

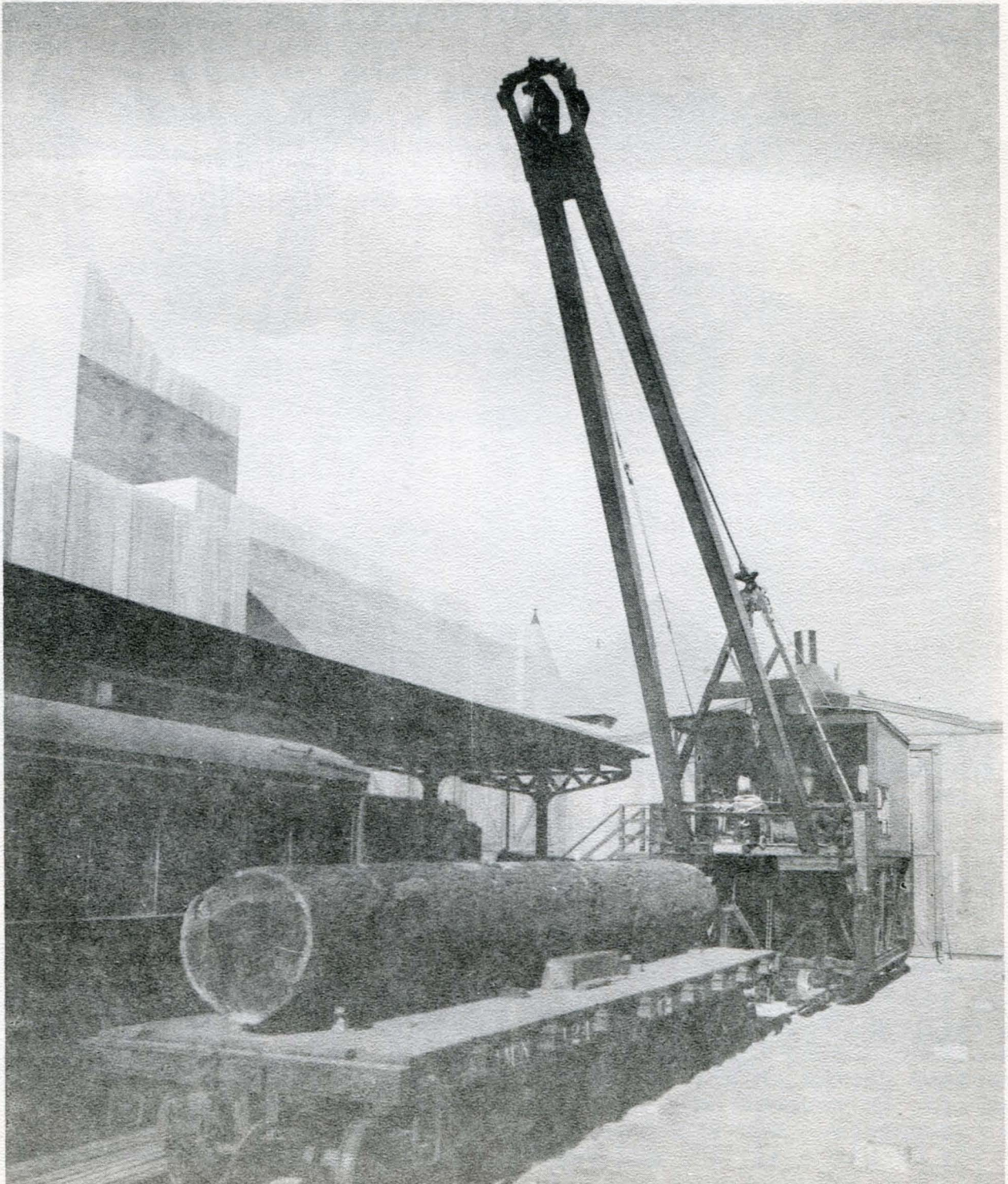
NEWSLETTER

WINTER - 1978-1979

LAKE SUPERIOR TRANSPORTATION CLUB

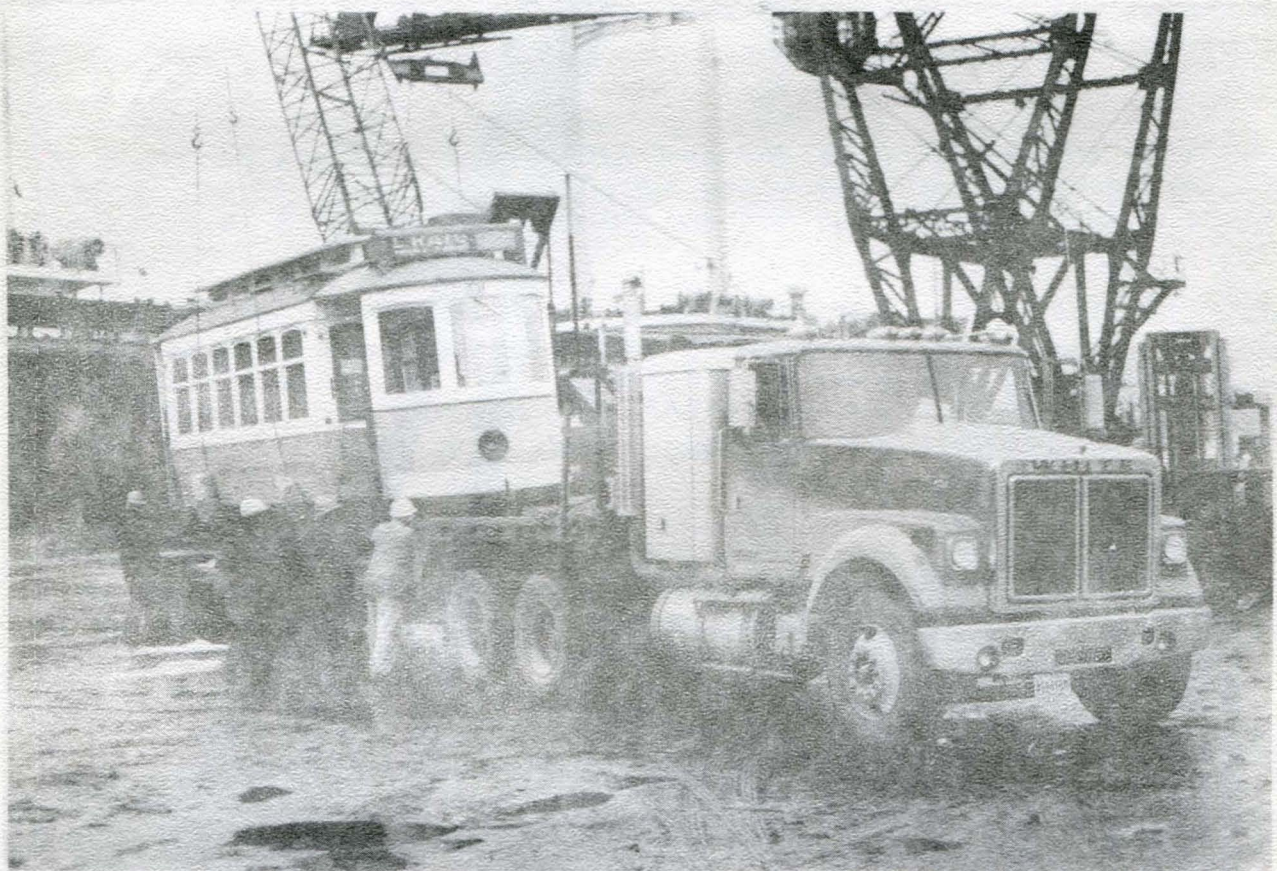
Lake Superior Museum of Transportation and Industry

506 WEST MICHIGAN STREET • DULUTH, MINNESOTA 55802



THE MCGIFFERT LOG LOADER (Cover photo)

A steam-powered, self-propelled machine, the McGiffert was able to load rail cars on the same track on which it stood. When loading, it's trucks were hoisted up under the cab floor permitting empty logging cars to pass through. The machine usually moved between loading sites under its own power, sometimes taking empty cars with it. When necessary to travel a considerable distance, a locomotive was used to pull the machine. Today, only three McGiffert loaders are known to exist. Two are located at the Collier Logging Museum in Oregon and one in Duluth which was donated to the Lake Superior Museum of Transportation by the International Paper Co.



