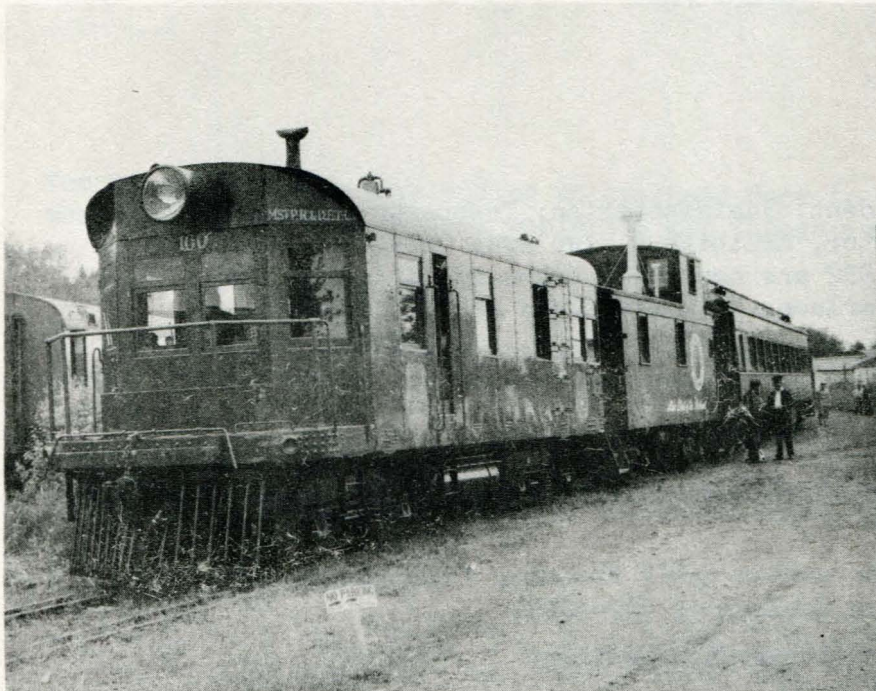
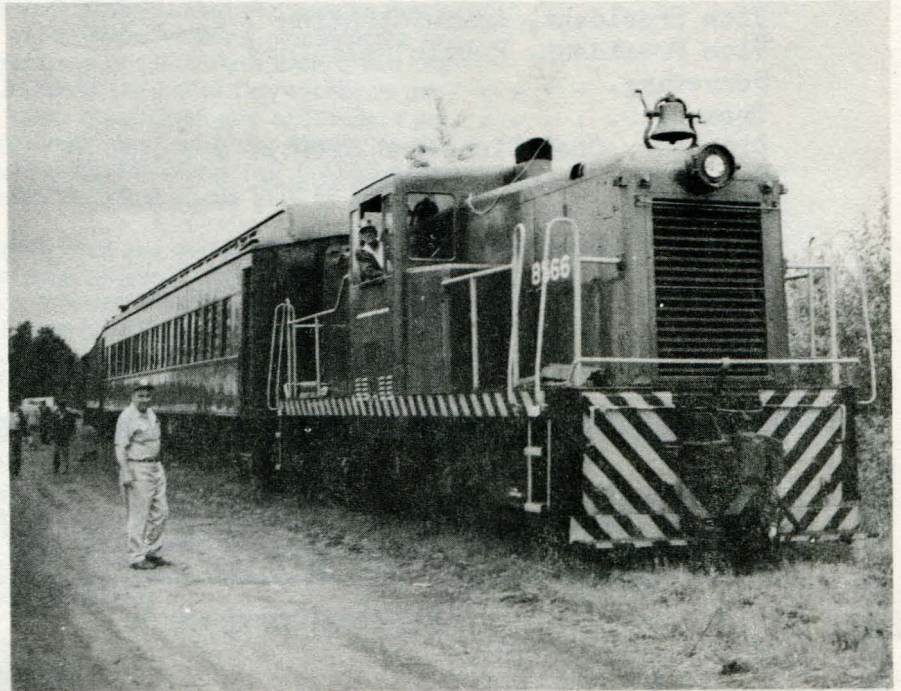


