

LAKE SUPERIOR TRANSPORTATION CLUB



Laker

WINTER
1983



LSTC OFFICERS

President..... Jergen Fuhr
 Vice President, Administration..... Pat Dorin
 Vice President, Public Relations..... Frank King
 Recording Secretary..... Allen Anway
 Membership Secretary..... Tim Schandel
 Treasurer..... Chuck Jensen
 Director, Operations and Safety..... Bill Mickelsen
 Director, Equipment Restoration..... Bill Bradley
 Director, Model Railroad..... Martin Carr
 Editor..... Dave Schauer

LS&M BOARD

President..... Mark Olson
 Vice President, Administration..... Leo McDonnell
 Vice President, Operations..... Ed Pufall
 Vice President, Mechanical..... Norm Livgard
 Vice President, Engineering..... Frank King
 Vice President, Public Relations..... Dave Carlson
 Directors..... Jim Goulding
 Bill Bradley
 Jergen Fuhr

ABOUT THE COVER

As stated in the last newsletter the club was holding a contest to name the paper. A number of good suggestions were recieved and the club wishes to thank all those who took part. Jay Wolf of Duluth came up with the name LAKER and this sounded the best for our club. So as editor I would like to welcome you to the new LAKER. If you have any comments please feel free to send them in.

The cover photo shows not the Laker but the famous Duluth-Thief River Falls local. The Soo Line trains #64 and #65 operated between Duluth and Thief River Falls with only one combination mail, coach and baggage car until January 1955. The photo shows the local slowing for a stop at Pinewood, Minnesota. The power for the trip was a Wisconsin Central class H-21 Pacific.

The lower photo shows the Soo Line's Duluth-Minneapolis local. Trains 62 and 63 usually had three cars and a Soo Line owned Pacific type locomotive. The power for #63 as it departs Duluth on a sunny day in 1959, is a N-20 class Mountain.

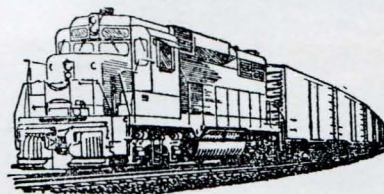
Top photo by: Frank King - courtesy of Wayne C. Olsen

Bottom photo by: Wayne C. Olsen

ANNUAL MEETINGS

January 28 saw both the LS&M and LSTC hold their annual meetings. The LS&M meeting was first with the re-election of five board members (Bill Bradley, Dave Carlson, Bill Mickelsen, Mark Olson, Ed Pufall). Information on 1982 and the future outlook for 1983 was given along with a 1982 financial report.

The LSTC meeting followed the LS&M meeting with elections for the following: Pat Dorin, Vice President Administration; Tim Schandel, Membership Secretary; Bill Mickelsen, Safety; Chuck Jensen, Treasurer; Bill Bradley, Equipment Restoration. Also decided at the meeting was that the position of Exhibits and Displays be terminated. The membership also voted overwhelmingly to protest any move to take the model railroad out of its building and replace it with a gift shop. After the business portion of the meeting, club members were treated to an excellent LS&M promotional slide show by member Gordon Hanson.



PRESIDENT'S PAGE

FROM THE PRESIDENT

Recommended travel: VIA Rail.

Remember dome cars? (The Arrowhead used to have one.) How about stainless-steel Budd cars with fluted sides, a bullet-end sleeper-lounge with dome and lighted herald on the rear like the California Zephyr had? Or a two-unit F-7 or an Alco FPA on the point? And real china and tableware and meals prepared from scratch in the diner?

They still have these things north of the border and for those who still love to travel by rail, VIA Rail is an experience. Not to take anything away from Amtrak, but to those of us who remember the pre-Amtrak days, it's a bit of nostalgia.

Leaving Thunder Bay, Ontario, at 7:25, the east-bound Canadian hugs the shore of Lake Superior, in many places running along a narrow ledge of rock with water on one side, steep rock walls on the other, often studded with slide detectors. Ducking through some short rock tunnels, winding through rock cuts, the train has few places where it can stretch out in a straight line as the 10-car train negotiates one curve after another at restricted speeds.

The landscape is drab in November, somewhere between the green of summer and the white of winter and the lead-grey skies don't help. But still there is a mystique of the rugged coast line of the big lake, the sparsely settled countryside.

We were coming into stations ahead of schedule but always left on time, leaving one to believe that perhaps extra time was allowed for the unforeseen. Delicious meals in the diner, breakfast, lunch and dinner; Sudbury at 22:55 for a half-hour stop and time to step off and take pictures of the rear-end car Strathcona Park on which we (wife, daughter and myself) had a drawing room.

Then on to Toronto at 7:00 for a two-hour stop as the diner and one sleeper is switched out. We still have a cafe dome car up front. The early

morning arrival in Toronto allows an opportune time to watch the GO commuters arrive and depart with a variety of motive power and even Budd RDC lash-ups.

The big two-unit Alco FPA-4 changes pace as it sprints along the shore of Lake Ontario for a six-hour trip to Montreal with 14 stops in between. A three-hour wait in Montreal, then Amtrak's Montrealer to Montpelier, Vermont, rented car the next morning to North Conway, New Hampshire for the TRAIN '82 convention.

The return trip is the same route, catching the Montrealer at 6:05, breakfast in the Amcafe, lunch in Montreal during the six-hour layover, allowing time to make like a tourist, ride the silent and efficient subways. Leaving as darkness falls on the city, we later find Toronto station almost abandoned as again we lay over for two hours while the diner and sleeper is switched in for the trip west. This time our drawing room is in the tail-end sleeper-lounge Kootenay Park sporting the blue and yellow VIA logo on its tail.

Again snaking in and out along the shores of "shining deep-sea waters", seldom seeing the whole train from the dome, the west-bound Canadian with a two-unit F-7 set on the point, arrives in Thunder Bay at 00:40 and Highway 61 is a lonely and long ride back to Duluth in the middle of the night.

The TRAIN '82 convention was hosted by the Conway Scenic Railroad of North Conway in the White Mountains of east-central New Hampshire. The CSRR is a private corporation founded in 1974 and operating on former Boston & Maine R.R. which terminated service in 1972.

The tourist railroad operates seven days a week May through October, making a profit for its stockholders, three full-time employees and several seasonal employees. And judging from the appearance of equipment and facilities, one gets an impression of a well-run railroad: the grounds are neat, rolling stock is kept in good repair and paint and buildings also are well-maintained.