Easing Tram 531 onto BN Transport lo-boy at Chicago.
Vessel "Atlantic Challenge" in background.

Frank King photo

"OLD TOWN" TROLLEY ARRIVES

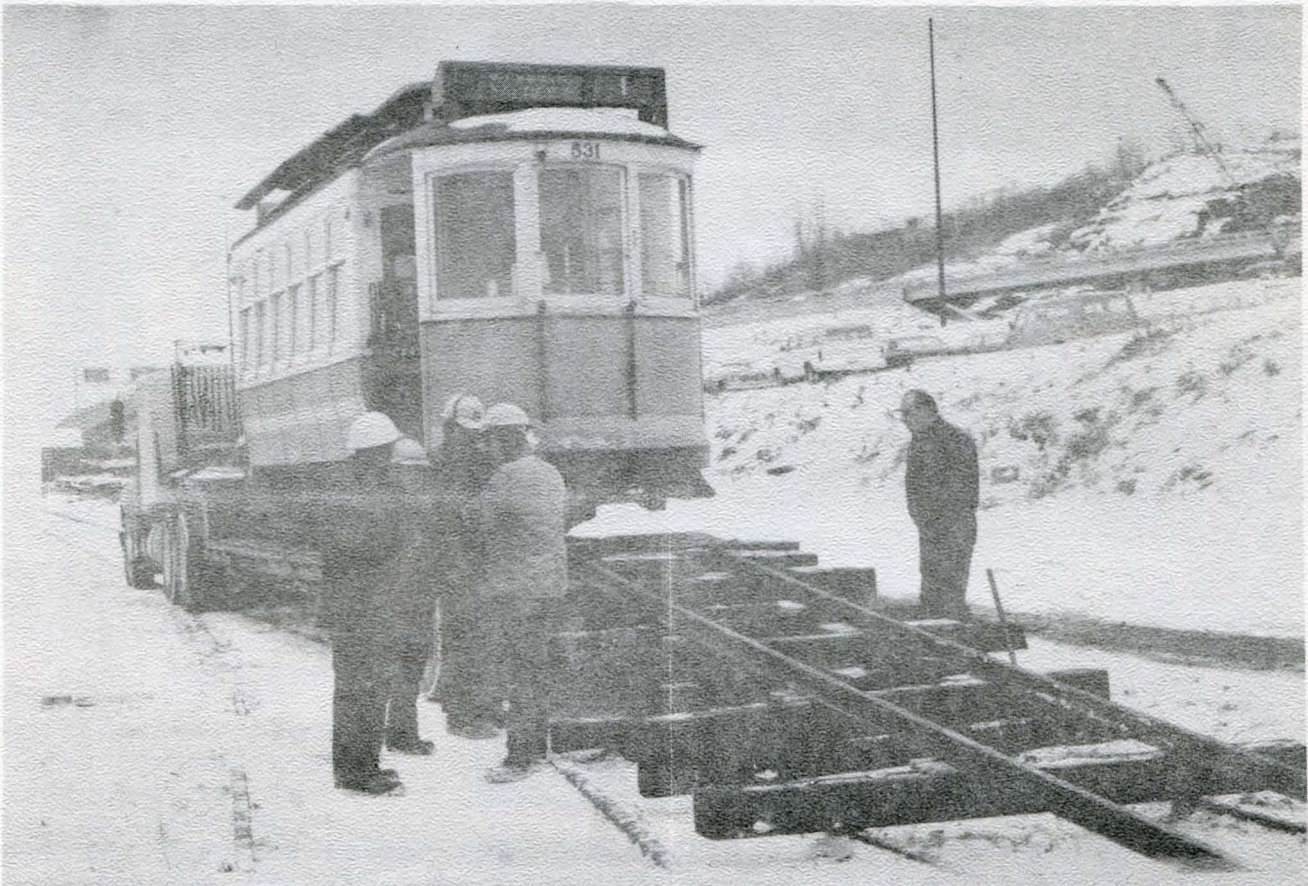
Tram 531 is identical to eight recently acquired by Detroit for use on their new downtown "Detroit Citizen's Railway." She was built in Lisbon during 1926 to Brill 1902 specifications and is an authentic American design in all respects. The car, of traditional deck-roofed pattern, is mounted on a Brill four-wheel truck and has seats for 24 passengers. Her vital statistics: Length - 28' 10"; Width - 7' 9"; Height - 11' 2"; and Weight - 22,000 pounds. Interestingly,

