUPERIOR TRANSPORTATION CLUB

Lake Superior Museum of Transportation and Industry

506 WEST MICHIGAN STREET • DULUTH, MINNESOTA 55802

Newsletter

Oct. 18, 1974

Upcoming Open House

On Sunday, November 3, the Lake Superior Transportation Club will be putting on a Model Railroad Show and Open House, for friends, relatives, and the general public, from 1:00 to 6:00 p.m. at the museum. All members as are able, whether local or outlying, are invited to bring one or more of their favorite models, or examples of related crafts, for all to see and enjoy.

In the exhibit, we would like to include several "craftsman-type" kits, both structure and rolling stock, among the displays. Anyone interested in construction of a kit during the show, as a demonstration for our guests, is invited to do so. If someone in the vicinity has a small HO or N layout that could be brought and set up for operation, it would be a great addition to the activities.

It is requested that each article be accompanied by an identification card, listing such information as: 1) scale; 2) the type of building, car, or locomotive; 3) the method of construction, being straight kit-kitbash-scratch; 4) additional interesting and important information.

In order to prepare sufficient exhibit areas in advance, please call or write Jim Morin, (218) 624-1475, 814 First St., Proctor, Mn 55810, by Oct. 30, regarding the type and quantity of pieces you wish to display.

Next Meeting

October 25, Friday at 7:30 p.m. will see the next meeting of the Transportation Club, to be held in the newly-furnished meeting room, lower level, in the Heritage Center, adjacent to our museum. Programs and projects for the coming months will be discussed, and a slide show presented by Tom Hoff, including some excellent shots of the Two Harbors excursion trip, will follow. There will be an opportunity for a conducted tour of the Heritage Center, which is to open in several weeks. Refreshments will also be served.

Excursion Trip

Well over 300 people rode the September 15 excursion train to Two Harbors, and many were turned away due to lack of adequate numbers of seats. The weather was warm, sunny, and considered a very enjoyable blend to a leisurely tour of the Knife River Marina, the Lake County Museum, and the tug "Edna G." An exciting highlight was having the train move out onto one of the gigantic ore docks, an experience not soon overlooked.

Our thanks is extended to Don Shank of DM&IR, and Tom Lamphier of Burlington Northern for the opportunity to operate the excursion. Thanks is also due to the many persons who contributed their time and efforts in planning and working on the trip. It is hoped that the success of this venture will lead to others in the next few years.

Restoration

Most of the efforts of those working at the museum in recent months have been directed at completing the trackwork within the building. It involves removing dirt, leveling track, replacing some ties, and spreading ballast. It is hoped that this will be accomplished in several weeks.

Acquisitions

During the past three months, many significant pieces of rolling stock have been acquired at the museum. In mid-July, the Hanna Mining Co. No. 307, a 1928 G. E. steeplecab electric locomotive, was moved in. Soon afterwards, we received an 1886 Soo Line (former Wisconsin Central) caboose, which had been restored at the Soo's Shoreham shops in Minneapolis. Inland Steel No. 14 (ex-Duluth & Northern Minnesota No. 14), a 1913 2-8-2 type, was recently moved to Proctor for the museum from Gulliver, Michigan. It is anticipated that this locomotive will be made operational for the American Bi-Centennial Year, 1976.

DM&IR Yellowstone No. 227, and Oliver Iron Mining No. 900, a 1940 Alco diesel were placed in the museum in time for the open house held in conjunction with the September excursion train. The most recent arrival was that of the historic Minnetonka, first locomotive of the Northern Pacific, returned from a tour of western cities on the Burlington Northern.

Membership Grows

It was interesting to note that, since the Two Harbors tour train, increased enthusiasm has been shown in our club, and the Heritage Center complex, by the addition of some 40 to 50 members; this makes a current total of 221 persons in our ranks. Welcome to all new participants and friends.