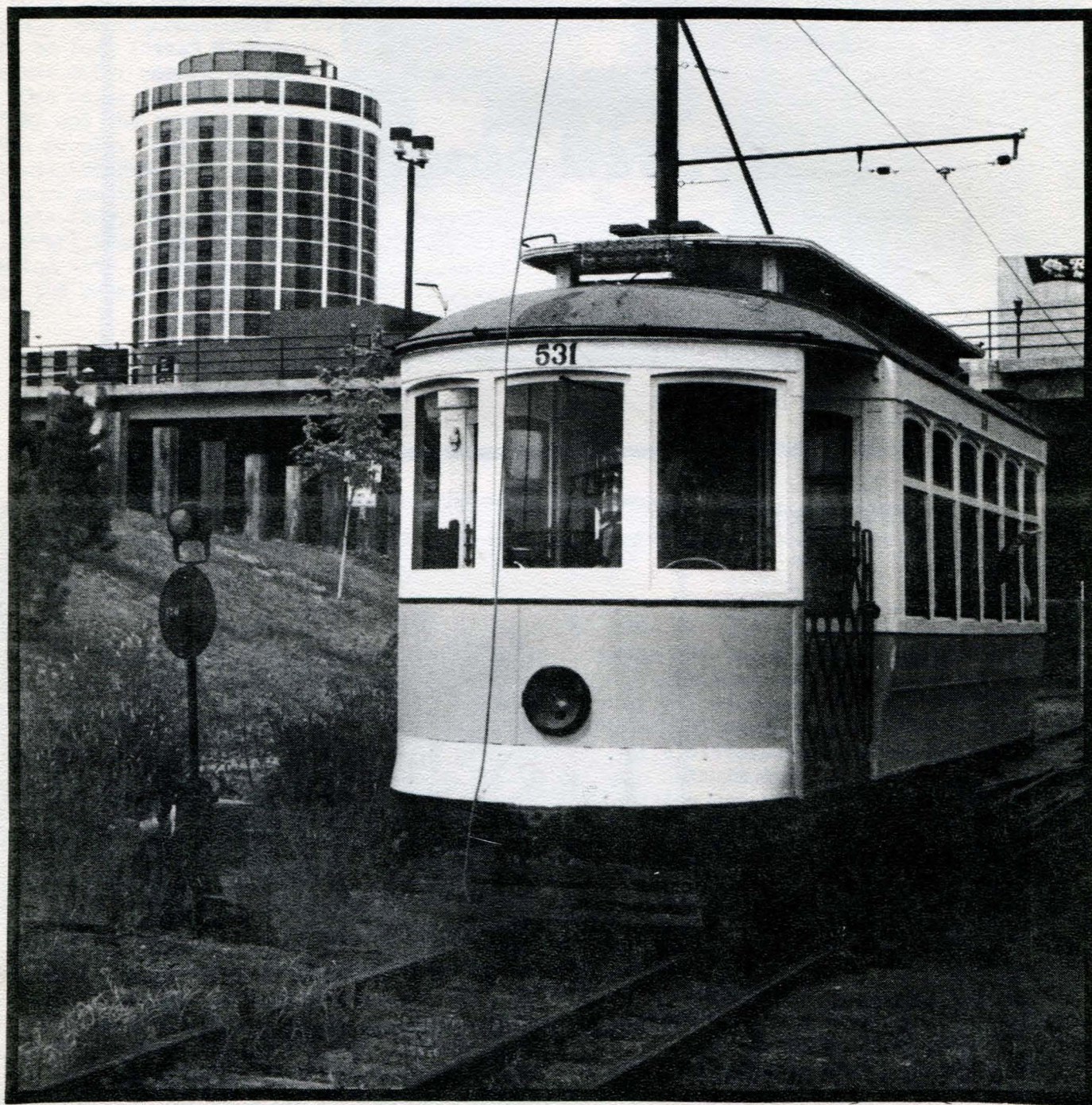




LAKE SUPERIOR TRANSPORTATION CLUB

# *NEWSLETTER* SUMMER 1982



Lake Superior and Mississippi Railroad





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President.....	Jergen Fuhr
Vice President, Administration .....	Mark Olson
Vice President, Public Relations .....	Frank King
Recording Secretary .....	Allen Anway
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Director, Equipment Restoration .....	Tom Gannon
Director, Model Railroad .....	Martin Carr
Director, Exhibits and Display .....	Wayne Olsen
Editor .....	Dave Schauer

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Vice President, Mechanical .....	Norm Livgard
Vice President, Engineering .....	Frank King
Vice President, Public Relations .....	Dave Carlson
Directors .....	Jim Goulding
	Bill Bradley
	Jergen Fuhr

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## ABOUT THE COVER

June 12th at the Depot saw the opening of Depot Square and the trolley. Early in the morning, volunteers put up a large banner across track seven into which the trolley would bust, thus officially opening Depot Square. Burst it did, and at 10:30 that morning Duluth had another great attraction. As many as 200 people watched and rode the trolley that morning during the first few hours of operation. Paying visitors to the Depot are given a token for one ride on the trolley, many took advantage of the ride.

The trolley was built in Lisbon during 1926 using 1902 Brill specifications and is American looking in all respects. The car is mounted on a Brill four-wheel truck and has the traditional deck-roof of early American models. The only real difference between #531 and early Duluth Street Railway four-wheelers is its size. The car is only 28'-10"

long and 7'-9" wide thus making for a low (24) seating capacity. Because of its narrow width, a third rail had to be laid along track seven along with the constructing of an overhead trolley wire. If you have not yet ridden on the trolley you still have time. It will operate through this summer and again next spring. The photo shows #531 near the new parking lot with a load of happy visitors.