(continued on page 4)

NEWS

FROM THE PRESIDENT (continued)

At the ticket counter is a sign: "This is not the Mt. Washington Cog. We do not climb a mountain." Mount Washington is 25 miles north of North Conway. And doggy tickets are available (free) with advise to "please keep your master on a leash, don't bite the conductor and dogs may be asked to help chase cows off the tracks."

Seminars are held on employee safety and motivation, how to get clout with the public, restoration, gift shop management and the care and feeding of locomotives. Frank Bifulk told of MTM's problems with 328 after the first season of operation. Up until a week before their first excursion in 1982, 328 was in pieces scattered about the Como shop, having repairs to its driving boxes, wheels and pony truck.

Saturday afternoon offered a ride behind an Alco S-4 going out, a Baldwin 2-6-2 oil-fired steamer coming back. CSRR also operates a GE 44-tonner and 0-6-0 steamer. Rolling stock are open and closed cars from Central of New Jersey and Maine Central railroads. The depot was built in 1874, the round house and freight house are also over 100 years old.

Tourist Railway Association has 100 members and TRAIN '82 had 50 members represented with 170 people in attendance, the biggest convention yet. In 1981 there were 78 member organizations, and only 34 in 1977. So TRAIN is alive and well, has saved its members over \$200,000 in insurance through Gene Shores and sells out its steam directory.

TRAIN '83 is to be the last weekend in October, hosted by MTM of Minneapolis with possibly a double-header steam operation. The Spring Meet of '83 is the NKP in Bellview, Ohio for operating museums, and another at Castro Point and one in Huntsville, Ala. on Feb. 26. It's back to Essex Valley R.R. in Connecticut for 1984 TRAIN, Hocking Valley R.R. in Ohio for 1985, it is hoped to get a TRAIN convention out west in 1986.

The tourist railways of New England

close down in October. There wouldn't have been any time for side trips anyway, though we did go by Mount Washington. The service road to the top was closed for the season. That Saturday the temperature was 14 degrees F. with a 68 mph wind and snow.

And summer tourists had left and the skiers hadn't arrived yet, so the first weekend in November was a nice time to see New England. In spite of the drabness of the season, it takes on an interesting character seen by those who venture out in the off-season.

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

NORTHSTAR DOING WELL

During the daily Northstar operation over the Thanksgiving and Christmas holidays, the train hauled just over 1600 passengers. Amtrak officials liked the idea of having the Northstar on weekends only during the winter and are liking the idea of having Friday's train come up to Duluth in the evening to attract skiers from the Twin Cities. This past November saw 2,109 passengers ride while 2,225 rode in December. Officials hope to have the train operating daily by April.

ROUGH RAIL TIMES

Both the Burlington Northern and Soo Line railroads reported large 3rd. quarter declines in income. The Soo posted a 64% decline while the BN showed a 62% decrease. The two railroads rely on grain for a large amount of revenue. Officials for the BN and Soo say they have more idle grain cars than usual. Both railroads blame the declines on the current recession.

The taconite shipping has also been very hard hit by the recession. The DM&IR is only running around two taconite trains a day on the usually very busy Proctor-Duluth double tracked main line. After a six month vacation during 1982, the BN's taconite operations are finally rolling again (see Then and Now), but are still far from normal levels. In early January the BN was running one all-rail taconite train a day.

NEWS

LONG RANGE PLANNING COMMITTEE FORMED

The Board of Directors of the Lake Superior Transportation Museum met on Dec. 15 in the board room of the Depot. One very significant product of the meeting was a formation of a long-range planning committee. Board members Byron Olsen, Wayne Olsen, Frank King, Lenard Draper, Phil Budd, Marc Higginbotham, George Welles, Jack Rowe, and ex-officio members Tom Lamphier, Larry Sommer and Jergen Fuhr serve on the committee and have had two meetings, chaired by Don Shank.

The committee has a number of concerns for things that have to be accomplished at the museum and have divided them up into short-term objectives (one to three years) and long-range objectives (over three years). Also, the various projects have been categorized into: museum facility, program, finance and staff.

Some of the short-range things to be done for the museum in which club members will be needed are clean-up and improvement of the outdoor displays and trolley line. Weed control, ballasting, disposal of the various items laying along the track. Better lighting both inside and outside, and more electrical outlets under the parking ramp. Also, the seepage of salt water from automobiles on the ramp poses a problem for equipment stored underneath.

An item under long-range planning is the possible building of a depot at the end of the trolley line to resemble the old Bayview Heights incline depot in West Duluth with pictures of the old incline and Grand Avenue street car lines. Also, a much-needed repair facility at the end of the yard. Extension of the trolley line, another track alongside track seven, what to do with the turn table, pigeon control, painting of cars, what to do with excess equipment ... and the list goes on.

Under restoration work, the Lake of the Isles, Ranier Club and the RPO baggage are all in need of paint. The Railway Business Women have already started on Car W-114 for their china exhibit. Under staff goals is listed "a strong volunteer program should be developed and should function in such

a way as to assist the staff undertake projects it might not otherwise be able to do".

It will be 10 years in October of 1983 that the first pieces of equipment were shoved into the museum. No one dreamed of how much the facility would grow in such a short time. But grow it has and the committee will be charged with directing that growth in the proper direction, to make better use of our facility and better relationship with our public.

LSMT BOARD MAKES CHANGES

Lenard Draper, long-time treasurer of the Museum board, is resigning his position. Bob Sederburg, formerly with the Heritage and Arts Center will take over as treasurer. Lenard will remain on the board.

Marc Higginbotham, general manager of the DW&P in Duluth for two and one-half years, is being moved to Detroit as controller of the GT and DT&I. Marc has been a great supporter of the Museum and was just getting into the mainstream of Duluth activities. We wish him well in his new position.

RESTORATION OF STEAM LOCOMOTIVE POSSIBLE

The Lake Superior & Mississippi Railroad obtained the services of David Conrad of the Illinois Railroad Museum to inspect two locomotives in the museum and give an opinion as to the possible restoration of either one.

Dave has traveled to many museums to help in rebuilding of locomotives and cars. He has some very good credentials and very knowledgeable in his art. He crawled in and out, on top of and under D&NM engine #14, which seemed the more likely for restoration because of new flues which were put in in 1974 and never has been fired.

Dave also checked out the NP Prairie engine we moved from the Zoo. It also has some possibilities. The LS&M is waiting to get a report as to which locomotive should be considered for restoration and how much work would be involved. More details will be forth coming at a later time.