LAKE SUPERIOR  
TRANSPORTATION CLUB

# NEWSLETTER

FALL 1980

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Photo's courtesy John Blamey



**LAKE SUPERIOR TRANSPORTATION CLUB**  
**1980 OFFICERS**

President. . . . .	Norman Livgard
Vice President, Administration . . . . .	Jergen Fuhr
Vice President, Public Relations . . . . .	Mark Olson
Secretary. . . . .	Dale Carlson
Treasurer. . . . .	Robert Cibuzar
Director, Operations and Safety. . . . .	James Goulding
Director, Equipment Restoration. . . . .	Thomas Gannon
Director, Model Railroad . . . . .	Martin Carr
Director, Exhibits and Displays. . . . .	Wayne Olsen
Editor . . . . .	Robert Mortinsen

## NEXT GENERAL MEETING

The next meeting will be Friday, October 24th at 7:30 P.M. at the museum. Entertainment to be announced. Refreshments to be served.

Nominations for Vice President, Administration; Treasurer; Director, Operations & Safety; Director, Exhibits & Displays; Director, Equipment Restoration for 1981 and 1982 are now being taken by our nominating committee. Contact Dave Carlson, Bill Mickelson or Tim Schandel.

A bus trip to the Har Mar Mall in Roseville Shopping Center is being planned for November 22nd.

The price will be \$10.00 per person until November 15th, \$11.00 after November 15th. Contact Dave Carlson at 722-5097.

Further information at the October 24th meeting.



# OPERATION



Sat. July 5th  
From left to right:  
Bruce Smith  
Carl Ekholm  
Don Fobear  
Bob Renz  
Jim Bertrand  
Dick Ringhofer  
Al Kollath  
Bill Bradley  
Al Hoeim  
Lloyd Berger  
Larry Burlaga

John Blamey Studios

The July 4th weekend of 1980 has brought the beginning of our venture into the excursion railroading business.

With the past few years of work being devoted to tie replacement, bridge building, ballasting, track aligning and track bolt tightening, not to mention brush cutting, planning, coordination and cooperation of businesses, firms and other individuals too numerous to mention here, it was a delight to see our first revenue passenger train running along our trackage.

Our weekend turned out to be a major success. During those two days we carried a total of 1692 people, for over 8 trips.

From the car hosts and other workers I talked to, the passengers seemed to enjoy the trip and many commented on the scenery. The pamphlets handed out to all riders gave them an idea of what the line was like in the early days and a feeling for the significance of it.

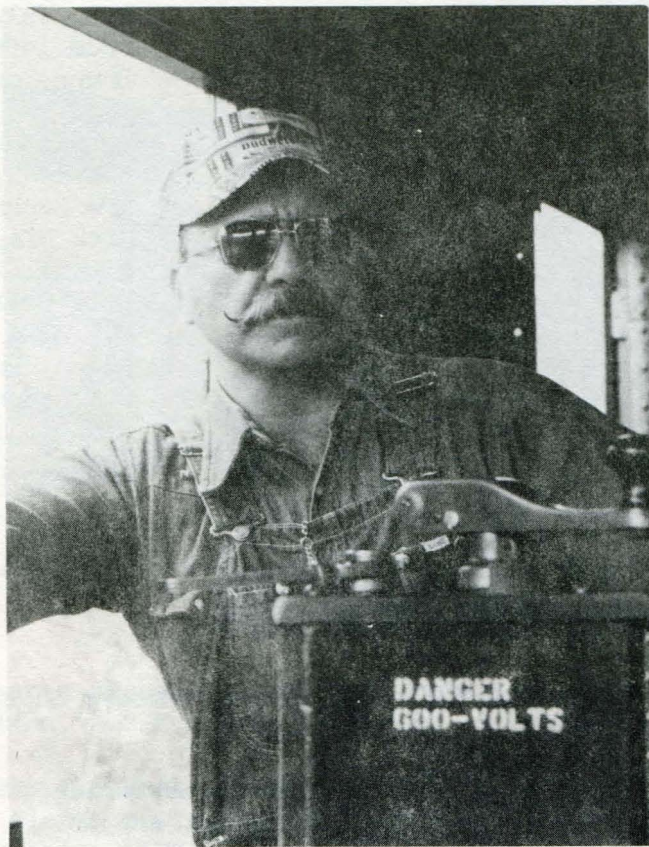
The train consisted of our own GE 45 tonner, SPPS baggage 66, DM & IR coach 33, Canadian National coach 5375, Northern Pacific caboose and the Dan Patch, which is owned by the MTM, who operated their locomotive. Also, for the occasion we borrowed the 1097, a lightweight coach in Great Northern big sky blue colors from the Burlington Northern to carry the overflow crowds we had.

