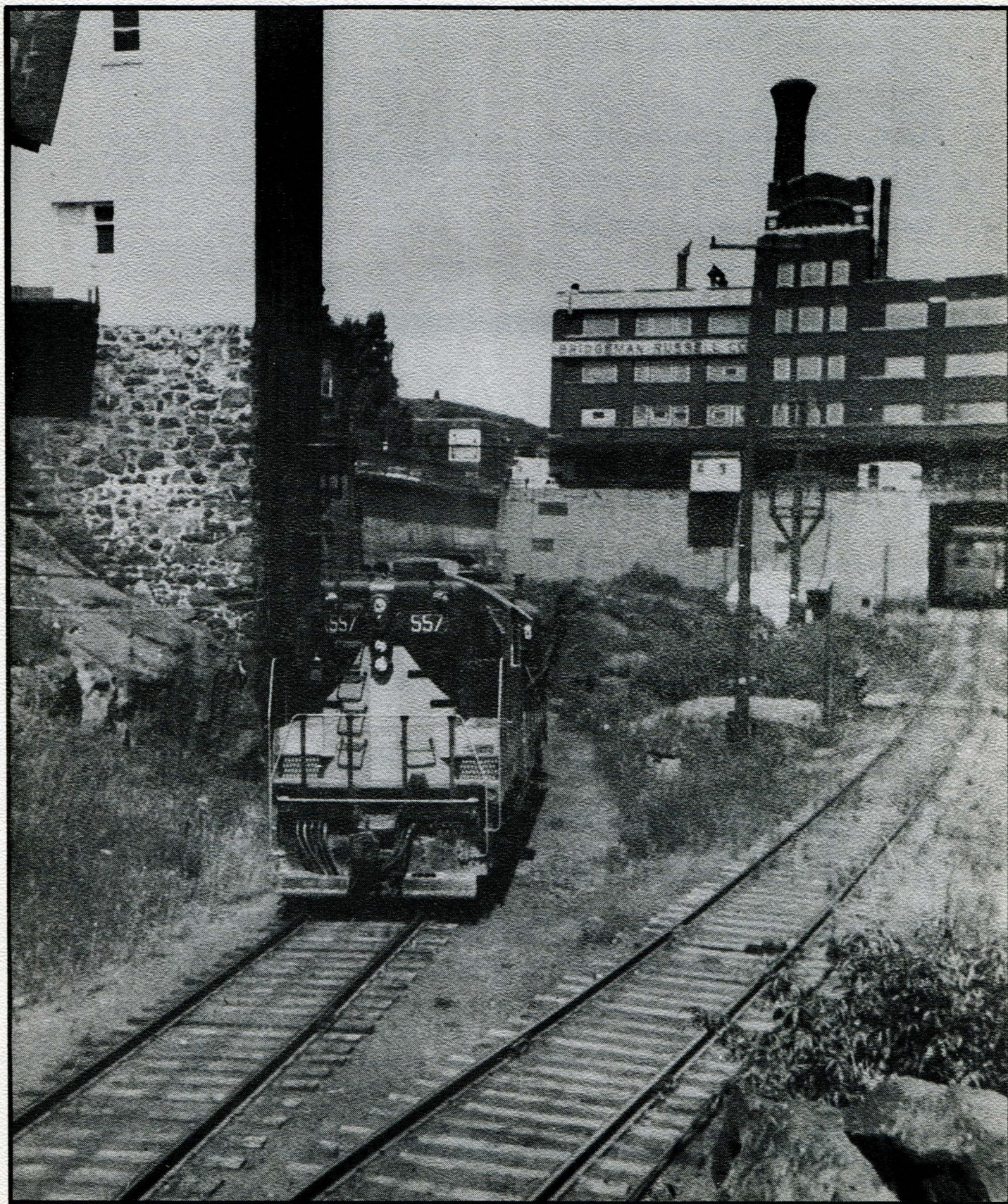


**LAKE SUPERIOR
TRANSPORTATION CLUB**

NEWSLETTER



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
Nominating Committee for next year	Dave Carlson
	Bill Mickelsen
	Tim Schandel

NEXT GENERAL MEETING

The next general meeting will be Friday, February 29th, at the First United Methodist Church (top of Mesaba Avenue) at 7:30 P.M. Park on the east side of the building and enter the door at that level.