1982 PAID MEMBERSHIP

Voting 112
Associate 59
Junior 12

NEWS

THEN AND NOW

Photo on page 15

This issue of the Laker will center on GN-BN ore hauling for the nostalgia department. The top photo was taken near Carlton in 1966 and shows the common form of pre-BN ore movement on the Great Northern. The motive power was the common EMD F-7 but their lashup was not. The most common combinations for ore trains were an A-B-A or an A-B-B-A set but this case finds an A-A-A set. Soon after the merger, F-units were replaced by the much newer and larger GP-35's but they too found themselves replaced a few years later by new SD-40-2's. In the mid 1970's, the new 40-2's were replaced by EMD GP-38-2's. Those units held down all ore and taconite trains for seven years until 1982 when the SD-40-2's returned.

The bottom photo was taken on January 2, 1983 only a few miles east of the top photo. The photo shows a modern BN all-rail taconite train on the wye at Boylston. The train is curving off the normal taconite main to Superior and connecting with the Twin Cities mainline.

NOSTALGIA CORNER

Photo on page 17

The date is September 23, 1967 as we watch a Great Northern empty ore train head under the highway 210 overpass in Carlton, Minnesota. The BN merger is still three years off and Carlton shows its pre-merger form. In the upper right hand corner of the photo, there can be seen the tower protecting the NP-GN crossing. The GN's Superior-Grand Forks mainline meets the two NP mainlines from Duluth (one via Shortline Park while the other through State Line) until the merger, when the BN took up both NP mainlines including a branch from Carlton to Cloquet.

The motive power for this train is unusual. Usually, matched sets of F-7's held all ore movements to and from the range. The third unit in the photo (#679) was one of only two GN GP-7's equipped with a steam generator. It (along with sister 680) were back-up power for the Duluth-St. Paul Gopher and Badger.

Today only GP-9m #902 would feel at home in this location. Number 902 translates into BN #1352 and is used often on the Carlton-Cloquet switch run. GP-7 #679 (BN 1831) was assigned to Minneapolis after the merger and SD-7 #553 to Minot while #902 stayed home in Superior. Some 15 years after the top photo was taken, BN SD-40-2's #7906 and #6796 lead an empty all-rail taconite train through Carlton on a snowy January 1983 day. SD-40-2's handle all taconite traffic to and from the range.

ODDS AND ENDS

Some morning we may wake up and find an ACT in our museum. What's an ACT? An Advanced Concept Train, an experimental passenger train of the FRA in Pueblo, Colorado, overhead or third rail electric, high-level, 160 feet long. It has been offered to the Museum through the Mayor. Question is: where do we put it? The offer is being studied very carefully.

The museum has been offered a 2,000 h.p. Baldwin center cab from the Minneapolis, Northfield & Southern. The Illinois Railway Museum offered \$5,000 for it, so Duluth would have to better that amount. But the museum is broke. The locomotive is similar to some used on the DSS&A.

CAR 33 TO BE REUPHOLSTERED

The LS&M has purchased 100 yards of a dark green nylon seat covering for car 33 from United Upholstery. The seats are being taken to the DTA garage where the work is being authorized by Dennis Jensen of the DTA. The upholstery in the car was getting pretty thread-bare from the use the car has had lately. It is used on the LS&M, the Arrowhead Civic Special, the DW&P Christmas Special and goes to MTM for their specials and last year for a CNW special.

Other work continues in car 33: Two more seats have been added, finishing of the woodwork, painting, fixing a leaking steam pipe, thanks to those who come down on Saturday. Some of the volunteers are also helping with W-114, the china car.

LS&M

The following people made it possible in 1981-82 for the Lake Superior & Mississippi railroad to establish itself as a successful tourist railroad. The officers of the LS&M would like to thank all those people involved and hope to see them again during the 1983 operating season.

TICKETS

Dale Carlson
Peter Fifield
Robert Cibuzar
Tim Schandel

MAINTENANCE of WAY

Dick Hanson
Dave Wood
Oscar Johnson
Frank King
Allen Anway
Bob Blomquist
Norm Hooey

CROSSING GUARDS

John Vincent
Jay Wolf
Steve Olsen
Jim Sanders
Dave Fuhr
Greg Vereeland
Dave Schauer
Tom Dorin

OPERATING

Norm Livgard
Ed Pufall
Oscar Gulbranson
Carl Ekholm
Leo McDonnell
Bill Bradley
Jim Morin
Llyod Berger
Bruce Smith
Donald Fobear
Randy Schandel
John Holt
Dick Young
Hank Brower
Bob Johnson
Tom Daugard
Bob Rawn
Bill Engstrom
Dick Ringhofer
L.C. Dahl
Larry Burlaga
Al Hoyiem

PROMOTION

Dave Carlson
Terry Mattson

CAR HOSTS

Wayne Olsen
Jergen Fuhr
Bill Mickelsen
Gordon Hanson
George Peloquin
John Blamey
Floyd Tigie
James Goulding

TRACK INSPECTION

Mark Olson
Bob Mortinsen
Stewart Beck
Lee Russell
Tom Gannon
Dick Bradley

BAGGAGE CAR SALES

Gayle Schandel
Linda Carlson
Lynette Olson
Jean Gannon
Elaine Ellian

NOTE: A diligent attempt was made to include everyone who has directly donated time to the LS&M. We are sorry if we missed anyone, so please let us know if you donated time and were not mentioned above.

WELCOME NEW MEMBERS

L. Katherine Hooey
Elma N. Johnson
Edgar J. Haugan
Randy R. Rivers
Al Vereeland
Greg Vereeland
Jason Vereeland
Steve Glischinski
Cyril Svovodny
Nick Wurzel
Mike Palmer
Benny Ostroviak

DUES NOTICE

Membership dues for 1983 are now payable. The deadline is set for April 1st. The following memberships are available.

Voting.....\$10.00
Associate..... 8.00
Junior..... 5.00

Send dues to the membership secretary, Tim Schandel.

PHOTOS



This past December saw the club and Museum take part in the DW&P's 6th. annual Christmas special. Cars from the Museum and DM&IR plus two SD-40's from the "Peg" made the trip possible. The train arrived half an hour late into Duluth because of a low hanging steam line being caught on a grade crossing.

Staff photo

TRAIN '82 CONVENTION

CSRR locomotive #108 rests on a turntable at North Conway prior to an excursion run. 108, a Baldwin Prairie type steamer is an oil burner built in 1920 and formerly ran on the Reader Railroad.