Other equipment brought along was the DM & IR C-9 side door caboose. This was used as a ticket office, crew quarters, lunch room and command control tower. Also along was our unrestored DM & IR wood sheathed reefer which was used for storage of jacks, track tools, etc. In the maintenance of way department we had our speeders #500, #533 and CNW motor car and trailer as well as our 1957 Pontiac Hy Rail inspection car for display.

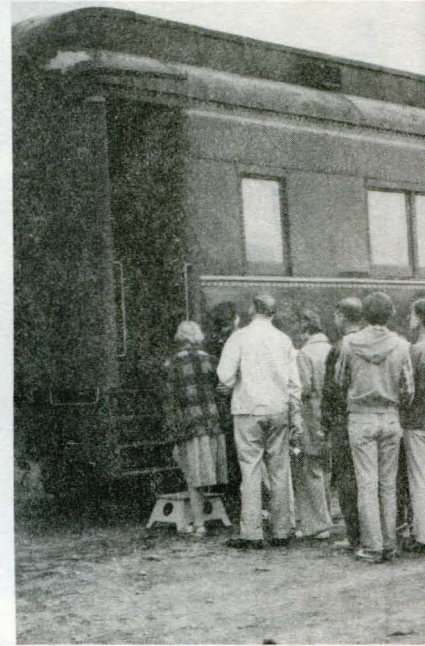
I wish to thank all of those members, from the parking lot attendants, to crossing guards, to train staff and all other people who performed a job no matter how big or small for this very safe and happy new venture.

Robert G. Mortinsen





Gordon Hanson



**ALL AE**



Gordon Hanson



Go:



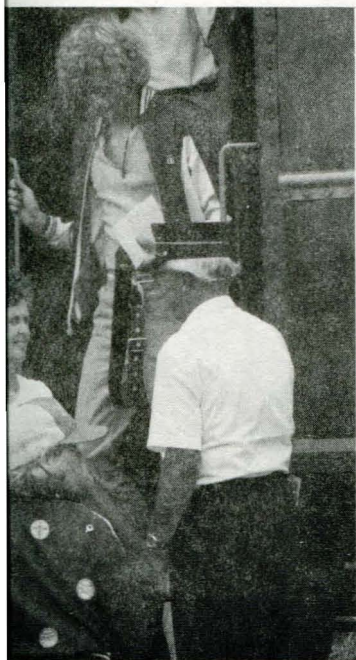


John Blamey Studios



Gordon Hanson

# BOARD



on Hanson



Richard Hanson





Bob Mortinsen

Pictured above is the track inspection crew consisting of Mark Olson, Dave Carlson, Bob Mortinsen and road crossing guard, Dave Bruns.

It was the inspection crews job to precede the train to inspect the rails and alert people who walk and fish along the right of way that the tracks were being used.

There were many people who gave us some strange looks about that!



