



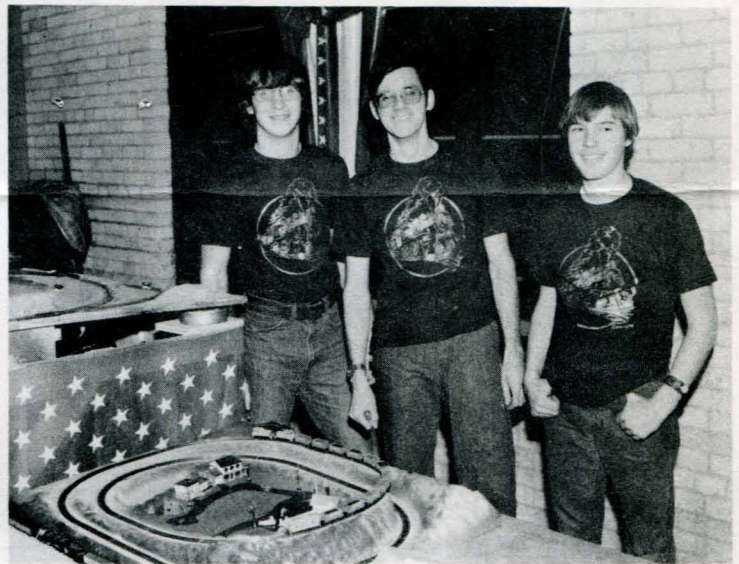
NEWSLETTER

LAKE SUPERIOR TRANSPORTATION CLUB

Lake Superior Museum of Transportation and Industry

506 WEST MICHIGAN STREET • DULUTH, MINNESOTA 55802

WINTER 1976



Photos by Blamey's Studio.

John C. Smith, chairman
near end of the day.

Dave Bruns, John Schramek and Bob
Pillsbury near their track lay-outs.

Sunday, November 21st, saw the biggest and best attended model railroad show to date. Over seven hundred guests filled the platforms and depot. For the first time the model railroad was in operation with the model railroaders justly proud of their achievement. Although still not finished, it was truly a fine race to nearly completely re-vamp the whole lay-out in the short space of a few months.

Beside the attraction of this lay-out in operation, there were more entrants with displays on tables than ever before. Among them were: Bob Viau, John C. Smith, Martin Carr, Bob Mortinson, Ray Bushnell, Robert C. Cibuzar, Dale Reichert, Jim Long, Clean Track Products, B.-K. Enterprises, Mark Olson, David Bruns, John Schramek, Wallace Ruce, Tony Meys, Walt Fulton, Tom Gannon, Richard Bradley, Jim Morin, Don Williams and Jack Carr.

Martin Carr presented prizes to the following: Best display, Wallace Ruce; Rolling stock, Bob Viau; Structure was tied between Walt Fulton and John Smith; N gauge, Mark Olson; Locomotive painting tied between Ray Bushnell and Jim Long. In addition two special awards were given.

cont'd on Page 2

John C. Smith was chairman of the show. Dave Bruns said it for all, when he commented, "We think John Smith deserves commendation for the fine job he did as chairman of our third annual model railroad show. To put this in my own words, you did a fine job, John, and we thank you."

In addition to the displays, slides were shown continuously, as well as continuous movies in the Multi-media room. The staff wishes to thank John Blasack, although not a member, who contributes his time and projector for these model railroad shows.

On Saturday, November 20th., a clinic was held for young people interested in model railroading. This clinic, conducted by Dave Bruns and John Schramek, explained how to start in model railroading. Some of the areas covered were; How do I get started? cost of model railroading, what size should one choose and where should one locate the model lay-out. In addition, Kalmbach's film, "Model Railroading Unlimited" was shown. If you know of a young person interested in starting a junior railroad club or anyone interested in conducting a clinic on the subject, please contact either Dave Bruns at 724-1909, or John Schramek 728-3792.

Contributed by Dave Bruns.

News Items

Minnesota was the host state for the Fifth Annual convention of TRAIN(Tourist Railway Ass'n, Inc.) held in Minneapolis on Oct. 29-31. Excellent programs, workshops, and seminars were held dealing with operating tourist railroads safety and standards, common carrier relations, trip insurance, federal rules and regulations, fund raising activities, cars and rolling stock, wood car restoration, air brakes, etc. The opening evening dinner was addressed by Donald B. Shank of the D.M.I.R. RR. who also screened a series of slides of the progress at the Duluth Depot. Mr. Lowell Turner of the Union Pacific RR. also spoke to the gathering. The featured speaker at the Saturday evening banquet was Thomas J. Lamphier of the Burlington Northern Inc. The Lake Superior Transportation club was represented at the convention by a delegation from Duluth. Frank King, Wayne Olsen, Tom Gannon and Dale Carlson.

A meeting of the Board of Directors of the Museum was held on November 18th. At that time President Don Shank proposed the addition of a new Board member, Phil Larson, Manager of the D.W. & P. Ry. The motion passed unanimously. Board member, Wayne Olsen, informed the others that Phil's capable leadership as chairman of the Friendship Train past August to Fort Frances netted the Museum a profit of \$9,800.

The United Transportation Union endorsed the individual crew members from both the D.M.I.R. and the D.W.&P. for donating their services to the Museum for this trip. Fourteen letters of commendation from Friendship Train passengers were passed around the table for Board members to read.