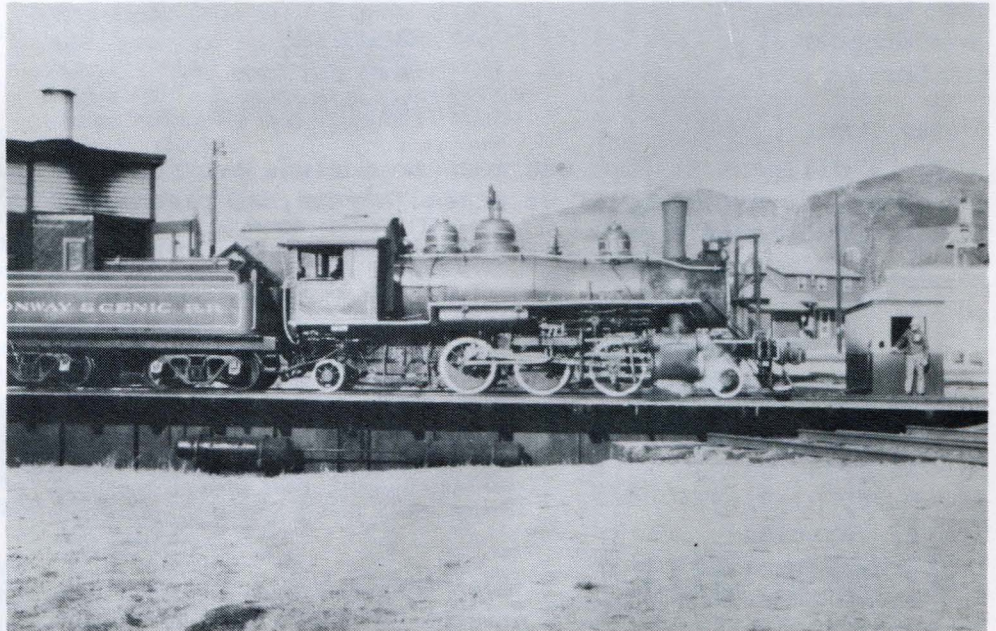


Photo by: Jergen Fuhr



Published by the
Soo Line Railroad
(M. St. P. & S. S. M. R. R.)

Address all communications to
J. W. LYDON, Editor
Minneapolis, Minn.

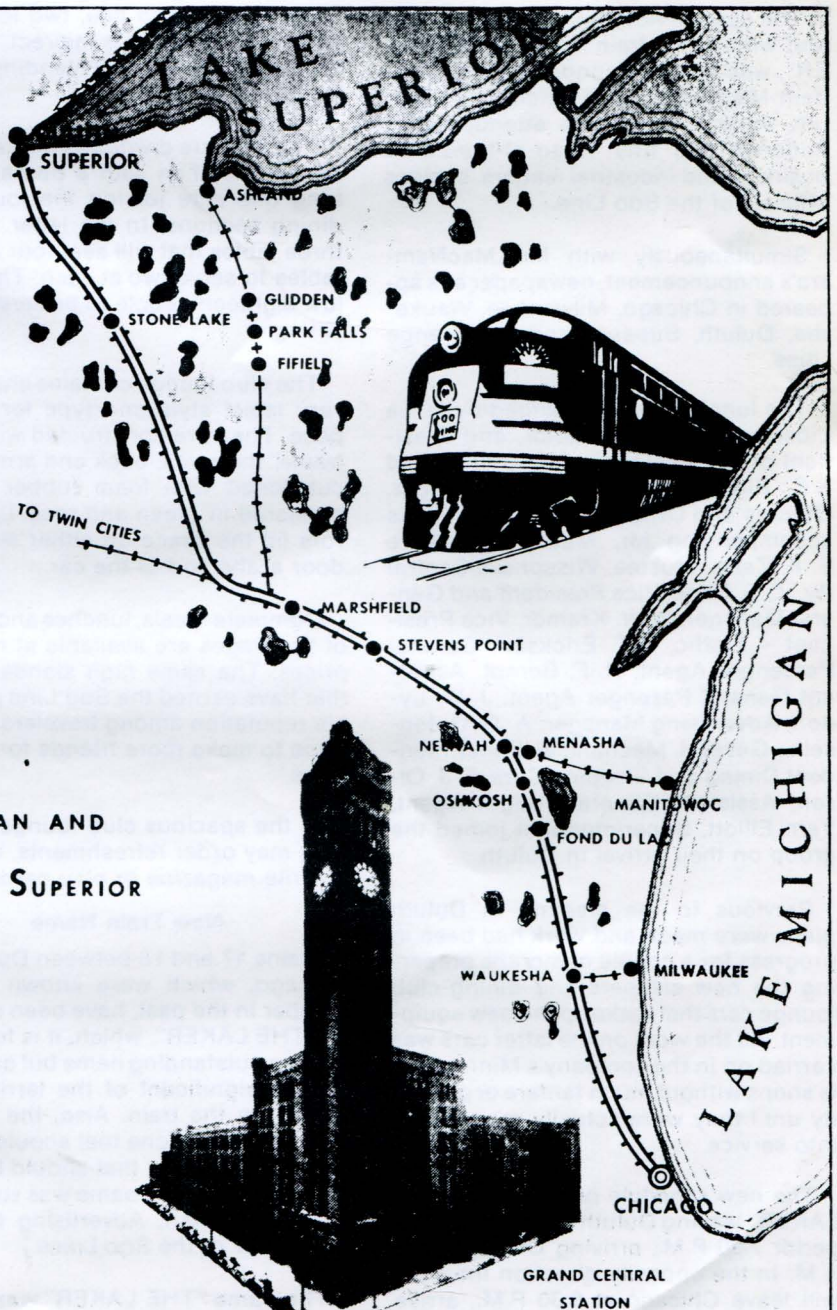
Vol. 2 No. 3
May-June, 1951



DULUTH TERMINAL

ROUTE OF the Laker

NEW NAME TRAIN BETWEEN
CHICAGO ON LAKE MICHIGAN AND
DULUTH-SUPERIOR ON LAKE SUPERIOR
THROUGH THE FAMOUS
LAKE REGION
OF WISCONSIN



the Laker

part one

We would like to thank the Soo Line Historical & Technical Society and their magazine, THE SOO for giving us their permission to reprint this article.

On June 3 the Soo Line inaugurated a new passenger train schedule between Duluth-Superior and Chicago.