Staff photo by Dave Schauer

## FROM THE EDITOR

By now you have noticed how large this issue is. The reason for this is that the large amount of information and photos dictated a larger than usual issue. In my constant effort to keep you informed and entertained I have included the normal features (e.g., From the President, News, and Nostalgia Corner) plus an article and a wealth of photographs.

I hope you enjoy this issue and good reading! Dave Schauer



# PRESIDENT'S PAGE

## FROM THE PRESIDENT

Wow, what a weekend that was! Thursday, June 10th, was graduation for Dave, a museum board meeting at noon on Friday, then off to St. Scholastica for the North Style program for volunteer groups, back to the museum for a grand opening party for Depot Square. Saturday morning it was the Grand opening of the Western Waterfront Trail and the inaugural trip of the LS&M's summer schedule, then back to home for a graduation party. On Sunday, dressed in best suit, tie and white shirt, it was a meeting with Mike Buck of MTM. But as I walked in the front door of the Depot, I became aware of a very authoritative person who hovered over me and said, "You will get into the tender of No. 14 and shovel some coal, won't you?" Came the meek reply, "Y-y-y-yes sir."

As Randy Schandel smiled at my quick obedience and faithfulness to duty, I called home for some grubby work clothes, quickly changed and climbed into the tender of No. 14, singing, "I dig 16 tons and what do I get, another day older and . . . ." To look for some nice chunks of coal among the fine powdery stuff was like looking for gold. "Oh here's a nice nugget."

After several buckets were filled, they were brought out to the 7-Spot where Stewart Beck had the O-4-0 steamed up and was about to run it back and forth on track two for the public that came to the opening weekend of Depot Square. It was also the first operation of Trolley car 531 for the public and Friday night saw yours truly get a quick orientation to the finer art of conducting a trolley and operating on same.

The month of May saw the completion of the run-around in Riverside. Thanks to Oscar Johnson from the firm Priola and Johnson and his big front-end loader, the track panels were moved into place the first weekend in May and later a short segment of track was laid in place to fill the gap remaining between panels and the turn-out.

Car 33 went to the wire on its refurbishing of the interior, climaxing a 6-month effort to repair the heating system, strip the interior, paint the floor,

install new linoleum and toilets. With the exception of a few minor things to be done, car 33 looks much nicer. It is a good people-hauler and well-suited for excursion trips.

Congratulations go to three young men as they graduated and are about to go into another phase of life. Dave Schauer, John Vincent and Dave Fuhr have been active for many years as junior members. John is going to UMD to study law. Dave Schauer is going to UMD to study civil engineering and Dave Fuhr is headed for Thief River Falls vocational school for a course in aircraft maintenance.

And, also, congratulations go to Jim Goulding and Alice Cole who recently said their wedding vows at Good Shepherd Lutheran Church and honeymooned in Texas.

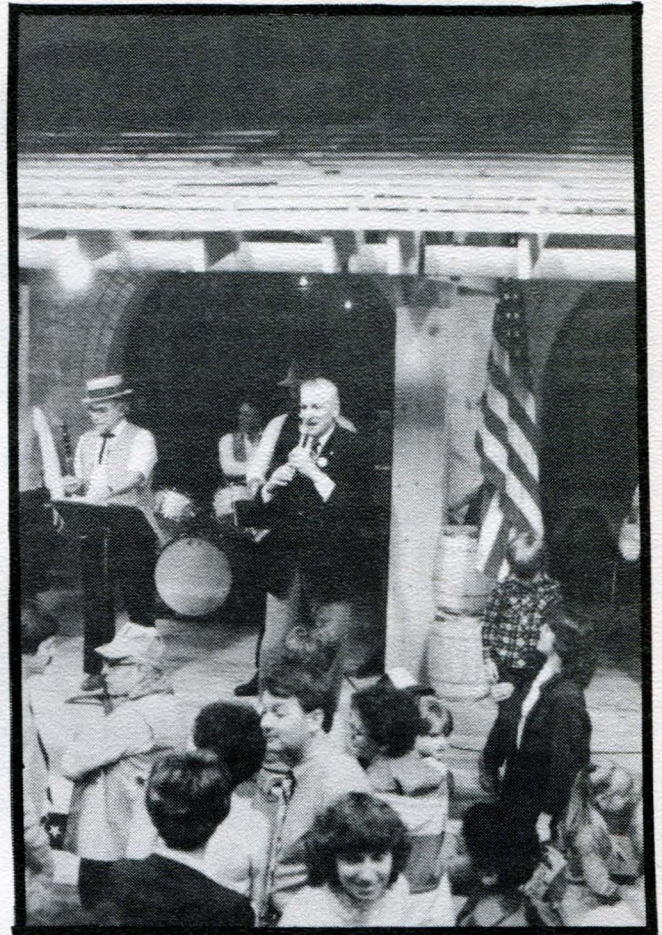
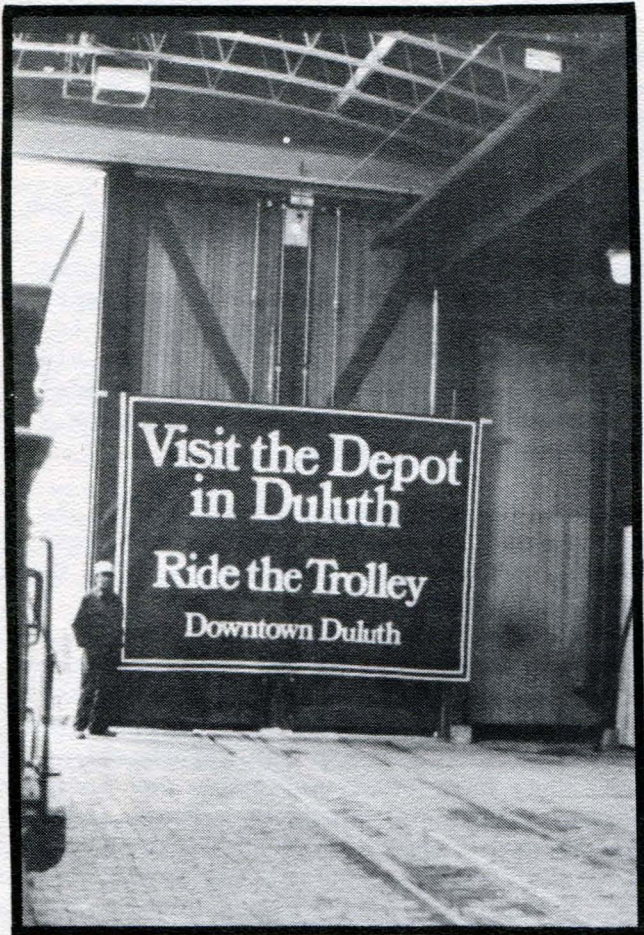
In the "Now it can be told department"... As the club members have worked their tails off in repairing and maintaining the tracks for the excursion train and refurbishing equipment, they have often noticed a few individuals hanging around and watching. These individuals were dressed in some type of white robe with a headpiece, middle-east looking type of dress. No attention was paid to them until a letter came to one of the officers of the LS&M. In it was a fabulous offer to buy the LS&M; but, the officer decided that if it is worth that much, there must be a great potential in the LS&M and after devoting so much time and energy to rebuilding the line into a viable tourist attraction for the city, the officer decided not to mention it to anyone and threw the letter away. No way was he about to let all the work go for naught and spoil our fun.

