



Laker

SUMMER
1983



1983 LSTC OFFICERS

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ABOUT THE COVER

Founded in February, 1973, the Club's original purpose was to build a model HO scale railroad at the Transportation Museum, which was to be a part of the new St. Louis County Heritage and Arts Center, located in the old Union Depot. With the enthusiastic help of D. B. Shank of the Missabe Road, space for this purpose was obtained. It soon became evident that the Club's purpose had to be extended to include securing historic locomotives and cars for display. The work of preparing the site and the tracks for this equipment, restoring it, building a replica of an old-fashioned small-town Depot to house the model railway, plus the building and operation of the scale model, then became the major activities of the Club members. This work is being done with help from various railroads

and industries. Membership was also expanded to include not only model railroaders but also any person interested in working on track, locomotive and car restoration, plus railroad buffs in general. Membership now totals approximately 200.

The cover photo was taken when the Museum's prize exhibit, the Mallet #227, was being eased into the museum. From left to right are, Frank King, Tom Gannon, and Phil Larson

Photo: Collection of Frank King.

1973 CLUB OFFICERS

President.....Wayne C. Olsen
Vice President.....Thomas Hoff
Vice President.....Edward Knych
Treasurer.....William Pritz
Secretary.....David Carlson

PRESIDENT'S PAGE

FROM THE PRESIDENT

A sincere thanks to the club, museum staff and board of directors for the well wishes, cards, phone calls and plants received during my stay in the hospital. It's great to know one has friends and support in times of need and I had the best of care in St. Luke's, great surgeons and nurses. I was told to get the lead out, and I did just that. The lead proved to be malignant.

Also, Wayne Olsen had several heart by-passes done in Abbott-Northwestern in Minneapolis and his appreciation also goes out to those concerned. I called him from my hospital bed--we had a patient-to-patient phone conversation.

THOUGHTS OF THE PAST

Just think, ten years have gone by. I remember a Saturday in Spring of '73 when I had met Martin Carr in Magnuson's Lakeside Pharmacy. He asked if I was going to the open house at the Proctor round house. Hadn't planned on it. I had seen a picture in the paper of a group of railroad brass and something about a museum and an open house, but just gave a passing glance.

I went to the open house, later an invitation to a meeting at the Duluth Athletic Club. Wayne Olsen was presiding, Dave Carlson was treasurer or secretary - the formation of the Lake Superior Transportation Club.

When that summer, driving down sixth avenue west, I saw a roof built over the tracks behind the former depot. I hadn't been to the depot since its abandonment. Helping tear down the office partitions on the balcony...then working on a Soo Line diner-lounge #2017, only to discover it didn't belong to the museum. Tracks had

to be raised. Rain washing in mud and silt from the hillside during the years of abandonment. The first pieces of equipment, the wedge plow, NP caboose #1311, slag car rolling in October '73. Working on Milwaukee car #639...had great plans for the car, interior was nice.

And fan trips...the first in Aug. of '73, five cabooses, W-24 and an open gon behind the DNE freight, Cloquet to Saginaw...Rails to the Range, the trips to Two Harbors, the biggy in '76, the Friendship Train to Fort Frances, Ont., taking two days...the TLR model railroad convention.

And when DM&IR #227 was moved in, the generator had to be removed to get it under the canopy, the donation of the rotary plow. I remember, too, being up on a scaffold painting the model railroad building, scraping paint off and putting paint on cabooses C-9 and C-12. Remember the Dover Plains? Many had helped on that car, used it in one of our excursion trips - nice car, painting the roof minutes before departure...

The acquisition of trolley car in '78, laying of a third rail to get the car in the building...the acquisition by the city of the former LS&M rail line between New Duluth and Riverside...many Saturdays of brushing, digging, lifting rail, replacing ties, building a run-around...our first motor car excursion for MTM in the spring of '80, first excursion train July 4th. that year. I could go on and on, a lot of fond memories, fun times, the lunch breaks, comederie with a great bunch of guys and gals.

Finally, Depot Square, trolley operations, computerized model railroad, more acquisitions, restorations, like car #33, beautiful, almost finished, and the Grand Trunk, CNW parlor car.

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FROM THE PRESIDENT

(continued)

The past ten years has been great, interesting, a lot of sweat, blisters, frustrations, rewards, a lot of growth. Where do we go from here? What of the future? The challenge is still in front of us and we still have a vital responsibility to our public, the city of Duluth. It is now that every member should look in the mirror and evaluate themselves --- where do I fit in, what can I do? Take part, become involved. My experience over the past ten years has been a great education, thanks to Martin Carr and that meeting one Saturday in '73...Martin, whom I've known since he had a gas station on ninth avenue east and Superior st., the O-gauge layout at the Tri-State Fair... the HO layout in CNW warehouse off of Tower Ave.

My thanks also to Dave Schauer and to all who have contributed to this great 10th. anniversary special edition.

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

LS&M REPORT

The 1983 LS&M operating season has started off with disappointment. The July 2 & 3 weekend showed very poor rider turnout. The weather played a part as it was cold and misty over the weekend. The LS&M board hoped the July 16 & 17 trips would be better but this was not the case. The weather this time was good but once again the ridership was not. The 4:00 trip on Sunday was cancelled because only a few people showed up.

As the July 30 & 31 weekend approached, everyone felt the riders would show. The trains on Saturday proved this to be true.

Very good ridership on Saturday made Sunday look promising. Disaster struck on Sunday morning when the train derailed near Morgan Park. The locomotive had its front truck removed off the rails and the rear truck balancing on two wheels. No cars were derailed and no one was hurt. The locomotive came close to going into the river (photo in next LAKER). The railroad quickly arranged for a DTA bus to take the passengers back to New Duluth. The BN was then contacted about rerailling the locomotive. Later that afternoon, the BN's new 200 ton capacity hi-rail truck wrecker made its way over the light rail and a short time later, had the locomotive on the rails. This weekend will end up costing the LS&M money but at least it's over with. Everyone is hoping for a much better second half of the operating season.

CURATOR'S TRIP

A conference on the preservation and display of large technological artifacts was held at the Center for Transportation and Commerce in Galveston, Texas in June of this year. Tom Gannon, as curator of the LSTM, attended the conference to see what could be learned about long term preservation of our collection.

The center for T&C is a railroad museum with about 40 pieces of equipment: steam engines, passenger cars, RDC, and freight cars including a 95 foot 60,000 gallon tank car. The museum is very new (1 year) with money to spend on restoration so the equipment looks good at this point. Their major problem is a hot sun, constant high humidity and salt air. One comes away from that region appreciating our climate which in comparison is relatively benign. We also have the advantage of having our more valuable pieces under cover.

Dr. Friedrich W. Hielbronner, of the Deutches Museum in Munich, Germany, was the principal speaker at

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CURATOR'S TRIP

(continued)

the conference. Boiled down to its essence, Dr. Heilbrunner's advice was simple; if you want to preserve something, put it inside. If it must be kept outdoors, a poor second best is heavy maintenance performed yearly. The conference went into more detail on display and preservation but if an item, be it machine, tool or locomotive, is placed indoors most problems are eliminated. Then all that is needed is thorough cleaning, restoration and painting to place the item on display. Of course it must be kept clean, with no use of water or solvents, just constant dry cleaning and an eye kept open for any sign of deterioration which must be attacked immediately.

Much of this is common sense but it was interesting to hear this information from someone with a rich background in preserving artifacts. Some of the items in the Dutches Museum are 400 - 500 years old and with care will last indefinitely.

All in all, it was interesting to see another museum and its way of operation as well as learning some methods to help preserve the LSTM collection so it can be enjoyed for many, many years to come.

-----Tom Gannon-----

BN TO CLOSE DRAWS

The Burlington Northern has announced that it plans to close both Minnesota and Wisconsin drawbridges. The bridges span St. Louis bay and connect Duluth and Superior.

The decision to close the drawbridges this winter isn't final. Agreements still must be reached with the C&NW, Soo Line, and the Milwaukee Road, which also use the draws. All trains, including

Amtrak, would use the BN's Grassy Point drawbridge which is located about two miles up the bay from the Minnesota and Wisconsin bridges.



TRAIN '83 Is Coming To The Twin Cities!

The 12th annual convention of the TOURIST RAILWAY ASSOCIATION will be hosted by the MINNESOTA TRANSPORTATION MUSEUM on Friday, Saturday, Sunday, October 28-30, 1983. The convention headquarters will be the Sheraton Midway Hotel, 400 North Hamline Ave., St. Paul, MN. The hotel is located directly between the cities of Minneapolis and St. Paul, and is convenient to Interstate Highways, AMTRAK, and the Metropolitan Airport.

In addition to complimentary steam and electric excursions along with many social events, a full schedule of meaningful and informative seminars are being planned.

INFORMATION: Frank E. Sandberg, Jr.
Convention Chairman
T.R.A.I.N. "83"
3315 Skyview Dr.
Burnsville, MN 55337

LAST SPIKE CENTENNIAL

Nearly 100 years ago, the first transcontinental railroad across the great Northwest connecting St. Paul and Portland, Oregon was completed with the driving of the last spike connecting east and west near Cold Creek, Montana.

In recognition of this historic event, the town of Deer Lodge, Montana (near Cold Creek) will hold a Last Spike Centennial celebration the week of August 22-28, 1983. Highlight of the festivities will be the operation of an 1880's Northern Pacific steam engine #154. The engine will operate daily from August 25 through 28.

Northern Pacific set out to conquer this wilderness in 1870 with the laying of the first rail at Thompson Junction, Minn., near Duluth. The iron horse advanced to Bismarck, Dakota Territory in the 1870s and reached Glendive, Montana Territory in 1881. Meanwhile, construction crews pushed eastward over the Rocky Mountains from Spokane Falls, Washington. On September 8, 1883, the rails were joined near Cold Creek, Montana Territory.

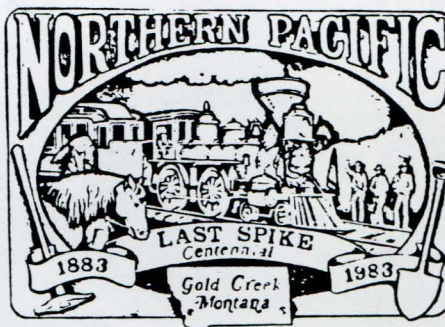
A great pavilion was erected for the occasion to seat over 1,000 people. Five special trains from both east and west arrived carrying delegations from England and Germany, government officials, railroad executives, scholars, journalists, and Crow Indian chieftans. Following a series of speeches, the last 1,000 feet of rail was quickly laid by crews standing by for the race from east and west.

