



LAKE SUPERIOR TRANSPORTATION CLUB

# *NEWSLETTER*

FALL 1982



SAVE THE PAST P. 7





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### ABOUT THE COVER

October ninth was a big day for both the club and the Museum. The Museum sponsored a rail trip from Duluth to Virginia and this trip saw the return of the rail excursion to our club after a four year drought. The last excursion we had was also on the DW&P to Virginia but that train had something special in the consist. That added attraction was a DW&P ALCO RS-11 along with the more common SD-40. This year the RS-11 was left out and an SD-40 took its place.

The DW&P bought 15 RS-11's in 1956 to replace its aging steam fleet. Those same RS-11's worked together up until the mid-1970's when a major motive power shift took place among the Grand Trunk Corp. system. The shift took place because the DW&P had a need for a much stronger locomotive. The DW&P sent 10 of its RS-11's to the Central Vermont who in turn sent 10 of their GP-9's to the Grand Trunk Western. The DW&P picked up 8 GTW SD-40's (3000 HP) out of the whole deal. The SD-40's are numbered 5904-5910 (the same numbers they had as GTW locomotives) while the 5

remaining RS-11's (1800 HP) are numbered 3606-08, 3610, 3613.

The cover photo shows the excursion train near the throat of the DW&P's West Duluth yard. The two SD-40's are straining with their 15 car train as they assault the grade out of Duluth. The wet leaves on the track didn't help their effort any.

### NAME THIS NEWSLETTER!

In conjunction with our 10th anniversary, we are holding a newsletter naming contest. You are invited to send in as many suggestions as you have. Deadline is one week before the annual meeting. The winner will be announced at the meeting and presented with a very nice prize. Send suggestions to:

Lake Superior Transportation Club  
 Newsletter Contest  
 506 W. Michigan St.  
 Duluth, MN 55802



# PRESIDENT'S PAGE

## FROM THE PRESIDENT

The LS&M has had a good season. As of Labor Day weekend, they have had a total of 4,976 passengers for 1982, have grossed \$13,617, averaging \$2.74 per passenger. The Sept. 4th and 5th trips totaled 1,978 passengers, grossed \$3,100, or \$2.88 per passenger. These figures may not seem too significant, but consider the infancy of the group and the fact that they were able to pay off an \$8,200 debt to the museum which the railroad borrowed for start-up costs in 1980. The last \$1,000 check was presented to Don Shank and Tom Lamphier, museum directors, at a recent luncheon meeting of the LS&M.

And the museum had a good season, with the opening of Depot Square, the first operation of the Depot Square trolley and various attractions in the Zelda Theatre. Several members were called upon to be motormen and conductors for the trolley, giving rides to hundreds of people a day.

So it has been a good season all around. But now plans are taking shape for the future. As we gain more experience in the operation of an excursion train and a trolley, it becomes more evident as to what steps should be taken and in what direction to assure better operation, maintenance and service to our public.

The directors of the LS&M are looking to acquire additional maintenance-of-way equipment, possibly a storage building for equipment and rolling stock...a depot is needed in New Duluth for tickets, a waiting room and rest rooms.

Many patrons of the LS&M have asked "When are you going to have steam?" So some of our members are going to look hard at the prospects of getting D&NM #14, a logging locomotive, under steam. The 2-8-2 was made for 56-lb. rail and sharp curves.

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How time flies! It soon will be ten years that our organization was founded and the museum came into existence, and we should be looking at plans for an anniversary celebration: a membership drive, a new name for our newsletter, special events. Our editor is planning a special

issue of the newsletter with color on the front. It is amazing and gratifying to see the progress made in the last ten years and the many willing hands who have given up a lot of their time for the museum and the LSTC.

And speaking of the newsletter, the editorial staff hopes you are enjoying a renewed effort to keep our readers informed as to what's going on, as well as pictures and reports. Often the comment is heard: "What do we get for our dues?" We are striving to make the newsletter worth the price, but the members also have the benefit of free admission to the museum, a 25% discount on books, railroad china, the opportunity to work and learn and be a part of one of our city's important assets.

