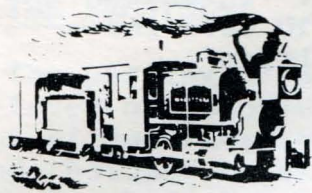


LAKE SUPERIOR TRANSPORTATION CLUB



Laker

SPRING  
1984



Lake Superior and Mississippi Railroad





A LETTER FROM EUROPE

Mr. Peter Fifield  
Av. V. Tondeur 13B  
1410 Waterloo  
Belgium

May 8, 1984

The Lake Superior Transportation Club  
506 W. Michigan Street  
Duluth, MN 55802  
United States of America

Dear Friends,

I suppose a lot of you have been asking, "What happened to that great, kind, funny, eccentric kid with the glasses who was around for eight or nine years, but who has silently slipped away somewhere? I know you ask this question every day.

Well folks, I'm here to tell you that Peter Fifield is alive and well and living in Waterloo (and it's not in Iowa!). Waterloo is a town 16 miles south of Brussels, Belgium. The only reason it is famous is because the Duke of Wellington barely whipped the pants off Napoleon Bonaparte in a very famous battle by the same name. What's he doing there, you ask? I'm an AFS (American Field Service) exchange student. I'm living with a wonderful Belgian family and learning how to speak French. I go to a high school with a lot of other little Belgians and I pretend to understand what the professor is babbling about en francais. In my spare time I do some sight-seeing, write letters, visit with friends, or dream of home and diesel engines.

Fortunately, since everything is so close together here, I've been able to do a little traveling. I've made it to Italy, Germany, France, England, Belgium, and Paris -- twice. Of course, I utilized the railroads whenever possible. Belgian trains are pretty much like the other European trains: fast, dependable, reasonably clean, and electric. One can barely find a diesel train in all of western continental Europe. Electricity is so abundant here that diesels are only used as tiny yard switchers. In Great Britain, however, they use almost exclusively diesel engines. Brussels is just crawling with an excellent subway and streetcar system. It's really exciting to watch one of these trains go whizzing past while sparks fly from the overhead cable.

But even with all of the things I've seen and discovered in Europe, I have never found the comradeship that I've had with all of you at the Depot. For the past year there have been certain things that have never left my mind and one is the railroad museum and all of you. The humor, the friendship, and the sense of achievement we've given each other is hard to forget.

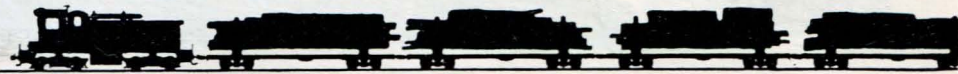
Oh, by the way, if any of you thought you were getting rid of me, I'm afraid I've got some bad news--I'm coming back! I will be back in early July so you'd best polish all the brass and roll out the red plastic door mat.

See you in July. Au revior.

Sincerely,

Peter Fifield





## FROM THE PRESIDENT

The passing of a close friend or a loved one should make one cognizant of just how temporary life is and that our brief sojourn on planet Earth is but a testing ground for eternity and where we spend eternity depends on whether we pass or fail the entrance exams.

It is with sadness that we have witnessed the passing of two active members, Norm Hooey and Jim Goulding. Norm had helped many Saturdays on the road gang for the LS&M, helped on excursion trips and was a trolley operator for the museum. Jim was a current director of the LS&M, had served as an officer of the LSTC. He also was active in car clubs, an avid toy collector and a member of the Delta Nu Alpha transportation fraternity. Our sympathy goes out to the families of Jim and Norm.

Finally! At last! Something I've been wanting to accomplish since the first of the year....a survey sheet. I've taken the job categories from the membership application and expanded on them to include sales personnel, food and beverage, go-fers, clean-up crew for excursion trains, track gang, car attendants, security personnel and many others.

Since the composition of our present membership application, we have expanded our operations and there are many more opportunities to be of service in some category of interest. Our fund-raising excursion trains may require as many as three dozen members to staff the train, plus a clean-up crew, a planning committee and preparation crew.