The remaining last spike - an iron spike first driven at Thompson Junction, Minn. 13

years earlier - was hammered in by the joint effort of N.P. President Villard and ex-President Ulysses Grant. The Northern Pacific was now complete from St. Paul to Portland.

Reenactments of the final spike ceremony will take place daily at Cold Creek from August 25 through 28. Additionally, a limited edition of serially numbered commemorative belt buckles, as pictured in this article, are available for \$15. For more information on this historic event, celebration and belt buckles, call or write: Last Spike Centennial Committee, Box 149, Deer Lodge, Montana 59722. Phone (406) 846-1004.

...MINNEGAZETTE...



ON THE LIGHTER SIDE

(or)

Jesse James Reincarnated

A reserve deputy found out the hard way, much to his chagrin, that you can't command a 137-car, six engine freight train to stop at a crossing at will.

Despite his parked motorcycle on the crossing and frantic efforts to flag down the Southern Pacific train, according to news reports, the uniformed officer watched unbelievably as a freight rammed his bike and did not come to a stop until about 300 yards down the crossing, near Hirsch and Laura Kopp, Texas.

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ON THE LIGHTER SIDE

(continued)

Deputy J.D. Norris was escorting a funeral procession across the tracks, some cars had already crossed, and authoritatively sought to stop the train rather than have the train split the procession. When the train stopped, he pulled his gun and ordered the crew to get out. Backed by the authority of his .357 Magnum pistol, three SP crewmen were ordered to lie facedown on the tracks.

A Harris County grand jury indicted Norris on charges of recklessly pointing a weapon at a startled SP crew. The reserve deputy resigned from his position.

...NORTHSTAR NEWS...

MUSEUM BOARD MEETING

Problems of a growing deficit, decreased visitor attendance, increased expenses are still plaguing the Depot staff and the Depot board room. In spite of the Airstream convention, attendance at many of Duluth's tourist attractions for June was down. Last year was good because of the dedication and grand opening of Depot Square and the trolley. To date, July seems to be doing better.

But the financial picture still has to be dealt with and some possibilities to help are; a small fare charged to ride the trolley; a museum membership with annual dues. Some people ask what the fare for the trolley is. The board moved to begin a museum membership and possibly a dinner party for those who contribute. Also, sales in the Gift Shop are not as expected, possibly due to the decreased attendance.

Our Milwaukee coach #639 may

be going to Bemidji to be a part of the Depot Restaurant there. They are very much interested and the details of the move have yet to be worked out.

Frank Bifulk of MTM reported on their activities. They have raised their trolley fares from 40¢ to 50¢, and though their ridership is down, their income is staying high. They have also acquired the BN line north of Stillwater. They have not yet set any regular scheduled operation there because of some opposition from residents but will operate on special occasions. St. Paul is negotiating the purchase of the Lilydale line which is more remote, but again no regular schedules of operation are planned.

MTM has had to spend \$24,000 to make their Rock Island commuter cars. FRA legal and are experiencing a drop in the ridership on their excursion trains. They are also seeking possession of the Jackson Street roundhouse as a home and restoration center, a place where they can gather all of their equipment now scattered around since the demise of the Como shops.

Lenard Draper had some good news in that our insurance on the rolling stock came down from \$1200 to \$900 per year and the premium which the LS&M pays for its excursion train dropped from \$1500 to \$1100 because of some competitive bidding.

Also the board moved to send thanks to club members for their part in the very successful Hibbing Aviation days at which our cars were used on July 20 - 21 for excursion trips which were filled for each one and people had to be turned away. Hibbing sent \$1500 as a donation to the museum as a thank you.

Also a sincere vote of gratitude to the BN and Charlie Bryan, new member of the board who replaced

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MUSEUM BOARD MEETING

(continued)

Bob Garland, for the donation of a tamper to the museum.

The board also elected to make the BN diner "Lake of the Isles" available for private parties with a rental fee of \$120. If the museum is also used, an additional \$200 fee is required. The fee for the diner is high to discourage any indiscriminate use of the car. Upon the acquisition of the NP "Ranier Club", use of that facility will also have to be addressed because of the unique significance of the car.

The next board meeting is planned for the BN conference room in St. Paul, possibly in conjunction with the TRAIN '83 convention in October.

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

MTM CELEBRATES 20 th. ANNIVERSARY

In May, 1963, street car #1300 first operated in Minnesota Transfer Railway yards with a portable generator. They have since acquired a permanent operation site at Lake Harriet, a Duluth car #265, restored NP steamer #328 and the "Dah Patch". They have seen tremendous growth the past two decades. May they continue to be prosperous in the future.

LEXINGTON GROUP TO MEET HERE

The Lexington Group in Transportation History will be hosted by the Lake Superior Transportation Museum on July 26 to 29, 1984. The Radisson Duluth Hotel will be convention headquarters. A number of events are planned: scenic tours, harbor cruises, films, dinner party, rail tour and conference participants will be asked to share in the 100th anniversary of the first shipment of iron ore to Two Harbors.

DUES NOTICE

Did you know that since 1973 the dues have only been raised once?! The original \$8.00 donation was raised by only \$2.00 to the current cost of \$10.00. Many of you that are reading this have not paid your 1983 dues. We felt that you deserved to get this issue because you too were a part of the past ten years. Please play a part in the next ten.

IN MEMORY

This past summer the club and the LS&M lost a good friend. Oscar Gulbranson had been a railroad man down to the core and he showed his many skills while operating on the LS&M. He will be sadly missed by everyone who knew him.

TAMPER ACQUIRED FROM BN

The museum has recently acquired a huge track tamper from the BN, similar to one that was used by M&S construction on our excursion line. Much larger than the one donated a few years back, the new addition should help the LS&M to get their track and road bed in good condition as well as the tracks in the museum. Our sincere thanks to the BN and Mssrs. Bryan and Grimstad and others for their help in acquiring the new equipment which will be of great asset.

PLAY IT AGAIN

The BN has once again suffered a large derailment near Boylston Jct.. Recall the last issue of the LAKER and the news photo of the derailment which occurred on April 20. On this past July 26, a Milwaukee Road train derailed 13 of its 83 car train less than a mile away from the original BN derailment. The Twin Cities-Duluth Amtrak Northstar had to be held in Duluth until the wreck could be cleaned up. Around 130 passengers had to be bussed to the Twin Cities. The derailed train had CN power and was billed a Milwaukee Road run-thru.

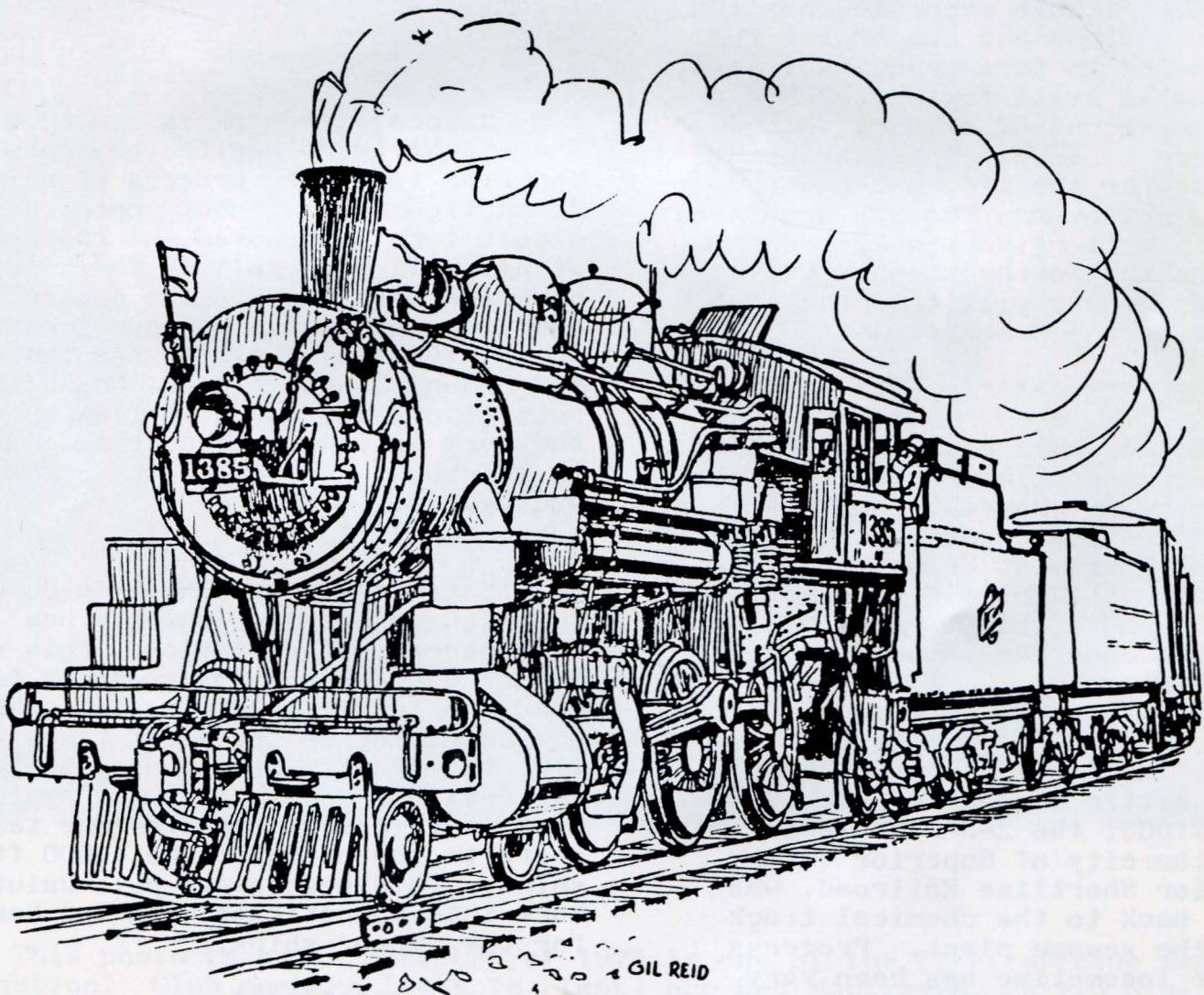


1385 TO RUN HERE

On September 24 - 25, the Museum plans to host Mid-Continent Railways Museum's ex-CNW R-1 4-6-0 #1385. The locomotive is being borrowed by the C&NW for promotional trips system wide. Two of the Northwestern's "Presidential" F-units will be with the #1385.