The new service, with new equipment and with a new train name, "THE LAKER", was formally announced by President MacNamara at a luncheon in Duluth, June 1 which was attended by a hundred and fifty Head-of-the-Lakes business and industrial leaders, besides officials of the Soo Line.

Simultaneously with Mr. MacNamara's announcement, newspaper ads appeared in Chicago, Milwaukee, Waukesha, Duluth, Superior and Iron Range cities.

The luncheon was arranged by H. La Liberte, Company Director, and President of Cutler-Magner Co., Duluth; and S.C. Kirby, District Passenger Agent. Officers and Officials from Minneapolis accompanying Mr. MacNamara were E. F. Zelle, Trustee, Wisconsin Central Ry., C.S. Pope, Vice President and General Manager; W.W. Kremer, Vice President - Traffic; A.T. Erickson, General Passenger Agent; R. F. Berndt, Assistant General Passenger Agent; J. W. Lydon, Advertising Manager; A. G. Greeneth, General Mechanical Superintendent Dining and Sleeping Cars, E. J. Olsen, Assistant General Freight Agent, Vern Elliott, Superintendent joined the group on their arrival in Duluth.

Previous to the meeting in Duluth plans were made and work had been in progress for a couple of months preparing the new sleepers and dining-club lounge cars that make up the new equipment. All the work on the latter cars was carried on in the company's Minneapolis shops without much fanfare or publicity until they were actually ready to go into service.

The new schedule provides for "THE LAKER" leaving Duluth at 7:00 P.M., Superior 7:30 P.M., arriving Chicago 8:15 A.M. In the opposite direction the train will leave Chicago at 6:30 P.M., arrive Superior 7:55 A.M. and Duluth at 8:15 A.M., thus providing a more convenient

departure and arriving time at all terminals.

New Equipment

Today we can offer the most discriminating passenger his choice of the latest innovations in sleeping car accommodations — roomettes, bedrooms — features not available heretofore. There will be regular section space too, and just as soon as cars can be obtained we will be able to offer compartments and drawing rooms.

The dining-club lounge cars are special features of the train. The decorations, furnishings and general equipment make them comparable with the finest cars on any railroad in the country. The walls are finished in light brown and the ceiling in ivory. The floors are covered with high pile, two tone green carpeting. Lighting is indirect. Windows are draped in material blending with the walls and floor covering.

The cars are divided in the center by a bar and kitchen with a passageway along one side joining the lounge and dining sections. In the latter there are three tables that will seat four and three tables to serve two at each. This will allow eighteen people to be served at one sitting.

The club lounge contains chairs of the very latest style and type for the purpose. They are constructed with a steel frame; the seats, back and armrests are cushioned with foam rubber and upholstered in green and rose. Large mirrors fill the space on either side of the door at the end of the car.

Complete meals, lunches and all types of beverages are available at moderate prices. The same high standard meals that have earned the Soo Line an enviable reputation among travelers will continue to make more friends for our services.

In the spacious club lounge passengers may order refreshments, choose a favorite magazine or play cards.

New Train Name

Trains 17 and 18 between Duluth and Chicago, which were known only by number in the past, have been christened "THE LAKER", which, it is felt, is not only an outstanding name but one that is equally significant of the territory traversed by the train. Also, the name is easy to say and one that should be easily remembered. (The name was suggested by J. W. Lydon, Advertising Manager and Editor of the SOO LINER.)

The name "THE LAKER" was chosen because the terminals of the train are in important cities on two of the world-fa-

mous Great Lakes: Duluth-Superior (The Twin Ports — the greatest inland harbor in the world) on Lake Superior, and Chicago (the nation's second-largest city) on Lake Michigan. Likewise, the train, in its daily run between its terminals skirts the shores of dozens of lakes, large and small, through one of the most picturesque lake regions in America.

New Ticket Office

April 15, the Chicago and Northwestern Ry. elected to exercise the cancellation option in the pool contract between that company and the Soo Line covering passenger business to and from Chicago and Duluth or Superior, or between Milwaukee and Superior, an agreement that had been in force since July 1, 1933. Tariff cancellation of optional honoring arrangements was made effective May 15. Up to that time both roads continued to honor each others tickets.

The Soo Line ticket stock was moved from the Duluth Consolidated Ticket Office to the Soo Line Terminal Building at 6th Avenue W. and Superior St., three blocks away, where company personnel began the complete sale of our services April 16.

The ticket office in the Terminal is being remodeled. It is being changed from an open face, presenting as it will the modern tendency of offering more informal service by ticket salesmen to customers.

The Soo Line Terminal Building in Duluth is without a doubt a creditable building to the railroad and it adds a great deal to the general attractiveness of the main business section of the city. It is a building that would be a credit to any railroad in any city in the country. Being well maintained, as it is, it should prove an even more popular place for transaction of transportation business than in the past.

The Laker Name and Service Must Be Sold

Our company inaugurated an improved train service between Chicago and Duluth, June 3, a train with a new name — "THE LAKER", — a train that is believed to be a complete train with superb equipment. It will operate on a favorable schedule and in every respect should appeal to all classes of travelers.

The company is embarking on an intensive advertising campaign to acquaint travelers with the new service and equipment. There will be newspaper ads. The General Passenger Department is mailing a neat looking card to thousands of ticket agents. The Official Guide, Ticket Agent, Railway Age and Skillings Mining Review will carry ads. We will have an envelope stuffer to be in-

cluded in all outgoing mail from the general offices and from traffic department agencies. The advertisements will not be sufficient in themselves to put many people on the train. Neither will the fact that the equipment is pleasing, comfortable and good be sufficient to get enough passengers. These two factors, advertising and equipment, will be of great help but the main feature necessary in putting over a real selling and publicity campaign is the human element—which is the effort put forth by our selling forces and the help agents and representatives will get from every other employee of the railroad.

Help is Necessary

You might ask "How can I help?" Well, there are several activities known to have been used to focus attention on and effectively strengthen printed advertising of an article, promote a company and be used to increase favorable reception of a train by the public. One is to talk to your friends. Make it a point to tell one or two every day about the new service and equipment or you might ask them if they have heard about the train and then go into detail.

Tell the people you trade with. They will be interested: so will your relatives and friends, even if they are at a distance from where you live. Just drop a card and ask them to get details about the Soo Line "LAKER".

Another effective means is to give your local agent or passenger representative the names of people you know that are planning a trip.