Continued on Page 3

"OLD TOWN" TROLLEY ARRIVES (continued from page 2)

No. 531 is very similar to the little four-wheelers operated by the Duluth Street Railway during the 1890's.

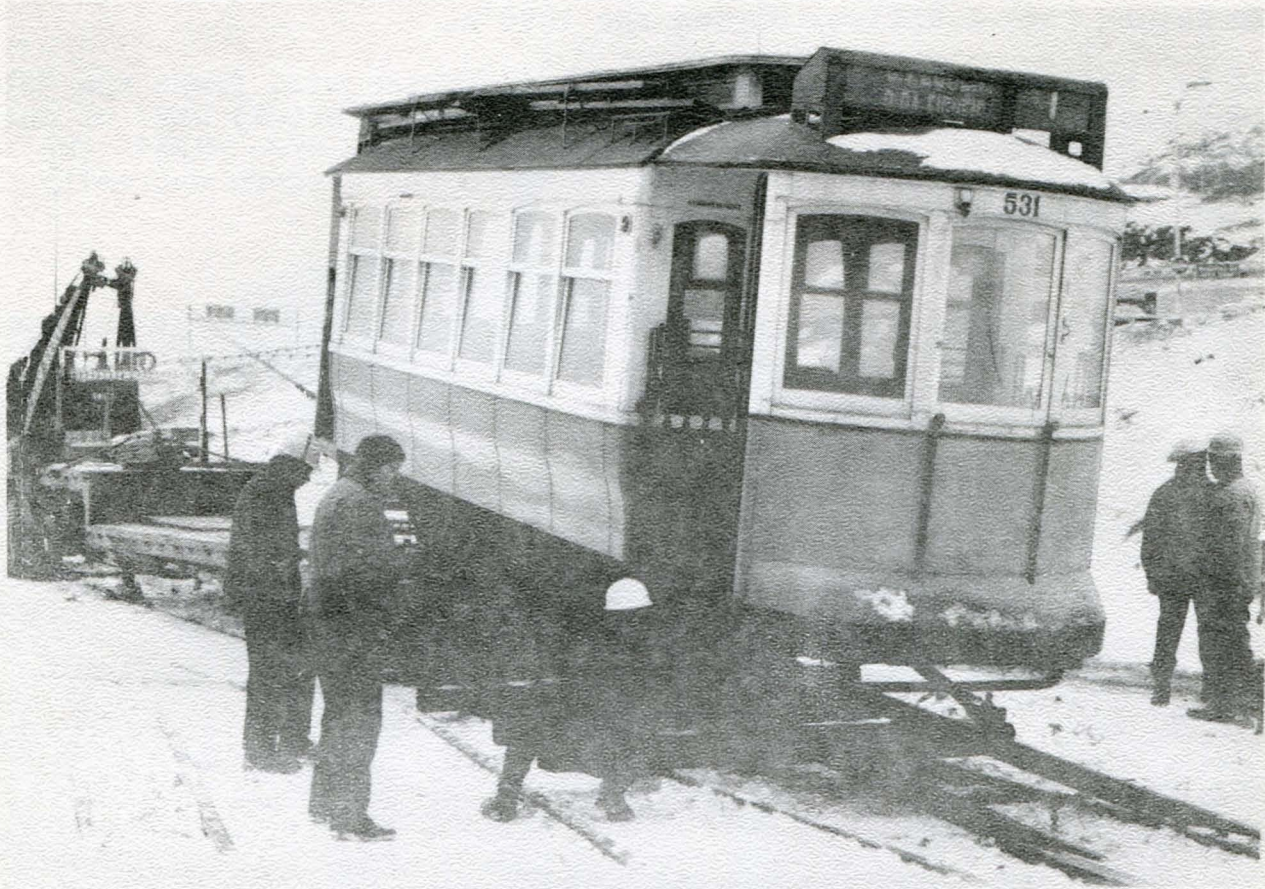
The car will be run on Museum Track No. 7, which will front the "Old Town" project to be constructed along the south (brick) wall of the Depot. Plans call for stringing overhead trolley wire within the Museum and also outside over Track No. 7 to the western extremity of our property.