Plans call for three trips a day with #1385 between Duluth (near

the arena) to Superior. Two of the three trips will go as far as the Superior depot and then turn around but the third trip will go all the way to the C&NW yard at Itaska (East Superior). As of this writing, cars from the Museum, DM&IR, and MTM will be used. In the Museum's ten year history, this will be the first time a Museum sponsored trip will be run over the C&NW. It's also a first for the use of a steam locomotive.



◀ **CNW 1385** ▶

This year will mark the 100 th. anniversary of the "old" Soo Line railroad. The Soo Line Historical & Technical Society is planning a large 1983 meet on September 16 and 17 in Minneapolis. The "new" Soo was formed in 1961 with the merger of the "old" Minneapolis, St. Paul, and Sault St. Marie with the "paper" Wisconsin Central and Duluth, South Shore and Atlantic.

In other Soo news, it was announced that revenue for the first half of 1983 was far below the revenue for the same time last year. Although the Soo remains in the black, officials expressed concern over the slump and are hoping for an upswing in farm products. Also, the Soo is still trying to obtain a large amount of ex-Rock Island trackage in Iowa. The C&NW outbid the Soo for the trackage but the war is not over. The Soo announced that it will raise its bid to counter the Northwestern. Only time and money will tell the true winner of the trackage.

That ex-MN&S Baldwin D1-6-6-2000 centercab locomotive that the museum had a chance to buy has been sold. The new owner is the Illinois Railway Museum at Union, IL. The last time the Baldwin operated was in 1974 and it had been stored at Glenwood Junction (Minneapolis) until its sale.

A little closer to home, Soo Line #1003, the 2-8-2 on lease from the city of Superior to the Superior Shortline Railroad, was moved back to the chemical track near the sewage plant. Progress on the locomotive has been very slow and it is yet to be seen when the fine locomotive will be back on the high iron under its own steam.

The local Burlington Northern taconite scene seems to be very good. In July, the BN was running four loaded tac trains a day with four emptys returning to the range. The BN is also testing out its new fuel tenders in the area. The tenders are tank cars specially equipped to pump fuel oil into locomotives when they need it. The BN hopes to use the tank cars on long distance trains to reduce fuel stops and save as much as \$3,000 a train. Another use is on branch lines where weight limits restrict some units. The fuel tenders could hold the locomotive's fuel, thus reducing the weight of the locomotive.

A local landmark is coming down. The old Northern Pacific ore dock in Superior is in the process of being dismantled. The timber approach is almost totally removed and the dock itself will soon follow. The city of Superior plans to use the concrete base for a possible pleasure craft dock. The last train to use the dock was around 1968. All the NP and Soo natural ore that used to flow through the dock is now handled by the DM&IR in Duluth.

Speaking of the DM&IR in Duluth, the Missabe has just put its new shiploader into operation. This new loader enables the Duluth docks to load the larger 1,000 ft. lake vessels now operating on the Great Lakes. Unlike the gravity method used by the conventional docks, this new system uses conveyors to transfer the taconite to the holds of the 1,000 ft. ships. This new loader puts Duluth back into competition with Two Harbors for the larger ships.

Train silhouettes courtesy of
CTC BOARD

NEWS PHOTOS



TOP PHOTO: This past June 4th was the second annual railroad days celebration held at the Depot. A small crowd watched Saturday as the Depot's own pump car team tried to beat the professionals from the DM&IR, DW&P, and Soo. From left to right is Pat Dunlevy, Larry Sommer, and Tim Schandel. The Soo Line took home the honors of winning the overall competition.

Photo by Bruce Ojard

RIGHT: To help celebrate Hibbing's 90th birthday, the museum loaned our cars to them for a special train running from Hibbing to Buhl and return. The train operated on June 20-21 over the BN with freshly painted SD-9 #6107.

Photo by David Schauer



THE UNION DEPOT THAT ENDURED

After 80 years, a rail museum and cultural center for Duluth

FRANKLIN A. KING

Three decades ago some concerned citizens of Duluth sought to replace their Union Depot with a unified, modern facility - one that would be "more responsive" to the city's changing transportation needs. Fortunately, the old depot survived that proposal and stood to witness the end of passenger service in 1969. Unlike Chicago's Grand Central, New York's Pennsylvania, and countless other stations large and small, Duluth's Union Depot was spared from the wrecker's ball. It was designated a National Historic Site in 1971.

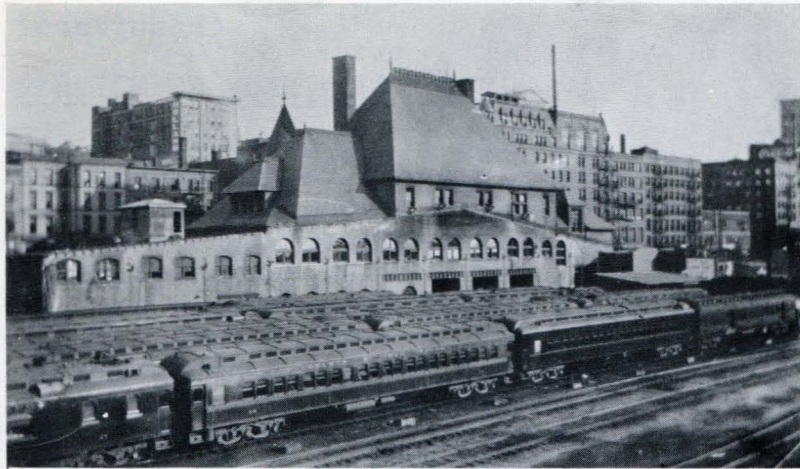
The unused depot and trackage were purchased from Burlington

Northern by the Area Cultural Corp. in 1971, and the facility now is the property of St. Louis County. This year, construction and renovation began on the classic 81 year old structure that will transform it into an area cultural center housing civic and cultural organizations. The cost of the project, which will include a railroad museum covering six tracks and a new 250-seat theater building to be built immediately west of the depot, is estimated to be more than 2 million dollars. The Union Depot complex - building, trackage, and trainshed - was constructed between 1890 and 1892 for a total cost of \$615,027.

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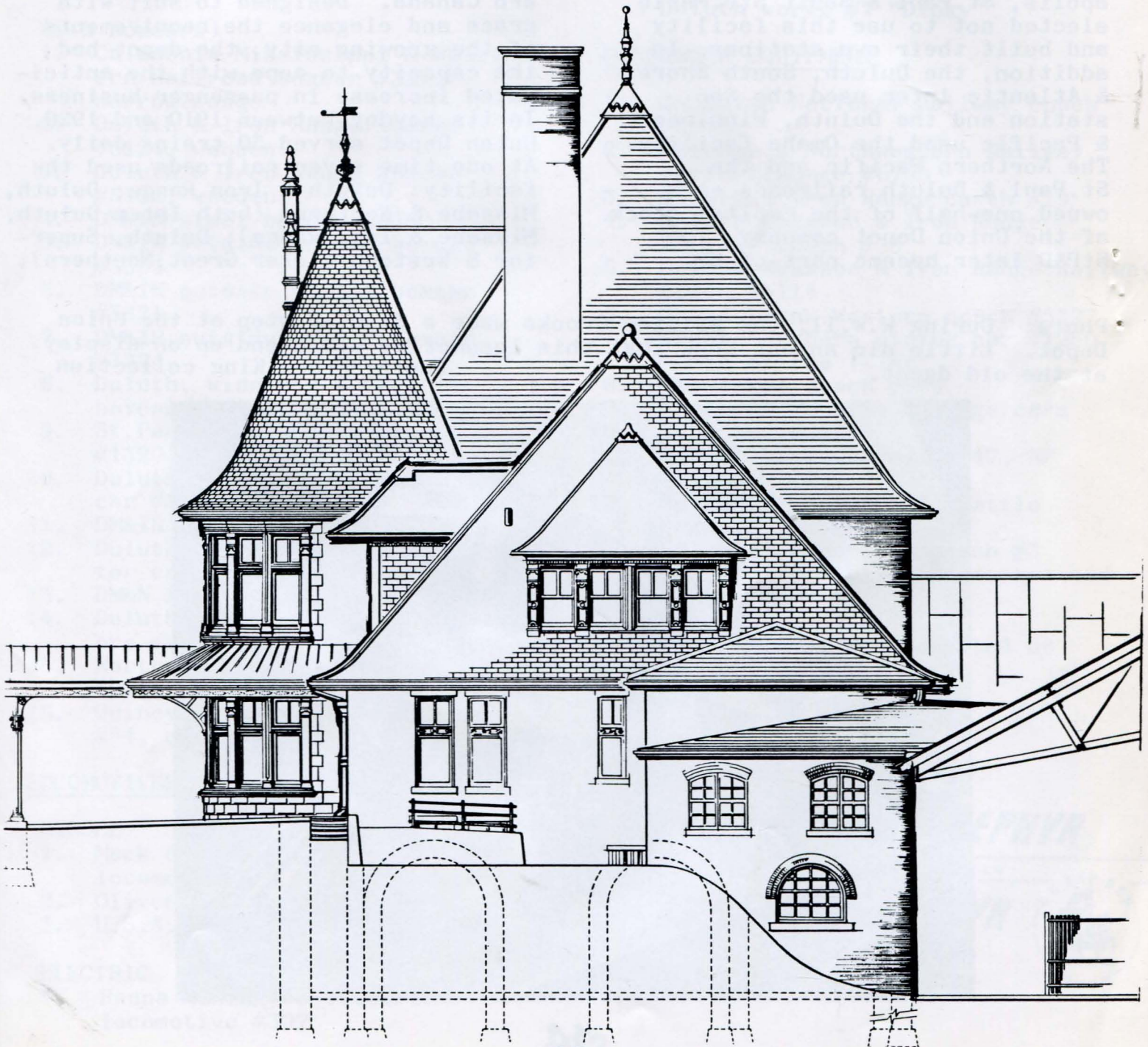


By July 1891, construction was well under way on the Union Depot.



Union Depot in 1924 shortly after the trainshed had been removed. Note the large amount of passenger cars and the lack of butterfly tracksheds.

