

LAKE SUPERIOR TRANSPORTATION CLUB

NEWSLETTER

Mar. - Apr.
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

MILLER HILL MALL SHOW

This is a reminder that April 24th. and 25th. will be big days for the club. Help is needed from club members to help set up displays at the Mall on Friday the 23rd. at 9:00 pm and to take them down on Sunday the 25th at 5 pm. All members are invited to take part in the fun. Over 100 tables of displays from all over the area including some from the Twin Cities are expected. Don't forget the banquet on Saturday night for interested club members. Hope to see all of you there!

ABOUT THE COVER

Chances are most of you have never heard of Dewey, Wisconsin. Most people who know of Dewey, realize that this is where the double track welded rail mainline of the Burlington Northern (Ex GN) crosses over the Soo line's track to Moose Lake and points west. The date is January 2, 1982 as we find two EMD SD-40's straining with 133 empty grain cars destined for the fields of North Dakota. The Soo Line began to buy SD-40's in the late 1960's and early 1970's to replace the rapidly aging F-units. Today, SD-40's and SD-40-2's make up over 1/3 of the total Soo Line fleet.

Photo by John Vincent.

FROM THE PRESIDENT

Spring has officially arrived, but it takes a while for the snow to disappear and the ground to thaw. But once it does, it means shifting into high gear out of the winter doldrums, shaking the cobwebs off and preparing for another season of operation on the "Frog Pond Line".

Members were busy up into November installing a turnout at Riverside in preparation for building a run-around and positioning a ground level box car for storage of tools and equipment. But the onset of winter halted activities for a while.

But now the turnouts have to be connected with track. There are eight panels already built, waiting to be dropped in place. Additional track will have to be laid to complete the job, then the finishing touches on the roadbed, tamping, spiking, not to mention upgrading the rest of the line.

With the run-around, the LS&M will be able to use one locomotive for its excursion train, running it around the train at Riverside for the return trip, rather than using two locomotives in a push-pull operation as in the past, thereby saving fuel and cutting expenses. And coupled with the operation at the museum, i.e., the trolley, restoration, model railroad, it means a lot of work to be done. Like any railroad, there is always maintenance, things to fix, improvements in rolling stock, roadbed, tracks, etc. And being that we are still in our infancy and growing, there is more than mere maintenance.

Both the museum and the LS&M have a great potential for area tourism and public activities. Though the museum has been in existence for nine years, it is still relatively young and growing, and with the advent of Depot Square it offers more opportunities along with the excursion operation for active participation in any number of ways and here is an opportunity to get in on the ground floor of an important part of community activities.

With the dedication in June of the Western Waterfront Trail and the planned

development of New Duluth, the LS&M will become a valuable asset to the area. But it needs volunteers to take an active interest, for without them, things grind to a halt.

It has been a few dedicated souls that have been contributing more than their share to various projects and to those individuals goes a heap of gratitude. To new and potential members, it is to you that we look to for growth. Take the meaning of the word "volunteer" seriously and make 1982 a year in which you decide to become more than just a dues-paying member.

Work continues at the museum on Saturdays and Wednesday evenings. And soon members will be at Riverside on Saturdays. Call any of the officers or the museum for more information.

The Spring has sprung,
the grass is riz,
I wonder where
the workers iz.

With tracks to fix
an' trains to crew,
It makes hard work
for just a few,

An' many willin' hands
will make the work light.
Then we All can glory
in a job done right.

So come on guys,
an' ladies, too,
Let's show our public
what we can do.

Jergen Fuhr

**WE'RE LSTC.
AND PROUD OF IT.**

LS&M HOLDS FIRST ANNUAL MEETING

The Lake Superior & Mississippi Railroad held its first annual meeting and election on March 11 at the Carlton House. A number of topics were discussed and voted on with Mark Olson chairing the meeting.

The past two operating seasons, the railroad had bought the lunches for the crews at a considerable expense. In a move to cut operating expenses, it was voted that crews would bring their own lunch. Also passes will be given to those volunteers who donate their time to working on the tracks or the train, signed by the president and patterned after the pass of the original LS&M.

