

LAKE SUPERIOR TRANSPORTATION CLUB

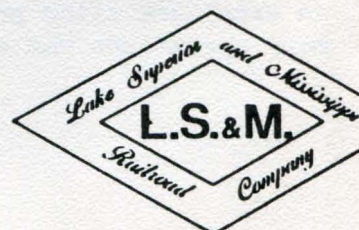
NEWSLETTER

JAN. - FEB.

1982



Lake Superior and Mississippi Railroad



1982 OFFICERS

President.....Jergen Fuhr
Vice President, Administration.....Mark Olson
Vice President, Public Relations.....Frank King
Recording Secretary.....Allen Anway
Membership Secretary.....Tim Schandel
Treasurer.....Chuck Jensen
Director, Operations and Safety.....Bill Mickelsen
Director, Equipment Restoration.....Tom Gannon
Director, Model Railroad.....Martin Carr
Director, Exhibits and Display.....Wayne Olsen
Editor.....Dave Schauer

ANNUAL MEETING

On January 29, 1982, the club held it's annual meeting at the Depot. A brief business and financial report was followed by the election of the 1982 officers. The following were elected to an office: President - Jergen Fuhr (2 yrs.), Vice President Administration - Mark Olson (1yr.), Vice President, Public Relations - Frank King (2 yrs.), Recording Secretary - Allen Anway (2 yrs.), Model Railroad Director - Martin Carr, and Editor - Dave Schauer (2 yrs.). At the meeting Mark Olson displayed to the members the new LS&M logo (see cover). After the elections, an excellent slide program by MIM about their many operations was shown.

ABOUT THE COVER

In the early 20th. century, the Duluth and Northeastern Railroad extended well into northern Minnesota to tap the rich lumber resources. Today's D&NE has dropped most of its original mileage and now operates 10.9 miles between Cloquet and Saginaw Mn. The motive power today consists of four EMD diesel switchers but one can remember back to when the D&NE used ex-DM&N 2-8-0's. The photo takes us back to the late 1950's as we find a 2-8-0 heading a freight toward Saginaw and a connection with the DM&IR. The #27 is the sister to our #28 in the museum. Photo by Allen Anway, courtesy of John Vincent.

FROM THE PRESIDENT

1981 TRAIN CONVENTION

The Tourist Railway Association, Inc. held its 9th annual convention in Perrysburg, Ohio, hosted by the Toledo, Lake Erie and Western Railway Company November 13, 14 and 15, 1981. TRAIN is made up of 77 operating and non-operating museums in the USA and Canada, a publishing company and railroad supply company.

Going to and from the convention was very enjoyable by Amtrak and in the company of Bob Macnie, Frank Sandberg, his wife Judy and son Steve. We rode the Empire Builder from St. Paul to Chicago ... a "mini-BUILDER" in that it is the North Star that operates between Duluth and St. Paul the night before when the West Coast Empire Builder does not operate and now sporting Superliner equipment. Chicago to Toledo was by way of the Lake Shore Limited, a "Heritage Train" using conventional equipment.

The train was made up of two sections, one for Boston and the other for New York which split at Albany, N.Y. The consist was a crew car, two baggage, three sleepers, a full dinner, a lounge car and five coaches. Gone are the linen table clothes, the silver and china from the conventional dinner in an attempt to reduce dining car costs, but