Photo: Wayne C. Olsen collection



THE UNION DEPOT THAT ENDURED

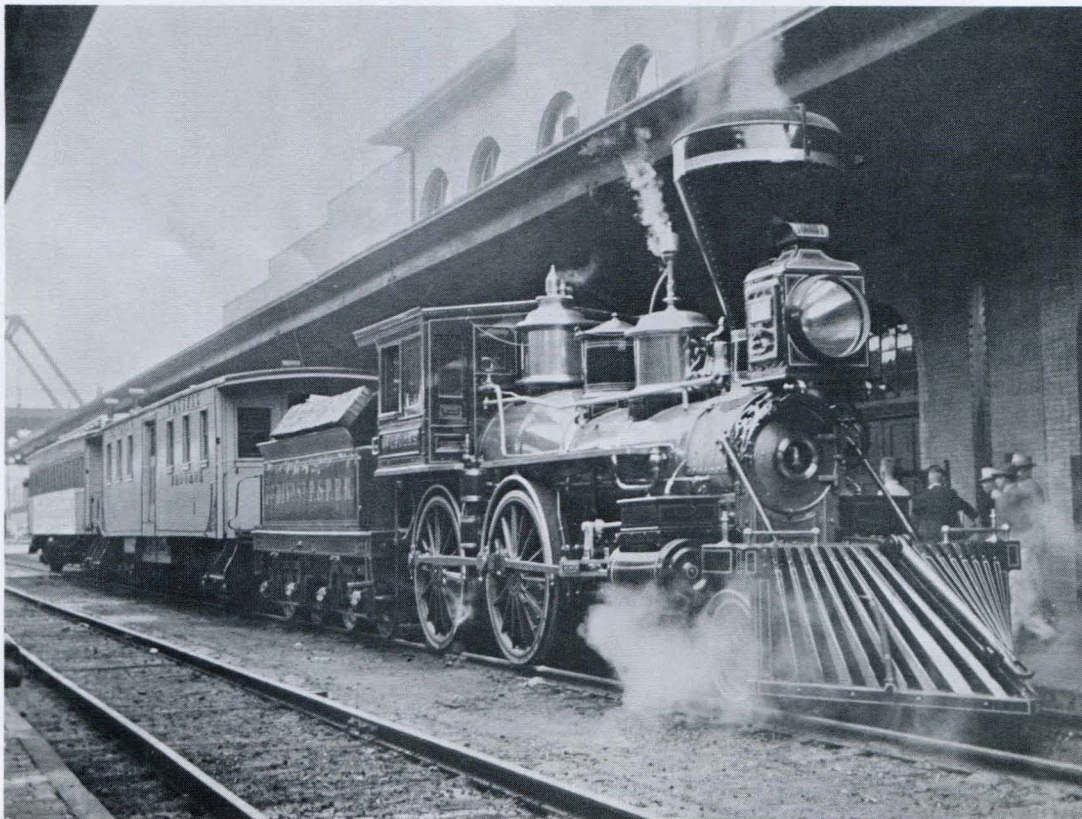
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The Duluth Union Depot dispatched its first train in March 1892. The Duluth Union Depot & Transfer Company was organized in 1889 for the purpose of acquiring and constructing a union passenger station and system of transfer tracks for the accommodation of all railroads entering the city of Duluth. The Chicago, St. Paul, Minneapolis & Omaha and the Minneapolis, St. Paul & Sault Ste. Marie elected not to use this facility and built their own stations. In addition, the Duluth, South Shore & Atlantic later used the Soo station and the Duluth, Winnipeg & Pacific used the Omaha facility. The Northern Pacific and the St. Paul & Duluth railroads each owned one-half of the capital stock of the Union Depot company. The StP&D later became part of NP.

The structure is one of the nation's finest examples of French Norman architecture. It was designed by the famed Boston architectural firm of Peabody and Stearns and likely incorporates the ideas of Robert Peabody, who studied architecture at the Ecole des Beaux-Arts in Paris after graduation from Harvard in 1866. He reputedly patterned the station after an existing building in eastern Canada. Designed to suit with grace and elegance the requirements of the growing city, the depot had the capacity to cope with the anticipated increase in passenger business. In its heyday between 1910 and 1920, Union Depot served 50 trains daily. At one time seven railroads used the facility: Duluth & Iron Range; Duluth, Missabe & Northern (both later Duluth, Missabe & Iron Range); Duluth, Superior & Western (later Great Northern);

Photo: During W.W.II, the William Crooks made a display stop at the Union Depot. Little did anyone know that this locomotive would end up on display at the old depot.

Photo: Frank King collection



THE UNION DEPOT THAT ENDURED

(continued)

Northern Pacific; St. Paul & Duluth; and Duluth, South Shore & Atlantic.

The building, with its turrets and massive roof proportions, is reminiscent of a medieval castle. The finest quality material was incorporated in its construction. Hinckley sandstone and other local stone, along with Chaska Brick, were used in its foundations and walls. Granite from Bedford, Ind. and Nortonville, Minn. furnished the exterior trimming. Brownstone from Portage, Wis. was used for the interior trimming and Penn-

sylvania green slate was used for the roof.

The first major modification to the facility was made in 1924 when the big trainshed was moved and butterfly tracksheds were constructed at a cost of \$1,000,000. In 1945, the main waiting room was modernized and a false ceiling was installed. Renovation plans call for removal of this ceiling, which once again will expose to public view the building's expansive wood-beamed roof truss construction.

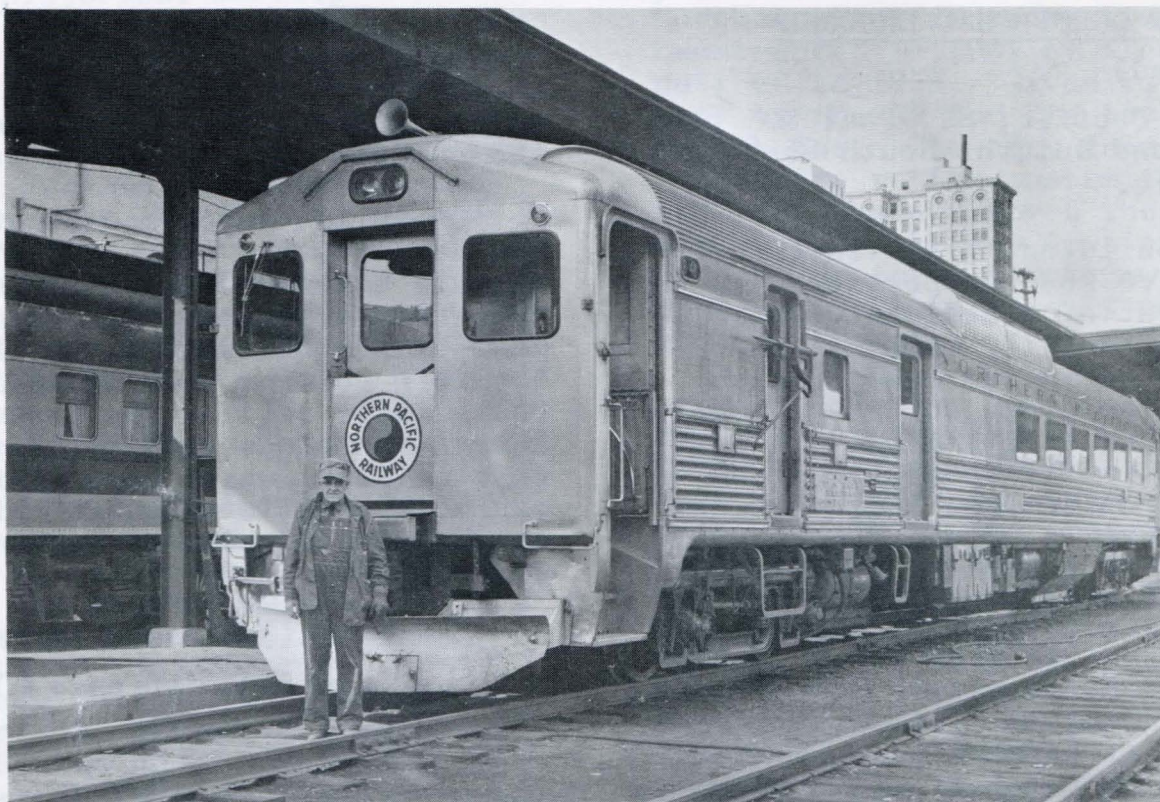
Construction of the railroad and
(continued on page 16)

Photo: 1910 view of downtown Duluth. Union Depot with its huge trainshed is easily seen.

Photo: Wayne C. Olsen collection



Photo: The last train to use the Union Depot was this Budd RDC to Staples.
Photo: Wayne C. Olsen collection



THE UNION DEPOT THAT ENDURED

(continued)

industrial museum will be the first phase of the overall cultural center project. This portion will be funded through a grant for \$352,000 with \$88,000 coming from private donations. Spearheaded by the enthusiasm of such men as Donald B. Shank, vice-president and general manager of the Missabe Road, and with participation by all seven rail lines entering Duluth, the railroad museum is certain to become one of the area's premier attractions.

Several interesting railroad-equipment items already are slated for display at the museum. Historically the most significant acquisition is the little engine Minnetonka, which was built in 1870 and was the workhorse for the start of construction of the Northern Pacific at Carlton, near Duluth, 103 years ago. As a contrast, also on display will be the last of the Missabe's giant Yellowstone locomotives - some 100 feet longer and

552 tons heavier than the Minnetonka. Two other steam locomotives will be displayed too, along with an early mining steeple-cab electric and a diesel locomotive. Negotiations concerning acquisition of three additional area steam locomotives of historic significance also are in progress.

Many interesting examples of area rolling stock will be displayed, including three cars from the William Crooks, a famous train of the Civil War era. These will be on loan until such time as a permanent home for them is provided in St. Paul.

Every attempt will be made to create a living museum. Exhibits will be changed periodically, and famous old trains throughout North America will be exhibited as they become available. Plans also include the setting up of a dining-and-lounge-car combination housing a museum restaurant. Missabe's well-kept

THE UNION DEPOT THAT ENDURED

(continued)

business car Northland will be on exhibit when it is not in use.

Model railroaders will not be overlooked, for a large operating HO-gauge railroad is to be housed in a 20x40 foot replica of an old-time small-town depot. The layout's theme will depict the activity of area railroads. In addition, a unique model railroad constructed by the late Francis Lee Jaques, internationally known wildlife artist, will be exhibited. This model is planned to be a nonoperating diorama, drawing attention to its dramatic artistic qualities. Six oil paintings by Jaques depicting railroad scenes also will be displayed.

Duluth's railroad museum will be one of the few in the country to be completely enclosed, thereby protecting all exhibits from the elements. The enclosure will span all six station tracks and will extend one block in length. Should future acquisitions overtax this space, the track enclosure will be expanded to the west of the depot.