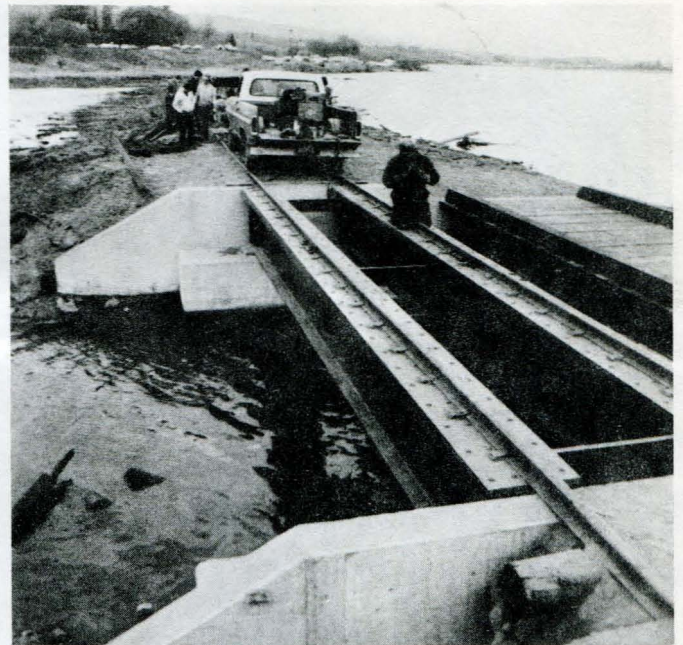
Bob Mortinsen





A crew at work this spring  
replacing ties by Clyde Ave.

Norm Livgard welding rail  
anchors to new bridge.  
First train was over this  
bridge in April.



More work on ties to get  
ready for summer.



A donated loader (Priola & Johnson) dumps slag into ore car by frog pond.



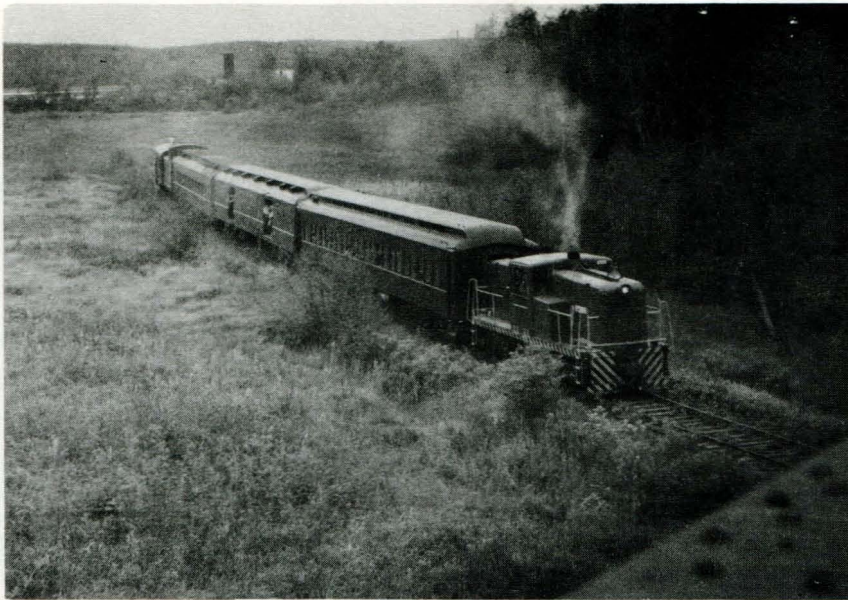
More work in preparation for the summer.

Photo's by Mark Olson

Club members help M & S Rail Contractor work on alignment by Morgan Park.