Jergen Fuhr  
President

**PRACTICE SAFETY  
EVERYWHERE  
ALL THE TIME**



# DEPOT



Staff photos by Dave Schauer

Top: This is the banner that the trolley broke through to open Depot Square.

Top right: Mr. Shank speaks to the crowd gathered for the opening.

Right: View of the new Depot Square buildings along track seven.





# DEPOT

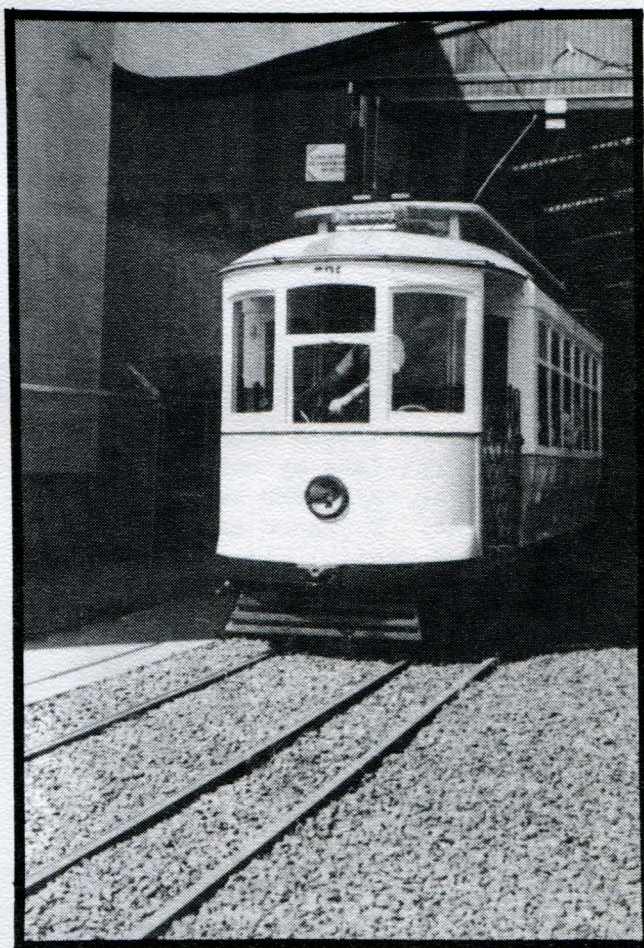


Left: The trolley is very popular as this photo shows.

Bottom left: Motorman Jergen Fuhr guides the trolley back into the museum.

Bottom: Tram 531 on yet another trip.

Staff photos by Dave Schauer





# NEWS

## EMD TROUBLES

It has been reported that Electro-Motive Division of General Motors is having problems. EMD was the manufacturer that unseated steam as the ruler of the rails. EMD's early GP and F unit lines forecast the demise of steam in the 1940's. EMD sold over 11,000 GP and F's during the steam-diesel transition. EMD also was the major reason why Alco, FM, and Baldwin stopped making diesel locomotives. Since 1970, EMD has had the majority of the market in the palm of its hand with only General Electric to try to take some of it away. The tables are expected to be turned this year though. General Electric's very popular series 7 locomotives will put the company in the #1 builder's seat with EMD second. Reasons for EMD's poor showing was cost, workmanship, and fuel performance compared to General Electric. Our 44 tonner is an early General Electric model that was popular in its time.