In post-World War II years, three roads used the depot. The Missabe pulled out in early 1953, when it discontinued its run to Hibbing, Minn., and terminated its train from Winton, Minn., at Endion Station a few miles north-east of Union Depot. Great Northern cut back its service from the Twin Cities to Superior, Wis., in early 1969, leaving owner Northern Pacific the sole occupant.

The last scheduled passenger train to use Union Depot was NP's morning Budd RDC run to Staples, Minn. It departed for the final time on May 24, 1969, bringing to an end 93 years of service at Duluth. This grand old depot never again will host 50 train arrivals and departures in a single day, but hopefully visitor traffic through the building will set new records in the coming years.

EDITORS NOTE: This article appeared in the November 1973 issue of TRAINS Magazine.

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DULUTH UNION DEPOT & TRANSFER CO. LOCOMOTIVES

No.	Type	Builder	Year	No. as built for NP	Serial	Purchased by DUD&T	Disposition
1	4-4-0	Pittsburgh	1871	12	148	11-8-93	Unknown.
2	0-6-0	Baldwin	1887	392	8924	5-7-07	Unknown.
3	0-6-0	Schenectady	1901	904	5940	7-25-14	Scrapped 1-27-27.
4	2-6-2	Brooks	1907	2387	41931	1-27-27	Returned to NP on 12-6-43; renumbered 2459; sold for scrap on 2-23-57.
5	44-ton	General Electric	1943	99	15765	12-6-43	Returned to NP; sold by BN on 1-28-71 to dealer George Silcott, who resold it to American Aggregates of Greenville, O.

DUD&T leased additional engines from NP: in 1908, NP Class K1 0-6-0 958; in 1917, NP Class L7 0-6-0 1027.
Roster courtesy of Wayne C. Olsen.

TEN YEAR COLLECTION OF HISTORY

October 24, 1973 will always be a big day in the history of the Lake Superior Transportation Museum. On that Wednesday, a Burlington Northern NW-2 eased the first pieces of railroad history into a newly completed building. Among the first seven pieces of equipment to be rolled in that day were an NP caboose, NP wedge plow, and a DM&IR ore car.

From that historic day, the museum has grown to include some of the finest railroad cars and locomotives to be found in the country. Of course not everyone knows where all the equipment came from. Many of the items were donated by railroads while others were purchased with museum funds. The following list is a breakdown of museum equipment and who was responsible for its entry into the museum. Only the major pieces of rolling stock are mentioned.

Duluth, Missabe & Iron Range Railway Co.

The DM&IR was, and still is, a major contributor to the museum. Probably the largest donation is the articulated M-3 class locomotive #227. Aided by \$6,000 donated by the Missabe Veterans, the DM&IR performed all restoration and donated it to the museum. The huge steam locomotive arrived at the museum on September 13, 1974 after its transfer from the place of its restoration, Proctor shops.

Aside from the obvious, the DM&IR has also donated car #19, a rolling photo history of the DM&IR, plus the newest museum piece, china car W-114. To go along with #227 came a 1906 ore car plus caboose C-12. The LS&M has come to rely on two pieces of ex-DM&IR equipment in the form of side door caboose C-9 and coach #33. For those of you that have followed THE LAKER, you will realize that coach #33 has been upgraded by club members

from a coach in poor condition to a very presentable car. Much of the storage space for parts has been made available by the donation of a number of boxcars by the Missabe. Included in these boxcars is one of the first all steel DM&IR cars. The car is now in use on the LS&M along with three leased ore cars.

Over the ten year history of the museum, the Missabe has done a majority of restoration work on our equipment. The most notable are; articulated #227, Minnesota Steel #7, Duluth and Northern Minnesota #14, painting coach #33, assembly of the William Crooks, D&IR gondola 6105, DM&N flat car, and numerous smaller objects.

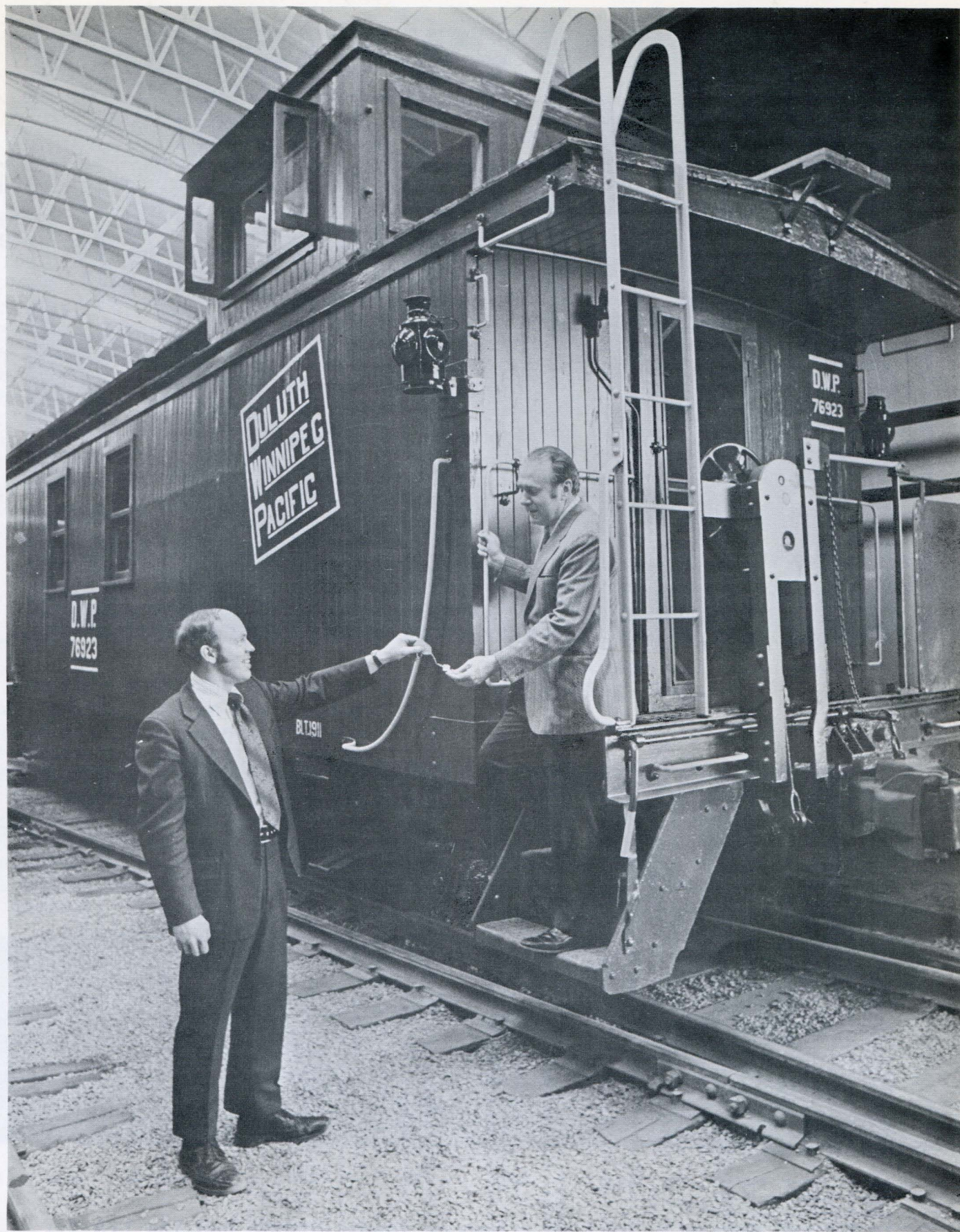
Along with all the equipment donations and restoration, the DM&IR has provided cars for museum use, whether it be for museum excursions, maintenance of way, or transportation of smaller parts. Much of the Missabe's generosity can be linked to one man, Donald Shank. Mr. Shank was the V.P. and G.M. of the DM&IR during the museum's formative years and was responsible for getting many of the DM&IR donations plus he pushed for other railroads' donations. Thank you DM&IR and Mr. Shank.

Burlington Northern

The BN has provided many donations to the museum and is second only to the DM&IR. The most significant loan is the Northern Pacific's first locomotive named Minnetonka. Long used by the NP and later by the BN for publicity trips on the system, the Minnetonka was finally put to rest at our museum. We're glad to have it!

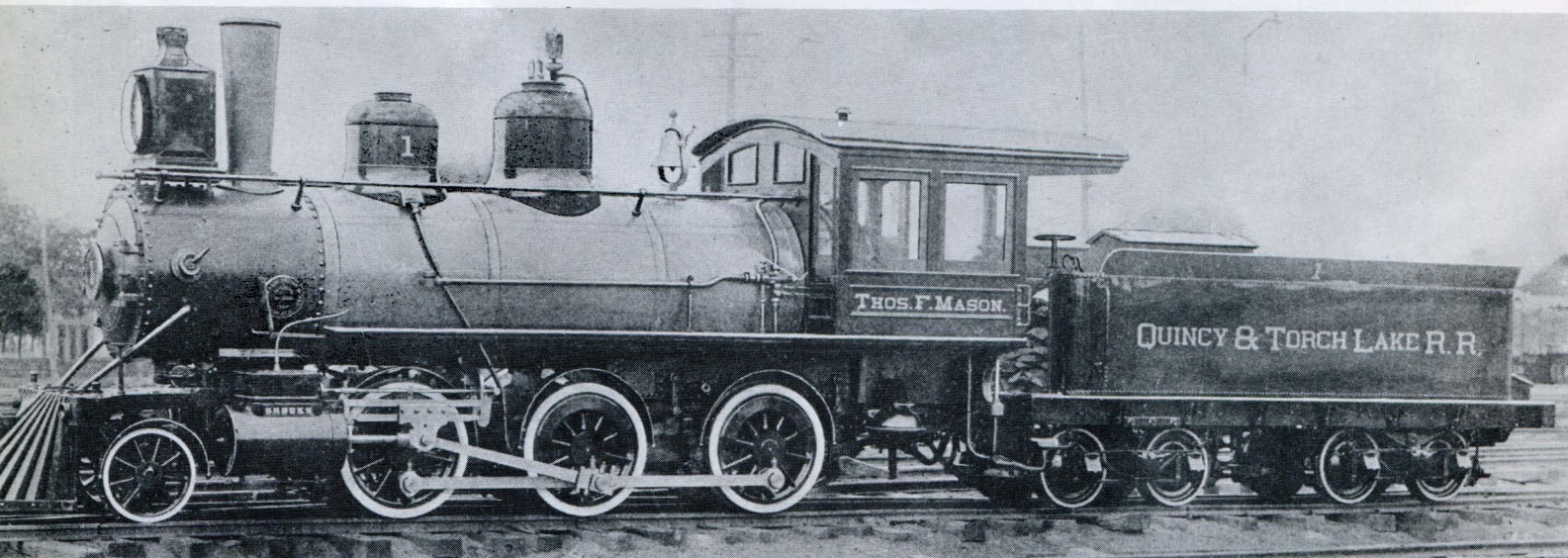
Among the other donated items is our ex-GN diner, Lake of the Isles. This car has recently been out of the museum more than it has been in due to the fact that private parties have leased the car for special uses. Another unique item donated by the BN is dynamometer car B-10. This car was made by the NP and was used for

(continued on page 21)



Back in 1974 - Phillip Larson, left, Superintendent of the DW&P hands the keys to a refurbished caboose built in 1911, to Wayne Olsen, president of the LSTC. The caboose, one of the originals of the DW&P, was presented to the Lake Superior Transportation Museum.