Discussion was also on some type of identification such as a cap or jacket, to identify crew members and car hosts. Mark Olson has been busy designing a brochure for the railroad with a map and directions on how to get to New Duluth and a map of the railroad line with a description of the various points of interest and a little history of the original LS&M and the area. The brochures should be printed by now and should be going out to area hotels, convention and visitors bureaus, etc.

Mark has also been doing work on designing stock certificates for the LS&M to be sold as a means of fund raising. The railroad still owes the museum for the work on the roadbed and it is hoped to be able to pay that off from the proceeds of the coming operating season.

Thanks to Mark for a lot of work in helping to get the LS&M off and running ---he has also designed a new logo that can be used on tie tacs and mugs that could be sold in the baggage car concession or ticket office.

Frank King, Norman Livgard, Leo McDonnell, Wayne Olsen and Jergen Fuhr were elected to two-year terms as officers, with Ed Pufall and Don Fobear elected to one-year positions. Remaining in office from last year are Mark Olson, Wayne Olsen, Bill Mickelson, Dave Carlson and Jim Goulding. Jim, vice president-operations, relinquished his post to become a director.

Lloyd Berger did not choose to run again as a director. The LS&M thanks him for his participation on the board and his help in keeping our motive power in operating condition.

At a recent meeting of the LSTC, it was voted that the group be recognized as the official volunteer organization for the railroad. So it followed that the LS&M recognized the action and brought a motion to the LS&M membership that henceforth all dues paid, voting members 13 years and over of the LSTC will constitute the voting membership of the LS&M, and one application form along with a ten-spot, will enable a person to be a member of both and that person will have a choice of working at the museum and/or the excursion line.

A meeting of the officers will be held at which time positions on the board will be delegated and duties spelled out.

LS&M OFFICERS ELECT

The elected officers of the LS&M held their organizational meeting on March 29. Mark Olson was elected president. Vice presidents are: Leo McDonnell - administration; Ed Pufall - operations; Don Fabear - mechanical; Frank King - engineering; Dave Carlson - public relations.

Directors are Jim Goulding, Norm Livgard, and Jergen Fuhr.

It was decided to run a free trip on June 12 at 11:00 for city dignitaries and other people of importance who will be on hand for the opening of the Western Waterfront Trail which will have its grand opening and dedication on June 12.

GB&W STEAM LIVES

The big news coming out of Mid-Continent is their plans to restore the last remaining Green Bay and Western steam locomotive known to still exist. After 24 years of retirement at Wisconsin Rapids, the 2-8-0 was moved by volunteers from the Zoo to North Freedom and the Museum. Many of us remember moving our NP steamer from the Duluth Zoo to the Depot. The next time you're near North Freedom, Wisconsin, drop in and see #49, the last GB&W steam engine!

SOO LINE GROWS

The Soo Line has announced it will acquire the 45 mile Minneapolis, Northfield and Southern. The MN&S runs from a connection with the Soo at Minneapolis to Northfield some 45 miles to the south. In 1980, the MN&S (known as the Dan Patch Line) had operating revenues of \$5.8 million, lost \$200,000., and handled 22,600 carloads of freight. We are still waiting to see if and when the Soo will retire its five remaining 35 year old F7-A's. We might be able to get one donated minus its motor.

HELP NEEDED

The Museum is trying to compile a complete master file on each piece of historic railroad equipment in its collection. Members who have articles, technical data, copies of correspondence, photographs or any other information on Museum equipment are invited to send it to the Museum. As it stands now, we have little or no information in our files on a number of cars. The Museum would appreciate any help the members can provide.

SCOUTS TO HELP ON LS&M

Wayne Olsen and Jergen Fuhr recently met with the troop committee of Scout Troop 33 of Duluth. The purpose was to show some pictures and offer information of the LS&M operation and the work being done on the rail line. At least one scout working for an eagle rank is interested in taking an active part with the LS&M as a service to the community for his eagle rank. Wayne also showed pictures and talked to the troop to acquaint them with the excursion railroad on Monday, March 29th.

Last season the LS&M had some scouts from troop 202 in Superior helping out on the train and parking lot. It is hoped to get others to also become active and learn something about railroads and their operation, because a scout who is working for eagle also has to coordinate and lead a group of other scouts in some type of community service as part of his leadership training.