## IN WISCONSIN

Mid-Continent Railway Museum has made the news again. Chicago & Northwestern borrowed the Museum's ex-C&NW R-1 4-6-0 #1385 for a display in Green Bay. During Transportation week, the steamer made trips throughout southern Wisconsin on the Northwestern.

Bad news has floated up from southern Wisconsin in that it was learned the Chicago Madison and Northern ceased operations. The railroad operated ex-Milw. and IC lines around Monroe, Wi. and attracted many railfans by using an F-7, E-3, RSD-5 and an early EMD switcher to power its trains. The good news is that the state funded Central Wisconsin has taken over operations of the lines.

On a more colorful note, the Green Bay and Western has adopted a bright new red paint scheme to be applied to all of its also locomotives.

## GRAND MILWAUKEE?

The big rail news in our area is the proposed purchase of the Milwaukee Road by the Grand Trunk Corporation. The GT system includes the DW&F, GTW, Central Vermont, and DT&L. The proposed new

system would circle most of the Great Lakes and in reality would be an extension of the Canadian government. CN controls the Grand Trunk Corporation in much the same way as the Canadian Pacific controls the Soo Line. The new system would connect at Duluth and Chicago.

## NOT FOR SALE!

It has been rumored that United States Steel was planning to rid itself of its railroads to get cash. With the slumping steel industry, USS found itself short of money to help finance its purchase of Marathon Oil and was forced to sell facilities. Many people felt that the three big USS railroads were next in line to be sold but a spokesman told Trains magazine that he had no idea what the rumor was about. The big three are the Duluth Missabe & Iron Range, Bessemer & Lake Erie, and Elgin, Joliet & Eastern (Chicago).

## SEATTLE REVIVES THE TROLLEY

From NARP's "Getting There" comes news that Seattle is reviving the street car after a 40 year absence. The Waterfront Trolley will operate along Alaskan Way by the waterfront with three vintage trams built in 1927 and operated in Melbourne, Australia. Each car has a salon at either end with an open middle section.

Seattle also has a "bike and ride" plan where a bus has a bike rack for two on the front, enabling riders to take their bikes with them. The bikes go free with the person's bus fare.

Los Angeles has a tourist pass for its bus system, costing from \$6 to \$30 depending on how long the tourist stays in L.A. It is possible for the tourist to take a bus anywhere, anytime and see Los Angeles for \$2 a day.

## COMO-HARRIET LINE BEGINS 12th YEAR

MTM's Como-Harriet street car line begins its 12th year of operation with car #1300 and adds a new car, Duluth Superior Transit #265. At the end of last season, CHSL had over 476,000 passengers since its beginning, and in recent years as many as 51,000 riders per season have patronized the beautifully preserved trolley of by-gone years.



# NEWS

## MUSEUM BOARD MEETS

The board of directors of the Lake Superior Transportation Museum met on June 11th in the Depot Board Room with Tom Lamp-hier as chairman. Frank and Judy Sandberg of MTM were present and thanked the LSTM for keeping the Dan Patch the last few years. The 1913 diesel locomotive is now at home and pulled passengers at Midway Station for Amtrak days. Judy also mentioned their schedule for trips beginning July 4th weekend at New Brighton, other trips in Stillwater for Lumberjack Days and at Lilydale during the summer.

Also, Duluth streetcar 265 is now operational and will go into service July 4th weekend, and the MTM group has to be out of the Como shops by the end of July.

In other business of the board, by-laws were adopted for the first time and it was voted to purchase liability insurance for the directors. Wayne Olsen presented a framed stock certificate with the official gold seal of the LS&M to Don Shank for his generous gift to the LS&M.

Board members were asked by the chair to give some serious thought to funding of the museum in the future. There is enough money to carry through the end of 1982 and into '83. Museum expenses ran about \$103,000 this past year and was helped by the sale of the cabooses. The museum gets \$30,000 per year from gate receipts, the rest from sales of gifts, souvenirs and donations. But it does not receive anything from the Depot Fund Drive, which this year set a goal of \$182,000 and is just about to meet that goal. That money goes to the other Depot agencies.

Also, it was mentioned that a coming issue of Port Cities magazine will have a feature story on Don Shank and the museum. It will be a special tear-out section which can be saved or reprinted.

And word has it that the city of St. Paul is planning a living railroad museum called Bandana Square.

After the board meeting, members were treated to a VIP excursion trip from the Depot to New Duluth and returned by bus. The train was to be taken out to New Duluth

for its opening weekend of the summer schedule. Then the directors, wives, and many other people attended the gala party for the opening of Depot Square with plenty of hors d'oeuvres, music, silent movies in the Zelda, and trolley rides.

## LS&M BEGINS SUMMER SCHEDULE

Duluth's excursion railroad began its summer schedule the weekend of June 12th and 13th, the first trip at 11:00 on Saturday being given over to the city for its dedication of the Western Waterfront Trail. Citizens who took part in the dedication were to walk the hike and bike trail from the Zoo, past Indian Point Campground to Riverside where they could then ride the train to New Duluth and be bused back to the Zoo. Others rode from New Duluth to Riverside, then walked the trail to the Zoo.

Several city officials and important personages were available for the opening of the first phase of a trail that is planned to extend to Fond du Lac in future years.

The excursion train is using one locomotive, having sent the Dan Patch back to MTM. The newly constructed run-around at Riverside enables the 44-ton GE to run around the train for the return trip.