Speaking of volunteers and free admission, there has been some concern about members getting into the museum for work sessions. It is not necessary to show a membership card. When reporting for work, members are to go in the front entrance and sign a sheet for volunteers, the date and time when entering, and then go down to the museum. If a spouse comes with or separately, he/she is also to sign the volunteer list and go directly to the museum to bring a lunch, to work or to meet the other spouse.

The need for the volunteer list is for keeping records of the number of people using the facility for annual reports, funding, etc. Also, should anything happen, staff people want to know who is in the building and where. So please sign the list which is kept on the Michigan street level.

-----Jergen Fuhr-----

### *The Perfect Gift...*

*for someone special*

Christmas, birthdays, anniversaries, special occasions, whatever, the friendly folks in "The Cage" have a large assortment of specialty gifts:

- |           |                |              |
|-----------|----------------|--------------|
| • Books   | • Tie tacs     | • Lapel pins |
| • China   | • Belt Buckles | • Mugs       |
| • Buttons | • Watch fobs   | • Postcards  |

Pay them a visit soon...

Your Railroad Museum

**GIFT SHOP**

506 W. Michigan St. (lower level)

Duluth

727-0687



# NEWS

## MUSEUM SPONSORS "RAILS TO THE RANGE"

The Lake Superior Transportation Museum in cooperation with Rail Tours of America sponsored an excursion trip on the DW&P to Virginia October 9. The trip included a bus trip to the Interpretative Center and Mining Museum in Chisholm.

The passengers feasted on Kentucky Fried Chicken as the train made a loop through the Minorca mine near Virginia. Coffee and rolls were available in the baggage car and passengers in the first class section were served wine and cheese also.

The first class section was sold out and with the coach class, the passengers numbered 368, with 35 volunteers from the club serving as car hosts, safety people, mechanics, food service and concessionaires. In spite of the rainy weather, the cars were warm and everybody had a marvelous time.

The consist was made up of: BN heater car; triple combine 1102 and GN coach 1096 from MTM; our car 33 and baggage car 66; DM&IR's Minnesota II; our Grand Trunk 5327 and two BN coaches making up the coach class. Then came our diner, DM&IR combine W24; BN's "Stampede Pass", a sleeper-power car; BN's "Como" lounge car; our CNW parlor car 6700 and a CNW business car bringing up the rear of the first-class section.

The day was very successful and everybody enjoyed the trip, thanks to a lot of people who put in a lot of work and planning. Thanks goes to the DW&P railroad and its train crew, members of the club who staffed the train and the museum for sponsoring plus the NRHS for helping on the insurance.

A financial report shows total revenues on sales of tickets and food were \$10,094.92, total expenses were \$5,456.68, a net profit of \$4,638.24.

## LS&M FINISHES GOOD SEASON

The 4:00 p.m. run of the LS&M excursion train on Sept. 26 wrapped up what was the best season yet, proving that Duluth's

only excursion railroad is getting better known and gaining in experience in the operation of a tourist railroad.

The last weekend was the best yet of the six weekends because of the discount coupon in the newspaper. The breakdown for the season by weekends; June 12-13, 761 passengers; July 4-5, 1024; July 24-25, 1204; Aug. 14-15, 909; Sept. 4-5, 1078; and Sept. 25-26, 1231.

Although the last weekend had the greatest number of passengers, the revenue was down because of the discount coupon. The average income per passenger for the season was \$2.66, total passengers 6,204. Total receipts were \$21,377.98. Total expenses were \$14,759.17. Cash on hand as of October 21 was \$7,786.29 with no bills outstanding and debt-free.

Now begins the planning for the 1983 operating season which began with a board meeting on Oct. 21 and a general membership meeting at the Carlton House on Nov. 5 at which tentative operating schedules were put out and plans for continued upgrading of the rail line.

## BOARD OF DIRECTORS MEETING

The Board of Directors of the Lake Superior Transportation Museum met in the Depot Board Room on October 8 at 10:15 a.m.. Topics for discussion ranged from the financial crunch of the museum, attendance, a tour to England and priorities.

