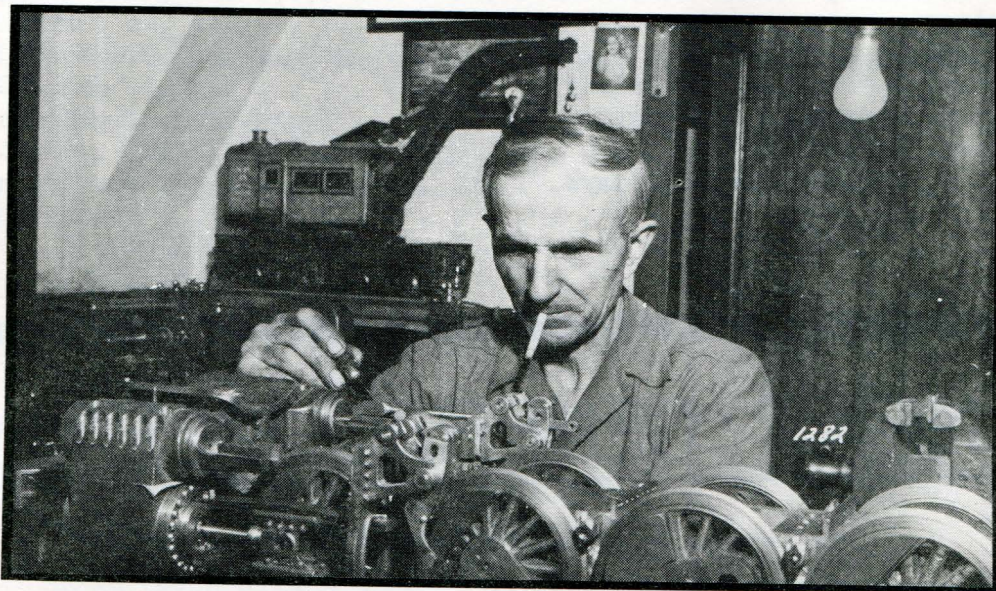
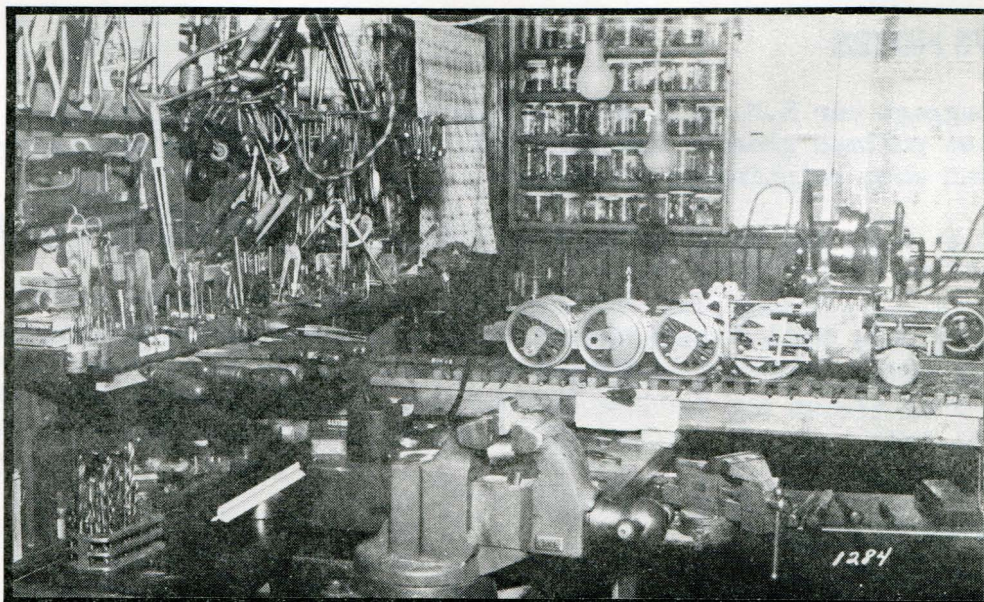


**LAKE SUPERIOR  
TRANSPORTATION CLUB** ***NEWSLETTER***



This photo shows Joe Lake at work on his Mikado. N.P. wrecker is in background.

Photo from collection of Henry Lake.



This is the shop where Mr. Lake spent his many hours constructing his replicas.

Photo from collection of Henry Lake.



## 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

At the May 31st meeting Sid Dawson will present a color film program on contemporary steam locomotives such as U.P. 8444, S.P. 4449, T.P. 610 and Nickle Plate 765 and more. Don't miss it.