The LS&M has put off any excursions until August to enable members to get some track work done before the summer operations

begin. Security personnel are needed at the museum, especially when groups of youngsters are present, to prevent someone from climbing up on Mallet 227 or the roof of the snow plow. There's always restoration work too!

The plan is to categorize the survey sheets either in a card file or a computer file to enable someone to call members interested in a certain job when the need arises. A request is made of all members to please fill out the survey sheet and return it to the museum. Your cooperation is greatly appreciated in an attempt to get all of our operations better organized.

The Board of Directors has asked that the club members help to clean up the grounds in preparation for Railroad Days to be held June 30-July 1. The request goes out to make yourself available for this task. We like to present an attractive and pleasing site to our visitors and tourists.

It has been learned that tour guide Kevin Gange has left the museum as of May 1. Our best wishes go with him in his new ventures.

....Jergen Fuhr....

## DM&IR EXCURSION TRAIN PLANNED

Members of the Lake Superior Transportation Club have begun making plans for another terrific rail excursion trip, this time on the DM&IR along the North Shore to Two Harbors. The rail excursion is in conjunction with the 100th anniversary of the Missabe Road and a week-long celebration in Two Harbors. It was in 1884 that the first train of iron ore traveled from the Iron Range to Two Harbors on the Duluth and Iron Range Railroad, now the Iron Range Division of the DM&IR.

(continued on page 4)



## DM&IR EXCURSION

(continued)

The two-day event will be July 28 and 29, a round trip each day. The train will leave from the museum at 9:00 a.m., arriving in Two Harbors at 10:30, leaving there at 3:30 and returning to the museum at 5:00 to allow people to catch Amtrak at 6:00.

During the five hours in Two Harbors, there will be plenty of things to see and do. Tours are planned aboard the Edna G, the DM&IR steam tug, and the Coast Guard Cutter Sundew. Walking tours of historical places, the museum in the former depot, a model train display, miniature steam train rides, an air show on Sunday, logging competition and many other events are scheduled for Saturday and Sunday and on through the week.

The train will travel to Waldo, about five miles north of Two Harbors, going up around Pork City Hill. This side trip is to enable residents of Two Harbors to ride the train and tickets will be available from the Two Harbors people who are planning the events.

The exact consist of the train is not known at this writing. However, we are sure of at least four first-class cars, five coaches and our baggage car. The observation car Northland will carry the markers on Saturday with members of the Lexington Group aboard as part of their convention being held in Duluth the same weekend. We are looking for at least one more coach.

Fares have been set at \$18 for adults, \$16 for senior citizens and \$14 for children 12 and under for coach seats. All first-class seats are \$30. For the Waldo trip, the fares will be \$5 for adults, \$4 for senior citizens and children for coach, \$10 for all first-class seats. The planning committee is

also working with Vicki Johnson and Bob Aho of the Missabe from Two Harbors to coordinate activities and events.

This will be the first train over the North Shore route in more than two years and it may be the last. The line is up for abandonment. Flyers will soon be mailed out with a reservation form for tickets which will soon be printed. Many inquiries have already been received and requests from at least two groups for the use of a car.

## TRANSPORTATION WEEK COMMEMORATED

The second annual Transportation Week dinner was hosted at the Lake Superior Transportation Museum on May 17. Sponsored by the Delta Nu Alpha Transportation Fraternity, the Duluth-Superior Transportation Club, the National Association of Railway Business Women and the Lake Superior Transportation Club. The event brought together 117 people from the transportation industry to dine on chicken baked in wine sauce on a bed of wild rice. John Sandal, the new District Commissioner of District One, Minn/DOT, spoke to the assemblage on the history of transportation in Minnesota, relating to vehicular traffic in general. The dinner was catered by Susan Poupore, and door prizes were given out.