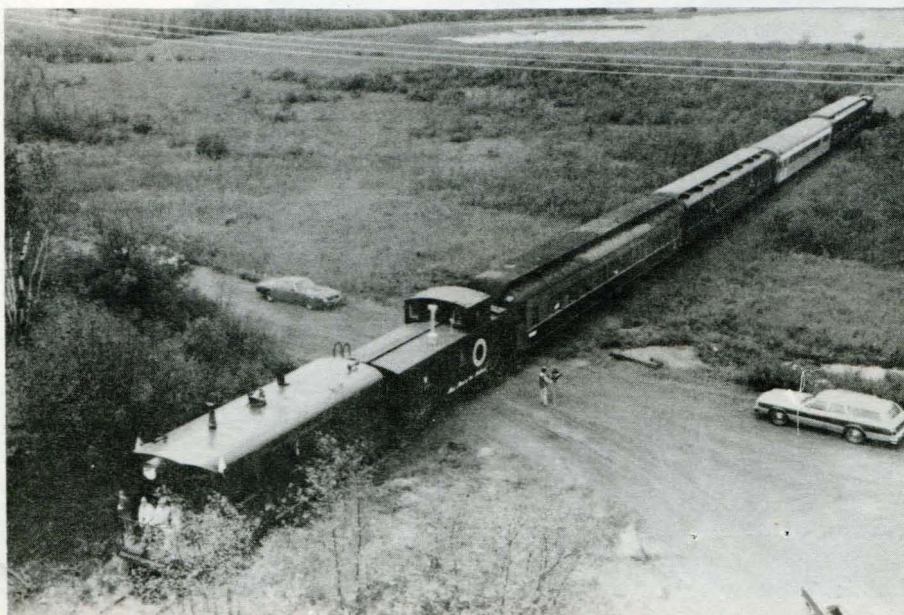
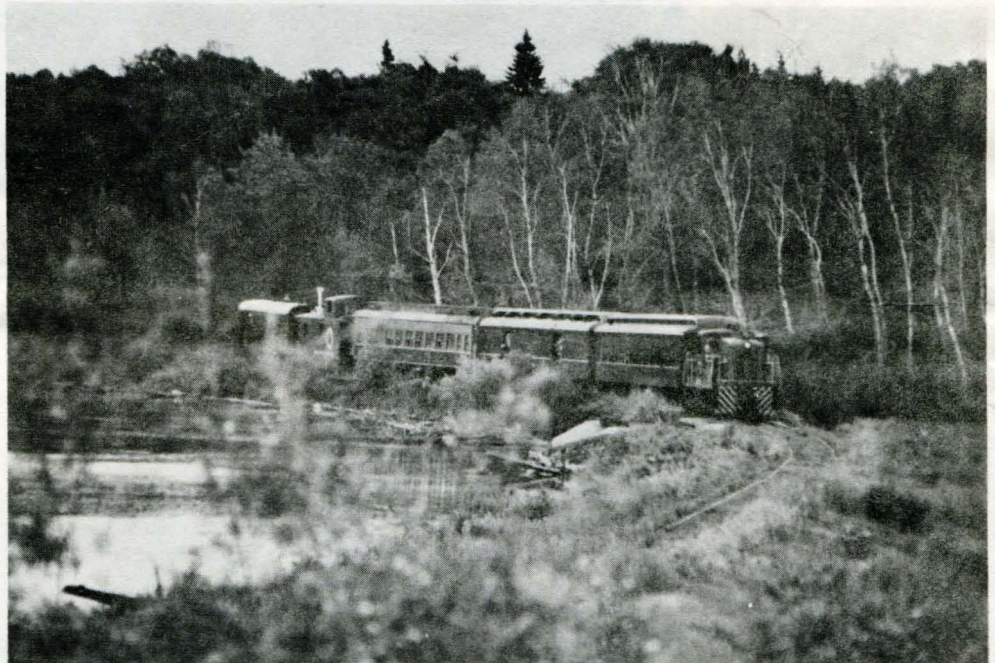


Train approaching Oliver Bridge from New Duluth on July 4th weekend with paying passengers.

John Blamey Studios

Train on return run to New Duluth shot from Oliver Bridge.