The board has been attempting to get a bigger slice of the gate fees. In lieu of that, the St. Louis County Heritage and Arts Center has agreed to take over the payroll of the tour guides, saving the museum about \$14,000 per year in salaries, lessening the burden somewhat, but the financial picture is not what it should be.

Attendance was up by 35% the first nine months of 1982, numbering 126,000 visitors to the complex, 81,400 for the summer months, which is perhaps attributable to the opening of Depot Square and the trolley operation.

(continued on page 5 )



# NEWS

## BOARD OF DIRECTORS MEETING

(continued)

Marilyn Persch and members of the Railway Business Women have been working on Missabe car W114, along with some DM&IR veterans to transform it into a display car for railway china. The Board is very concerned about this project and would like to have as many volunteers as possible to join in the project.

A special reprint of Don Shank's article in the last issue of Port Cities magazine along with photographs of Depot Square had been ordered by the museum with a very colorful cover. They are to be sold at gift shops and tourist places about the city.

Marvin Meierhoff, a board member, took several copies of the centerfold picture of Depot Square and, using some beautiful slats from the beer vats of Fitger Brewery, made some beautiful frames for the centerfolds and gave them to board members.

It was also decided to form a long-range planning committee to set priorities and allocate space. The museum is getting crowded and a number of pieces of equipment has to be brought inside to work on during the winter months. But work space is at a premium, and someone has to decide what priorities should be given to various cars and equipment.

The board authorized Mr. Shank to negotiate the purchase of the NP observation-lounge car 390, it is not certain at this writing whether the museum will get it. The decision could be reversed, depending on what kind of financial help the museum can expect from club members and the interested public can give toward the purchase of the car. Wayne Olsen spoke to the matter in convincing the board what a great opportunity it would be to obtain such a magnificent piece of equipment off the North Coast Limited.

---Jergen Fuhr---

## GROUP OKs DEVELOPMENT PLANS

Plans have been developed for improvement of the New Duluth area at the foot of Commonwealth Avenue into a campground, better parking facilities and possible use of the former Western Paint buildings. At a meeting of the New Duluth Community Club on Sept. 2, citizens of the area voted in favor of the development and sent a recommendation to the City Planning Commission that the area be rezoned to permit the property along either side of the LS&M tracks be developed for greater recreational use.

Wayne Olsen, Bill Mickelson, Jergen Fuhr and Mark Olson attended the meeting to support the favorable recommendation, stating the development of the property now owned by Connie Lukovsky would greatly benefit the railroad and the recreational area, for both would compliment each other. The city has already begun work on the public landing across Commonwealth by making a larger parking area for cars and boat trailers.

Med Gadabout has been working on the development project and has been in constant contact with the LS&M. It is hoped that this first step is the beginning of a much needed improvement and another important part of our city's future.

## NORTH CONWAY, N.H., TO HOST TRAIN '82

The Tourist Railway Association, Inc. convention will be held November 5, 6 and 7 in North Conway, N.H., home of the Conway Scenic Railway. TRAIN is composed of both static and operating museums across the U.S.A. and Canada and businesses associated with railroads. North Conway is near the White Mountains of east central New Hampshire and there are six operating excursion railroads within 75 miles. Jergen Fuhr is planning to attend TRAIN '82 as a representative of the museum.

## NORTH STAR FEATURED

The Minnesota Monthly, a magazine sent to

(continued on page 6 )



# NEWS

## NORTH STAR FEATURED (continued)

supporters of Minnesota Public Radio, had a feature article in the July issue by Sylvia Paine on the demise of the North Star entitled "The Little Train That Refuses to Die".

The writer tells of times when 100 trains a day rambled across Minnesota, like the Golden Gopher, the Rock Island Rocket, and the North Coast Limited. "And if you arrived at night, even a trip to Duluth felt positively transcontinental. Now a trip to Duluth is an endangered species."

The species became extinct ... for a while. Now it seems as how an audit of Amtrak books has scared some cash to operate the North Star for weekends to the end of the year.

Sylvia Paine writes: "The North Star, originally the Arrowhead, began service on April 15, 1975. In 1978, the Arrowhead became the North Star when Amtrak extended the run to Chicago. The Twin Cities-Chicago run was dropped last October."