A social hour preceeded the dinner and guests were invited to ride the trolley. On Sunday, May 13, Bill Mickelson, Henry Nichols and Charles Jensen manned a booth at Miller Hill Mall as part of Transportation Week activities, along with members of the other sponsoring groups. Our members showed slides of the LS&M excursion train operation and handed out flyers of the coming DM&IR special.

Our thanks to the DNA, the NARBW, the Traffic Club, the DM&IR

(continued on page 5)



## TRANSPORTATION WEEK

(continued)

and the BN for their help in sponsoring the event and for the donation of door prizes. Patti Grossman of the DNA, Pat Cohen of the NARBW, Clark Luxon and Dave Hisdal of the Traffic Club and Charles Jensen and Jergen Fuhr of the LSTC were on the planning committee for the event. Norm Livgard was the MC for the evening and a moment of silence was observed in memory of Jim Goulding. John Bray, Mr. Sandal's assistant, also attended and photographed the event.

## TWO LSTC BOARD MEMBERS RESIGN

John Burdakin of the Grand Trunk Western, Detroit, and Charles Bryan of the BN, Overland Park, Kansas, have resigned from the board of directors of the Lake Superior Museum of Transportation. Burdakin found it difficult to attend board meetings and appointed Gene Shepard to attend in his place. Gene will now be an official member of the board to fill his spot.

Charles Bryan, recently elected to the board to fill the spot held by Bob Garland, has been moved to Overland Park. A successor has been suggested but not yet confirmed.

On the agenda for the board meeting held April 24 was an item about getting the Ranier Club painted. The LS&M was to loan the museum the money for the paint job and John Larkin of Escanaba offered to do the work there. Ed Burkhardt, CNW, offered to have the car done in their shop in Chicago for which the board is deeply grateful.

It was also moved to have the museum stay open until 6:00 p.m. to accommodate Amtrak passengers who may want to spend some time in

the museum before boarding the North Star. The rest of the Depot closes at 5:00, but Amtrak patrons would be allowed to enter from the Amtrak waiting room for a reduced fair after closing time.

Negotiations are continuing in an attempt to acquire the North Shore line to Two Harbors. It has been suggested that an excursion train run at least to Lakewood. It is possible that the city may lease the line for an experimental effort to evaluate a tourist line on the DM&IR Iron Range Division now up for abandonment.

The museum has been granted \$50,000 by the state legislature and it was also moved to give the club \$200 from the proceeds of excursion train operations for help as a token of appreciation. A proposed budget was presented to the members showing Depot support valued at \$160,500, revenue at \$29,000, for a total of \$189,500 for 1984. Expenses are figured at \$182,254.

Club members are asked to help clean up museum grounds to be ready for Railroad Days June 30 and July 1. Contests between railroad crews, hand-car races and other activities are planned for the museum and the trolley will be operating on weekends through May, going full-time in June.

## SOME STATISTICS

Here are some stats of a recent visitor survey taken between August 21 and 28 of last year with 459 respondents out of 5,000 visitors during the week:

72% were in the Depot for the first time. 28% had been here before.

39% found out about the Depot by friends and word-of-mouth.

71% prefer exploring the Depot on their own.

(continued on page 6)



## SOME STATISTICS

(continued)

49% indicated the railroad museum closely relates to their personal and professional interest. The next highest was the Historical Society at 37%.

64% indicated the admission price just right. \$3.00 for adults, \$2.50 for senior citizens and \$1.50 for children 6-16.

26% were age 36-50 and 20% age 26-35, with 47½% female and 27% male. (What then, are the remaining 25½%?)

Out of 272 respondents, 136 were from the Twin City metro area, 101 from other parts of the state.

Of 268 respondents, the majority said the trains were the most impressive, 72%.

## HEATER CAR DONATED

This past spring saw Burlington Northern heater car #19 find its way on to our property. The car had been used over at the Superior roundhouse to provide backup steam for the roundhouse's power plant. The heater car was built in 1948 using an F3-B body and was used by the Great Northern on many of their passenger trains. The car was donated to us with 1,000 gallons of fuel oil in its tanks.