News Tribune photo from Wayne C. Olsen collection



In 1979, the Museum picked up a narrow gauge copper hauling ore car from Upper Michigan. The top photo shows the loading of the car onto a lowboy truck for a short trip to a waiting Soo Line railroad car which would then take the car to Duluth. The bottom photo shows the locomotive that used to pull the ore car. This locomotive is now on display at the Quincy Mine Hoist near Hancock, Michigan.

Both photos courtesy of Frank King.

Burlington Northern

(continued)

testing both steam and diesel locomotives. The car was damaged by the BN during a test and was then donated to the museum. B-10 is now used on the LS&M as a crew car. An NP and GN caboose plus an ex-NP R.P.O. and three (one SP&S and two NP) baggage cars round out the items that have come by way of the BN.

As stated before, the BN is second only to DM&IR in total donations. While the BN had a hand in a few rolling stock donations, it's the other donations that make the BN special. Almost every passenger car part that was needed to keep our fleet rolling came from retired BN cars that were sitting rusting in the Twin Cities. When the museum's ex-Air Force G.E. 44 tonner needed quick work, the BN came to the rescue and saved an LS&M operating weekend. The most important donation the BN has given us began on day one when that NW-2 eased into the museum with the first displays - it showed us the BN's willingness to switch our cars for no charge.

For ten years the BN has provided many small services that are too numerous to mention here. The driving force behind many of these services and donations was Tom Lamphier. Mr. Lamphier was V.P. of Transportation for the BN and saw to it that the museum was not overlooked when a home was needed to be found for a piece of equipment. Thank you BN and Mr. Lamphier!

Duluth, Winnipeg & Pacific Railway

Although a Canadian offshoot, the DW&P has provided both restoration and donations to the museum. Always a favorite with the kids, DW&P caboose #76923 was restored and donated in 1974 after 63 years of service. With the help of their Virginia shop crew, the DW&P restored Northern Pacific steam

wrecker #38 after it was donated by Hyman-Michaels.

The "Peg" has helped out our passenger car fleet by donating, with CN approval, a coach and an ex-crew car. The coach and ex-GT crew car (since rebuilt into its original coach configuration) have added greatly to the passenger hauling capacity of the LS&M.

Also finding a home in the museum were six DW&P bunk cars. Since their donation, three have been sold while two are on the property and the sixth is on lease to the Superior Shortline Railroad. An old wooden boxcar was also donated and is used to store small parts. Thank you DW&P!

Soo Line

The Soo has donated one piece of equipment. In 1974, an ex-Wisconsin Central caboose built in 1886 arrived at the museum to join the other early equipment displays.

The Soo has also provided free transportation of museum equipment from as far away as Chicago and eastern Michigan. Thank you Soo Line!

Chicago & North Western

The C&NW has donated an operating parlor car which underwent an interior restoration by club members. The car is to be used for excursions and private parties.

The C&NW has also provided free transportation for a number of large pieces of equipment. Thank you C&NW!

U.S. Steel

U.S.S. has donated a trio of special equipment used at the Duluth works. Minnesota Steel 0-4-0 #7 plus a slag car and charging buggy make a good combination to represent rail operations at a steel plant. The #7 is fully operational and has been used at the museum for railroad days. Thank you U.S. Steel!

(continued on page 22)

(continued)

Minnesota Historical Society

The loan of the William Crooks, Minnesota's first locomotive, plus two passenger cars are the most prominent contributions. The Minnesota Historical Society has also donated money towards the rebuilding of the Northern Pacific rotary snow plow and Minnesota Steel #7. An old (1879) St. Paul and Pacific boxcar is also on loan. Thank you Minnesota Historical Society!

Hyman - Michaels Co.

Being a scrap dealer, Hyman-Michaels sees a lot of old railroad equipment on its property. Fortunately for the museum, much of the older items have escaped the torch and are now on our property. Some of the items include: NP plow #19, NP wrecker #38, Milwaukee Road coach #639, and an NP stock car. The company has also donated a boxcar for use on the LS&M as a tool car. The museum's first diesel switcher "Mack" was donated by Hyman-Michaels and restored by Reserve Mining in Babbitt. The "Mack" is painted like an SD-28 but is a bit smaller. Thank you Hyman-Michaels!

One Item Donations

Hanna Mining Co.

60 ton steeple-cab electric locomotive #307. Donated in 1974.

Marine Iron and Shipbuilding

Oliver Iron Mining diesel #900. The first diesel on the Iron Range, built by Alco in 1940. This locomotive is older than the DM&IR #227.

Duluth & Northeastern

Locomotive #28. Built in 1906 by Pittsburgh Locomotive Works for the DM&N. Sold to the D&NE in 1955 and donated to the museum in 1974.

City of Duluth

Northern Pacific locomotive #2435. Constructed in 1907 by Alco and retired in 1954. Given to the city by the NP for display at the Duluth Zoo. The city donated the locomotive to the museum in 1977 and club members moved the locomotive from the Zoo to a track connection three blocks away to enable the BN to move it to the museum.

Milwaukee Road

Electric locomotive #10200.

Officials of the CMSP&P had kept this locomotive in storage since electrification was phased out on the railroad in 1973. A search for a suitable home then began. When built in 1915, this locomotive, along with 42 others, was the largest in the world. General Electric was the builder. The locomotive was donated in 1977 and was fully restored by the Milwaukee Road.

Not all of the restoration on the equipment was done by railroads. The Transportation Club members have provided thousands of man-hours towards the rebuilding and maintaining of a large number of cars. The museum would not be what it is today without the massive help provided by club members. Today's excellent collection of railroad equipment came about through the efforts of many railroads, individuals, and club members. Thanks to all of you!

The following is a list of all of the museum's rolling stock. Many of you should be surprised at the large collection we have.

CABOOSSES

1. DM&IR caboose #9
2. DM&IR caboose #12
3. Duluth, Winnipeg & Pacific #76923
4. Great Northern caboose #10980
5. Northern Pacific caboose #1311
6. Soo Line caboose #99017

(continued on page 23)

Museum Equipment

(continued)

SERVICE OR WORK EQUIPMENT

1. Duluth, Winnipeg & Pacific
2. Boarding cars: #69928; #70037;
3. #70010
4. Burlington Northern dynamometer car B-10
5. Northern Pacific rotary snow plow #2
6. Northern Pacific wedge snow plow #19
7. Northern Pacific wrecker #38

FREIGHT EQUIPMENT

(1-9 Boxcars)

1. Caledonia Mississippi & Western Railroad boxcar #321, narrow gauge
2. Duluth & Iron Range boxcar #5124, wooden
3. Duluth & Iron Range boxcar #5132, wooden
4. DM&IR steel boxcar #5380
5. DM&IR outside braced boxcar #3305
6. DM&IR outside braced boxcar #3321
7. DM&IR outside braced boxcar #3374
8. Duluth, Winnipeg & Pacific boxcar #57767
9. St. Paul & Pacific boxcar #1320
10. Duluth & Iron Range gondola car #6150
11. DM&IR refrigerator car #7122
12. Duluth & Iron Range refrigerator car #7128
13. DM&N flat car #2124
14. Duluth, Missabe & Northern ore car #849
15. Northern Pacific flatcar (with log) #100
16. Quincy & Torch Lake rock car #54, narrow gauge

LOCOMOTIVES

DIESEL

1. Mack diesel museum switcher locomotive #1
2. Oliver Mining diesel #900
3. U.S.A.F. GE diesel #8566

ELECTRIC

4. Hanna Mining Co electric locomotive #307

5. Milwaukee Railroad electric locomotive #10200

STEAM

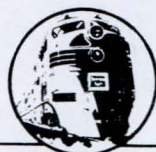
6. Duluth & Northeastern engine #28
7. Duluth & Northern Minnesota #14
8. Duluth Missabe & Iron Range #227 "Mallet"
9. Northern Pacific engine #1 "Minnetonka" (on loan from BN)
10. Northern Pacific engine #2435
11. St. Paul & Pacific engine #1 "William Crooks"
12. United States Steel saddle tank Duluth works #7 "Dinky"

PASSENGER EQUIPMENT

1. Canadian National Railway coach #5375
2. Chicago & Northwestern Railway parlor/lounge #6700
3. Duluth & Iron Range coach #19
4. Duluth Missabe & Iron Range Railway coach #33
5. Duluth Missabe & Iron Range Railway coach W-114
6. Grand Trunk Western coach #5327
7. Great Northern dining car #1250 "Lake of the Isles"
8. Milwaukee coach #639
9. Northern Pacific baggage cars
10. #254 and #255
11. R.P.O. baggage car #1447, NP (Library car)
12. Spokane, Portland & Seattle baggage car #66
13. St. Paul & Pacific coach #3
14. St. Paul & Pacific passenger and baggage car #1

This article was compiled by

David Schauer



THE **NEBRASKA ZEPHYR**

CHICAGO • OMAHA • LINCOLN

THE
VISTA-DOME

AK-SAR-BEN ZEPHYR



Lake Superior and Mississippi Railroad



The five year success story. The LS&M is shown in operation near New Duluth.
Staff photo by David Schauer

A TRIBUTE TO THE LS&M

By Mark Olson

All aboard Duluth's Excursion Railroad! Thanks to the hard work of many people Duluth has an operating excursion line. The Lake Superior and Mississippi Railroad. In case you missed the details or have not had a chance to be a part of the LS&M I'm going to set some things down here for posterity.