The program for this meeting will be Mr. Donald B. Shank, Vice President and General Manager of the D.M. & I.R., as well as Vice President of the museum. This program will be both informative and entertaining and will include future plans of the museum operation as well. Interested guest will also be welcome. Coffee and goodies will be available. Please, make every effort to attend!

MODEL RAILROAD SHOW

April 26th and 27th we will have a joint show with the Model Airplane Club of Duluth at the Miller Hill Mall in Duluth. Tables are the biggest problem. They should be 30" x 8', folding. Anyone able to obtain them or arrange for their use, please call Norm Livgard, Dave Carlson or Mark Olson.

Since this is the first time we've had a show someplace other than the depot, a lot of details must be worked out. Help in planning would be appreciated. There will be more information on this later.

Cover Photo

In this photo by Wally Ruce we see a Soo passenger train emerging from the tunnel under Superior Street. This area was changed drastically when I-35 was built.

FROM THE PRESIDENT

I want to thank you for electing me President. It was a true democratic election in "railroad" style. I am very proud to be in such esteemed company with my two predecessors. I hope my performance can come close to the excellent job each has done before me. When you look back and think of all the work that has taken place and what we have to show for it, I think all the officers need a big "thank you" for a job well done. I see nothing but bright futures for the club and museum with all the new additions and possibilities we have before us.

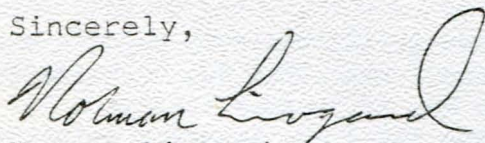
Some of them are: the Grand Trunk passenger car which needs a new floor, cleaning, and seats; Chicago Northwestern parlor car which is just about complete inside and now must be finished mechanically underneath; the 44 ton GE engine is getting new head gaskets and head cleaning and then will be ready for work in West Duluth; the narrow gauge ore car is coming along well as Tom does his usual great job; the model railroad which is being updated with more powerful and more durable engines and the computer is adding more variety and interest to the "hands off" operation; the new parking ramp is creating more covered storage space for exhibits and will be enclosed in the future; the generator to energize the trolley has arrived as has the overhead trolley wire; and last, but not least, the West Duluth operation will be swinging into high gear as soon as we get a break in the weather. We will need all the volunteer help we can get, as a commitment has been made with the City of Duluth to run excursion trains the weekend of July 4-6, 1980. There will be more information further on in this newsletter about what work will need to be done.

I want to especially give credit to the M.S.T.B.ers who have done much work on the Great Northern caboose, West Duluth line and depot maintenance work in general.

To all members and junior members, I ask you to join with me to complete the tasks ahead as a united force. We can meet the deadlines together and have an enjoyable time doing same. If you have any questions or suggestions, please call me at either 723-3570 or 384-3619 or write me in care of the museum.

Thank you.

Sincerely,



Norman Livgard

WESTERN WATERFRONT TRAIL

The first scheduled train operation over the old Lake Superior and Mississippi Railroad line from Riverside to New Duluth, now a part of the city sponsored Western Waterfront Trail, is scheduled for July 4, 1980. This dependent, of course, on a number of factors including volunteer work, contracted track repairs, and cooperation of area railroads, City of Duluth, neighborhood community clubs, etc. July 4 selected as a reasonable goal that would serve as an incentive for everyone contributing toward the Western Waterfront Trail project and also be timely for drawing attention and generating support.

Plans call for a ceremonial run to be made for civic and business leaders on Friday, July 4 with subsequent trips made for the general public through Saturday and Sunday, July 5 and 6. Coaches from the railroad museum would be pulled by the museum's ex-Air Force G.E. 44-ton diesel and the former U.S. Steel O-4-O Porter steam locomotive No. 7. It is hoped that arrangements can be made with the Minnesota Transportation Museum to use their "Dan Patch".

Other activities that may be coordinated with this event include an antique car show, canoe races, bike races, fishing contests, picnicing and hiking. The Mayor's Citizens Advisory Committee is coordinating the activities among the various sponsoring organizations.

A great deal of work will be required to get the railroad line in shape for operation. The structure replacing the burned out trestle is virtually complete with only the rail to be attached.