Then there is the matter of service which goes all the way on a sale. It is a feature that can be developed into a terrific sales help. But, on the other hand, if not pursued properly it can boomerang and become the direct cause of great hindrance to further sales.

Service begins with the first approach to a sale and continues until every employee involved has discharged every consideration the passenger is entitled to receive.

A famous automobile company had a slogan "Advertising and salesmanship can put a purchaser in an automobile but only good service can keep him there". In the case of our railroad the big thing we have to sell is service. Let's make it good!

The measure of success in this campaign will be the attitude of sales people on follow-up and selling, plus the degree of enthusiasm displayed by all employees solicitous for the general good and continuing welfare of the Soo Line. That is what will actually count.

In the last SOO LINER Mr. MacNamara had an article on "Selling our Services" in which he stressed the necessity of *selling what we have*. He intimated it was not wise or prudent to let our vision become clouded by the exterior glitter of a competitor's train, an airplane or a bus. The old maxim "All that glitters is not gold" is still true. When you see and learn what has been done with the interior of THE LAKER you will be pleasantly surprised at what you will have to sell and your customers will appreciate that *IT'S WHAT'S INSIDE THAT MAKES THE BIG DIFFERENCE IN TRAVELING ON SOO LINE TRAINS*.

Let us make that fact known to everyone. As Mr. MacNamara said "passengers can be comfortable and they can be assured of courteous treatment". After all, what more will the average passenger ask for?

The Last of the Laker

by Guy N. Kieckhefer

(This article begins a series on Soo Line Passenger Service that will include in later issues prototype drawings of typical Soo Line passenger equipment used on "The Laker" and other Soo name trains.)

Never known as a major passenger road, the Soo Line and its leased Wisconsin Central lines nevertheless enjoyed a well-earned reputation for providing comfortable, dependable passenger service for more than eighty years in the upper Midwestern area it served. Larger cities served directly by the Soo, however, were limited to Chicago, St. Paul, Minneapolis and, to a lesser degree, Milwaukee and its opportunity, accordingly, to provide frequent fast intercity service was restricted. Even on the important Chicago-Twin Cities run, the Soo was not truly competitive with its major rivals, its mainline between Chicago and Minneapolis measuring 459.6 miles in length as compared to 437 miles for the Burlington's, 421 miles for the Milwaukee's and 418.5 miles for the North Western's. As a result Soo passenger service, well patronized through the early twenties, never really was able to meet the growing competition of the private automobile and the effects of the great Depression. Its "Cruise Trains", originally the Soo-Pacific (1907-1914), later the Mountaineer (1923-1960) and the Soo Dominion (1933-1961) continued to provide deluxe connecting service, first from Chicago and later from

the Twin Cities, to the Canadian Rockies and parent Canadian Pacific's resorts at Banff and Lake Louise until the early sixties. Name train service, however, on the Soo between Chicago and the Twin Cities and the Twin Ports and between the Twin Cities and Sault Ste. Marie and Winnipeg never could justify the upgrading and streamlining introduced on other roads beginning in the mid thirties and it entered World War II using the same heavyweight steel equipment it first acquired just prior to or immediately following World War I, albeit with the gothics removed and with air conditioning added. Local service of course continued to serve the many branch lines in the Upper Peninsula, Northern Wisconsin, Minnesota and the Dakotas on the usual one a day each way basis.

Possibly being more realistic in its appraisal of the future prospects of passenger train travel in the United States than its immediate competitors, the Milwaukee, the North Western, the Great Northern and the Northern Pacific, the Soo did not join the rush after V-J Day to invest in new postwar streamlined passenger cars and thus upgrade its name trains. Rather it continued its quiet program of modernizing equipment it already owned. The interiors of coaches, sleeping cars and dining club-lounges were completely renewed with new lighting, reclining seats and improved air conditioning. Recognizing the crucial contribution of front-end business to the continuance of its remaining passenger service, the Soo even purchased two 70' streamlined steel baggage cars (W.C. 1635-36, later 10-11) from ACF in 1949 and began to replace its ubiquitous Pacifics with diesels with the purchase of FP7s 500A and 2500A and matching F7Bs 500C, 501C, 2500C and 2501C in November 1949. Even before that order, however, it had regularly assigned F3As 200A and 200B to passenger service.

It is in this context that the Soo Line inaugurated its "Laker" service between Chicago and the Twin Ports (Duluth, Minnesota and Superior, Wisconsin) with connecting service to the Twin Cities on June 3, 1951 as reported in the May-June 1951 issue of the "Soo Liner", reprinted in this issue. Of all the possible passenger routes that could be reasonably served by the Soo, two, the Chicago-Twin Ports and the Twin Cities-Winnipeg routes offered the greatest potential promise. On the Chicago-Superior, Duluth run, the Soo was more than competitive with its only direct rival, the North Western, boasting a line 469.1 miles long as compared to its competitor's 479.4 miles. Likewise on the Winnipeg run its mileage totaled 464.0 miles versus the Great Northern's 501 miles. Concentrating on overnight runs more conducive to serving a heavy front-end business while maintaining conve-

nient morning or evening arrivals and departures, "the Laker" and "the Winniepegger" remained, along with the "Soo Dominion" and "Mountaineer" the Soo Line's premiere trains until their final discontinuance in the early and middle sixties.

Among Soo name trains, "the Laker" can lay no claim to great longevity. Inaugurated on June 3, 1951, it was to continue under that name until January 15, 1965, a mere fourteen years and a relatively short time when compared to say "the Winniepegger's" or "the Atlantic Limited's" more than 30 year lifespan. Actually although its name was new and its equipment modernized, its initial numbers 17 Northbound and 18 Southbound were not, since these were the numbers born by its predecessor on the run, The Chicago Duluth-Superior Express, since the early 1900s. Even the scheduled time of the runs did not change appreciably over the 55 year period from 1910 to 1965. The Soo's "Chicago-Milwaukee-Twin Ports Express" was listed in the November 14, 1910 timetable as leaving Chicago northbound at 7:00 P.M. with arrival the next morning in Duluth at 9:00 A.M., an elapsed time of 14 hours. 41 years later in 1951 diesel-electric power had cut all of 15 minutes off of that schedule with Number 17, now "the Laker", leaving Chicago at 6:30 P.M. and arriving at Duluth at 8:15 A.M.. Alas for the protagonists of Dr. Diesel, its last schedule as No. 3 Northbound and No. 4 Southbound showed no improvement. Leaving Chicago 15 minutes later at 6:45 P.M., it also arrived 15 minutes later in Duluth at 8:30 A.M., averaging a 34 miles per hour on its 469 mile journey. In its later years, its head-end business assumed an ever growing importance from a financial standpoint and the southbound "Laker" not infrequently arrived in Waukesha from the North during the sixties two or three hours late with 10 or 12 head-end cars in tow. When the Post Office announced its intention to establish regional mail handling centers as part of its automation and Zip Code programs and eliminate most mail transport by rail, the fate of "the Laker" and indeed all remaining passenger service on the Soo was sealed. After several delays, the last runs were made on January 15, 1965 and "the Laker" passed into history, followed several years later by the "Winniepegger".