## NP 390 PAINTED

The C&NW took our Ranier Club car to Chicago to be repainted free of charge. Club member Bill Mickelson rode the car from Duluth to Chicago and reported the car had a very nice ride to it. The car should be back on our property sometime early this summer. The C&NW is to be thanked for this great donation.

## DW&P RECEIVES SAFETY AWARD

The Duluth, Winnipeg & Pacific Railway Co. has received the E.H. Harriman Silver Medal Award for safety in the railroad industry. The award was presented April 26 to General Manager E.E. Shepard by Secretary of Transportation Elizabeth H. Dole and statesman and former New York governor Averill Harriman, after whose father the award was named in 1913. The Duluth, Winnipeg & Pacific received Harriman awards in 1978 and 1980. Gold, silver and bronze medals are presented.

Southern Railway System won the gold medal. The Alaska Railroad won the bronze medal.

The Duluth, Winnipeg & Pacific was one of four railroads in the nation to be given certificates commending efforts to improve employee safety.

## DM&IR ABANDONS

The Duluth Missabe and Iron Range Railway plans to abandon its rail line between Duluth and Two Harbors, which could clear a path for a parkway linking Interstate 35 and the Two Harbors expressway.

DM&IR General Manager Clinton Ferner said Friday the railroad is taking the first steps to abandon the 30-mile stretch of track. The line, unused since 1982, no longer is needed by the railroad, he said.

Ferner said railroad officials are preparing a letter of intent and plan to file a request to abandon the line in July. Once the letter is filed, state, county and city government agencies would be given a chance to buy the rail property. If the line isn't purchased then, it would be offered for sale to the public.

John Pawlak, who retired recently as Duluth District engineer for the Minnesota Department of Transportation, said that department negotiations to





## DM&IR ABANDONS

(continued)

relocate the DM&IR tracks ended in the mid-1970s when the price got too high.

"But the Range mines were working quite energetically, and they (DM&IR) didn't have the facility in Two Harbors they now have," Pawlak said, explaining why the company wanted \$15 million to build an alternate route.

The DM&IR has maintained the rail line in recent years as an emergency link between its ore docks in Duluth and its more modern docks in Two Harbors. Because the Duluth docks were updated recently, the extra rail connection between the two ports is no longer needed, Ferner said.

The rail line is out of service now because of work being done on the I-35 extension in Duluth. It's scheduled to be put back into service this summer for use by several excursion trains, he said.

## NOT THAT WE FORGET

I had to sit down and write this. This note is in memory of two members that are missed by the club and the LS&M.

The year 1984 is not starting off well for our club. As most of you know, we have had Norm Hooey and Jim Goulding pass away unexpectedly. These kind of things can really shock us. They can also make us think.

Norm looked forward to coming out to Riverside and working on the LS&M. The last time I talked to him he said he really wanted to spend time helping now that he was retired. I can remember him being one of the

first ones to show up when we had to finish the new switch for the run-around in Riverside. Norm was a good worker and friend. I will not forget Norm.

Jim was one of the few people who's whole life revolved around one thing. Jim loved transportation. He worked in transportation and relaxed with it. Jim was only around Duluth about 12 years. In those years he made himself part of the area. His restored antique cars brought a pleasant atmosphere to the excursions. His service on the board of directors of the LS&M was appreciated. We will miss Jim and we should not forget him.

These two men have left this world. We who are still here can only realize just how fragile life really is. We can see how this day could be our last. We can always say good things about the dead. We can go on about how we will miss them. But let's not forget this point, we should praise and encourage each other while we can. We can't tell Norm or Jim how much we appreciate them. But we can tell those that are still alive that they are needed.