## LS&M EXCURSION REPORT

The first excursion of the Lake Superior & Mississippi Railroad on June 12th and 13th had a total rider count of 761 which included the first trip on Saturday which was given to the city for the grand opening of the Western Waterfront Trail. The first weekend in 1981 totaled 620.

Gross receipts for the weekend were \$1,721.13 in ticket sales and the baggage car concession. A year ago gross receipts were \$1,261.40. These figures work out to \$2.52 per passenger for 1982 as compared to \$2.25 for 1981.

Mark Olson made a survey of some passengers as to how they were made aware of Duluth's first excursion train. Fifty-two percent had heard about it through the daily newspaper. All of which means we are growing and becoming known to the public, but the help of everyone is needed to spread the word and hand out some brochures. There are a lot of posters and brochures to be distributed and members can help by doing just that.



# LS&M

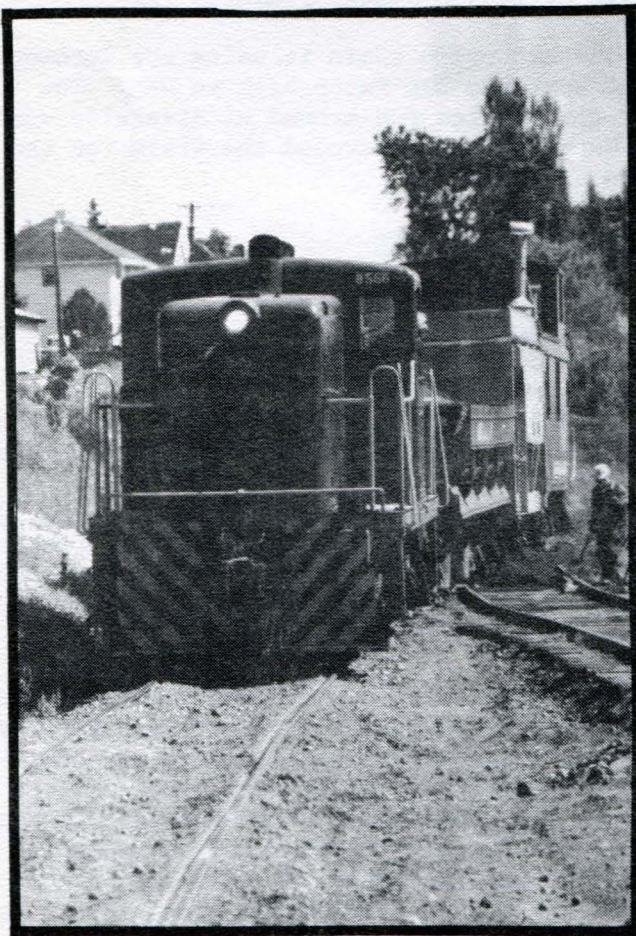
Right: LS&M workers spreading ballast around the new switch in Riverside.

Bottom: Work train on the LS&M one week before the July 4th running.

Bottom right: The Grand Trunk car with its non-opening windows needed to be iced to keep it cool. Shown are workers loading the ice bunkers during Sunday's operation.



Staff photos by Dave Schauer





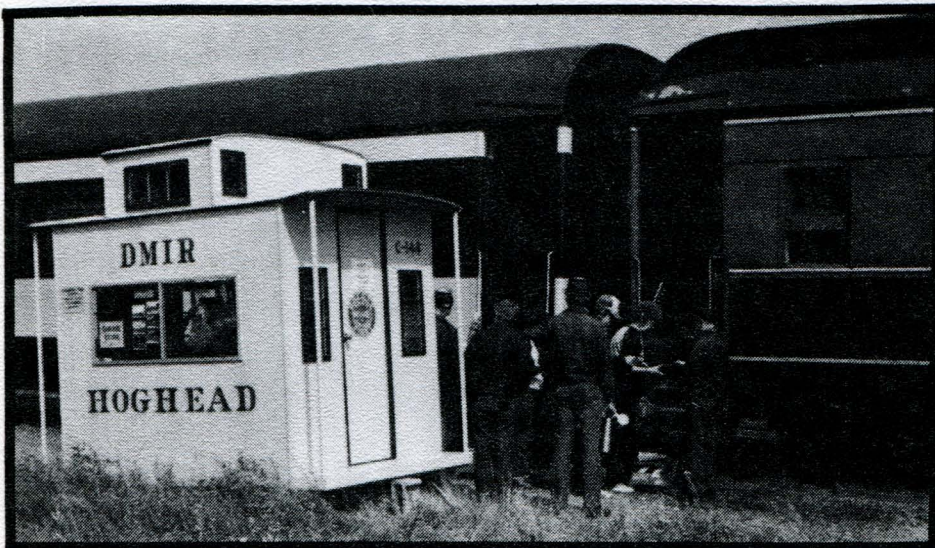
# LS&M



A donated loader (Priola and Johnson) loads ballast into a waiting side dump car. The ballast was used to fill in around the Mud Lake bridge to reduce the fire hazard.

Staff photos by Dave Schauer

Workers getting the switch at Riverside in operating condition. Volunteers spent many weekends putting the switch and run-around track in place for the June 12th running.



Because the railroad found itself without a baggage car to sell gifts, a change had to be made; to a caboose. Well, almost a caboose. The mobil display caboose was used for the July 4th and 5th LS&M operations. The caboose was set up next to the train so it would attract as many people as possible.