#### NEWS NOTES

The baggage car S.P. & S. #66, is now in the D.M. & I.R. shops to be painted pullman green. The S.P. & S. lettering will be applied by Jeff Skarman when painting is completed.

The D.W. & P. has notified us they will donate 300 ties for the Riverside operation.

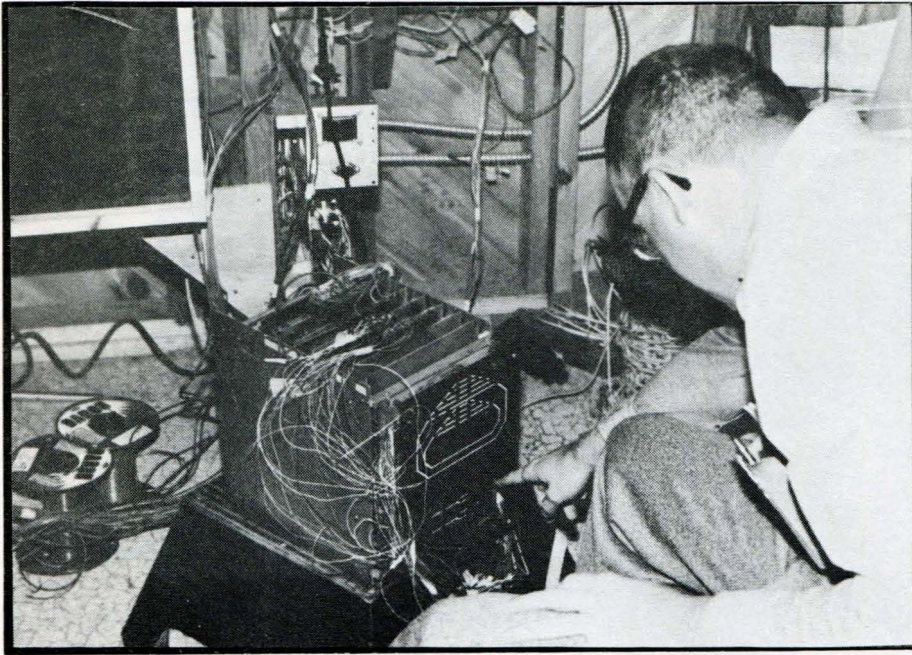
The D. & N.E. will donate use of track equipment on the Riverside line during June, Our help is needed with this.

#### NEW IN DULUTH

Have you heard of the recent donation of a 2250 hp passenger locomotive? Well, it has happened! One Electro-Motive Division E-8 purchased in the early 50's has been donated to the museum.

If you are in the area, drop in and see it. It can be seen at Duluth; Duluth, Georgia that is!, in the Southeastern Transportation Museum.





Allen Anway makes an adjustment on the computer.

## COMPUTER NEWS

The model railroad computer has new added features this spring. This controller animates the display for museum visitors. In addition to the eight tracks previously computer controlled, a ninth track in yard "A" going past the model passenger depot is now under computer control. Simulated switching moves are taking place at the ore mine. Simulated switching is prepared for at the ore dock.

Members have put in many hours painting additional locomotives and changing the motors from Athearn to can type motors. The new motors draw much less current and draw the trains at slower, scale speeds. We hope that they will be more durable power units than the ones previously used.

The computer program was completely rewritten. As it stands now, the ore mine switching takes place after the first lap around, and the ore dock switching will take place after the second lap around. All of the train moves can be turned on or off at will by the attendant.

This winter members installed spotlights to highlight the diorama scenes. Thanks also go to junior members, John Vincent and David Schauer for their help in installing the new computer wiring.

Allen Anway



## RESTORATION NEWS

Restoration work has continued on several fronts during the last three months. The major accomplishment of this period was putting a new tile floor in the Grand Trunk Western coach. Because the floor was very rough in some places, plywood had to be laid before the tile floor could be put down.

There has also been some work done on the sheet metal in the vestibules as the rust and corrosion had weakened some pieces to a great degree.

A great deal of work was done on the small maintenance-of-way equipment. One four-wheel flat bed was completely rebuilt, retaining only wheels, axles, and a few other pieces of metal.

A four-wheel boom flat was torn down, repair work done on the metal and a new wood deck laid. Now it needs the paint to be finished. Then the boom can be placed back on and it will be completed.

Tom Gannon

## MODEL RR & AIRPLANE SHOW

The recent Model Railroad and Airplane Show held at the Miller Hill Mall on April 26-27 was very successful.

On display for the first time was the modular HO railroad. This is the same basic idea as the N-track system but in HO.

During the last year, several club members have been building the corner modules at the depot and, at home, have been constructing either 4, 6, or 8 foot modules at their convenience.