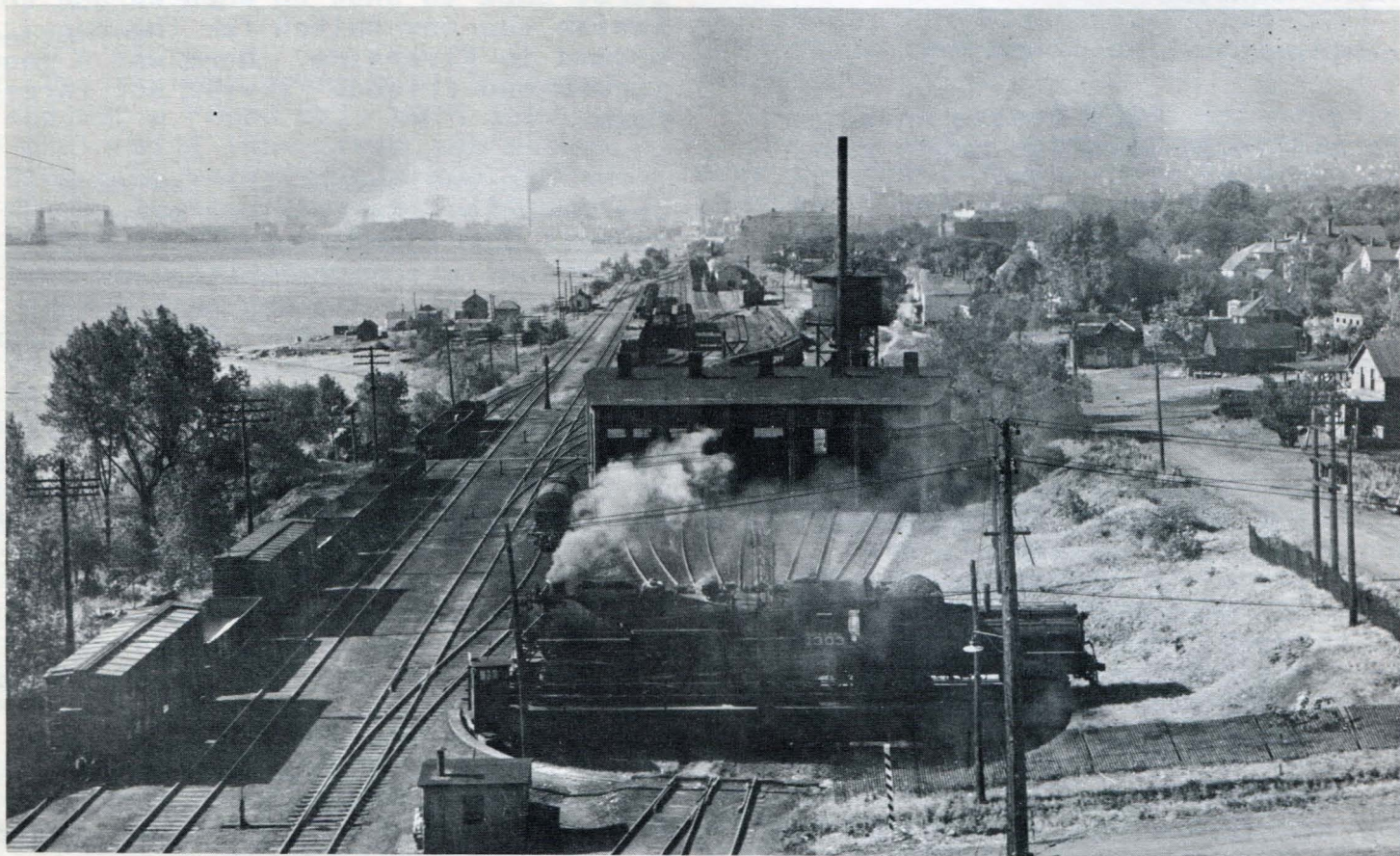
As individuals we should be careful that we are not quick to criticize but be quick to praise. You will never get yourself in trouble for saying something good about someone. But hurt and pain follow the sharp words. We need each other and we should let each other know that. The club is only as good as the people in it, and I think we have some of the best people in the city in our club.