A Minnesota Historical Society grant of \$9800 has been made available to the museum through the city for track rehabilitation. Nearly half that sum will be used to hire a contractor to repair the three worst areas: the easterly approach to the new bridge at Riverside, the washout sites and Morgan Park, and a stretch near the steel plant water treatment plant.

Another portion of the grant money will pay the wages of operators of a tamper and aligner (both machines loaned free of charge from the Duluth and Northeastern Railroad) to repair the remainder of the line. Contracting for weed and brush control will be another expenditure with funds from the grant.

Volunteer work is critical to completion of the project. Tie replacement, dumping of fill material, and repair of track switches are major items. Many weekends and several weekdays will be necessary to complete volunteer work between April and July. All volunteer hours are being recorded for use in computing matching funds to qualify for grant money.

If the track work isn't enough of a challenge, we still need some repairs on museum coaches that will be used on the line. The former SP&S No. 66 baggage car needs interior and exterior paint. CN Coach No. 5375 needs attention to the windows (to prevent accidental dropping of the sash) and interior painting. DM&IR Coach No. 33 needs interior refinishing.

As the July 4 operation approaches, we will be signing up volunteers for train operation, guides or hosts, ticket sales, refreshment sales, etc. We will begin an intensified safety training campaign in March for those who will be involved in train operation.

(cont.)

Beyond the July 4 weekend festivities, we look forward to a limited occasional weekend operation dependent upon public response to the operation. Terminal areas at both Riverside and New Duluth will have to be developed also with additional trackage and new buildings.

Transportation Club officers will be calling on you to help with this exciting and, so far, most challenging project we have undertaken. Please give some of your time so that ultimately we can all enjoy the train rides with our families and friends.



C&NW Engine 1385
leaves depot at
North Freedom, WI,
Nov. 3, 1979 during
TRAIN convention.

Photo by M. Olson

TRAIN CONVENTION

Dave Carlson, Dale Carlson, Norm Livgard, Bob Mortinsen, Wayne Olsen and Mark Olson had the opportunity to attend the 1979 Tourist Railroad Associative Incorporated Convention at North Freedom, Wisconsin, November 2-4.

Friday consisted of very interesting seminars on such topics as Coal for Locomotives, Advertising for Public Relations, Federal Laws and Regulations. That evening there was a banquet and slide show by David P. Morgan and Phil Hastings.

Saturday's seminars were conducted at Mid-Continent Railway Museum with topics such as Operating Trains Safely, Keeping Trains Rolling, Gift Shop Operation, and Restoration.

When the Saturday seminars were over a little nostalgic journey was provided by the Mid-Continent Railway Museum in the form of steam and gas electric excursions. First class service was provided by Chuck Wiesner on the Soo Diner Lounge 2017. Photo run-bys and all the other fan events included.

As we get more involved in Riverside the information obtained at this convention will prove to be of great value.

NARROW GAUGE ACQUISITION

What is believed to be one of the two oldest boxcars in the State of Minnesota is now at the Lake Superior Museum of Transportation where it will be restored to its original condition and displayed with St. Paul & Pacific boxcar 1320 which was also constructed in 1879.

The story of its acquisition is one of cooperation among many individuals, groups and industry so necessary to the success of such an undertaking as the railroad museum.

Thanks to Gary Tufford, Mahtomedi, a retired University of Minnesota geology professor and rail historian, the existence of the car was brought to the attention of the museum. It had been serving as a storage shed on the Leo Schmit farm near Wabasha, Minnesota for many years.

One look by Tom Gannon and Frank King convinced the museum that they must have it. Frank King coordinated arrangements for its acquisition and move to the museum, while Tom Gannon handled extraction of the car and repairs to the storage shed. Here's how it was done.

Hyman-Michaels Company donated a much newer and larger retired Soo Line boxcar to trade Schmit for the old narrow gauge car.

The Chicago and Northwestern donated rail services from Duluth to Plainview, Minnesota and return and the DM&IR provided a flatcar to make the move. Midland Constructors of Dodge Center donated crane and truck services between the farm and the railroad siding.

Narrow gauge trucks to put the car back on wheels were donated in June by the Quincy Mining Company in Michigan's copper country.