The show at the mall provided the first time that any of the modules have been hooked together. It took about one hour to get the minor bugs worked out and the trains rolling. It was quite a sight and all those involved were overjoyed.

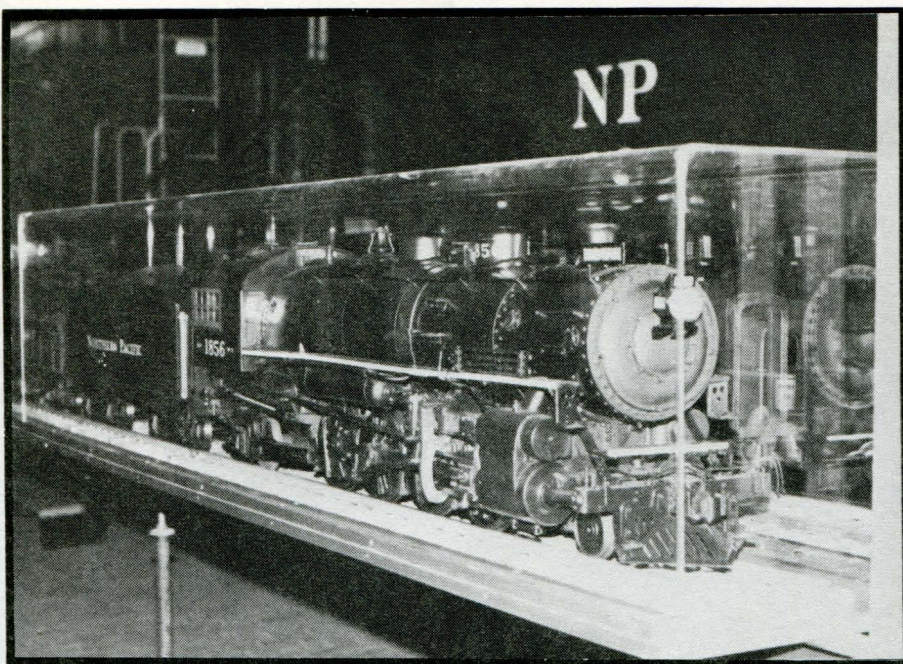
With this first display of the modules there seemed to be great interest in it. It is hoped that others will be involved now that they have seen it.

I wish to thank the following people for use of their modules: Dick Bradley, Dave Bruns and John Vincent, Dale Carlson and Dave Fuhr. Thank you also to Mark Olson and Jim Buchanan who built a module but they could not be used because of lack of another 6' module to offset theirs. And thank you to everyone else who helped set up and operate the modules and set up tables for the show.

A special thank you to Dave Carlson for organizing and coordinating this year's show.

Robert Mortinsen





1" scale display at depot by module railroad building.

## NEW DISPLAY

There is a new display at the depot that I'm sure everyone will be impressed by. This is the 1" to the foot scale models built by Joe Lake of Brainerd, MN.

The display consists of an N.P. Class W-5 Mikado, N.P. snowplow, N.P. wrecker, wood sided box car, flat car, tank car, N.P. caboose and D.M. & N. wooden ore car. Also on display is a replica of D.M. & I.R. combination coach-baggage car #109 built by Joe Lake's nephew, Henry Lake.

With the exception of Henry's car the display was obtained on a semi-permanent type loan from Joe's daughter in law, Mrs. Helen Halverson of Brainerd.

Dale Carlson, Norm Livgard, Bob Mortinsen and myself removed the equipment from Mrs. Halverson's basement (with much sweat) last November, and transported it to Duluth. Tom Gannon constructed the display case while Henry Lake repaired small chips and damage some of the pieces suffered through the years.

You must see this display and realize it was started about 1913 and represents many years of devotion to preserving the machines Mr. Lake loved. All the castings were hand made. No commercial parts were used, except screws and bolts, yet adherence to the prototype can be found to the last detail. Many things don't show, like brass inserts in the journal boxes, complete brake rigging and individual wood and metal piece construction.