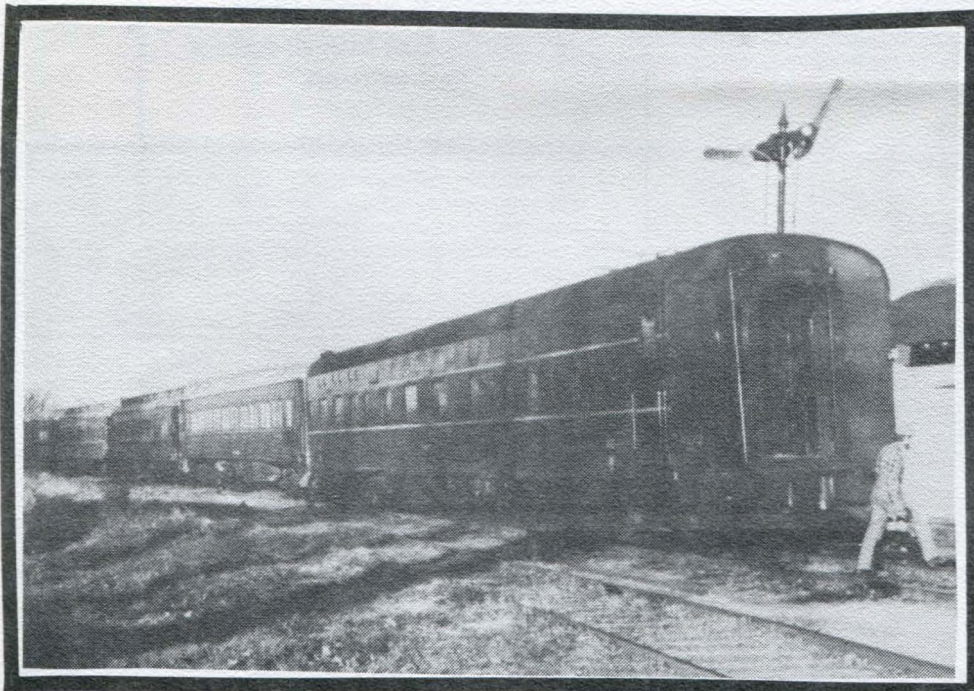
the meals are adequate, served on plastic trays like a TV dinner and heated in a micro-wave. The menu is limited but one gets plenty to eat. The Lake Shore Limited is a beautiful way to travel.

The convention was held at the Holiday Inn which has a railroad motif for its convention center. Activities were begun by the President of TRAIN, Joe Minnich, followed by seminars on Friday afternoon. Frank Sandberg, treasurer of TRAIN and MTM, spoke on Relationships with Common Carriers, mentioning MTM's fantastic success of steam excursions this past summer on three different railroads in the Twin Cities' area.

I then caught a little of two seminars going on simultaneously: Preserving the Past for the Future, a discussion of various sources of funding and means of attracting financial help. The other seminar was The Importance of Communication with Your Membership and with the Media, given by Arnold Freas of the Valley Railroad in Connecticut. He spoke of media exposure, publicity of many kinds, questioning people as to how they heard of their railroad, asking them to sign a guest register.

Saturday morning had more seminars and I

(cont.)



The TLE & W excursion train consisting of a former B&O coach, two NYC commuter cars, another B&O coach and a Lake Erie Pullman sleeper No. 402 (in foreground).

FROM THE PRESIDENT
(cont.)

attended two which were outdoors at Waterville. One was on "How to Make Track Work Easy" and the other on "Laying Out Switches and Curves". P.A. Shuster, chief engineer for the Toledo Terminal R.R. showed us the easy way of track work and Ray Huber, Professor of Construction Technology for Bowling Green State University gave a demonstration and hand-outs on the planning and laying of a turn-out.

Following Friday night's buffet supper was Show and Tell, with Bill Howes of the C&O starting things off with a showing of "The Chessie Steam Special". I had showed some motion pictures of our excursion train operation and work crews. Saturday afternoon was given to riding the Toledo, Lake Erie and Western, a 20-mile round trip from Waterville to Grand Rapids, Ohio. The locomotive used is an Alco similar to our "900" and about 15 years newer. (Their 0-6-0 steamer is in need of repairs.) The consist was of two former NYC commuter cars and two B&O coaches. For a spare, a former Erie Railroad sleeper, (four Pullman sleeping compartments, four bedrooms and some roomettes.)

Saturday night's banquet had Bill Howes as the main speaker, discussing a museum's relationship with a common carrier, in this instance, the C&O. He had mentioned the Chessie Steam Special could not have been done without help from people such as you. We lost money on the steam train, but gained a whole lot more in a better public image, employee relations. The train had a staff of about 100 - 60 volunteers and the rest paid railroaders. Bill was one of the individuals instrumental in starting TRAIN back in the '60s when he was with the Chessie passenger service and later was with Amtrak. TRAIN began in '72 as an outgrowth of the Steam Directory.

Following the banquet was Show and Tell time again and I screened a few slides of our Depot operation, showing construction of "Old Town". On a table next to registration were brochures of the museum, extra

copies of our newsletter and handouts from the excursion train of 1980. The handouts and newsletters went fast.