With this acquisition, the museum has a more balanced display, including other parts of the state and a representative of the many narrow gauge short line railroads which sprang up throughout the country after the Civil War.

At first, it was thought the car was from the Minnesota Midland Railroad at Wabasha but later fortuitous developments help identify the car more accurately. The car was inside a grain storage building on the farm for many years, protected from the weather. Lettering "CM&StP" on the car side dated it to takeover by the Milwaukee when larger roads acquired the narrow gauge short lines and incorporated them in their systems, later converting them to standard gauge.

Exposed to the weather enroute to the museum, the Milwaukee lettering and numbers on the car eroded and the original lettering, "CM&W" showed through, including the original car number 321.

This cleared up the car's ancestry and, according to Frank King, all evidence now indicates the three-foot-gauge, 24-foot-long boxcar was built for the Caledonia, Mississippi and Western Railroad in 1879. The CM&W ran from Reno, Minnesota on the Mississippi River to Preston via Caledonia, a distance of 57.7 miles. The line was acquired by the Milwaukee Road in 1880 and standard gauged in 1901 at which time much of the narrow gauge equipment was transferred to the Wabasha, Zumbrota Lines, also acquired by the Milwaukee.

(cont.)



Mr. Schmit by his
car on his farm.

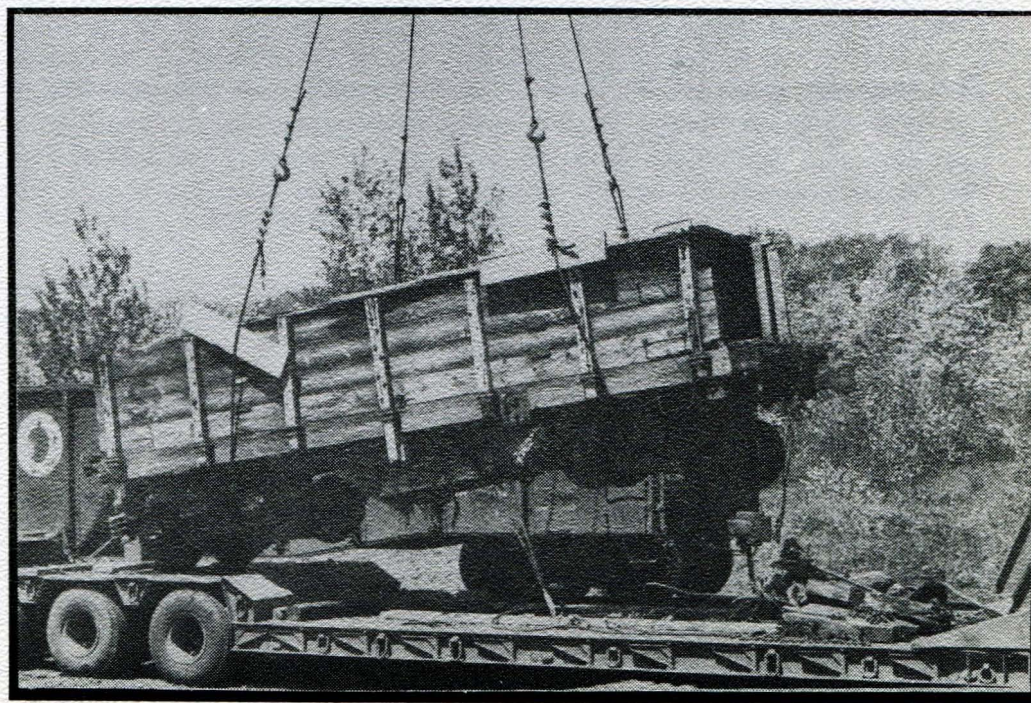
Photo by F. King

The Wabasha narrow gauge line was, in turn, converted to standard gauge in 1903, at which time the little CM&W boxcar was set out to "pasture" along with considerable other narrow gauge rolling stock. This would be about the time the car went into service as a storage shed on the Schmit farm.

That should make it not only one of the oldest railroad boxcars in Minnesota, but the car with the longest record of continuous service!

Loading Quincy
Mining Company
car in Michigan

Photo by F. King



Cont. on next page

Narrow Gauge (cont.)