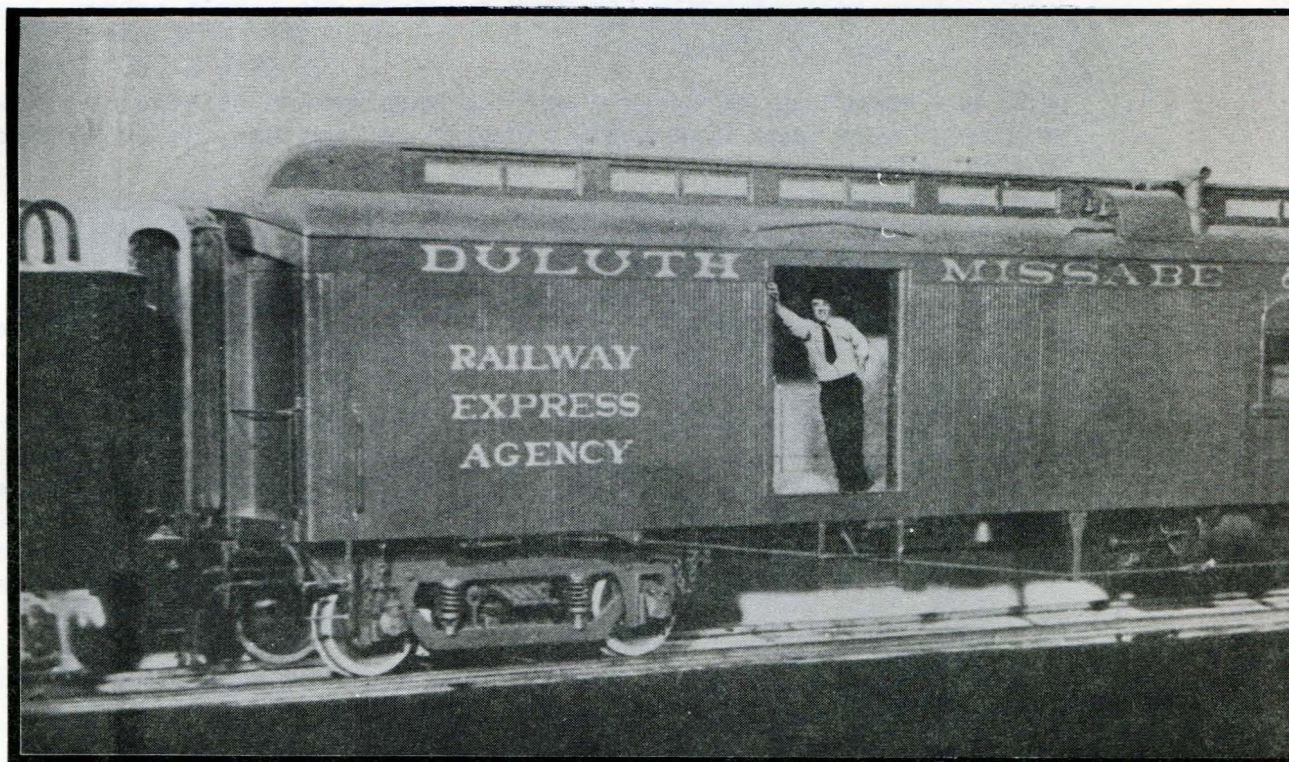
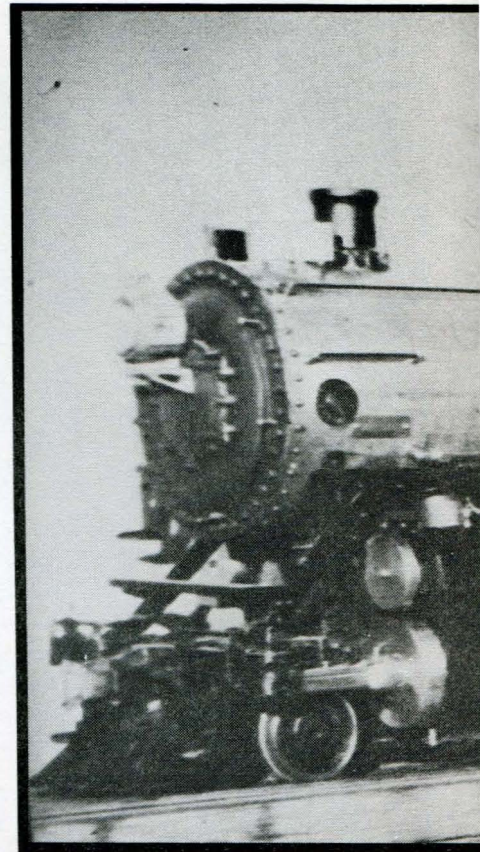
Joe Lake died 18 years ago but his handiwork lives on and is available to us to enjoy over and over again.

Henry Lake's Missabe Car built about 25 years ago should also be mentioned as it is of the same quality and details as Joe's work. Henry has added his touch to his uncle's display and we appreciate his help in obtaining this for the museum.