The general membership meeting was held on Sunday morning, with 41 member / non-member organizations registered and a total of 138 people attending the convention. TRAIN '82 will be held in North Conway, New Hampshire, Chattanooga R.R., Tennessee in '83, Valley R.R. in Maine for '84 and Hocking Valley, Ohio for '85. The spring meet for non-operating museums will be held by the Mad River & Nickel Plate in Ohio April 24 and 25. Operating museums will be hosted by the Texas State Railway the first weekend of April.

Sunday afternoon was again given to riding the TLE & W. The wife was along this time. The women had a tour of various shopping centers and museums in the Toledo area on Saturday afternoon. A return home by way of the Lake Shore Limited and the "mini-Builder" on Monday ended a very busy but enjoyable weekend. I have many notes and slides to share with members.

Jergen Fuhr, President

**Toledo, Lake Erie &
Western Railway, Inc.**

**ROUND TRIP COACH TICKET
WATERVILLE OR GRAND RAPIDS
AND RETURN**

CONDITIONS

1. All children under the age of 12 must be accompanied by adults at all times.
2. All passengers are warned against placing their heads and arms out of open windows.
3. Passengers will not climb on or about the equipment.
4. All disputes are subject to the arbitration of the conductor.
5. The consumption of alcoholic beverages on the trains or on the property of this line is strictly forbidden.
6. Lost articles should be reported to and reclaimed at stations.

**GOOD ONLY
IN COACHES**

VOID WHEN PUNCHED

**ONE WAY IF
★
PUNCHED HERE**

ST. PAUL PLANS TROLLEY LINE

Good news for all you traction fans! St. Paul is planning a multi-million facelift of Como Park, including the construction of a trolley line extending 1.7 miles starting from near the BN Como shops, then crossing Como Avenue to the Conservatory, Zoo, heading east across Lexington toward Como Lake.

The trolley will be a shuttle service from parking areas into the park to eliminate traffic congestion and on-street parking. The city is hoping to get four single-truck Brill cars similar to our No. 530 and 531. Aspen, Colorado, had ordered eight of the 24-passenger cars, but evidently because of a change of plans, had put them up for sale.

HATS OFF TO MTM's STEAM OPERATION

The Minnesota Transportation Museum of the Twin Cities has had a very successful operation this past summer with their new steam train. The first excursion was on the Minnesota Transfer Railroad in New Brighton on July 4th and 5th. Eighteen trains were scheduled for the two days; they had to have 22 trips to accommodate the 7,480 riders.

Then on a rainy weekend of Oct. 3 and 4, MTM hauled nearly 3,000 passengers on the Lilydale Line along the Mississippi

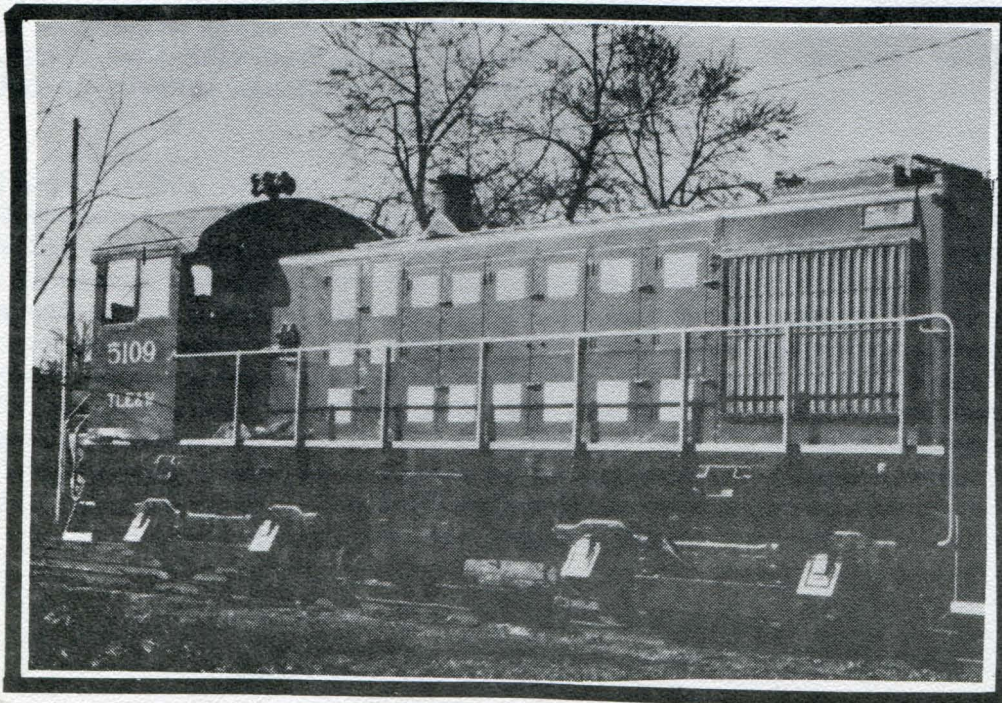
River in St. Paul. Add that to the Stillwater excursions, and MTM comes up with 16,725 passengers hauled for their first venture into a steam excursion train, adding to the many successful years of trolley operation at Lake Harriet and TCRT car 1300. Congratulations to our fellow brothers and sisters in MTM on a successful first year of operation.