The work will go on without Norm and Jim. They will not be forgotten. Now the rest of us still here can remember to encourage each other. The creator of the universe calls when he sees fit, not when we want him to. Show others that you are glad that they are there. Say something good about someone while they can hear you.

....Mark Olson....

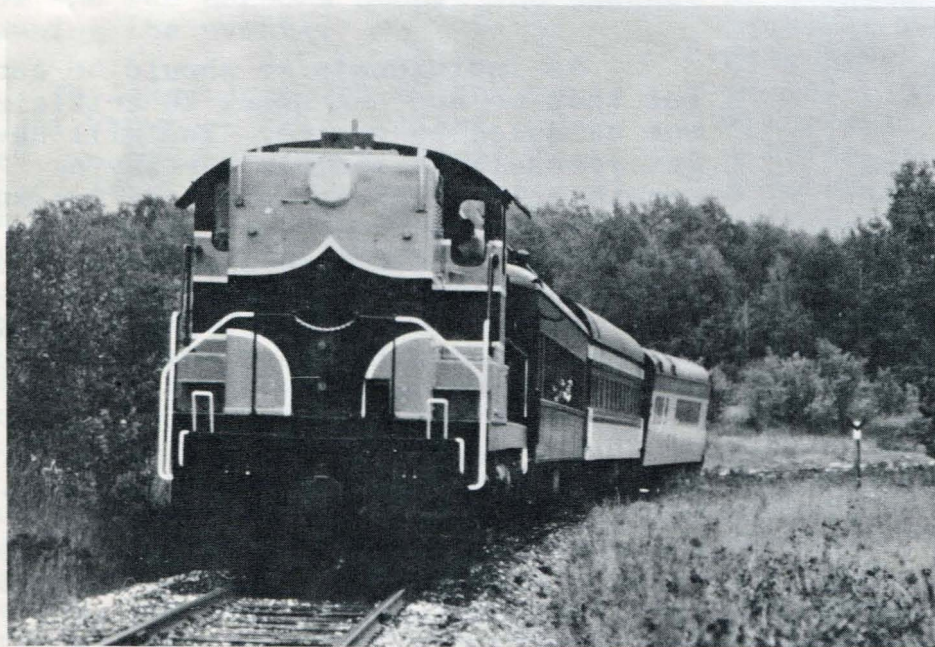


# Photo Section



TOP: A DM&IR steam locomotive rides the turntable at Endion (East Duluth).

Photo from Wayne C. Olsen.