CAR 33 IS PROGRESSING

Thanks to the efforts of some members, car

33 is showing signs of progress on the stripping of the paint from the interior and the completion of repairs to the heating system. The stripping is about completed and hopefully by publication time, the floor will be sanded and painted.

The seats and frames have been removed to facilitate repairs and refinishing. Chemical toilets will be installed in the bathrooms for emergency use only. But time grows short and those same people will soon be out working on the section crew. All of the work will not get done in 33 and there will be just enough time to get the seats back in. More help for 33 would surely be appreciated.

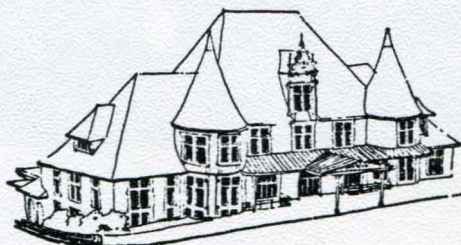
RAILS ON PHONE BOOKS AGAIN!

Now that streetcar 1300 has been retired from the covers of the 1981 Minneapolis white pages phone books, the 1982 Minneapolis yellow pages phone books are being delivered. Their cover features Burlington Northern engines 6738, 7914, 7909 and 7915 hauling a freight across the historic James J. Hill-built Stone Arch bridge over the Mississippi River in downtown Minneapolis. BN no longer uses the bridge and has donated it to the city. Some designers' plans call for a tourist streetcar line to operate on the bridge in the near future to transport visitors from St. Anthony Main to downtown. We've got some unrestored streetcars and we're waiting for a phone call.

--MTM Minnegazette

OUR SYMPATHY IS EXTENDED

Our sympathy to Ralph Andres and his family on the death of Ralph's father. Bill Andres, 80, passed away in a Duluth hospital after a short stay at Nopeming Nursing Home. Ralph and brother Dennis are active in live steam models and Ralph has been working for many years on a live steam model of a DM&IR Yellowstone locomotive. He is also finishing up a Case steam tractor.



*Visit
the Depot!*

MODEL RAILROAD UPDATE

As this photo shows, much work in the scenery department has been done on the previously barren yard area. Much of the work has been done by Martin Carr on Wednesday nights. The most noticeable change is the addition of blue backdrops and the covering of screen with plaster. The ore dock has been connected to the layout proper with a double track approach. Some scenery has been done on this area to make it more realistic. The only major areas needing work are the roundhouse and yards A & B. Some good news is that the computer which had experienced some problems earlier has now been working great with little or no problems. As of this writing, the corner modules have been moved into the model railroad building for repairs. It seems the scenery had cracked and the plan is to replace it with a more durable type. Work on the model railroad and club modules is done on Wednesday nights from 7:00 to 9:00. Anyone interested is invited to drop in.