SNOW TRAIN SCHEDULED

The Mid-Continent Railway Museum, North Freedom, Wis., has scheduled a Snow Train '82 for the weekend of February 20 and 21. The antique cars will be heated and for an extra fare in the lounge car, one may indulge in snacks and beverages.

The departure times are 9, 11, 1 and 3. Fares are \$5, children \$2.50 and an additional \$5 for first-class. Seating is limited and tickets will be first come - first served. No reservations. A plow train will be operated without passengers on Friday, February 19 if necessary.

Here is your chance to photograph and / or ride a steam train in a winter setting, which should make for some very interesting photographs and memories. North Freedom is a bit west of Baraboo and a tad south of the Dells.



Alco number 5109, similar to our 900, is used to pull the excursion train of the Toledo, Lake Erie & Western.

Photo by Jergen Fuhr

BOARD MEETING

The board of directors of the Lake Superior Transportation Museum met on January 14, in St. Paul, hosted by Russell Fridley and the Minnesota Historical Society. Ed Burkhardt, Chicago, with the CNW was welcomed as a new member of the board with acclamation.

Along with the usual reading of the financial report, the budget, expense accounts, etc., topics for discussion were the acquisition of two more pieces of equipment, one of which could serve as a display car for railroad china. The Railroad Business Women have been wanting a suitable car for the many pieces they have accumulated over the years. More on this later.

Members of the board are: D.B. Shank, pres.; W.C. Olsen, treas.; Sec.; Leonard Draper, treas.; Marcus Higginbotham, DW&P; Clinton Ferner, DM&IR; Marvin Meierhoff of Modern Constructors; Jack Rowe, Minnesota Power; Wm. P. Van Evera, attorney; George Welles, Modern Distributors, and Frank King, all of Duluth.

Tom Lamphier, chairman, St. Paul, BN retired; Phil Budd, Northwest Paper, Cloquet; John Burdakin, DW&P, Detroit; Bob Carland, St. Paul, BN; Byron Olson, Soo Line, St. Paul; Bret Pollan, Hyman-Michaels, Chicago; and ex-officio members Bill Graham, MTM, Minneapolis; Larry Sommer, museum director, Duluth, and Jergen Fuhr.

WORK CONTINUES

Work continues on Wednesday nights and Saturdays at the museum, and a busy schedule is on tap for the coming months. Members have begun work on No. 14 steam locomotive. Steam enthusiasts and interested people are needed to get 2-8-0 restored. Illness has prevented two key people in our locomotive repair crew from taking an active part... Dan Asbury and Lloyd Berger.

Car 33 has had its seats removed from one side to get its heating pipes repaired. It has a working Baker Heater and the interior will get a face lift. The junior members have installed a Baker Heater in the dynamometer car. Also, the Lionell layout is to be improved before being dismantled, with cork road bed, connectors between the sections, more scenery, buildings. It is planned to complete the portable layout and have it running for the coming model show at Miller Mall in April.

Also, Depot Square will have its grand opening on June 12 and 13. Volunteers are going to be needed to help operate the trolley. A two-man crew will be needed and a training program will be initiated for interested people. It is hoped to operate the trolley 7 days a week, 7 hours a day, which will require a goodly number of people. The trolley will operate during the summer months as a part of Depot Square, running out under the parking ramp to the end of the yard near the foot of Mesaba Avenue.