For those interested in the later days of "the Laker", possibly for modeling purposes, a study of its consists just prior to discontinuance can be instructive. Based upon notes taken at the time at Waukesha, representative "Laker" consists during the last year of its existence were as indicated in figure 1 on page 8.

Obviously in its last years, as evidenced by these consists, "the Laker" was only

economically viable (if a train claimed to be losing \$500,000 per year could ever be considered viable) because of its heavy head-end business. Even on its last runs, however, it remained an impressive train with two or three diesel units heading a dozen or more maroon Soo Line cars. Motive power by that time was practically exclusively the steam generator equipped passenger geeps, 550 through 558 and 2550 through 2556, purchased between December 1954 and May 1956, although FP7s 500A through 505 and 2500A and 2501A and their matching F7B units were sometimes substituted. The Diesel Roster covering the sixteen 1750 hp passenger geeps is covered in figure 2.

All nine of the GP9s in the 550 series were owned by the Minneapolis, St. Paul and Sault Ste. Marie Railroad while 2550-2556 were Wisconsin Central locomotives and thus sublettered "W.C.". All of these passenger Geeps were originally delivered in the standard Soo maroon and imitation gold "Wings" design number 8A with the exception of 2555 which boasted dual controls and sported "Wings" on both ends of the locomotive (paint scheme 8C). By late 1964 and early 1965 at least seven of these locomotives (see figure 2, page 8) had received the new red/grey/black "SOO" paint scheme. Six of the seven were repainted in the common scheme 11B above while one, No. 550,

was the first Soo Line diesel to appear in March 1962 in the new Soo image with unique serif "SOO" lettering on its hood. This listing may not be complete and other passenger Geeps could have been repainted prior to the discontinuance of "the Laker". In any case it is perfectly correct to include one or more of these GP9s in the new "SOO" livery in your "Laker" consist if you choose to model the train during its last years. Similar data on the passenger FP7s and F7Bs appeared in the first issue of "the SOO".

Referring again to the "Laker" consists given in figure 1, most of the Soo Line head-end cars listed had already received new one or two digit car numbers under a general renumbering program undertaken following the 1961 merger. Individual cars are identified by type and dimension in figure 3, with their previous Soo or Wisconsin Central numbers given wherever possible.

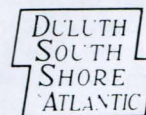
As in the Soo Line steam and diesel rosters, passenger equipment initially owned by the Wisconsin Central can usually be identified from that owned by the Minneapolis, St. Paul and Sault Ste. Marie by the car number assigned, the Wisconsin Central cars of a particular kind commonly being assigned numbers one thousand higher than the equivalent Soo cars. For example, in the baggage car cat-

egory listed in figure 3, original M StP & SSM equipment falls in the 600 series (619-646) while the W.C. cars fall in the 1600 series (1625-1639). Most of the steel cars listed were built by either Barney and Smith or American Car and Foundry just prior to World War I (1911-1915) or by American Car and Foundry just after that war (1921-1923). Surprisingly enough, however, baggage cars 631 through 638 were built by the Lehigh Valley Railroad in October 1912 and bought by the Soo Line in December of 1938.

The two small concessions made by "the Laker" to the Streamliner era was the regular inclusion of streamlined steel baggage cars 10 and 11 (ex 1635 and 1636 purchased by the Wisconsin Central from ACF in 1949) in its consist and in later years streamlined pullman sleepers. On three of the five days listed, those pullmans were 10 roomette, 5 double bedroom cars in the Pennsylvania Railroad's Cascade series, built by Pullman Standard in July and August 1940 as Lot 6610 under plan 4072C. While the Pullman Company seemed to make a conscious effort to assign sleepers painted in the Pennsylvania's tuscan red to "Laker" service to complement the Soo's maroon livery, more than once the North Western's green and yellow or the Illinois Central's yellow, orange and brown paint schemes added a dash of color to it.



ESTABLISHED
1883



Established
1855



Established
1871

100 years



Lake Superior and Mississippi Railroad

Financial Report

January 1, 1982 thru December 31, 1982

January 1, 1982 Beginning Balance \$1,167.48

Income

Ticket sales	\$16,512.42
City grant	1,691.34
Souvenir sales	1,602.22
Donations	916.00
Charter trip	500.00
Jacket sales	386.50
Interest	107.85
Sale of equipment	<u>25.00</u>

Total Income:.....	\$21,741.33
	<u>\$22,908.81</u>

Expense

Operation:..... \$4,712.83

Insurance	\$1,849.00
Ice	630.00
Portable toilets	684.00
Fuel	671.83
Vegetation control	300.00
Lubricating oil	208.50
Tickets	189.00
Tools & materials	180.50

Debt to Museum:..... \$3,700.00

Advertising:..... \$2,846.89

Newspapers	\$1,250.04
Brochures	797.40
Radio	540.00
Stock certificates	179.04
TRAINS magazine	51.25
Posters	29.16

Souvenirs:..... \$2,047.28

Utilities:..... \$ 605.72

Northwestern Bell	\$553.79
Minnesota Power	51.93

Individual expense reimbursement..... \$ 348.42

Jackets..... \$ 273.10

Petty cash..... \$ 213.70

Heritage & Arts membership..... \$ 100.00

Miscellaneous..... \$ 78.46

Legal fees..... \$ 32.74

Postage..... \$ 20.00

Bank charges..... \$ 12.09

Taxes (sales)..... \$ 10.67

Total Expenses..... \$15,001.90

Continued on page 14

L S & M Financial Report Continued

December 31, 1982 Ending Balance..... \$7,906.91

December 31, 1982

Cash in checking account	\$ 799.06
Balance in savings account	
at First National Bank, Duluth	<u>7,107.85</u>
	<u>\$7,906.91</u>