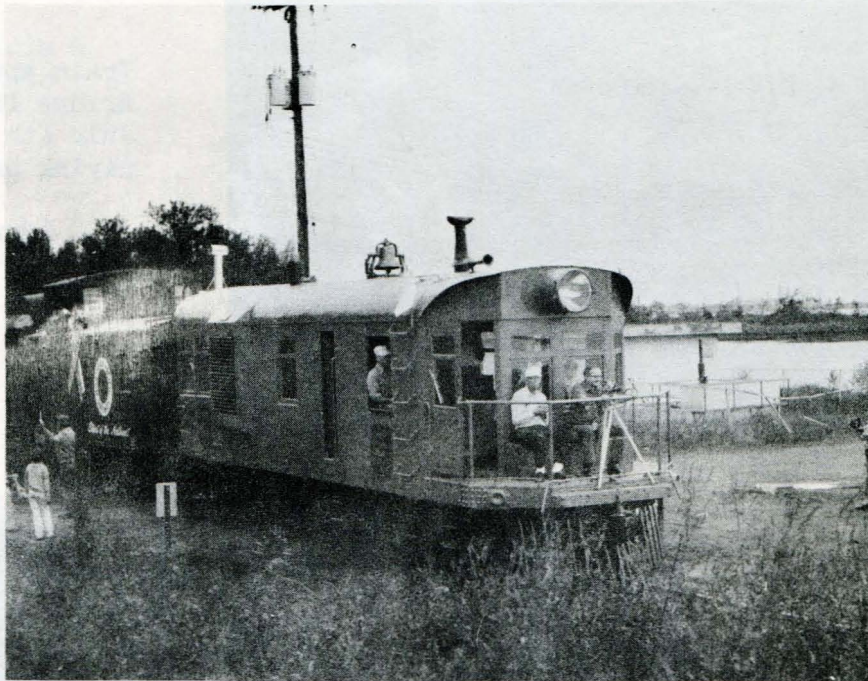
Mark Olson



Train crossing new bridge near Clyde Avenue.

Bob Mortinsen





Dan Patch crossing Clyde Avenue near Riverside. Photo by John Blamey.



Bob Mortinsen

Also on exhibit in New Duluth was the museums 1957 Pontiac (ex Erie Mining 8440) Hy Rail car.



## Excursion ride makes trip worthwhile for out-of-towner

Editor: It's very probable that you receive many letters from out-of-town visitors, commenting on different attractions in the Duluth area. I had the opportunity to spend the Labor Day weekend participating in these attractions and activities. I enjoyed an appetizing meal with my family in the surroundings of Spirit Mountain, followed by a visit to the Marine Museum along side of the ship canal.

But the highlight of the weekend was a ride on the excursion train operated by the Lake Superior Transportation Society between Gary and Riverside. I think I have been on just about every excursion train run in the midwest and this by far is one of the best. The trackage along the St. Louis River passes some of the most beautiful scenery, the equipment is well maintained and the enthusiasm of the operating crew adds a lot to the trip.

Those from your community are fortunate to have such an example of living history so very close. I hope the Lake Superior Transportation Society gets the support they deserve to continue their excursion train trips.

**J. MARSHALL BUEHLER**

1081 Second St.  
Port Edwards, Wis.

Above is a reprint of a letter to the editor of the September 21, 1980 Duluth News Tribune. This is one of our rewards for the hard work put in by the club and other volunteers to get our train running for both Independence Day and Labor Day weekends. We hope all of the nearly 4000 people who rode with Mr. Buehler on the two weekends felt the same way. Next year we hope for improvements. This year was a good beginning.

Mark Olson

Tom Gannon has been busy adding an overhead door to the east side of the museum. Now it will be much easier to get things in and out of the building.

With winter fast approaching we will move our work force to the warmer climate of the depot. We hope to see more of you there helping this winter.

Contact Wayne Olsen about buying a 1:1 scale D.M. & I.R. caboose.

As this is going to press, we hope the ex D.W. & P. work car ex Grand Trunk coach is being painted its original colors in Virginia.



# CALENDAR OF EVENTS

Oct. 24th - General Meeting, 7:30 P.M. at the museum.

Nov. 22nd - Bus trip to Har-Mar Mall Model Railroad Show.

November general meeting may be in December.

Dec. 25th - Christmas (you'd better be good)

Remember, November is Model Railroad Month.

LAKE SUPERIOR TRANSPORTATION CLUB  
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