Along narrow gauge lines, in June of this year, Dale Carlson, Tom Gannon and Frank King went to Michigan's copper country where they loaded out a rock car from the Quincy and Torch Lake Railroad for the museum. The 80 year old car was donated by Quincy Mining Company and hauled, without charge, to Duluth by the Soo Line. The car is now on track 7 in the museum where it will be restored this winter under Tom Gannon's careful guidance.

From story by Neil Hanson for forthcoming issue of Missabe-Iron Ranger.

RESTORATION NEWS

It has been a busy winter for the depot. The C.&N.W. lounge car is just about completed inside. The seats are in and the baggage racks are up. Only electrical and mechanical work under the car must be completed before it can be operated.

The trolley is ready for summer operations with only testing to be done. The Minnesota Transportation Museum sold us a power car to run the trolley until overhead wires are put up.

The Grand Trunk and Western coach is ready for a new floor as soon as heating system installation is completed. The car will have a self-contained propane boiler for the heating system because of problems with the original vapor system.

The 44 tonner has also undergone extensive work on the engine. This work was done by a number of volunteers.

A parts acquisition team (the wrecking crew) was able to obtain many hard to replace items from the ex-G.N. diner, Lake Harriet Wilson #1252 (sister to Lake of the Isles) through the generosity of Richard Smith of Smith Brothers Salvage in St. Paul.

Tom Gannon has only a little work on the ex-Q. & T.L. ore car and it should be ready for display.

The baggage tractor is back in the museum. It was running when it returned....

NEW EQUIPMENT

A forklift was acquired from Government Surplus and was made presentable by the staff. This has already proved to be one of 'the most' valuable pieces of work equipment by saving many backs and hours.

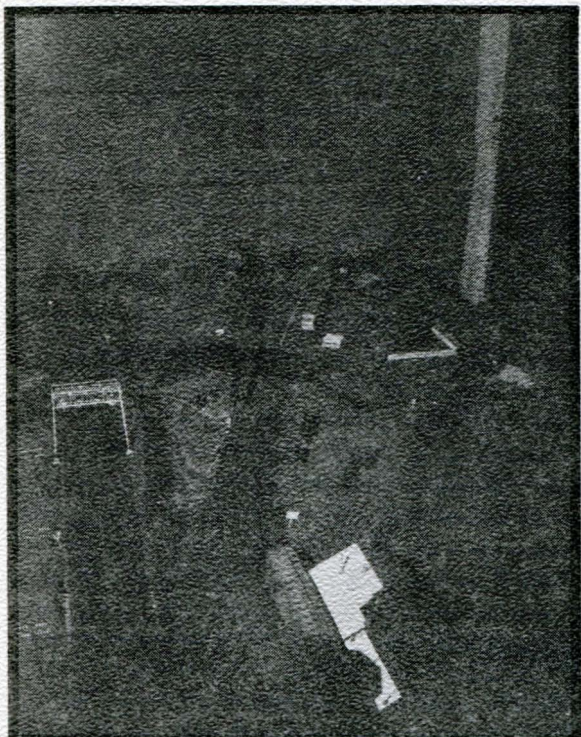
ITEM OF INTEREST

In the March issue of the Model Railroader, (page 84) there is a very interesting article on the Adirondack Ry. This article could give you some ideas and inspiration, on our own Western Waterfront operations.

Please notice the work train on page 88. Do they look familiar!

MODEL RAILROAD

The model railroad at the depot is open for construction and maintenance on Wednesday nights from 7-10 P.M. All workers are welcome.



In this basic 6-foot module, a minimum amount of labor and materials are involved.

Structures used are from my basement layout, so they will serve a dual purpose.

Scenery was made with linoleum paste, plaster and Woodland scenics ground foam.

R.M.

H.O. MODULE LAYOUT

I wish I could report a finished operating layout at this date, but I can't. So I'll fill you in on what we do have and what our goals are.

On April 26th and 27th the Club will be having a Model Railroad Show at Miller Hill Mall. The Module Layout can be the highlight of this show. However, in the time between now and then we must finish track work on the corner modules, complete wiring, place scenery and balast and make back drops for them.

Bob Mortinsen has the honor of being the first to complete an individual module. Dick Bradley has track down on his and I have the table built for mine. Some of the younger members have started theirs, I understand. My apologies to anyone else I may have neglected to mention.