Operational costs for 1982

Weekend	\$1,883.65
Daily	941.83
Trip	235.46

Submitted by, William K. Mickelsen, Treasurer

***** **LAKE SUPERIOR TRANSPORTATION CLUB** *****

Summary of Receipts, Disbursements and Cash Balances
for Period Jan. 15, 1982 - Jan. 14, 1983

Cash on Hand Jan 15, 1982..... \$1,575.37

Receipts

Dues	\$1,641.50	
Club banquet	760.00	
Watch fob sales	139.25	
Modular RR equipment sales	13.00	
Interest	69.41	
Misc.	3.83	
	<u>\$2,626.99</u>	\$2,626.99

Disbursements

Postage	\$ 102.46	
Newsletter	1,318.45	
Meetings- programs, notices, pastries, etc	386.04	
Data processing - mailing lists	17.35	
Museum		
Modular RR	77.68	
Lionel layout	98.00	
LS&M	235.31	
Rail excursion	34.70	
Donations		
Museum	36.43	
3-Spot Canopy	50.00	
Ranier Club	20.90	
Club banquet	760.00	
Misc. checking charge, flowers, etc.	111.18	
	<u>\$3,248.50</u>	\$3,248.50

Cash on Hand Jan 14, 1983..... \$953.86

Submitted by, C.G.Jensen, Treasurer

THEN AND NOW



Don't let a train hurt . . . you

1 PRACTICAL ADVICE on keeping oneself whole is the objective of this article. I am responsible for the safety of engineering department employees on a region of a major railroad. This brings me into detailed contact with injuries experienced by employees and friends, and it gives me access to Government reports on these problems. Insight into these conditions should clarify why railroad management discourages trespassing or other activities which expose anyone to hazard of personal injury. The danger situations and the precautions described here are *all* based on accidents involving employees or trespassers. This should be heeded by experienced fans also; many of our accidents involve "old heads" doing routine jobs.

Good footwear should be chosen, both to support your ankle and to have a separate heel—a flat sole can let your foot slip through a sill step or ladder.

The fundamental rule is to expect moving equipment on any track, at any time, in either direction. Keep in mind that you are protecting yourself against uncontrolled movements, work equipment, and inspection vehicles as well as engines and trains. Use all of the resources at your disposal such as signals, smoke, sound, or radio, and beware of distractions such as highway noise, aircraft, other trains, or river and industrial noise. When a train approaches, pick a place to watch or photograph that will be clear of any falling or dragging items and which will allow you to escape to a further distance if things start going bad. It is a *relief* to the engineer if *he* knows that *you* know he is coming. If he sees you wave and step off the track well in advance, he will not be reaching for the brake valve. Otherwise, he has no way of knowing whether you are deaf, drunk, or playing chicken. Things to watch for as the train passes are steel bands (which often stick out without dragging); projecting plug doors or handles; shifting loads of pipe, lumber, or loose scrap; spilling loose rocks, coal, or other bulk; and dust stirred up by the train.

Double or multiple track offers special hazards. Remember the words in the rule about "any track" and "either direction"? Many published photos have been taken from an adjoining track. If this is necessary, step completely clear of all tracks just as soon as you have tripped the shutter. If you stand there admiring the first train, you may not hear or see the one approaching on the track you are standing on. Remember that there are occasions for trains to run "against the current of traffic" and that many locations which look like one-direction double track are really multiple-main (signaled for both directions on either track).

Around turnouts: First, keep well clear of the switchstand so the train crew knows you are not

about to throw the switch; and second, remember that if the train is dragging a derailed car, the turnout is where it will pile up. Our rulebook requires that persons are not permitted to stand from 150 feet ahead of the turnout to the clearance point behind the switch. If switches are too close together, position yourself on the side opposite from the switchstand. Power operated switches or derails may operate at any time.

Rolling stock standing still has some traps, basically because it may suddenly move. When walking around the end of any equipment, allow 25 feet. When necessary to walk between standing cars, engines, or between them and a barricade, allow 50 feet. If this distance is not available, cross over the equipment using a flat car or a car with an end walkway. Never put your foot on the coupler or draft gear. Cushion devices can stick and suddenly release, or the equipment can be coupled into from the other end.

Choose your footing carefully. Step over rails, not on them; they are slippery. There are many other tripping, sliding, and falling hazards in the railroad environment. Walk. If you have to run to get a cherished photo, think again and walk. And cut out the horseplay. Being in the railroad environment requires responsibility.

Think of hazards unique to your area. Are there light helper engines drifting downgrade? Are there overhead or third-rail electrical hazards? Are wildfires a threat in your area?

If you are riding, including passenger vestibules, there are hazards you should guard against. Watch for brush close to the track, and for rock-throwers. Get on or off of freight equipment facing the ladder, one step at a time, using both hands.

Bridges and tunnels offer no escape path; they have close clearances and should be avoided as footpaths or photo sites.

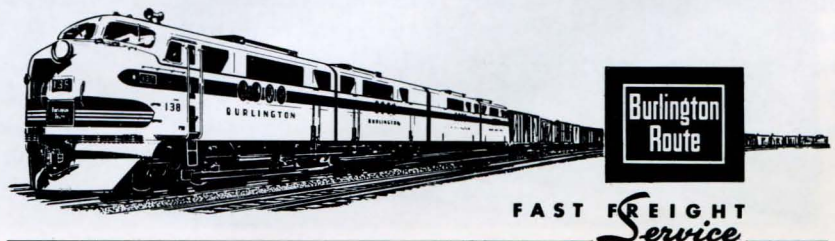
A summary of these safety considerations reduces to common sense and staying alert. Remember where you are. Look for movements at all times. And once you are conducting yourself safely, enjoy the confidence and security of a professional.

—MICHAEL E. MC GINLEY.



MICHAEL E. McGINLEY, 38, is a regional engineer for Southern Pacific at San Antonio, Tex. Since graduation from the University of California in 1966 with a B.S. in Civil Engineering, he has been in the Army and in SP's engineering department. He is married with one son.

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NOSTALGIA CORNER



EVENTS AND DATES

February 25 - General meeting. Depot 7:30 p.m.

March 25 - General meeting. Depot 7:30 p.m.

April 16 - Railroad Flea Market, Woodbury High School, Newport, MN

April 17 - Modular railroad meeting. Depot 1:00 p.m.

April 23 & 24 - Model Plane and Train Show. Miller Hill Mall

April 29 - General meeting. Depot 7:30

June 4 & 5 - Railroad Days at the Museum.

June - Work on LS&M track.

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

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

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