BN Duluth Terminal Track Supervisor, D.V. "Omaha" Butenhoff (on left) confers with his men upon completion of 3-foot gauge ramp track. Frank King photo

1979 DUES

1979 membership dues are due and payable no later than January 31, 1979. A renewal form has been included with this mailing for your convenience. Note the interest survey that is part of this form. Please complete it so that we may evaluate our potential resources for help.



"Easy does it" as Tram 531 rolls down ramp onto home rails at Duluth Museum. Frank King photo (Story on page 3)

MODEL RAILROAD SHOW - FLEA MARKET

The Fifth Annual Model Railroad Show and Flea Market was most successful with over 60 tables registered for exhibits or sales and a total attendance of over 600. As expected the most plentiful items were model locomotives and cars in both scale and tinsplate. In addition magazines, timetables, miscellaneous models and track were available also at reasonable prices.

Several exhibits were worthy of note: An 8' x 30' modular HO scale railroad from Durand, Wisconsin brought in by Fred Hoeser. Milwaukee Road and DM&IR trains were featured. Ralph Andre's 1½" scale model of a DM&IR Yellowstone, which is under construction, was a popular display as was Bob Byrne's operating trolley display.

A large number of Twin City people came to the show by Amtrak.

FOND DUL LAC LINE

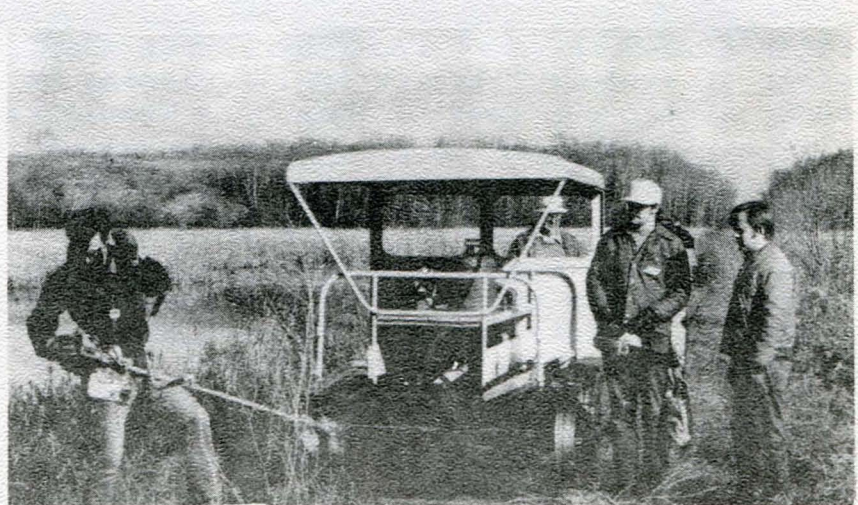


Two Saturdays in October were spent brushing out the Fond Dul Lac railroad line as part of the Western Waterfront Trail project. Ten to fifteen volunteers showed up each day to complete about 75 percent of the necessary brushing. The remainder will be finished in the spring followed by spraying of the right of way with a herbicide.