Also, we have the plugs for interconnecting the modules available to module builders at \$1.00 per set of male and female plugs. (These plugs list for \$1.40 each, so you save \$1.80 per set from the club.) Three sets per module are the minimum needed. Track is still available at \$1.00 per 3' length. The cork is gone. These are all in limited supply so let me know soon.

I hope after the first set up of this layout more people will become involved. This should be a highlight of any model show and a lot of fun to operate.

Mark Olson

CHRISTMAS LAYOUT

An idea was brought up at the January meeting to build a Lionel layout, much like the layouts that were seen in department stores around Christmas time many years ago. If you have any thoughts or ideas on this let us know.

NOTE OF THANKS

Many thanks to David Woods for his many contributions in the way of brass locomotives to the model railroad.

TWIN CITIES TRIP

On Saturday, February 9, the Transportation Club sponsored a bus trip to the Northtown Mall in the Twin Cities, for their Annual Model Railroad Show.

Twenty-seven people made the round trip. As a side trip, we visited the MTM and inspected their progress on equipment restoration.

The weather was ideal for the trip and a good time was had by all.

THE PARKING RAMP

Well, it looks like the parking ramp is finally a reality. The piers are in place and the sub-deck is on with the concrete top and rails to go up when the temperature rises.

It has been proposed that the sides of the ramp be enclosed when it is completed. This will be done by the Club to increase covered storage and work area.

LIVE-STEAM MODEL TRAIN

A recent addition to the museum for display is a 1" to 1'0" foot scale live-steam model train consisting of a Northern Pacific 2-8-2 mikado-type steam locomotive, caboose, wrecker, wedge-plow, flat-car, boxcar, tank car and a replica of an early Duluth Missabe & Northern wooden ore car. The models were built by Mr. Joseph Lake, a former Northern Pacific carman at Brainerd, during the years from 1914 until shortly before his death in 1959 after retiring. Each car is intricately detailed and closely resembles the original equipment. The locomotive was designed to run by coal-fired steam but was tested and actually operated by compressed air according to a family representative.

The train has been stored at the home of a relative in Brainerd for some twenty years until offered to the museum several months ago. A display case and platform has been constructed alongside the model railroad building and the collection will be on display shortly.

Wayne Olsen

LAKE SUPERIOR TRANSPORTATION CLUB
Summary of Receipts, Disbursements and Cash Balance
for the year ending December 31, 1979

Cash On Hand, January 1 \$2944.41

Receipts:

Dues	1261.00
Bus Trip - Mpls.	277.00
Watch Fobs	279.19
Model Railroad Computer Reimbursement	1194.85
Miscellaneous	177.46
	<u>\$3190.50</u>

Disbursements:

Postage	228.50
Printing	768.71
Meeting Refreshments	127.34
Bus Trip - Mpls.	266.90
Model Railroad Computer	1194.85
Equipment Purchase for Museum	643.50
Watch Fobs	123.12
Modular Railroad	99.33
Miscellaneous	182.27
	<u>\$3634.52</u>

Cash On Hand, December 31 \$2500.39

Paid Membership

Voting	101
Associate	77
Junior	25

IMPORTANT NOTICE

MARCH 31st IS THE DEADLINE FOR 1980 DUES. PLEASE
REMIT THE APPROPRIATE AMOUNT FOR YOUR TYPE OF
MEMBERSHIP (VOTING -- \$8.00, ASSOCIATE -- \$5.00,
JUNIOR -- \$3.00) BY THIS DATE OR YOU WILL NOT
RECEIVE FURTHER MAILINGS.

CALENDAR OF EVENTS

Feb. 29 General meeting at First United Methodist Church

March 28 General meeting at Multi-media Room, Depot

April 26-27 Model Railroad Show, Miller Hill Mall

May 1 General meeting at Multi-media Room, Depot

Warm-up- July 1 Work on track at Riverside

July 4, 5, 6 First train excursions at Riverside

July 12 - freeze-up Work on Western Waterfront Trail

All Year Work at depot - Help, Please!

LAKE SUPERIOR TRANSPORTATION CLUB
ST. LOUIS COUNTY HERITAGE & ARTS CENTER
506 W. MICHIGAN STREET
DULUTH, MINNESOTA 55802

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