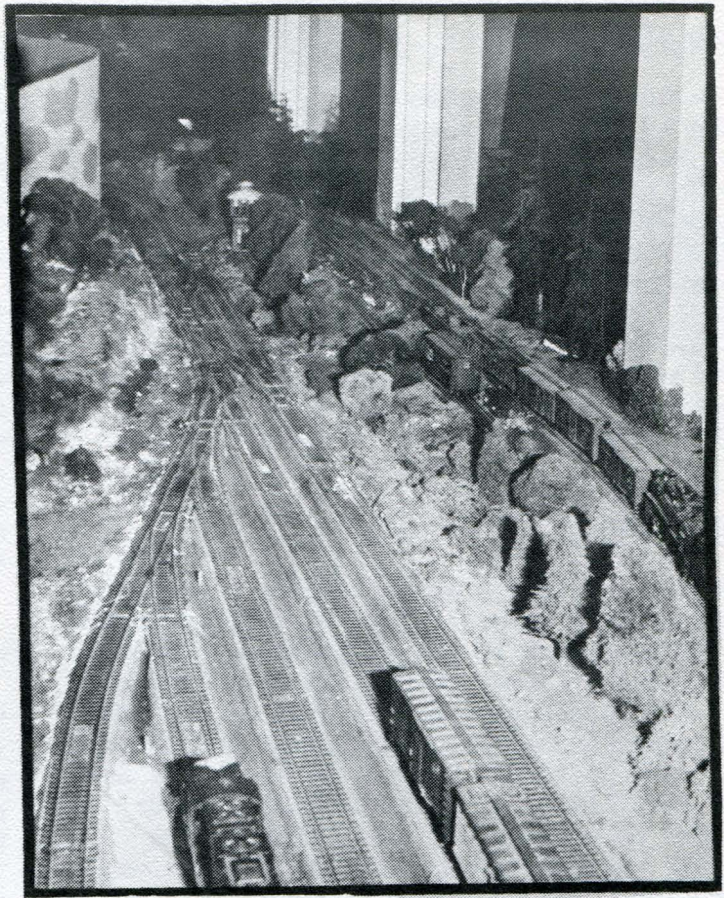


Photo by Jay Wolf

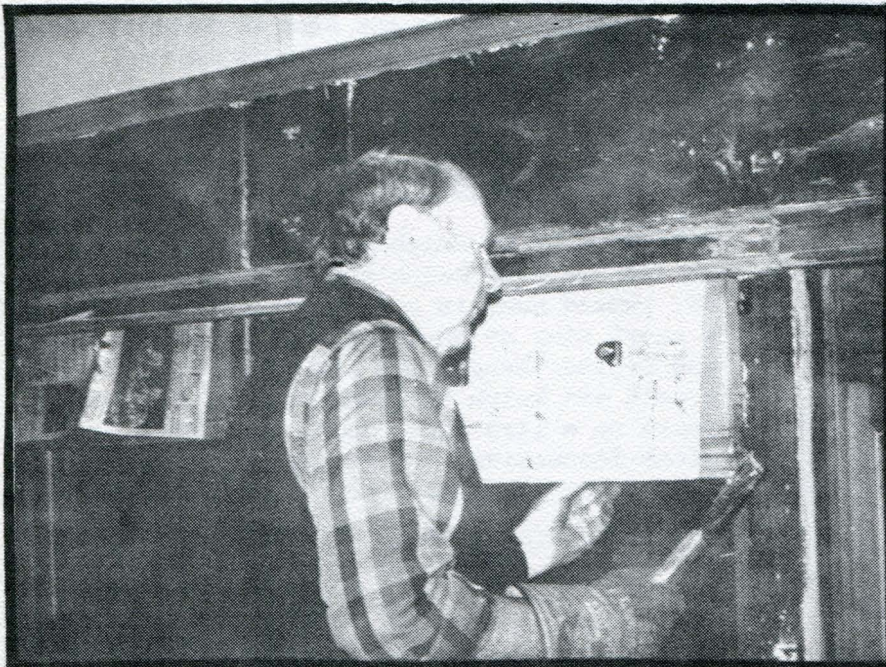


Photo by Jay Wolf

Car 33 is making the big restoration news for this issue. As of this writing, all the seats have been removed, steam pipe installed and floor primed. Also, the side panels have been stripped of their paint by a group of volunteers. Speaking of volunteers, the photo at the left shows Wayne Olsen removing paint from the panels. Car 33 has long been looked on as a source of much work and sweat but with the help of dedicated volunteers the car now is a fine example of the efforts of members. Oh, by the way, Wayne tried to fool us by reading the paper but we knew he was working very hard.

A Brief History of the L.S.&M.

The 4.3 miles of rail we use for our excursions is all that remains of what once was the mainline of the Lake Superior and Mississippi Railroad. It ran between Duluth and St. Paul, extending from downtown Duluth along the waterfront, following the St. Louis River through Fond du Lac to Thomson, to Carlton and St. Paul.

The LS&M was incorporated in 1863 and called for a rail link between Duluth and St. Paul, with bonuses determining where the terminals should be. St. Paul voted \$250,000 to the railroad if it were chosen and citizens of St. Louis County voted \$150,000 in bonds for the same privilege at the northern end. The last spike was driven on August 1, 1870, near Thomson and the first train left St. Paul for a 16-plus-hour trip to Duluth.

At the close of 1870, daily trains were operating over 50 miles of the Northern Pacific to the west, which was to become the first transcontinental railroad linking the Pacific coast with Lake Superior. The NP was created by an Act of Congress on July 2, 1864. Construction on the line began in 1870 at Carlton.