# NEWS

## AUTOMOTIVE DISPLAY AT THE DEPOT

On June 5th and 6th, 1982, several area members of the Arrowhead Chapter of the Antique Automobile Club of America provided another unique automotive display in the Transportation Museum at the Depot. Twelve vehicles were exhibited this year, with a wide variety of ages and types.

The oldest vehicle on display was a 1902 Baker Electric. Freshly restored, this elderly jewel features shiny patent leather fenders and a silent electric motor. The smallest "vehicle" was a toy Buddy-L firetruck from the late 20's. A substantial toy: it is over 3 feet long and weighs 17 lbs.! The newest car in the group this year was a 1948 Oldsmobile with an early "Hydramatic" automatic transmission.

The annual vehicle display by the Antique Automobile Club has become one of the Transportation Museum's oldest and most interesting traditions. We are grateful to the Arrowhead Chapter members for their efforts in support of the display. Persons lucky enough to visit the Museum during this year's showing were able to view some unusual automotive vehicles being preserved in our community as representatives of our transportation heritage.

...Jim Goulding...

## ANOTHER USE

Twenty-four members of the Minnesota Library Association met in the CNW parlor car May 14th after luncheon in the dining car "Lake of the Isles". The group met during the annual meeting of the organization in Duluth. Another group met for breakfast and a business meeting in the cars earlier in the day. It is good to see our cars being put to use other than strictly as a form of transportation. The cars in the future can be used to attract groups such as this one to our facilities.

## MALL SHOW A HIT

The model train and plane show held this past April 24th and 25th in the Miller Hill Mall was a success! The show was co-sponsored by the Duluth Radio Control Club which has displays of Model

airplanes and boats. The show boasted 110 tables of displays, some of which were: Ned Kronberg's large circus display, Twin City Model Railroad Club and its large O gauge system, Missabe Historical Society's portable railroad display, Winona County Historical Society's N scale computer controlled modular railroad, plus many more smaller displays. Our club's own modular system was expanded with the addition of four new sections. The LS&M had an information booth with a slide show about the operation. There were many static displays including the museum's china and silver collection.

The banquet held Saturday night was also a hit. Seventy people took part in the fun, many of whom won prizes donated by Carr Hobby, Emily's Corner, and the museum. After the meal, participation awards were given out to the people who came from out of town. If this year's show was any indication, next year's show should be another hit. Many thanks have to go to Dave Carlson whose efforts made the show and banquet fun for all who took part.

## EARLY SIGNS OF PURCHASE

CN-DWP-MILW-GTW run-thru service has begun with trains 200 and 201. Winnipeg to Chicago via Duluth and St. Paul on CN-DWP-MILW (BN). The southbound departure from Duluth at 10:00 AM arriving in St. Paul about 2:30 PM with the northbound run leaving St. Paul at 8:00 PM.

Another Milwaukee run departs Duluth at 10:30 AM, returning out of St. Paul at 5:00 PM for Duluth. The second train is a rescheduling of the current service while the run-thru is new. The run-thru will use power from all of the participants and some strange paint combinations can be seen.

...Northstar News...

## I WILL SURVIVE

Amtrak's Northstar from the Twin Ports to the Twin Cities has been saved again. The train was expected to run out of funds and stop running on July 5th but \$90,000 was taken from a special transportation fund to keep the train running through Labor Day of this year. Talk down at the Capitol seems to be drifting toward a six month (Aug-Sept) Northstar. This plan is drawing protest from Amtrak officials and local legislators.

Ridership this summer is not a problem for Amtrak. Ridership in June set a new record according to Amtrak. In June of 1981, 9,972 people rode the train but this June ridership



# NEWS

(cont from page 10)

was a record breaking 19,699. The old record was set back in April for 1981 when 15,140 people rode. Many of the people from Amtrak visit the Depot and we would hate to lose the traffic.

## CHINA CAR ARRIVES

June 16th saw a new car delivered to our property. The car was built for the Duluth Missabe & Northern in 1908 and numbered 68. When built by American Car & Foundry, the car had hot water heat, commonwealth trucks, and could seat 74. The car was rebuilt in 1927 by the railroad into a coach/baggage with a seating capacity of 40 people. After the 1927 rebuilding, the car was renumbered to 114. The car in this form lasted 21 years until 1948 when it was again rebuilt. This time the car would be converted into a wrecking crew car: bunks, stove, heater, and lockers were installed during this time. This is the form the car was in at the time of DM&IR's donation.

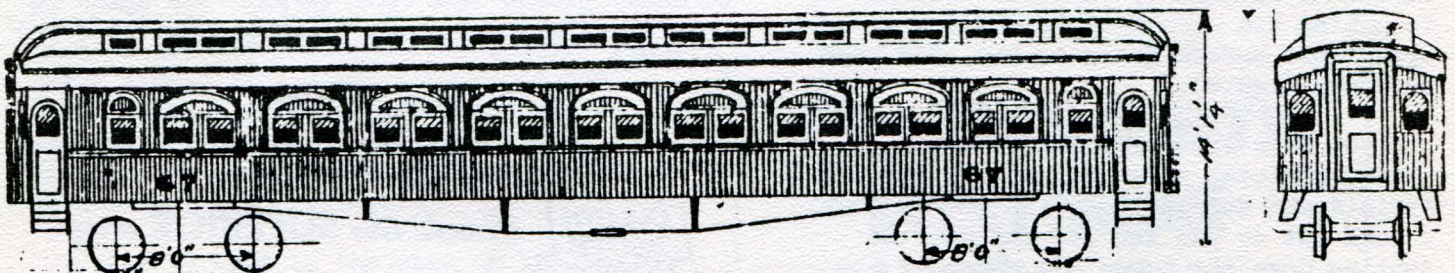
The car will be used by the Twin Ports Chapter of the National Association of Railway Business Women for their large collection of dining car china and silver. The chapter began collecting dining car china and silver for display at the Museum in 1978. The collection has long since outgrown display cases in the Museum according to Marillyn Persch. Much work needs to be done to the car but Mrs. Persch feels that with the help of the DM&IR Veterans Employees Association and her own NARBW members, the car will become an excellent location to display the fine collection. The car is shown below in its original form.