"To the people of Duluth the train stands for Minnesota's willingness to help the ailing port city. To people who love trains and believe they are a necessary means of mass transit, the North Star represents a gracious mode of travel America can't afford to lose."

She tells of the millions that the train brings to Duluth in tourist dollars, the \$40,000 ad campaign by MinnDOT, Munger's ceaseless fight to save the train and the many times it was supposed to die but was saved at the last minute by the sheer mass of people that climbed aboard, thinking it was the last trip for the North Star.

"Is the goal just saving the train, a financial burden one Amtrak critic called 'a subsidy for nostalgia'? Not to Duluth. As Shirley Swain puts it, 'The real goal is keeping this town alive.'"

## TROLLEY NEWS

On September 22, the cable cars of

San Francisco stopped running for 20 months while repairs are being made to the system. Motor cars will be used instead for the period.

Pittsburgh is spending \$70 million on a 1.1-mile subway tunnel to speed up the service and to alleviate congestion on the streets. The subway links the upper and lower parts of the Golden Triangle. The city's 22.5-mile trolley line still uses PCC cars.

Pittsburgh is also the scene of what some consider the best recycling job of a former railroad station. A \$2.5 million restoration of the former Pittsburgh and Lake Erie terminal into five restaurants and three bars. The central dining room is the former four-story high main waiting room where patrons may dine on fresh sea food flown in daily from each coast and in an ornate yet intimate atmosphere a complete dinner with wine, service and taxes is around \$35.00 and worth it.

---NARP Getting There

## MUSEUM FEATURED IN MAGAZINE

The Fall issue of "Port Cities" has a beautiful center fold of Depot Square showing some of the buildings, car 531 and the William Crooks train. The center spread is part of a picture story on "Preservation of an Era" which shows both past and present scenes of some of the pieces of equipment presently in the museum.

The magazine also has an excellent article by Donald B. Shank on the history of rail-roading in Duluth and Superior along with some photographs of early Duluth. "Laying Tracks to Prosperity" tells of the struggle between the two port cities in the early days and how the original Lake Superior and Mississippi Railroad came to be.

The writing and photography are excellently done and this issue should be recommended reading. Pick up a copy at your local newsstand or neighborhood store.

FEATURING THE *Kansas City Zephyr*  
VISTA-DOME CARS AND *American Royal Zephyr*



CHICAGO • KANSAS CITY • ST. JOSEPH



# HELP NEEDED

## SAVE THE PAST

The glorious history of America's name trains conjures up visions of comfortable and stylish methods of train travel in beautiful diners with fine linen tablecloths, beautiful china and silver and the finest of cuisine prepared by gourmet chefs, and of comfortable lounge cars and sleepers with excellent appointments and furnishings.

The Lake Superior Museum of Transportation has a unique opportunity to acquire an immaculate example of this glorious past of rail travel in the form of a sleeper-observation car from Northern Pacific's North Coast Limited. The "Rainier Club" would be a valuable addition to our museum and would show our visitors what fashionable rail travel was (and still is) on our country's more prestigious name trains. Visitors often ask if we have a sleeper or lounge.

The Rainier Club (Car No. 390) is a Northern Pacific sleeper-observation car that was built in 1947 and was used on the North Coast Limited. Retired in 1970 from active service, the car has four bedrooms and one compartment at the forward end, a dining area in the middle and lounge area at the tail end.

It is privately owned by Mr. Carroll Mattlin (a long time Museum supporter) of White Bear Lake, Minnesota, who would like

to see the car preserved for the public and on display at the Lake Superior Transportation Museum. The car contains a cold galley and has had one bedroom converted into a hot galley complete with electric range and microwave oven.

It is completely furnished, including original Northern Pacific china and silver and has been kept in excellent condition by its owner since the car's retirement. The car is complete with hot water boiler and mechanical air conditioning.

Mr. Mattlin has offered the car to the Museum on a purchase contract of \$5,000 down, and \$4,000 per year for five years.