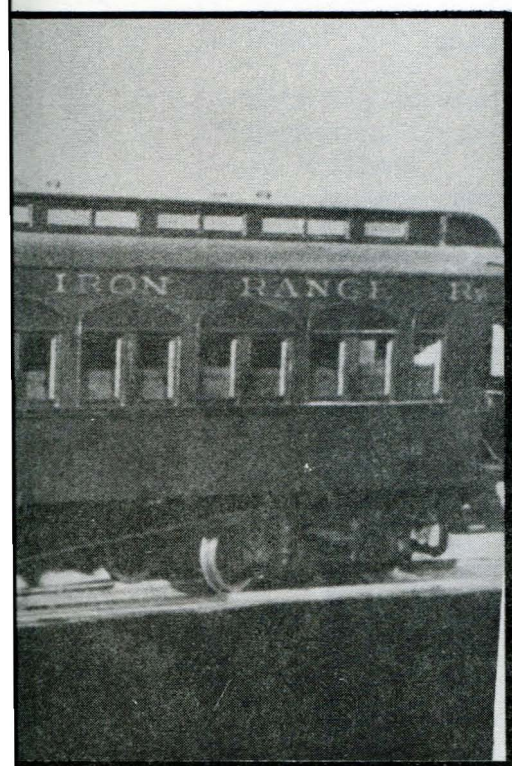
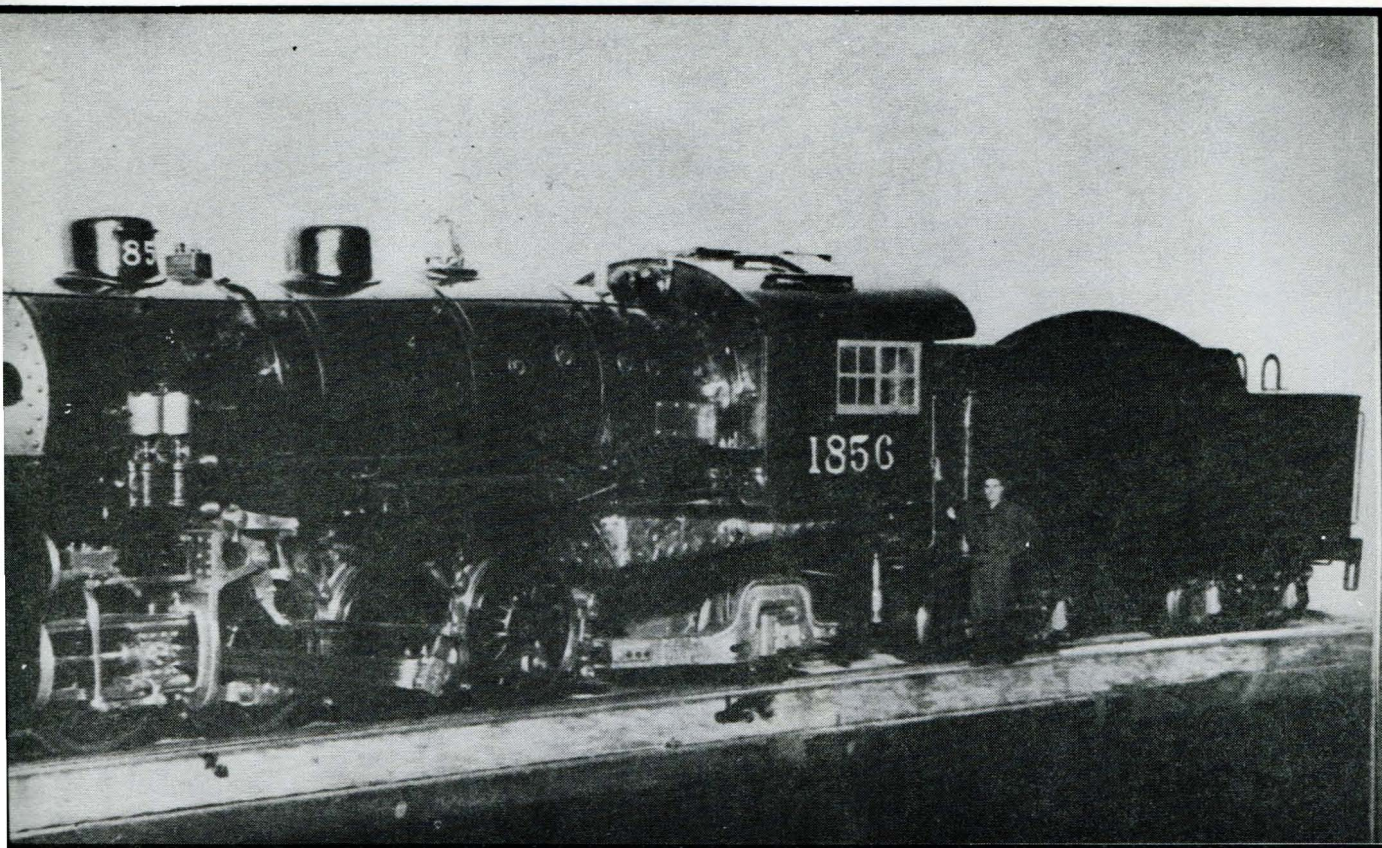
Mark Olson



Shown is Joe Lake preparing for a close-up inspection of his finished model.