Two years later the NP leased the LS&M and by 1873 the line extended from Duluth to Bismark — 530 miles. But because of financial difficulties in 1874, the NP discontinued its lease which in turn caused hardship for the LS&M. This road was reorganized three years later as the St. Paul and Duluth.

The LS&M line between Carlton and Duluth presented severe operating and maintenance problems which prompted relocation in 1886 of the St. Paul and Duluth Short Line between West Duluth Junction and Thomson, cutting the grade in half and shortening the distance by 2½ miles. Duluth's first railroad was absorbed into the NP system at the turn of the century and more recently became a part of the Burlington Northern.

On September 19, 1977, the BN donated the land and track that remained of what was once the LS&M to the city of Duluth for recreational and excursion train use. Work and restoration of the line was done by a group of volunteers from the Lake Superior Transportation Museum. By the summer of 1980, it was possible to operate occasional excursions for the public. On March 23, 1981, this same group of volunteers reorganized the LS&M as a non-profit corporation whose purpose is to operate an historic excursion railroad.

The work continues; if you would like to become involved, to work with us, or give a tax-deductible donation, contact the

LAKE SUPERIOR and MISSISSIPPI R.R.

506 West Michigan Street

Duluth, MN 55802 for more information.

Phone, Area Code - 218 - 722-3008



New Duluth

**TRAIN
RIDE
HERE!**

MUD LAKE

Gary

Boat Club

Smithville

Riverside

(TURNABOUT POINT)

SPIRIT LAKE

A Ride Along the Line

As you board the train in **NEW DULUTH**, you will see that this once industrial area is now being converted for recreational use. New Duluth was incorporated by the New Duluth Land Co. in 1891 and this area was annexed to the city in 1894.

As we leave New Duluth, the train will pass under Highway 39 (the road to Oliver, Wisconsin) and then the Duluth, Missabe & Iron Range Railroad overpass. This bridge will also carry the Duluth, Winnipeg & Pacific Railroad traffic to Pokegama, Wisconsin when their West Duluth yard is closed because of freeway construction.

MUD LAKE is the next area and the LS&M bisects the lake on what was originally a long trestle. It is now covered over with gravel and fill. To your left, across Mud Lake, is the area of Duluth known as **GARY**. This was once "The Hub of the Steel Plant" with its own newspaper, theater and a \$30,000 hotel. Universal Atlas Cement was also located in Gary, but it has now been demolished.

As we leave Mud Lake, a point of land juts out into the river on the right side of our tracks. This area was known as **BOAT CLUB**. A branch of the Duluth Boat Club was located here in the first part of this century. The Club had cottages, a boat house, dining room, dance floor and its own private railroad station for those who did not care to travel up the river. The Club was known for its excellence in sculling competition.

continued

A RIDE continued

Continuing past Boat Club, you will catch glimpses of what was once the Morgan Park works of United States Steel. Most of the steel plant has been razed, and much of the property is now being used as an industrial park. **MORGAN PARK** itself is next. This was a company town laid out in 1914-1916 by Minnesota Steel Company, a subsidiary of U.S. Steel. A self-contained community of concrete, the houses were of concrete block and stucco, giving them a "bomb-shelter" quality. The sidewalks and streets were paved and all wires were underground. The community had its own hospital, utilities, two boarding hotels, a community center and a school. There were no saloons or slums. Many shops and stores were in one building — perhaps the first "shopping mall". The population in 1918 was 750.

Beyond Morgan Park, we curve around **SPRIT LAKE**. The small island in the middle has a legend that the daughter of an Ojibwa chief and the son of a Sioux chief became lovers. They were chased to the island by the braves and were never found. The Indians believed the couple were spirited away to the "Hunting Ground" and now roam the island hand in hand, hence the name Spirit Island.

Nearing the end of our line, we pass below **SMITHVILLE**. The Finnish National Church established the People's Institute and Technological Seminary there in 1904, known as the Kansan Opisto. This was closed in February 1906 and reopened in May of the same year as Tyovaen Opisto, or Workers College. The school had thousands of correspondence courses in several different subjects and 200 plays to be loaned out to organizations. The school no longer exists.