I have been with the LS&M from the beginning - well let me clarify that, the beginning of the Excursion LS&M. The original LS&M got its start way back in 1863. The first train over the line took its trip in August of 1870. Sometimes I think that the last time that anything in the way of track work was also done about that same time. Actually the LS&M went on to become part of the Northern Pacific Railroad in 1873. There were ups and downs in the history of the LS&M, the biggest was probably the building of the Short Line Park branch of the N.P.. This made the LS&M not as necessary to the N.P. and took much of the traffic off the line. By the middle of the 1950's the LS&M became totally unnecessary and all but four and one half miles of the line were torn up. If it had not been for the old American Paint Co. that was located where we now board the train in New Duluth, the old LS&M would not be there at all.

The remaining LS&M went through a long time of deferred maintenance by the N.P. and the use of the line was discontinued in the late 1960's. After the merger of the N.P. with the Great Northern and the Burlington the only part of the LS&M to see trains was the first 600 ft on the Riverside end. This was used for switching the Alberta Gas

siding. It's interesting that the Short Line Park Branch - the one that put the LS&M out of business also became a victim of disuse and was torn up three or four years ago. Now more of the LS&M exists than the Short Line.

I had my first experience with the LS&M when I was growing up in the Morgan Park area during the 60's. I can remember N.P. GP-9s slowly traversing the line with maybe one tank car in tow. I regret I never photographed these switching moves. Let this be a warning that it could be worthwhile to photograph any R.R. operation. Ten years from now you may wish, as I do, that you had recorded that insignificant switching move you saw yesterday. Anyway, I had walked along those rails many times and thought what it had been like when those tracks were the most important ones in Duluth. I still wish we could turn the clock back and visit the past, I guess that is why any of us in the club work or do anything around the Museum or railroad.

About five years ago the club was instrumental in the donation of the tracks and the land to the city of Duluth. This was the beginning of our education in the phrase "I've been working on the railroad".

I can still remember the first trip over the line. We brought out the C&NW motor car on a trailer and unloaded it at Priola & Johnson's crossing. The trip across Mud Lake was not too bad. Frog pond was the first indication that we had work in store. The brush slowed us some and the washouts made many faint hearts decide to walk around. I remember the worst one, by Blackmer Park. Everyone got off the car and left me to drive across 30 ft. of rails

(continued on page 26)

A TRIBUTE TO THE LS&M

(continued)

without any ties over a 4 ft. drop into the St. Louis river. I guess I only drove that car over there because Frank King stood on the other side and assured me that there would be no problem.

Well we made it as far as the big hole where the bridge by Clyde Ave. had been and since there were not even rails over this I declined on running across. This bridge was the biggest obstacle in our using the line. Once this bridge was rebuilt we could get a train all the way to New Duluth.

Many hours and Saturdays of brush cutting, bolt tightening and even some contracted track restoration enabled us to run our first excursion on the July fourth weekend 1980. Those first years were the toughest but we had a determined bunch of foolhardy workers to do the jobs. Remember the broken rail the weekend before our first run? The thrill of operating your own train and proving that you could do it was its own reward.

The forming of the new corporation called The Lake Superior and Mississippi Railroad Company followed in the spring of 1981. The first president was Norm Livgard. He had to give up that position later in the year because of pressures at his regular job. Frank King took over the remainder of his term. I was elected president in the spring of 1982 and re-elected in 1983. It is a time consuming job but I must say that all of the board members of the LS&M have done their share. All the members of the board have equal opportunities to work above and beyond the call of duty.

Well I think I've brought the LS&M up to 1983. The quest-

ion now is where do we go from here?? I hope that soon we will hear a real steam whistle on the LS&M. This will be even a bigger task than the work we have already done. Also, we desperately need a shop and storage facility on or near the line. One dream has been realized and if we all get back to work we can make the LS&M the best excursion train in the midwest.



As this photo by Frank King shows, the club had quite a job to do to get the LS&M back in shape. River erosion has always been a problem on the railroad and it will continue to keep the section crews busy.

The photo was taken near Morgan Park shortly after club members began to fill the washout.

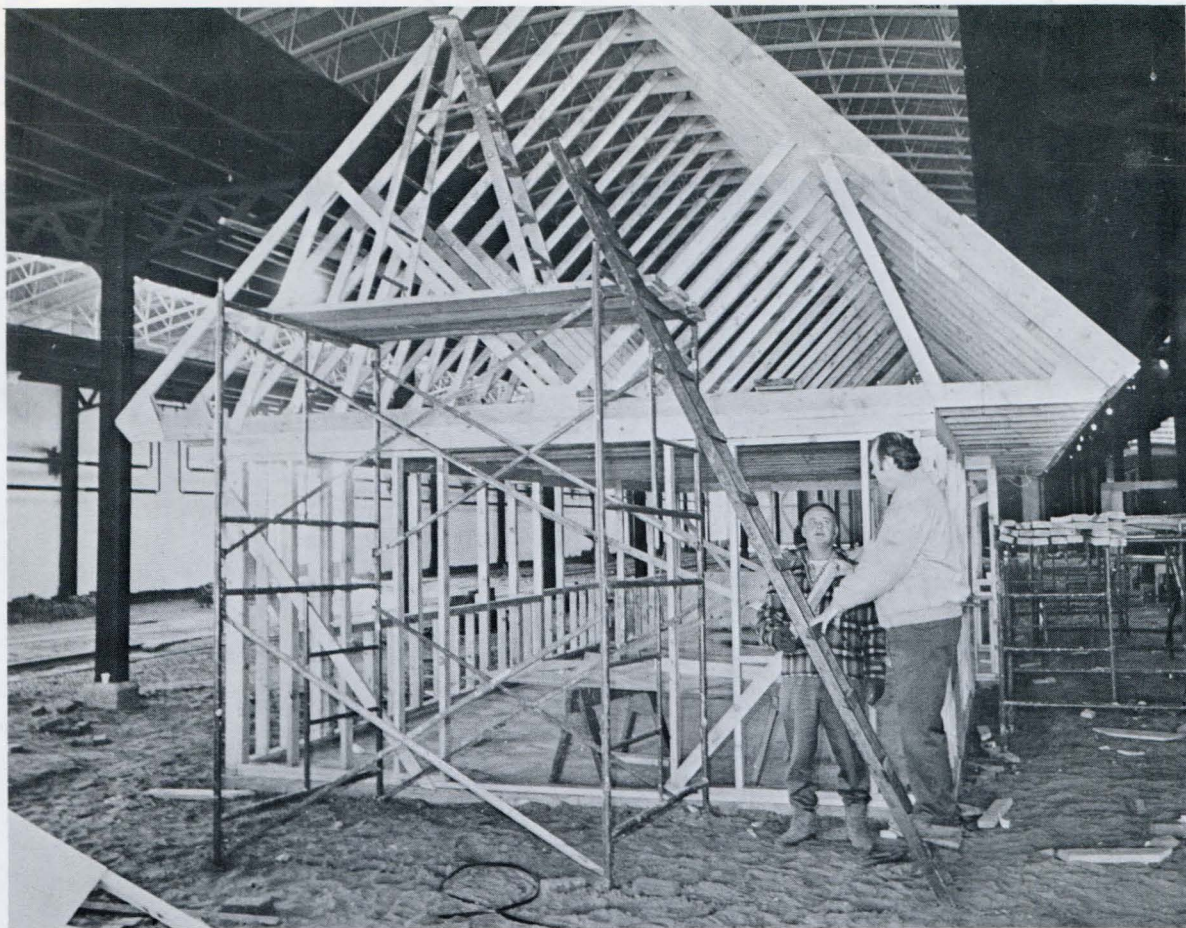


PHOTO ALBUM



This photo taken in December of 1973 is one of the first of club members in action. Club members (left to right) are Bob Mortinsen, Philip King, Frank King, Angelo Fena, and Tom Gannon. When the museum was formed, large amounts of mud had collected over and between the ties within the building. Club members spent many hard hours digging out the mud and then filling in with crushed rock.

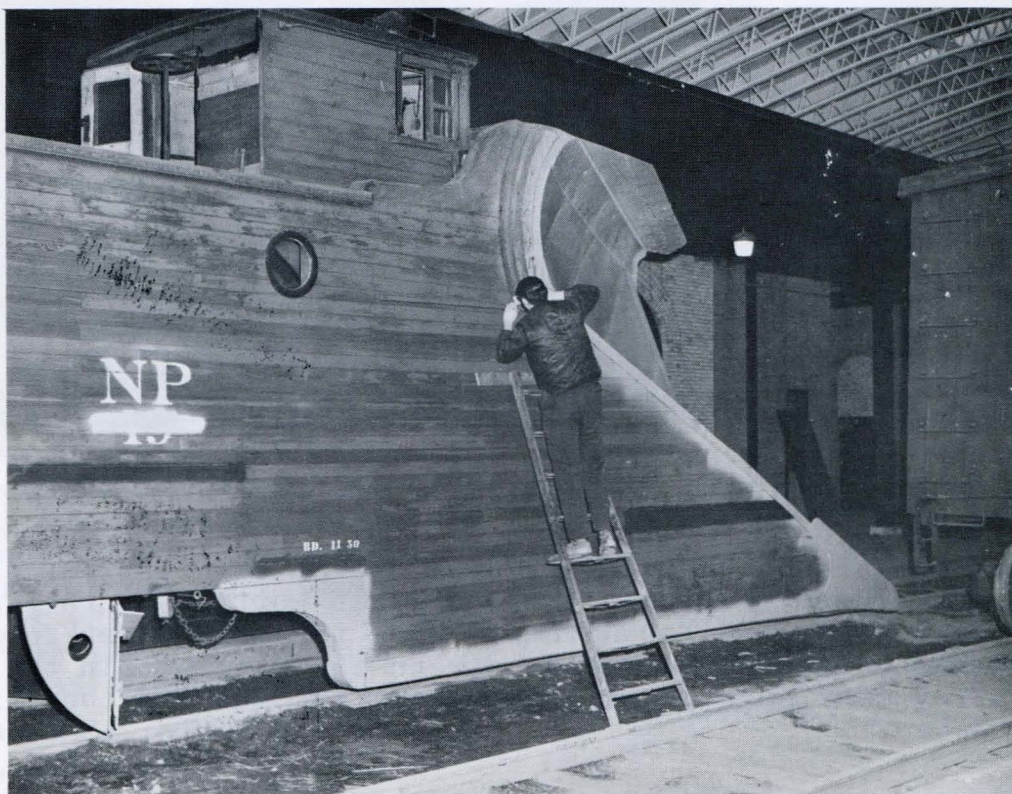
Photo: LSMT collection



The top photo shows the construction of the model railroad building. Tracks 4 & 5 had to be cut back in order to build the small depot.

The bottom photo was taken just after the museum picked up NP wedge plow #19. Mark Olson begins restoration.

