

LAKE SUPERIOR TRANSPORTATION CLUB



Laker

SPRING
1983



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ABOUT THE COVER

From the collection of Wayne C. Olsen comes this DM&IR publicity photo depicting the engineer of #235 giving the classic "wave" to a young boy.

Locomotive #235 was part of a ten unit order (228-237) placed with Baldwin Locomotive Works during the early 1940's. When delivered in 1943, the ten 2-8-8-4's (2-8+8-4) joined eight other articulateds (220-227) that were delivered in 1941. The largest difference between the M-3's (1941) and M-4's (1943) was the fact that the M-4's weighed more. A shortage of lightweight steel during the war forced the use of heavier steel in the construction of the M-4's, thus a weight difference of 4,660 pounds.

The Missabe Yellowstones were some of the strongest steam locomotives in the land. They increased the amount of empty ore cars that could be slugged up Proctor hill from 55 to 85. Missabe's largest had the honor of hauling the last steam powered ore train and late 1950's railfan trips.

Three Missabe 2-8-8-4's were saved for restoration and display: a M-4 in Two Harbors (229), M-3 in Proctor (225), and our own M-3 #227 in the Museum.



PRESIDENT'S PAGE

TRANSPORTATION TRIVIA

By Patrick C. Dorin

Railroad mergers are literally as old as the railroad industry itself. However, did you ever know why some railroad mergers will leave the individual road names intact, while others wipe everything out with a brand new name or the retention of only one of the original road names?

Part of the reason, not the only one to be sure, is a technicality in the Emergency Transportation Act of 1933. At that time, the U.S. Government (which has been suspicious of the railroads ever since the Granger Movement in the 1800s) passed a group of laws which would have an affect upon mergers and consolidations. Since railroads were not permitted to own non-rail organizations (except for their own use), the only way that the railroads could diversify in anyway was to create a holding company which owned the railroad. Here is where the technicality comes in. If a holding company owns only one railroad, the holding company does not come under the jurisdiction of the Interstate Commerce Commission. However, if the holding company owns two or more railroads, it does come under the jurisdiction of the ICC. This has created problems for some companies, such as U.S. Steel, and there have been several law suits and other court cases which in turn have created several exceptions to the laws that were laid down in the Emergency Transportation Act of 1933.

How have the railroad companies worked under the provisions of the act, much of which is still in effect even with deregulation? The UP-WP-MP merger or consolidation is handled in the following manner. The Union Pacific Corp. owns one rail system, Pacific

Rail, which in turn owns the MP and UP. The WP is owned by the Union Pacific Railroad. The UP and MP are equal railroads under Pacific Rail, which incidently is the name of the original railroad component out of St. Louis of the Missouri Pacific.

Burlington Northern on the other hand owns just one large railroad, the Burlington Northern Railroad Company.

At the present time the Soo Line is working toward the formation of a holding company, and of course the Soo Line Railroad now owns the Minneapolis, Northfield and Southern Railway. The MN&S will be a subsidiary under the Soo Line Railroad if the Soo Line "holding" company is eventually formed.

There have been a number of rapid changes in the various legal requirements governing the entire transportation industry. The Emergency Transportation Act of 1933 is now obsolete because of the rapid changes, even though some of the laws are still in effect. A whole new world has recently been opened to the railroad industry with the "new" right to own and operate truck lines as subsidiaries. This and other new law changes are reversing some laws that are literally 50 to 90 years old. The railroad industry is about to enter a new and fascinating era.

EDITOR'S NOTE

President Jergen Fuhr will return in the next issue of the LAKER (anniversary) with his views on the club and its ten year history.

I'd like to thank Vice President Dorin for filling in for Jergen in this issue with his interesting article.

NEWS

MUSEUM BOARD MEMBERS MEET

A new member was elected to the board of directors of the Lake Superior Transportation Museum at its last meeting on April 20 in the Depot board room. Charles J. Bryan, Regional V.P. and G.M. of the Burlington Northern was elected to fill the vacancy left by Robert Garland of the BN. This is the third such change in the board in recent months, the others being E.E. Shepard of the DWP replacing Marc Higginbotham and Robert Sederberg being elected to the board as treasurer.

Among things that were acted upon was the adoption of a development plan that had been worked out by an ad hoc committee made up of local board members. The development plan contains a statement of mission and guidelines for museum operation. Areas covered are facility, program, finance and goals. Each category is divided into short range (up to three years) and long range (three plus years) objectives.

Also adopted by the board was the first draft of an acquisitions policy, which is a guideline for the purchase, donation, acquisition, selling, and disposal of museum equipment and artifacts.

Up until now, no concrete policy on acquisition or long range planning existed. Without some direction, the best-run business can go awry and museum pieces have come to us in rather haphazard ways. The long-range planning committee will be meeting at least annually to evaluate and update progress of the museum.