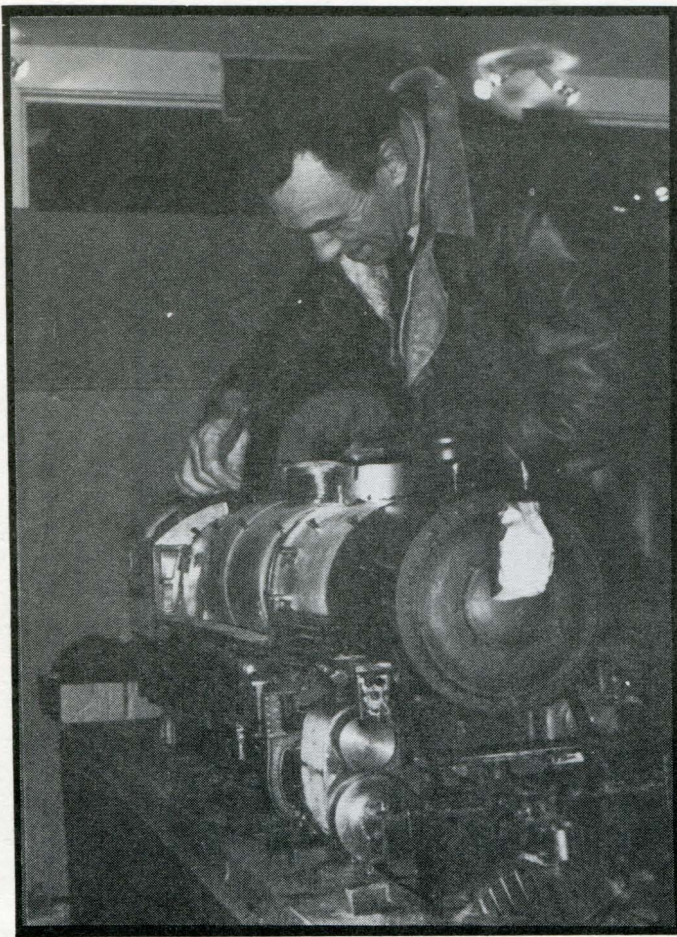




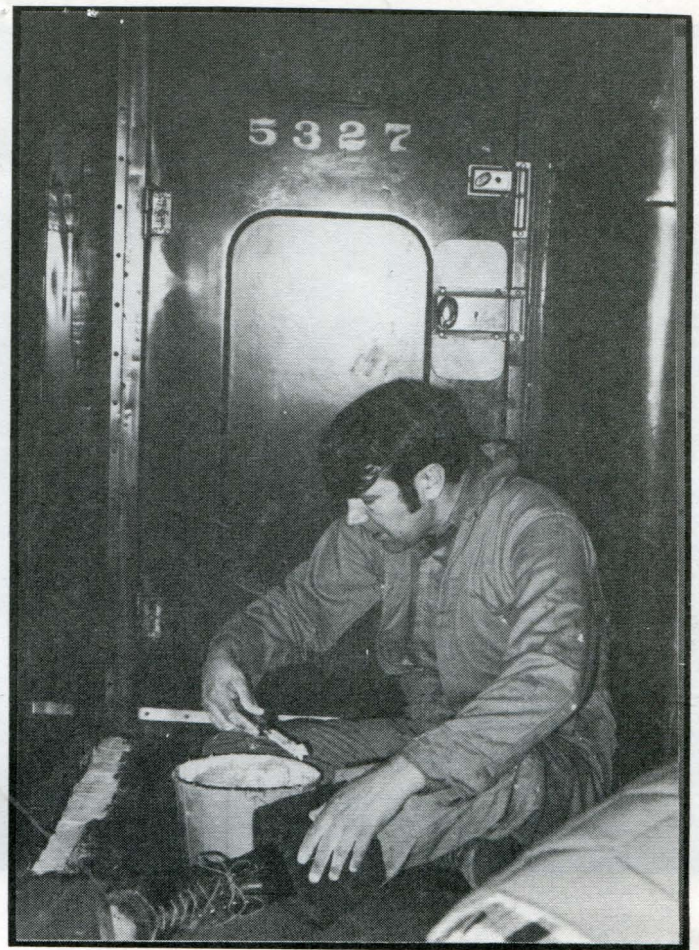
In this view we see Henry Lake on the shake down run of his Missabe Car 109 after he finished building it.