We need financial help! Here is your opportunity to help our museum to obtain this beautiful car to be displayed for the public and to be used for special occasions. If you would like to help, please send your tax deductible donation to:

RAINIER CLUB  
LAKE SUPERIOR MUSEUM OF  
TRANSPORTATION  
506 West Michigan Street  
Duluth, MN. 55802

Please make checks payable to the Lake Superior Museum of Transportation.

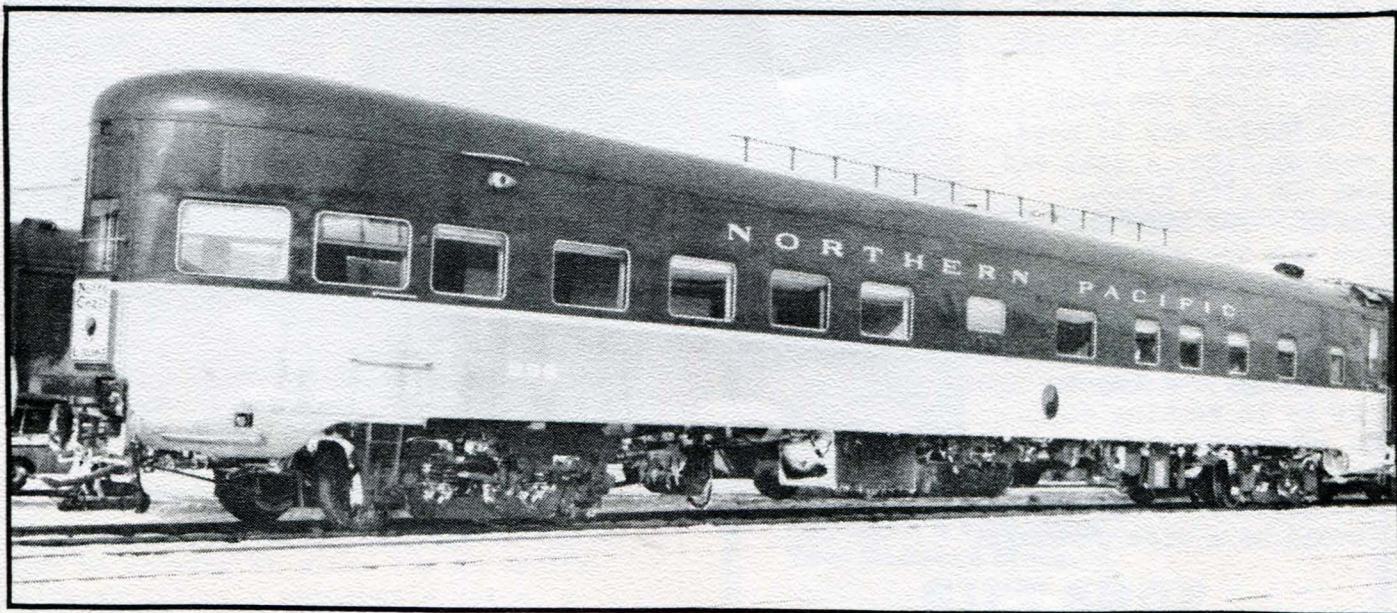


Photo: Collection of Tom Hoff



# PHOTOS

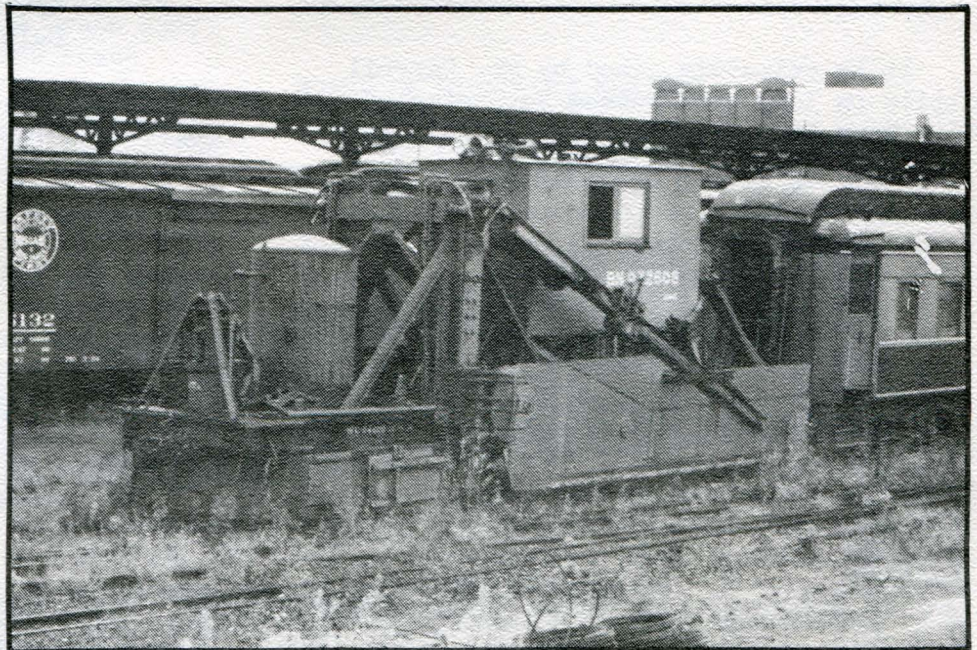


Club members John Vincent (left) and John Wolf serve snacks to passengers in the Museum's diner on the Virginia fan trip. The diner along with our C&NW car arrived from Michigan just in time for the trip. The two cars were being used by the Escanaba & Lake Superior railroad for special passenger trips for officials.

Photo by Walt Dunlap

## NEW EQUIPMENT

An EX-BN Jordan spreader/ditcher found itself on the property this past fall. The unit was built in the early 1920's for the Northern Pacific. The BN sold it to Hyman-Michaels where it was spotted by club members. Since the LS&M and the Museum are in need of such an item, a deal was worked out with Hyman-Michaels. The LS&M and the Museum can try out the Jordan for a period of time and then have the option to buy it. The spreader was tested at the Depot and it is in working condition except for a few sticking parts. This item is valuable for track work and would be a wise purchase.



Staff photo



# PHOTOS



The club was also involved with another passenger special this past summer. The special train was for the annual Arrowhead Civic Club's trip from Duluth to Iron River WI. The Civic Club runs the train for underprivileged children from in and around Duluth. The Burlington Northern provided the trackage, motive power (2 EX-GN GP-9 M's) and crew plus a few of their cars. The DM&IR and the Museum both provided cars. LSTC members went along as safety people. The photo shows the special a few miles west of Iron River on its way from Duluth. Date; July 15, '82.