Frank Bifulk of MTM, their representative on our museum board, gave a report on their activities. They are still having problems with 328 and its leaking tubes in the firebox which seems to have plagued the locomotive even in the days of service for the NP. Valve work, boiler work and a new set of grates

will be cast for the 10 wheeler.

MTM is also trying to obtain the BN Stillwater line on which to run excursions, but the possibility of the bridge over state highway 96 being taken out could dash those hopes.

EXCELLENT SLIDE SHOW ON RAILROAD HISTORY

Don Shank presented a slide show for the Duluth-Superior Transportation Club at its monthly meeting March 16 on the history of railroads in Duluth and Superior.

The excellent presentation depicts how political maneuverings determined the history of Duluth and Superior in their early days and their efforts to be the first railroad terminal at the Head of the Lakes.

The future looked bright for Superior as plans were drawn to construct the first rail link with the St. Croix River at Hudson, Wisconsin. Contractors were bribed to build the line eastward toward Lake Michigan. Meanwhile, plans were afoot in St. Paul to build the Lake Superior & Mississippi Railroad in Minnesota as President Lincoln signed a bill to permit construction of Duluth's first rail link.

Wisconsin Territory once extended around Lake Superior to the Canadian border, but an act of congress set the state boundary line in the middle of the bay and up St. Louis River to the first water fall. Jay Cooke tried unsuccessfully to annex Northwestern Wisconsin to Minnesota so Duluth and Superior could be one city.

Much of Superior was owned by prominent easterners, politicians and lawyers who became disheartened by the Civil War. Land prices in

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SLIDE SHOW

(continued)

Superior rose and the influence was shifted to Duluth. Superior grew rapidly to 35,000 when James J. Hill's Great Northern entered the city but then leveled off and hasn't changed much since.

Mr. Shank concludes his presentation by stating that the city rivalries have faded over the years. It may be time to forget the past and work for more cooperation between the two cities, one Port Authority, and one Chamber of Commerce. Our founding fathers pictured one city at the Head of the Lakes, "Superior City". Do we still dare to dream?

Jergen Fuhr

UPHOLSTERY FINISHED IN CAR 33

The seats in DM&IR car 33 have been re-upholstered in a green nylon velvet that gives the car a whole new appearance, thanks to Dennis Jensen and the Duluth Transit Authority for the work and to United Upholstery for supplying the material. Tim Schandel and other club members took the seats out of the car and brought them to the DTA.

The car was recently moved outside and the CN car brought in for some painting and window work. Paint was beginning to come off of the ceiling and the casings around the windows were in bad shape. Also, members applied paint to the roof which badly needed it. A question of how much repair will be made on the CN car will have to be dealt with soon, whether to do the necessary work or consider other alternatives.

TRANSPORTATION WEEK ACTIVITIES PLANNED

The Minnesota Transportation Museum plans to run short excursion trips behind 328 out of the Amtrak station in the Twin Cities in observance of Trans-

portation Week May 16 to 22. The train will operate on the weekend of May 21-22 and the Dan Patch will serve as a back-up unit.

Here in our area, a catered buffet dinner is being planned for the railroad museum on May 19. Members of the Delta Nu Alpha Transportation Fraternity, the Duluth-Superior Transportation Club, the National Association of Railway Business Women and the Lake Superior Transportation Club will have the cooperative event beginning at 6:00 with a social hour and dinner at 7:00 catered by Susan Poupore.

It is planned to have the trolley running and the new LS&M slide show will be shown in the Zelda. This will be the first time such a cooperative endeavor between the four groups has been undertaken. It is hoped that many members and spouses will avail themselves of the opportunity to meet and mingle with others in the transportation business.

WELCOME NEW MEMBERS

Al Heath, Tim Zager, Ed Bellows, John C. Gilbert, Roy B. Harvey, Richard D. Pattison, Larry G. Thompson, David Bruns, Robert Abrahamson, Steven R. Smith.

CORRECTIONS

The Winter 1983 LAKER cover photo showing the Soo Line's Duluth-Twin Cities local was taken in the early 1950's, not 1959. Also, Bill Mickelson and Wayne Olsen were not listed on the LS&M board on page two. Bill is treasurer while Wayne is secretary.

TROLLEY NEWS

Weekend trolley operations began on Saturday April 30 with tram #531 doing the honors. Number 531 was in service after spending the winter months up on blocks awaiting the overhaul of its traction motors. Also, during the winter months, our second

(continued on page 6)

NEWS

TROLLEY

(continued)

tram #530 was given a fresh coat of paint and cleaned up for its operation later this summer. Both trams have had their lighting systems hooked up and are in working condition. The wiring provides for interior lighting plus working head lights. Tram #530 will soon undergo electrical tests and hopefully it will be placed in service this summer to help handle the large number of tourists who are expected to ride.