Contributed by Wayne Olsen

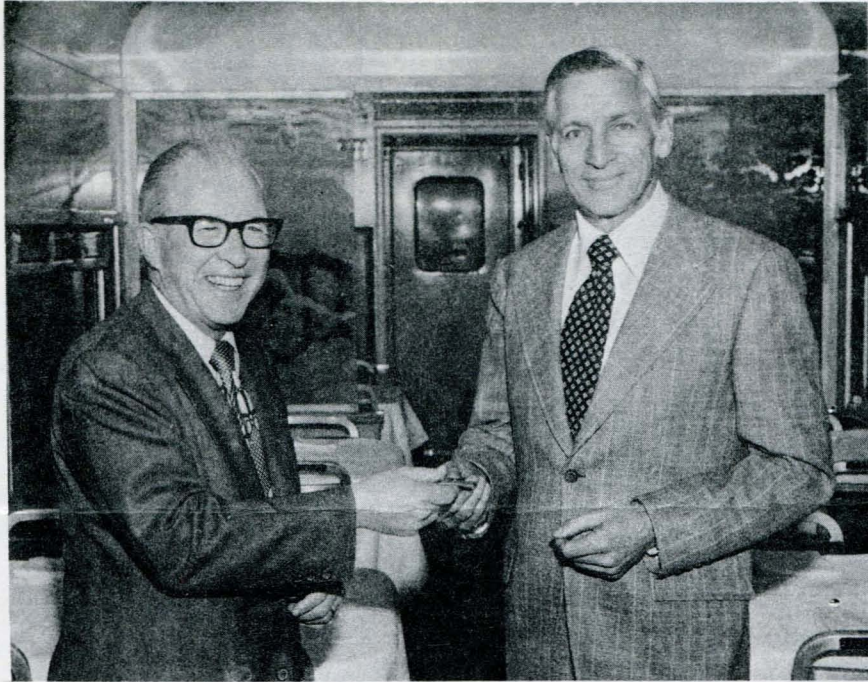


Photo by Blamey's Studio

T.J. Lamphier turns over the keys to
D.B. Shank for B.N. dining car #1250.

A recent addition to our growing fleet of equipment is the BN dining car, #1250, "Lake of the Isles". This car was built by American Car & Foundry in 1951 for the Great Northern's, "Empire Builder". It was leased to Amtrak for the Seattle-Chicago service. Retired after Labor Day of this year, it was returned to the B.N. Through the efforts of Tom Lamphier (newly elected President of B.N. Transportation Co. and also a member of our Museum Board) the car was donated to the Museum in operation condition, equipped with chairs and tables to seat 44 passengers. The car is 85 feet in length weighs 78 tons. and has complete kitchen facilities.

Presently we have two or three pieces of dinner dishes used on a car of this type, plus a few pieces of Soo Line dining car silverware. Transportation club members are asked to be on the look-out for any dining car china and/or silverware for display or occasional use on this car.

Another new arrival at the Museum is D.M.I.R.Ry. coach #33. This is a standard steel closed vestibule, non-airconditioned car built by Pullman in 1918. It was used in regular service for many years on the Duluth to Ely and Winton run and also saw service on the Hibbing passenger trains as well..It has a capacity of 80 passengers and will require considerable restoration before being used. Door hardware, light fixtures and baggage racks had been removed from the car during it's retirement days in Proctor, and again, club members are requested to be on the look-out for equipment that will fit this car.

Through Board member, Marvin Meierhoff, Modern Constructors has offered to furnish material and labor to renew the deck plates in the vestibules and also strengthen the step-wells. The car is expected to be moved to Modern's inside plant spur during January to accomplish this project.

Contributed by Wayne Olsen

IMPORTANT NOTICE OF ANNUAL MEETING.

The annual election of officers of the Transportation Club will be held Friday evening, January 28, 1977 at 7:30 P.M. in the Multi-media Room of the Depot. The nominating committee is busy selecting nominees for the following five offices: Vice President, Administrative; Treasurer; Director, Equipment Restoration; Director, Operations and Safety; Director, Exhibits and Displays. Anyone wishing to serve in any of these offices, or know of someone who would serve please contact any of these three nominating committee members. Dale Carlson, Jurgen Fuhr, or Wayne Olsen.

A LOOK BACK

At this very busy time of the year, when everyone seems to have more than enough to do, let's lean back in a chair for a moment and think back to what the Depot must have been like back in the golden era of passenger travel through Duluth. There were two other important depots beside the Union Depot. Very sensibly arranged, each was within walking distance of one another. Which made it very easy for the passenger changing trains to a destination served by another railroad. The old Omaha depot, the magnificent Soo Line depot. And standing over all, on Superior street was the very popular Spalding Hotel. It was, at that time, an ideal arrangement for not only train travelers but passengers arriving by steamship as well.

Can you imagine as many as ninety passenger trains arriving and departing Duluth every day? Ten passenger trains a day between Duluth and Minneapolis-St. Paul? The old Northern Pacific mid-night express #65-66 ran, for a few weeks before Christmas, in two sections. Nine or ten coaches and Pullmans, and an equal number of express and mail cars.

Think of the traffice through these depots! The lunch-rooms, the street urchins with their shoe-shine kits, news-boys hawking papers. Horse-drawn drays coming and going, carriages and perhaps a chugging early automobile or two. Dodging the ever present baggage cars and their human power called for some skill too! The smell and sounds, and the steam, of the locomotives were something to behold as well. And then the cozy feeling of climbing into a warm coach from the cold platform.

AND WITH THIS
YOUR EDITOR
AND OFFICERS
WISH ONE AND
ALL A VERY
HAPPY HOLI-
DAY SEASON!

From:
Lake Superior Trans-
portation Club.
The Depot.
Duluth, Minn., 55802

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