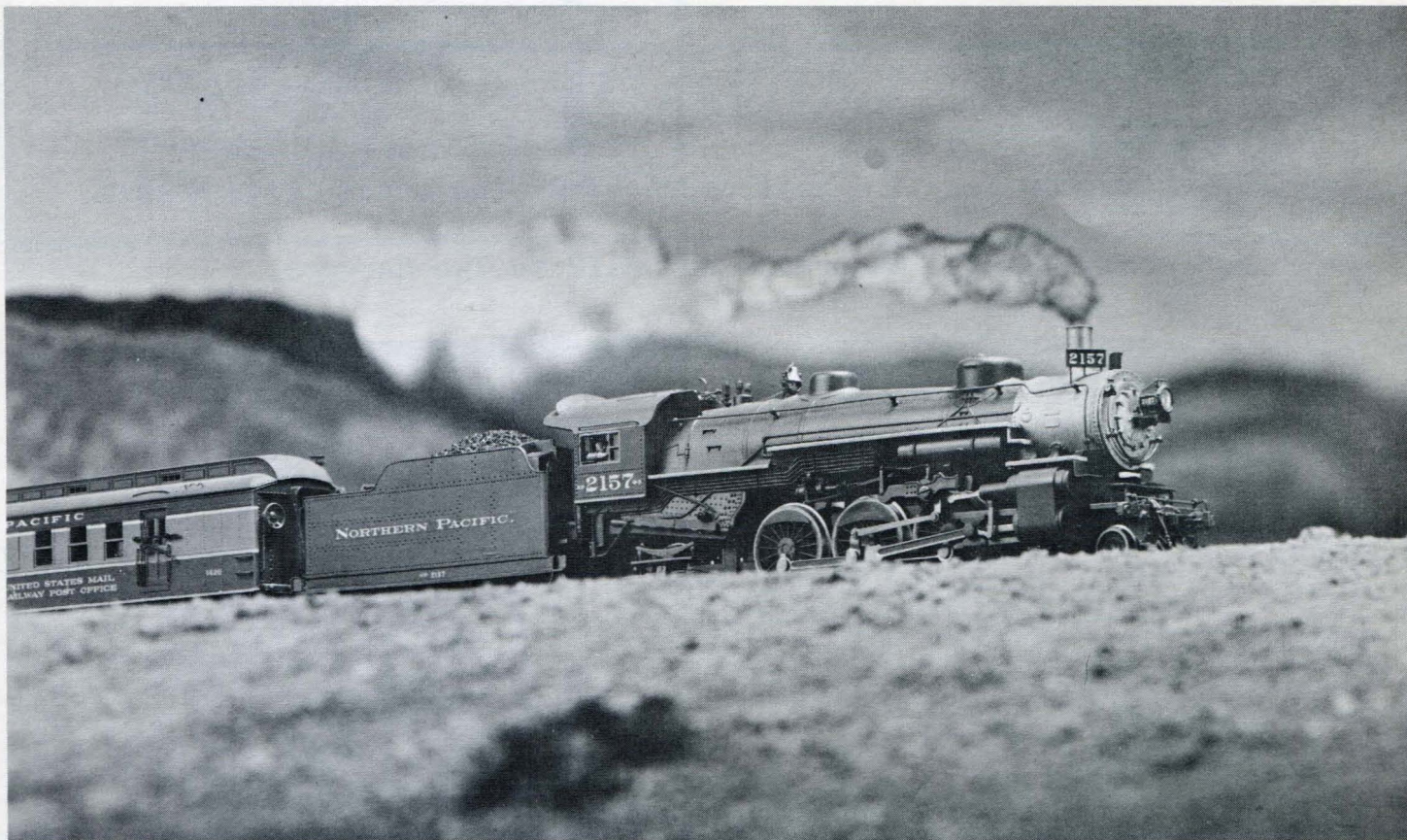


LEFT: An Escanaba & Lake Superior passenger train with three of the Museum's cars travels near Rockland, Michigan last year.

Photo by Steve Glischinski.



# Photo Section



**TOP:** Club member Jim Morin built this fine NP steam locomotive using an AHM locomotive as a starting point.

Photo by Dave Robertson.

**LEFT:** Dave Schauer's CB&Q SD-24 #505 glides through the countryside on the club's layout.

Photo by John Vincent.



# EVENTS AND DATES

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June 30-July 1 - Railroad Days at the Depot, Flea Market.

July 28-29 - Excursion on DM&IR to Two Harbors.

August 4,5,11,12,18,19,25,26 - LS&M excursions.

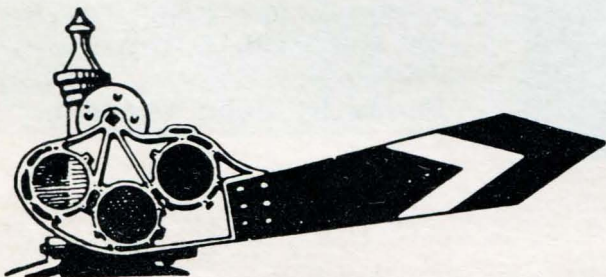
## ON THE COVER:

A DW&P transfer has just pulled into West Duluth behind an SD-40 and GP-38-2 on a great spring day in 1983.

Staff photo by Dave Schauer

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