AMTRAK UPDATE

After a 3 day a week operation this past winter, the Northstar is now back to daily operation for the summer.

Although Governor Perpich has said he supports funding for the train, the legislature seems to have opposite feelings. Support for the train runs out later this fall and it is to be seen if the train will continue to run after that time.

RANIER CLUB CAR DELAYED

The board of directors of the museum voted at its last meeting to delay delivery of the "Ranier Club", the tail-end car from NP's North Coast Limited. The car is presently owned by Carroll Mattlin of White Bear. Board members felt that by bringing the car to Duluth as planned this June, some of the enthusiasm for raising funds for the purchase of the car would diminish. To delay the delivery at least a few months may help to keep the enthusiasm high. Treasurer Bob Sederberg said to acquire the car "is very important" and almost a third of the \$25,000 purchase price has been raised. The contract for the car states that it must be moved before October 1st of this year. The following people have

given donations towards the purchase of the "Ranier Club Car".

Dale Carlson	Donald Shank
David Carlson	Thomas Lamphier
Jergen Fuhr	Lenard Draper
Elaine Ellian	Robert Sederberg
Charles Jensen	Margaret Ames
William Mickelson	Raguar Nordlof
Frank King	Charles Summers
Wayne Olsen	Fred Hoeser
Mark Olson	Terry Mattson
Norman Livgard	Richard Harison
John Larkin	Beverly Lindskog
Tom Gannon	Allan A. Apter
Tim & Gayle Schandel	Robert & Rugh Olson
John Thompson	Frank Kossila

VANDALISM REPORTED

The Museum's C&NW parlor car recieved minor damage in a vandal attack this past winter. The vandals gained entry into the car by breaking out the glass window on one of the end doors. The only damage done to the inside of the car was the breaking of the protective fire extinguisher glass and removing the extinguisher. The extinguisher was later found emptied along the tracks between the cars. The car was inside the fence at the time of the damage.

The LS&M also suffered a break in this past winter. Both the Milwaukee Road and DM&IR box cars were forceably opened. The track speeders had their windshields smashed and their coils stolen. Many of the tools in both cars went untouched. The vandals forced open the door on the DM&IR car by banging away at the old lock and hasp until it broke. A loose floor panel in the Milwaukee car was pried open and entry was achieved from underneath the car. Plans are underway to secure both cars so that no person(s) will be able to enter and do damage.

ARRIVING NEXT ISSUE

Our next issue will be devoted to our club's 10th anniversary. Old photographs and slides of the club would be much appreciated.

PHOTOS



The club's modular railroad keeps growing. At the last model railroad/plane show at the Mall three new modules were installed. The Mall show went over very well and thanks have to go to Jack Carr for his efforts. The photo shows Bob Mortensen controlling Dave Wood's 140 car ore train.

The BN suffered its worst local derailment in recent years early in the morning on Wednesday April 20. The BN gave the local residents an early wake up call when eleven cars of the 139 car #128 left the rails at Boylston Junction. The derailment, which closed mainline traffic in and out of Superior, was cleared off the tracks by early Thursday. The photo shows a Milw. Road train rolling over new track after the derailment.



After 27 years of operation on the Duluth, Winnipeg and Pacific, the five remaining RS-11's will join their sisters already on the Central Vermont while ex-Rock Island GP-38-2's take over for them. The photo shows RS-11's #3610 & 3608 waiting to handle a transfer out of Duluth only three months before their transfer.

Staff Photos

EVENTS AND DATES

May & June - Weekend work on LS&M.

June 3 - General meeting. Depot 7:30 pm.

June 4 & 5 - Railroad days at the Museum.

June 25 & 26 - New Brighton Stockyard Days,
MTM #328 and train.

July 2 & 3 - First LS&M excursion of 1983.

July 16 & 17 - Stillwater Lumberjack Days,
MTM #328 and train. LS&M excursion.

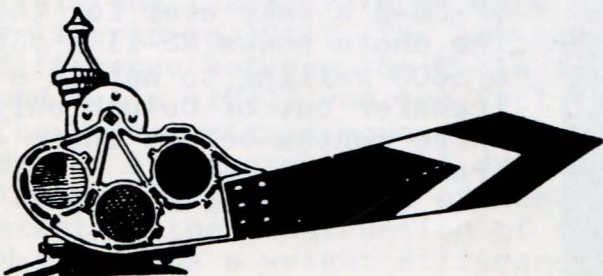
July 26 - Unveiling of the plaque commemorating
McGiffert log loader.

July 30 & 31 - LS&M excursion.

LAKE SUPERIOR TRANSPORTATION CLUB
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MARK OLSON

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