These photos from Henry Lake's collection cause us to wonder; how did they really build these models?

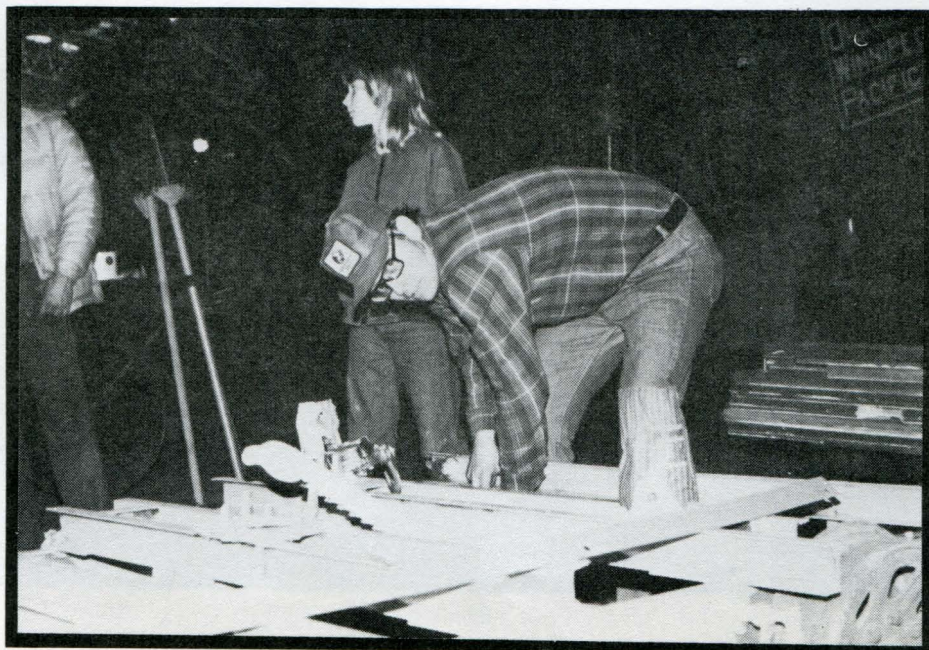




Henry Lake refinishing his uncle's  
1" scale locomotive for display.



Bob Blomquist at work on the floor of  
the G.T.W. coach.



Norm Livgard at work  
on boom car.