...Both photos LSMT collection...





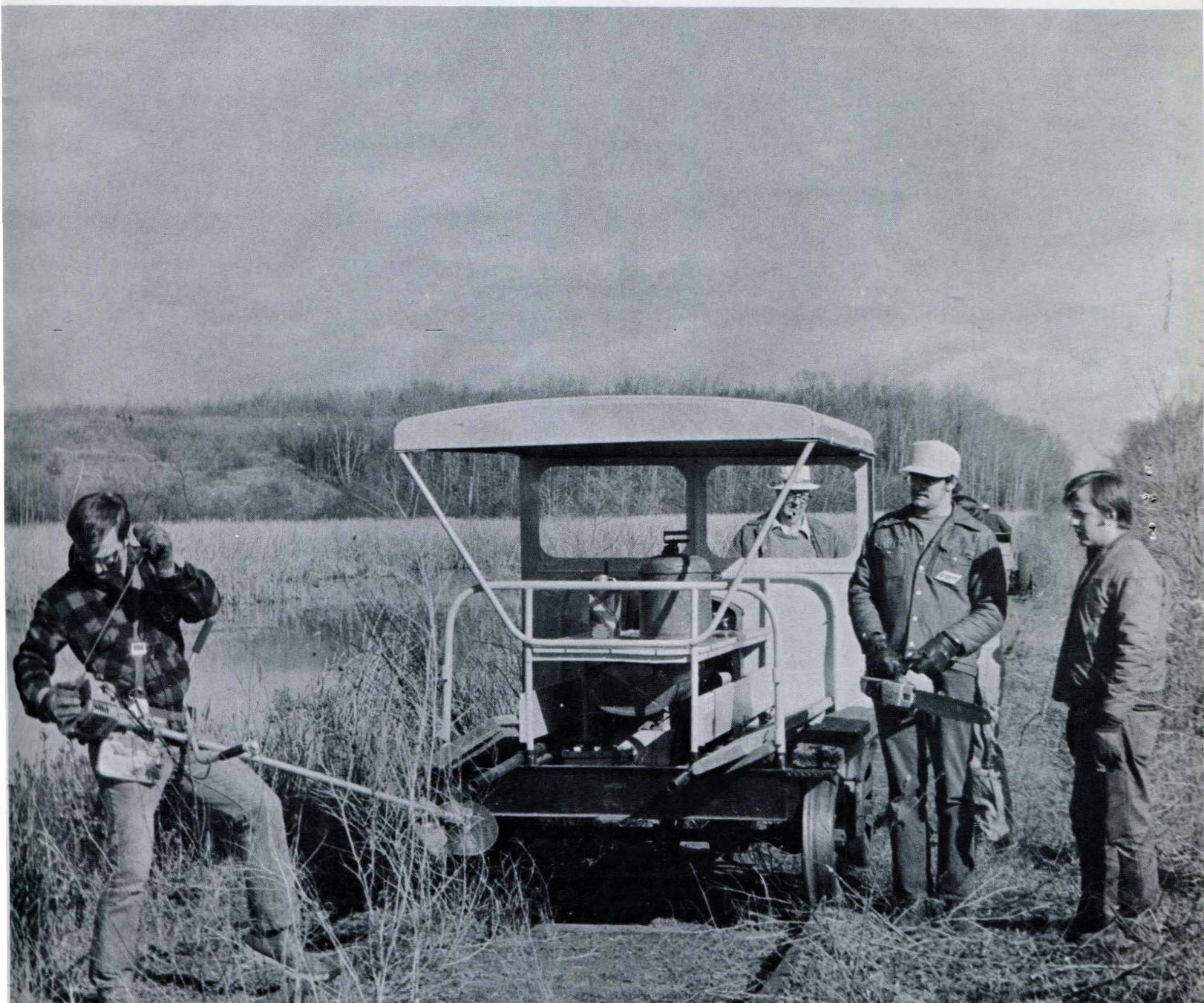
This photo from the LSTM collection was taken shortly before construction of the museum began. Note the condition of the track and platform areas.



Early club officer, Dave Carlson, gets into the restoration of DM&IR caboose C-12. This was one of the first big restoration projects taken on by the club.

Photo: LSTM collection

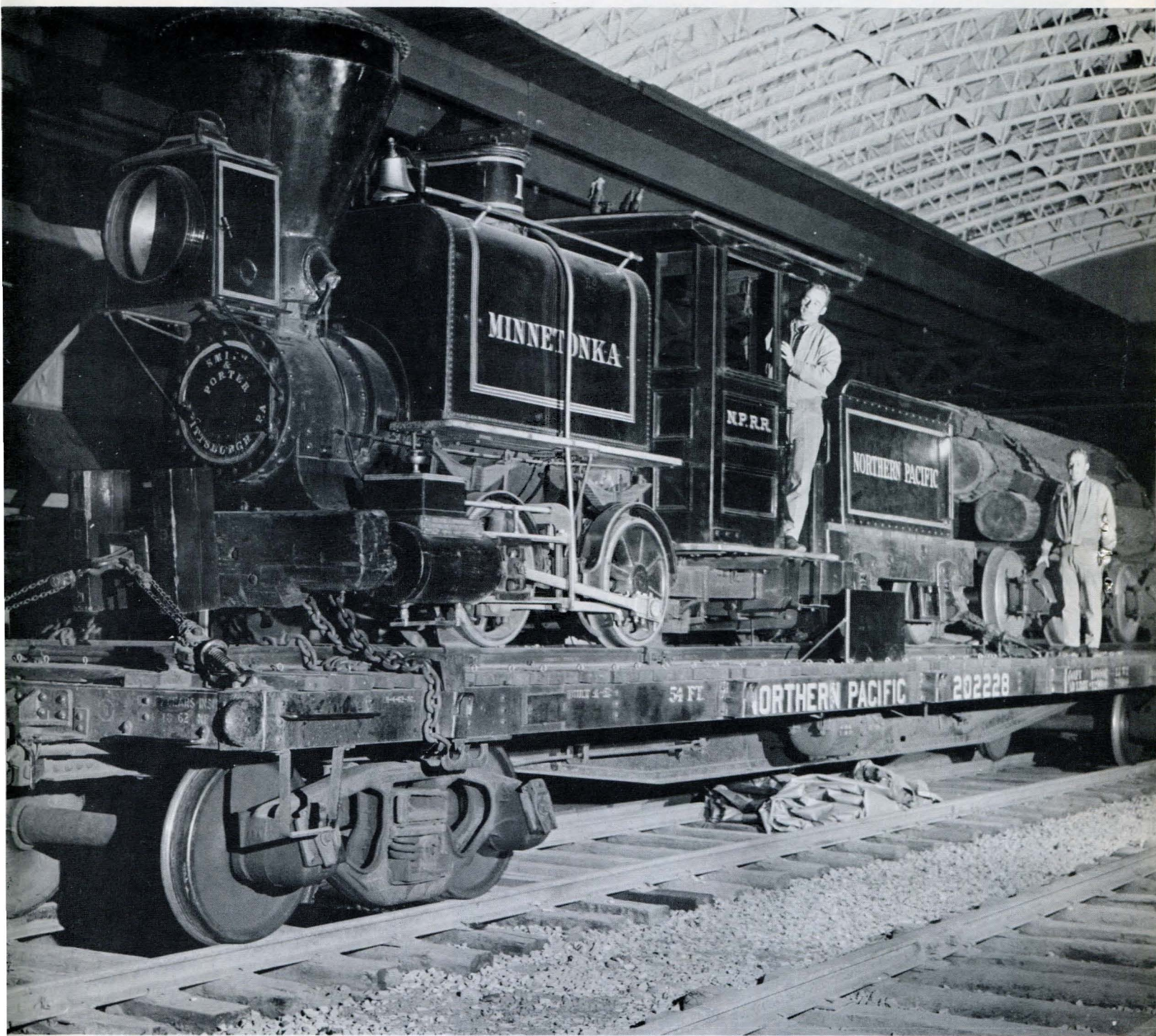
In the late 1970's, the club and its members found a challenge in the form of restoring a railroad. This photo shows one of the first track gangs on the LS&M. The first step in restoration was to remove excess brush from the right-of-way so track gangs could find the track! Pictured are from left to right; Dale Carlson, Frank King, Robert Mortinsen, and Dave Carlson. Photo: LSMT Collection





Doing what club members have become good at, Dale Carlson makes repairs to the "William Crooks" car. In the ten years of the club's existence, members have become very knowledgeable in the restoration and repair of old railroad equipment.

Photo: Frank King Collection



When the Museum was chosen as the Minnetonka's final resting place, it was delivered to us on an N.P. flatcar. Tom Gannon and his twin, (thanks to a little trick photography) check over the locomotive before it is unloaded inside the museum.

Photo by Bob's Photography, LSTM Collection



First Class



In the ten year history of the club and museum, we have had our hand in many rail passenger operations. Museum sponsored trips to Two Harbors, Grand Rapids, Virginia, International Falls, and an Amtrak trip to the Twin Cities have raised money for restoration of equipment. Museum cars have been used by the Arrowhead Civic Club's annual Picnic Train (left), Erie Mining specials, E&LS trains, MTM, and by local railroads. One of the first club/museum sponsored rail excursions (top) is shown in Two Harbors after its trip from Duluth in 1975.

Top Photo: LSMT collection
Bottom: Dave Schauer

Memories



Thanks to everyone who made the last 10 years great! Here's looking forward to the next 10 years with eager anticipation.

EVENTS AND DATES

August 27 - 28: LS&M Excursion

September 9 - 12: Northfield Defeat Jesse James Days.
MTM #328 and train.

September 23: General meeting, Depot - 7:30 p.m.

September 24 - 25: C&NW #1385 to operate between Duluth
and Superior.

September 30 - October 3: Association of Rail Museums
Convention at Seashore Trolley Museum.

October 21: General meeting, Depot - 7:30 p.m.

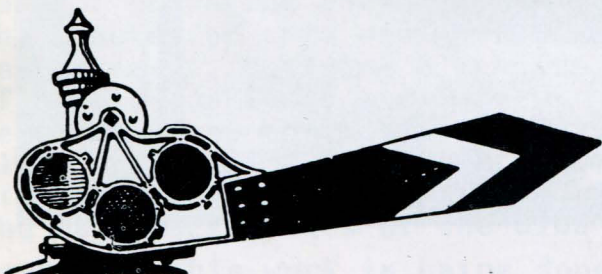
October 28 - 30: TRAIN convention in Twin Cities hosted
by MTM.

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