Also, the HO model railroad still work needs work to be finished, so there is something for everyone to do . . . whatever suits your fancy . . . steam locomotive, passenger car restoration, Lionel trains, HO models, electric traction. Let's roll up our sleeves and make 1982 a memorable year.

The weekend of June 12 will also be the grand opening of the Western Waterfront Trail and the LS&M plans to run its first excursion of the summer in connection with that event. So we will need all available members at both locations that weekend.

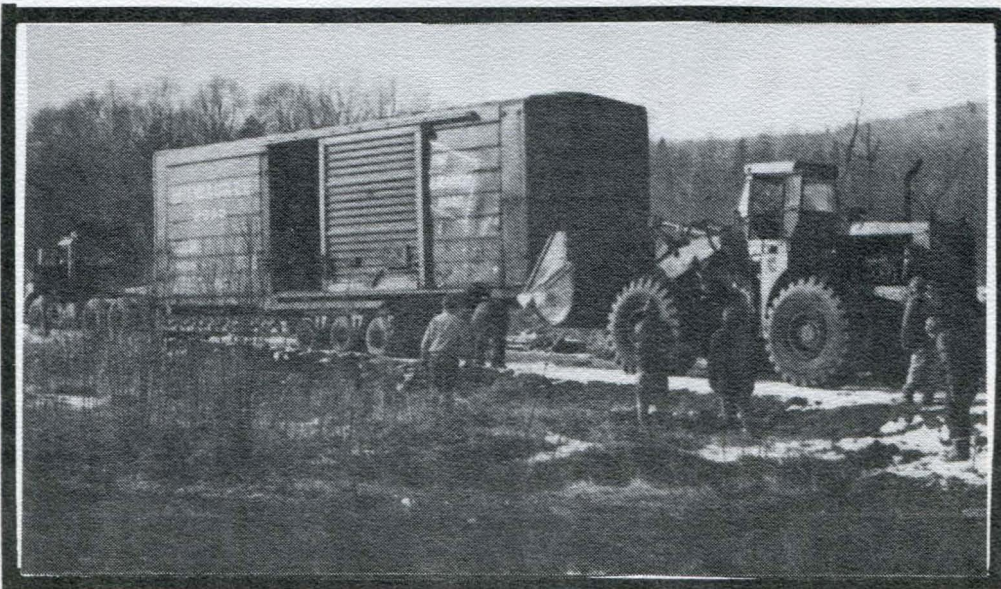
FLEA MARKET TRIP On Jan. 29, 1982, a small group of club members journeyed to Woodbury Sr. High near St. Paul to participate in a Railroad Flea Market. After assessing the damage to our pocket books, we headed for MTM's Como Shops to view their work. The members we saw were working on masking the windows on the interior of Great Northern coach #1097 prior to painting. The temperature inside the car was 70° thanks to a portable heater, while the temperature in the shops was a balmy 0°. Over all, the trip was a success and enjoyed by all.