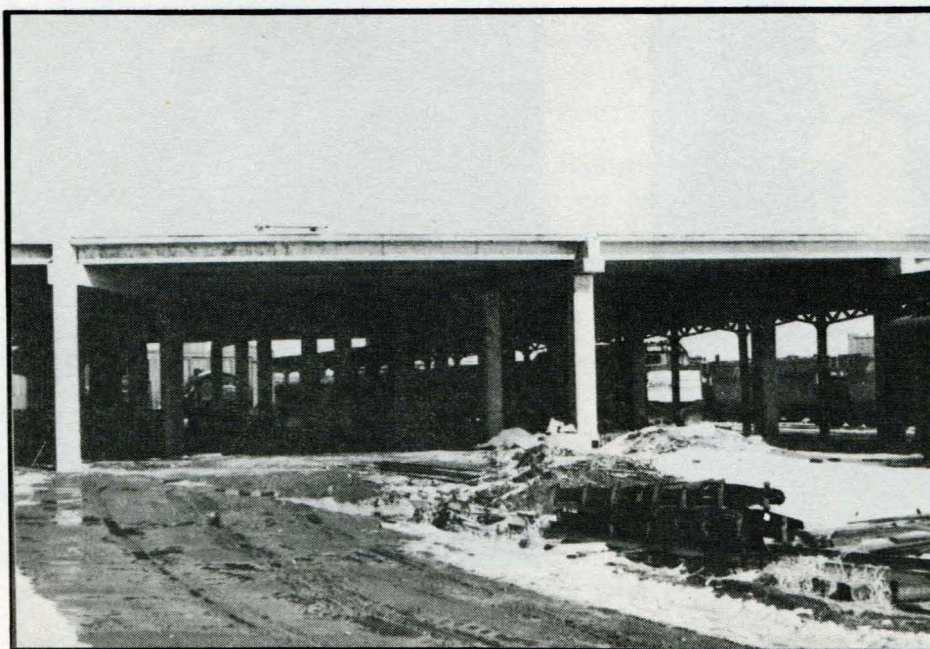


## NEW EQUIPMENT



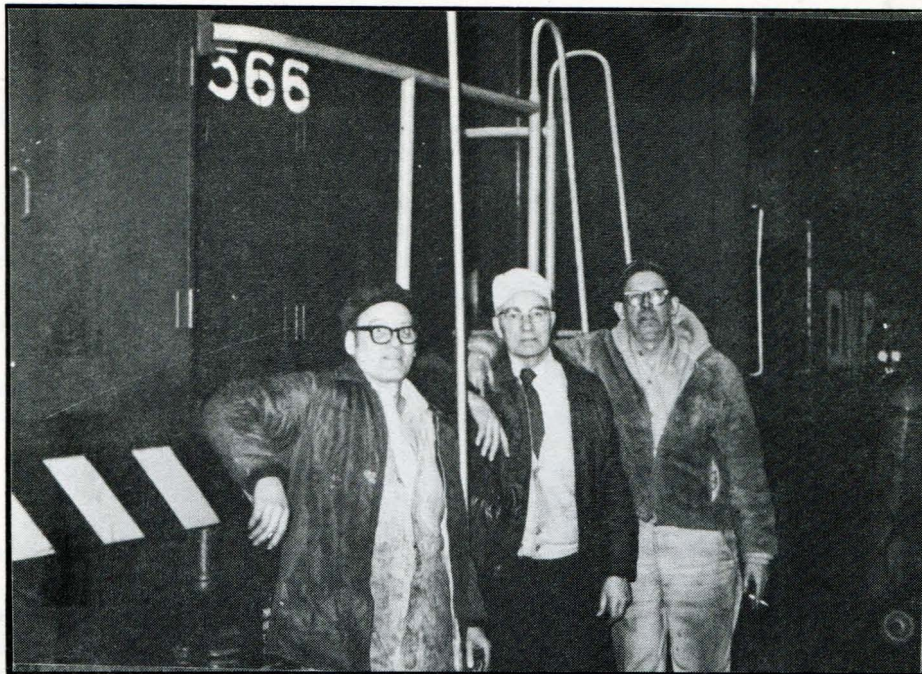
Pictured above are two of the three track inspection cars donated by the D.M. & I.R. The enclosed speeder is #500 and the open speeder is #533. Not pictured and to be used for parts at this time, is #502.

These two speeders were placed back in operation with a minimum of work and were used on the West Duluth line for our April meeting. During that meeting some 50+ people from the M.T.M. came up to ride over the line also.



The parking ramp is coming along fine with the deck being finished at this time.





Pictured are Don Fobear, Lloyd Berger and Dan Ashbury. These three, with the help of Dave Ritchie and some of the junior members, did extensive engine work on the 44 tonner.



Here is a rare sight to see at the museum these days - the fork lift at rest.



Interior view of the C. & N.W. parlor lounge #6700.



## INFORMATION REQUESTED

Below are listed two trucks manufactured in the Twin Ports area. Any information about these vehicles would be greatly appreciated; especially factory addresses, specifications, photos, whereabouts of an existing model, etc.

Please contact either the editor or Jim Goulding c/o the depot.

Brown, 1922-1924  
St. Cloud Truck Co. Duluth, MN  
Brown Truck Co., Duluth, MN

2½ ton Brown Chassis  
4 Cyl. Buda ETU Engine

Available with stake of dump bodies.  
Prices \$3650 to \$4000  
Pneumatic tires and Electric lighting were optional.

Continental, 1912-1918

Continental Truck Manufacturing Co., Superior, WI

First Model - AE-1-12 ton, 4 cylinder, 3 speed with double chain drive.

1914 - Engine moved under a hood, 1 ton model added.

1915 - 1½ and 3 tonners offered, with choice of worm or chain drive.

1918 - line included 1, 1½, 2, and 3½ tonners, all with worm drive.

## FROM THE EDITOR

To better serve our members, the staff for this and the previous newsletter has consisted of Mark Olson, Advisor to the editor and photographer; his wife, Lynette Olson, typist and Production Editor (she corrects spelling and punctuation errors) and myself as Editor and Chief, an enormous thank you to these two friends. (End of Filler).

Bob Mortinsen

All photos by Mark Olson, unless otherwise noted.



# CALENDAR OF EVENTS

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May 31st - General meeting. Special movies by Sid Dawson, theater in old town, track level, depot.

June 28th - Special meeting for 4th of July planning. All members welcome. Workers must come.

July 4,5,6 - Planned opening weekend of Riverside operation excursion service.

No August meeting.

The September meeting is still being worked on. Details later.

It is hoped that several weekends during the summer we will be able to run trains at Riverside. The 4th of July is the first and most important. Please feel free to help.

Have a nice summer!

A B C PRINTERS Proctor, Mn

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