RIVERSIDE is the end of our tracks, 4.3 miles from where we began. This also was a company town, developed by Alexander McDougall who also invented the "whaleback" style ore boat. During World Wars I and II, the Barnes-McDougall Shipyard here employed up to 4500 men and turned out many ships. A marina for pleasure craft and a chemical plant now occupy the site.

As we start back to New Duluth, we hope you have enjoyed the trip and do look for anything you missed on the way out.

TRIP TAKES ABOUT 1 HOUR



FARES

Adult	Child	Senior Cit.
\$3.50	\$1.50	\$3.00
Accompanied by an Adult		With Card

FOR TICKET INFORMATION CALL, 722-3008

THE RAMBLING HOBO RIDES THE RAILS

By Chuck Jensen Written on 12/9/75

Combining a little vacation time in Boston with a little business in New York City in November, the Roving Rail Reporter decided to test Amtrak's newest addition,

the Lake Shore Limited, to Boston.

On November 8, I took the Arrowhead to Minneapolis. The addition of a coffee shop - lounge combined with a smooth road bed, make this a fine little train. Try it sometime - you'll like it!

The trip to Milwaukee over the rails of a railroad which will go unnamed, was rough. I wouldn't advise expectant mothers to attempt this ride, as Junior might be born with a pair of springs for legs. Sunday the new French Turboliner to Chicago was a surprise - smooth fast ride, a nice snack car, and appointments not as spartan as I had heard.

Thank you George M. Pullman for giving us the sleeping car. If I hadn't had a roomette on the Lake Shore Limited, it might have meant standing as far as Cleveland - the train was packed. That's not bad for a train only two weeks old. An excellent roadbed (can you believe that on the P.C.), good food, and beautiful scenery in the Berkshire Mountains got me into Boston in good shape on the advertised, on Monday afternoon.

November 11, 1975. It looks like a jet airplane, it sounds like a jet, it has stewardesses, and the builder's plate says United Aircraft Co.. No, this isn't Logan International airport - it's South Station in Boston and I'm boarding the Turbo Train for New York City. Although I've seen the speedometer needle settle at 120 mph, on this train we were held to 65 mph. This was due to a smashed windshield caused by a vandal dropping a bottle from a bridge. As a result, we arrived at Penn Station 35 minutes late.

Business completed on Friday, I boarded the gleaming, all stainless steel Broadway Limited for Chicago. I never rode the Broadway of old, but after recent years of infamous shoddy service under private operation, Amtrak has turned this into a fine train. The consist had clean refurbished equipment which included a pullman lounge that served complimentary hors d'oeuvres with cocktails, a twin unit diner, and a coach lounge called the Pub Car featuring a piano on a stage. With a good roadbed, we were into Chicago 15 minutes early.

After weathering the roller coaster ride back to Minneapolis, the Arrowhead to Superior seemed unbelievably smooth. If you're planning a trip by train, go with an open mind and, with a few exceptions, I think you'll be pleasantly surprised.

What, you ask, is so special about this BN unit? This photo shows the last active BN F-3A on the roster, or at least it was back in January. Some members looked into acquiring the unit for the Museum, but their efforts failed and the unit was sent over in February to Duluth for scrap. The unit was delivered to the SP&S in 1947 and served most of its BN life working out of Dilworth (Fargo), as a power unit for a rotary snow plow. This photo is a tribute to a unit that has worked hard all of its 35 years. We almost had it!



Photo by Dave Schauer



Photo: Collection of Dave Schauer

NOSTALGIA CORNER

One of the major responsibilities of a railroad museum is to record the history and stories of local railroads. The Lake Superior Transportation Museum takes care of this by the use of the library car. The ex-NP RPO contains anything and everything about local and not so local RR's. One of the best ways to preserve information about railroads is through photographs. You Great Northern fans will like the photo chosen for this issue. The date is August 1965, as a EMD GP-35 leads two rival G.E. U-25-B's through Marias Pass near West Glacier Park. The Great Northern was a major factor along with the Northern Pacific in the Duluth-Superior area. N.P. fans will have a treat in the next issue.

1st. of a series

CALENDAR OF EVENTS

April 24, 25 - Model RR and Airplane Show at Miller Hill Mall.

April 30 - General meeting. Depot 7:30 pm.

May - No general meeting

June 4 - 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,
plus first LS&M excursion.

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



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