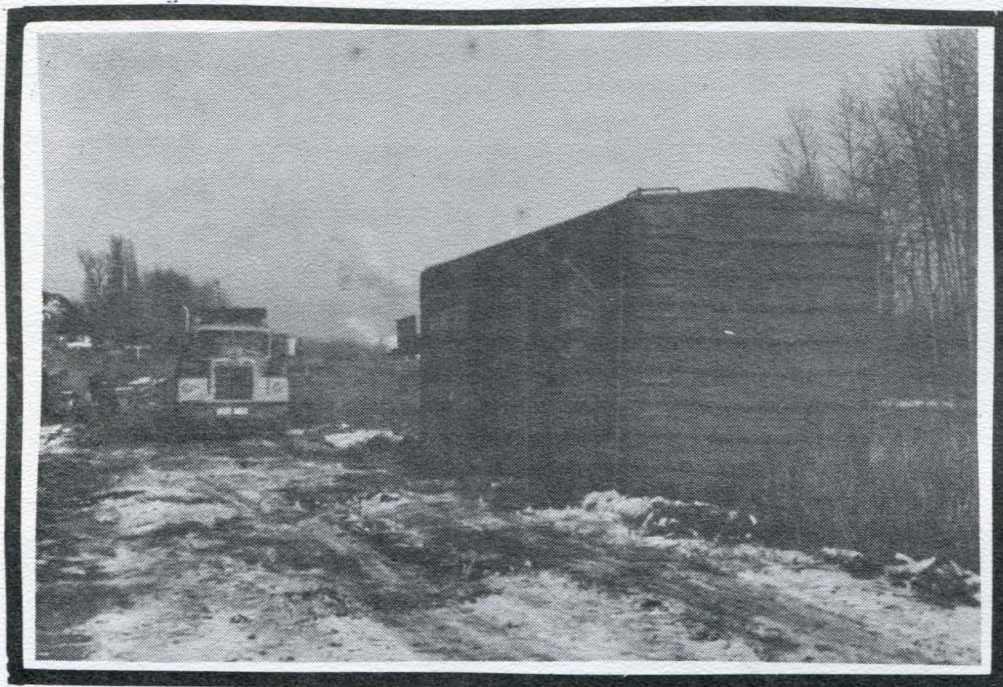
One of the two major projects this past fall on the LS&M was the installation of a switch at Riverside. In November the LS&M track gang removed a 90 lb. switch donated by a local industry. The photo at the left shows the removal complete and the relaying of ordinary rail underway at the donation site.

Photos by Frank King

After the company had delivered the switch to Riverside, our track gang braved subzero temperatures for three weekends to put it in place. The photo shows members bolting the joints after the switch had been put in place. All that is left to do in the spring is to cut four feet off one rail and finish spiking it down. Many thanks to all who were involved.



The other major project was the moving of a Milwaukee Road boxcar to Riverside. The following have to be thanked for their efforts; B&B Trucking (tractor-trailer), Hallet Dock (crane), Dave Sackette (loader), and Hyman - Michaels (boxcar).



The boxcar was homebuilt by the Milwaukee Road in their Milwaukee shops. The car will serve as a vandal proof place to store our tools plus a couple of track speeders. This will free our steel DM&IR boxcar so it can be returned back to the museum for restoration.

Photo by Frank King

Once again the museum played a big part in the DW&P's annual Christmas train. This past December 12, the train was operated from International Falls to Duluth for their employees. When the train arrived in Duluth, it was run up and down the hill a few times for the large number of Duluth employees. The consist included our DM&IR coach #33, CN coach, diner "Lake of the Isles", and GT coach. The BN provided boiler car #3, still in GN orange and green. SD - 40 #5910 lead the way.

Photo in Virginia by Walt Dunlap.



LAKE SUPERIOR TRANSPORTATION CLUB

Summary of Receipts, Disbursements and Cash Balance for period Jan. 15, 1981 - Jan. 15, 1982

Cash On Hand Jan. 15, 1981	\$1613.05
Receipts	2191.00
Disbursements	2228.68
Cash On Hand Jan. 15, 1982	1575.37

RECEIPTS

Dues	1425.00
Club Banquet	680.00
Savings Acct. Interest	86.00
	<u>\$2191.00</u>

DISBURSEMENTS

Postage	115.56
Club Banquet	660.85
News Letter, Meeting Notices	730.35
Pastries	154.71
Museum-	
Window Glass for GTW Car	197.50
Modular Railroad	57.96
Lionel Layout	70.00
Donations (To Museum)	125.20
Data Processing	36.59
Other	79.96
	<u>\$2228.68</u>

Cash On Hand Jan. 15, 1982	\$1575.37
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PAID MEMBERSHIP

Voting	108
Associate	64
Junior	9

Have you forgotten something?
April 1st. is the deadline for
1982 dues. Please send in the
following: (voting..\$10.00,
Associate..\$7.00, Junior..\$5.00)
by this date or you will no
longer receive club mailings.

CALENDAR OF EVENTS

Feb. 26 - General meeting. Depot 7:30 pm.

March 26 - General meeting. Depot 7:30 pm.

April 24, 25 - Model Railroad & Airplane Show at Miller Mall.

May 28 - General meeting. Depot 7:30 pm.

June 5, 6 - Antique Car Club display at Depot.

June 12 - Grand opening of Depot Square and Western Waterfront Trail and first excursion of LS&M.

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