## JULY FOURTH REPORT

The July 4th LS&M weekend was an encouragement. Just a few days before the excursion a few problems developed. It was found that the DM&IR coach #33, SP&S baggage car #66, and the Northern Pacific caboose were in need of repairs. At the time it looked like the LS&M might have to cancel the weekend for lack of equipment but some quick thinking saved the day.

Since the CN coach was able to operate, the railroad would only have to handle the crowds. The GT coach was immediately switched out of the museum and sent to Riverside. With the coach problem solved, the railroad turned to the locomotive situation. The 44 tonner needed minor work to be able to travel over the BN from Hallet dock to Riverside so it was sent over to the BN's Superior roundhouse for the needed repairs. The locomotive came back in top shape thanks to the BN.

The trips were run on Sunday the 4th and Monday the 5th. Sunday dawned with rain and heavy cloud cover but that didn't keep the people away. Every train on Sunday was sold out (140 per train). Monday proved just as good with all but one train being sold out under perfect weather conditions. The good showing is a sign that the people are becoming more and more aware of the train and the fun it holds.





# ENTERTAINMENT

## RIVERSIDE RUNAROUND

by - Dave Schauer

A typical day for an LS&M sectionman begins on Friday night with a phone call informing him that Riverside will be the place of work, time : 7:30 in the blessed AM ! On this particular Friday night I was surprised to get a phone call about work in Riverside considering something strange that had happened out there only the day before. It seems that the Alberta Gas company plant in Riverside had had a major explosion and thousands of residents had to be evacuated. Knowing that the plant was located only a few hundred yards away from our work point, I felt that the needed work on the run-around would be put off for another week; but, I was dead wrong! Mark Olson, president of the LS&M, gave the all clear signal and the work was to go on as planned. A quick phone call to inform Jay Wolf about tomorrow's plans sets the stage for another episode of an LS&M sectionman.

I woke to the sound of my alarm clock which unbelievably says 6:45 AM. A knock on the door signals Jay's arrival; and, with a Danish in my hand, we're off to the bus stop. In West Duluth the bus picks up Dave Wood and fifteen minutes later the three stooges, I mean sectionmen, are in Riverside. As we walk down toward the tracks, we get the strong smell of burnt acid in the air; but, we trusted Mark's knowledge of malic acid. As we near the work site, we spot the Depot's truck that Mark has used to transport ties for the completion of the run-around. A bobbing orange hard hat near the switch signals to us that Jerger Fuhr is hard at work. Before I knew what hit me, a shovel is thrust in my hand by Dave Carlson who is making his normal early morning appearance before going to bed, (he says he works nights).

On this Saturday, I had been appointed official time-keeper by Peter Fifield who couldn't make it out to work. I took out my pad and pen and started jotting down the names and times of the strangely large number of volunteers. I was surprised to see that Dick Hanson had made it up all the way from mid-Wisconsin to take part in the fun. Another surprise was Wayne Olsen who had been out several

weeks with an ailment. After my time-keeping duties were put aside, I took the shovel that was so kindly given to me and began to tamp the ballest around the run-around switch. After a large portion of the switch had been tamped, Bob "Spike" Blomquist arrived just in time to yell "lunch".

After lunch at our favorite "Greasy Spoon", we (Bob, Jay and myself) arrived back at Riverside. Bob went to spike, Jay to tamp, and I found myself doing a little housekeeping. It went something like this; "Hey, you!...Over here!" I found myself facing a wall of sawdust in the Milwaukee Road box car. With shovels and brooms in hand, John Vincent and myself literally dove into the job. I still have sawdust in my ears to prove it! It was obvious that the car had been used on the West Coast as a wood chip/sawdust hauler. It took us until quitting time to clean out the car and ourselves. One good thing came of all that sawdust though, we soaked up a good sized swamp near the car.

After we put away all the tons of tools, it was time to go. The next stop was the Depot to give our weekly Riverside report to anyone who would listen and grab a cold one (pop). Finally, it was back on the DTA for a ride home to my nice soft, warm, fluffy great bed. A little Ben-Gay and sleep and I'd be as good as new for next week. Maybe the phone will be off the hook.

This story was written to give the members an idea of some of the ways to help the club. Much work is needed on the LS&M and we would love to see a new face out there helping. If you have a story you would like to tell or a photo to show, please send them to me. The names in this story have not been changed to protect the guilty.