Staff photos

## NOSTALGIA CORNER

For this issue I have an unusual photo. If you notice there is nothing "old" about this shot. The reason I selected it is because most members remember the GN, NP, etc...but few know what modern railroading is up to. This shot was taken in St. Paul on one of the Burlington Northern's busiest mainlines. The EX-CBQ line connects the Northwest with Chicago and points east. The train has just recieved a green signal after holding for a Milwaukee Road sprint train. In a few minutes he'll be going 60 miles per hour on the high iron that parallels the Mississippi river. The motive power is EMD's finest, 4 SD-40-2's and an SD-45.



The SD-40-2 could be called the "new" GP-9. Almost every railroad owns the SD-40-2 just as they all bought the GP-9s in the 1950's. The BN alone has almost 700 SD-40-2's or three times the total number of locomotives found on the Soo Line! The SD-45 in the photo was a freshly painted Frisco unit (#6677). I hope you like this photo as it displays the finest of modern railroading. The next issue will contain our usual older shot. 3rd of a series.



# EVENTS AND DATES

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December 1 - Model Railroad Operating night, 7:00 P.M.

December 3 - General Meeting, 7:30 P.M., Depot

January 5 - Model Railroading Operating night, 7:00 P.M.

January 22 - Woodbury Railroad Flea Market, Twin Cities

January 28 - Annual Meeting, 7:30 P.M., Depot

February 25 - General Meeting, 7:30 P.M., Depot

HAVE A HAPPY HOLIDAY SEASON!

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LAKE SUPERIOR TRANSPORTATION CLUB  
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