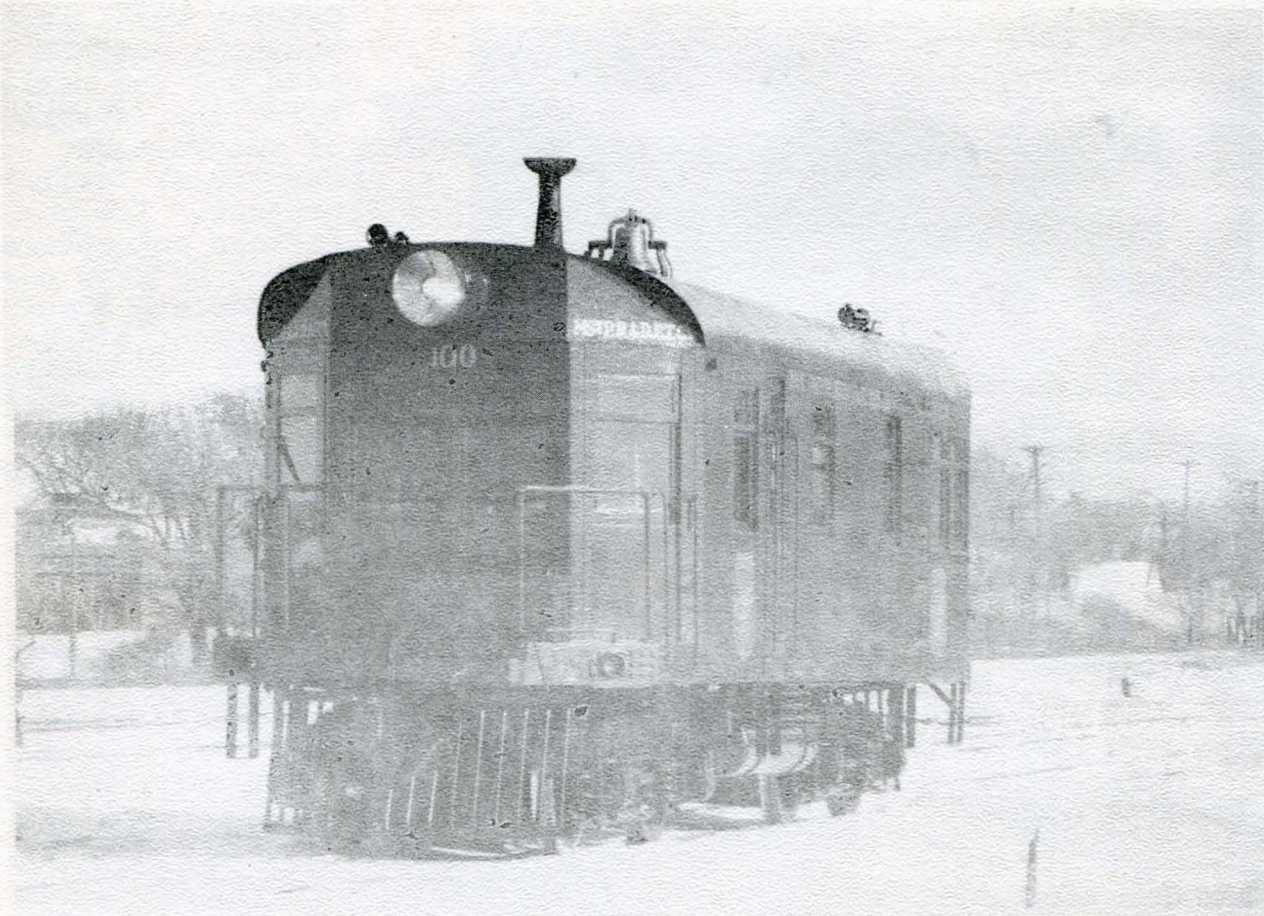
Ahead lies the work of replacing the burned out trestle at Smithville, repair of several washouts, tie replacement, track alignment, etc. to make the line operational.

Our Chicago and Northwestern track motor car was used over the line on the second work day for transporting the volunteers and their tools to the work areas. Most of those present were there for the first time and were impressed with the scenic beauty of the line and see it as a major attraction to the line.

Photos by Mark Olson



DAN PATCH ON DISPLAY



The Dan Patch (#100) is on loan from the Minnesota Transportation Museum for the winter of 1978-79.