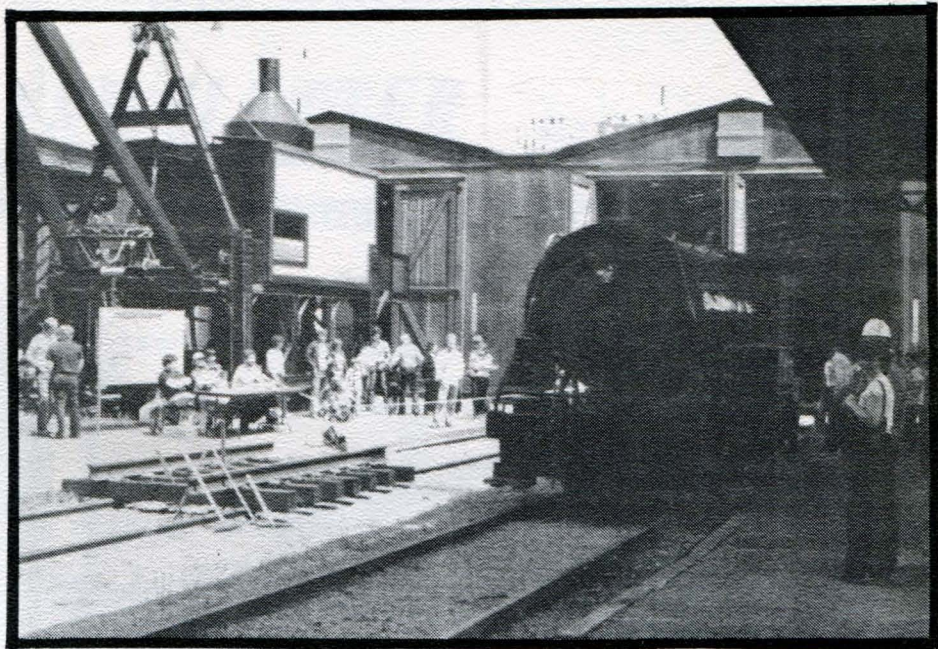


*Route the SUPERIOR way-*  
*Via D. S. S. & A.*



# ENTERTAINMENT

The trolley was not the only thing happening during the grand opening of Depot Square on June 12th. The photo shows two other events of the day. One being the steaming up of #7 and the running of it for the people. The other event was the pump car and spiking competition. Local railroads (SOO, BN, DM&IR, C&NW, DW&P) took part in the competition with the SOO LINE taking the cake.



Staff photo by Dave Schauer

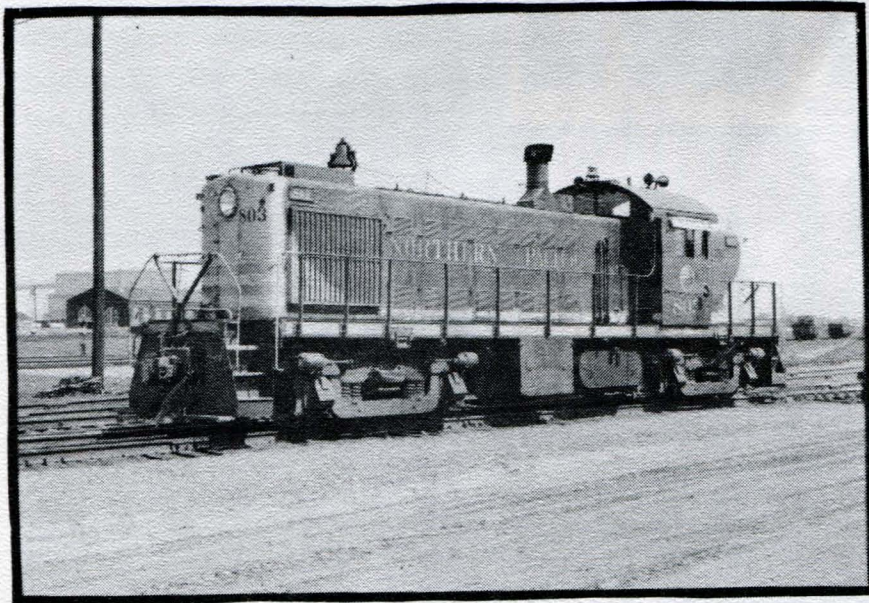


Photo: Collection of Dave Schauer

## NOSTALGIA CORNER

As promised in the last issue, I have selected an NP photo for this issue. The time is only a few months after the Burlington Northern merger of the GN, NP, CB&Q, and SP&S on March 2nd, 1970. The location is Rices Point yard in Duluth where we see Northern Pacific RS-1 #803. RS-1 #803 was a product of ALCO during August 1945 along with sister #802. 802's home base was Fargo while 803 roamed the Duluth-Superior area up until the end which would come only years after the photo was taken. Both 802 and 803 were sold to Precision National Corp., a used locomotive dealer, in June of 1972. The Northern Pacific concentrated its ALCO motive power on

the eastern end of its system while keeping its Baldwins on the west coast. Shortly after the merger, BN moved all NP ALCO's to the west coast leaving only the DWP's RS-11's to sing the chant of the ALCO in Duluth. Note that the BN had not yet gotten around to changing 803's number into the new numbering system. It was soon to become #953.

2nd of a series



# EVENTS AND DATES

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July 24 & 25 - LS&M excursions ... Amtrak family days in St.Paul

Aug. 14 & 15 - LS&M excursions

Sept. 4 & 5 - LS&M excursions

Sept. 11 & 12 - MTM engine #328 and train at Northfield Mn

Sept. 24 - General meeting, Depot 7:30 pm

Sept. 25 & 26 - LS&M excursions

Oct. 2 & 3 - MTM #328 and train at Lilydale

Oct. 22 - General meeting, Depot 7:30 pm

NOTE: Meeting dates are not final. Have a nice summer!

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