The engine was restored by the Minnesota Transportation Museum over a four year period and over 9,600 man hours went into the restoration. It is almost an exact duplicate of it's original in 1913. This piece of equipment is worthwhile viewing so make plans to stop in soon. Photo courtesy of Minnesota Transportation Museum.

THE SOO

"The Soo", the magazine of the Soo Line Historical and Technical Society, is now available at the museum. Three issues have been published to date and all are available. Future publication will be quarterly.

Printed on high quality paper, the magazine features technical data on locomotives, equipment, structures, etc. of the Soo Line as well as articles on operations of trains and on historical events and developments.

ANNUAL MEETING

The annual meeting of the Lake Superior Transportation Club will be held Friday, January 26, 1979 at 7:30 P.M. at the Depot. All members are encouraged to attend this important meeting.

An election of officers will be held with the following positions to be filled:

Vice President - Administration
Treasurer
Director, Equipment Restoration
Director, Exhibits & Displays
Director, Operations and Safety

The Nominating Committee consisting of Ray Bushnell (728-3020), John Schramek (728-3792), and Tim Schandel (879-6048) will consider candidates for nomination to these positions. Nominations will be accepted from the floor at the meeting also.

BUS TRIP

A charter bus trip to the Midwest Model Railroad Show at Northtown Shopping Center in Minneapolis is planned for Saturday, February 10, 1979.

This show is the largest and most popular in the upper midwest with over 100 exhibitors featuring operating displays, dioramas, collections, commercial and new product displays.

A side trip to the Minnesota Transportation Museum shop at Como will be included, but optional. Duluth Street Car No. 265, N.P. steam locomotive No. 328, several coaches and freight cars are being restored there.

The bus will leave the front of the Heritage Center at 8:00 A.M. arriving at the Northtown Shopping Center at 11:00 A.M. We will leave Northtown at 5:00 P.M., stopping at Hinkley for dinner and arrive at Duluth at about 9:00 P.M.

The price for this trip is \$8.00 per person. No meals are included although coffee will be available on the bus on the way to Minneapolis. Space is limited, so send your reservation promptly to Lake Superior Transportation Club, 506 West Michigan St., Duluth, Minnesota 55802. Or, you may call Jergen Fuhr at 525-5202. The deadline is February 6.

ENCLOSURES

Enclosed with this newsletter is a copy of the Constitution and By-laws of the Lake Superior Transportation Club for your reference and a current membership list. Keep the list handy for easy reference for phone numbers and addresses of your railroad friends.

COMPUTER

Authorization has been given to proceed with a project to computerize the operation of the museum model railroad for public showing. The project will be under the direction of Allen Anway with a completion goal of June 1, 1979 to coincide with summer business hours. If all goes well, this should also be coincident with the completion of scenery work on the model railroad.

Initially, plans call for operation on each loop of, alternately, one of two trains. This will be expanded gradually to a more complex operation.

We look forward to this as a long awaited attraction for museum visitors.

MODULAR MODEL RAILROAD

The November general membership meeting saw approval of club sponsorship of the Modular model railroad project. This involves the construction of four corner modules and the provision of three power supplies.

Nearly 20 members have signed up to participate and will build the 4', 6' or 8' modules individually or by groups or pairs so that a total of 15 modules will be available to assemble with the corners as a railroad. Mark Olson (624-4482) has taken over coordination of the project since Jim Stanley has been transferred out of town.

EQUIPMENT RESTORATION

A recent meeting of members active in the equipment restoration phase of our activities identified the following projects of importance with a completion goal before summer:

C&NW Parlor Car

Clean, wire, and install baggage racks; clean and repair venetian blinds; strip, repair, repaint, and install parlor chairs; install steam train line and 32 volt wiring for mid-train operation of car; installation of a transformer and generator for lighting and air conditioning.

SP&S Baggage Car

Complete lettering of exterior; clean and paint (?) interior; complete wiring; install sales counter.

D&NE No. 28

Complete painting of cab interior.

Miscellaneous

Paint showcase for wall mounting. Touch-up painting on some exhibit equipment that shows wear.

NOTE

Picture on cover courtesy of Blamey Studios.