

LAKE SUPERIOR TRANSPORTATION CLUB



Laker

SUMMER
1984



Missabe

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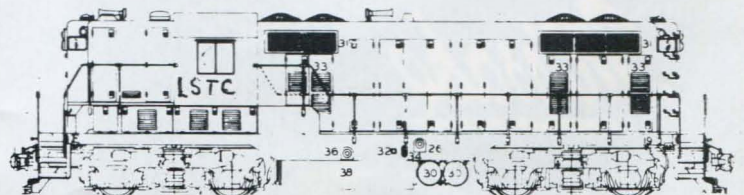
This issue's cover pays tribute to the modern DM&IR in action. It was 100 years ago this year that the roots of the Missabe were sown into the land. This photo shows the DM&IR's newest type of locomotive (rebuilt SD-9) leading two sisters downgrade through Short Line Park in the far western part of Duluth. This train is hauling taconite destined for Utah via the UP and C&NW. The cars that make up this train are a combination of UP-C&NW coal and ore cars. The photo was taken earlier this year.

Staff photo by Dave Schauer

EDITOR'S NOTE

This issue is called Summer '84 because it covers information from this past summer, although you are receiving this issue in the fall. The Fall '84 issue will be out in late November - early December.

Thank you,
Dave





FROM THE PRESIDENT

The weekend of July 28 and 29 saw another successful excursion trip sponsored by the Lake Superior Transportation Museum, the third in as many years in the '80s. The first to Virginia, courtesy DWP, second, a series of trips between Duluth and Superior, courtesy CNW, and now two round trips from Duluth to Two Harbors to start a week-long celebration commemorating the 100th anniversary of the first ore train to Two Harbors on what was the Duluth and Iron Range Railroad, predecessor to the DM&IR.

To those who helped staff the train: car attendants, safety personnel, carmen, food service people, sales, a special thank you from the museum for a job well done. And to our mechanical people who kept things running and to the DM&IR crew who operated the train.

A special thank you also to the various railroads who donated the use of equipment: the BN for their Como lounge car and A13 and A14 coaches; the E&LS for the Great Dome (ex-CN) lounge and their newly acquired Reserve Mining observation; to the Illinois Railway Museum for their RI commuter; to Golden Arrow Tours for their coach; the DM&IR for the Minnesota II coach, W-24 combination baggage and compartment car, and the Northland observation, and finally, John Baldwin's private car.

Special thanks to those who spent long evening hours prior to the weekend in getting things ready for the trips, attending to all of the details big and small, getting supplies on board, cleaning, mechanical work and the planning committee. If all individuals were to be named, the list would be quite long, nearly four dozen.

The biggest thank you goes to our public who made the whole thing

successful. Saturday saw better than 500 passengers on board from Duluth and close to 400 on Sunday. Some passengers elected to spend the day in Two Harbors while Two Harbors people rode to Waldo and back. Saturday was a near sell-out and Sunday was a complete sell-out of about 580.

Those passengers that I talked with in our DM&IR car 33, for which I was in charge, thoroughly enjoyed themselves, many reminiscing about the old days of train travel between Duluth and Two Harbors or Two Harbors and the Iron Range. Some had worked for the DM&IR and traveled the route many times as part of a train crew.

The same weekend saw the meeting of the Missabe Historical Society which included the Centennial Excursion Train as part of their activity aboard DM&IR car 33 (what else?). The Lexington Group also held their convention at the same time and were hosted aboard the Northland and the Como. The Lexington Group is composed of those individuals interested in the preservation and documentation of railroad history.

The planning committee members from Two Harbors said it wasn't going to rain and they were right. The Centennial Excursion Train was an effort that paid off and it is hoped that another North Shore excursion train can be operated in the near future.

....Jergen Fuhr....

FROM THE VICE PRESIDENT

Our 1984 trips to Two Harbors and Waldo have truly gone down in history as being the ultimate in total co-operation, friendship, workmanship in planning, the actual operations over that beautiful weekend in July, and finally in cleaning up after everything was over. Such activities are known as Theory Z styles in in-
(continued on page 4)

FROM THE VICE PRESIDENT

(continued)

dustry, and it was truly evident that Theory Z was working in prime style this year.

As I worked through the train myself, I heard nothing but compliments concerning the volunteers and their willingness to help. We had a substantial number of senior citizens, some of whom had some difficulties getting on and off the train, and there was always somebody to help. In addition to simply having a successful trip, we also created substantial good will for the museum, club and the Depot as a whole.

Good Will is always listed in dollars and cents in industry, but it is my guess that the good will created on these trips exceeds any dollar amounts that any good accountant could attach to it.

In closing, I must say that our organization has much to be proud of with the exemplary manner in which we handled the total process of the 1984 trains from beginning to end. It was truly a work of art folks!

....Patrick C. Dorin....

MUSEUM NOTES

On the evening of August 21, the museum put on a party for all the volunteers involved with the just completed Two Harbors fan trips. Close to 40 people attended the party which included drinks and snacks for the guests. It has often been said that the museum owes a lot to the club for putting together such fan trips which pull in large sums of money (Two Harbors, \$14,000), so this was a nice recognition of the volunteers help.

The museum's cars (GT, 33, 66) were used by the E&LS for the Labor Day operations out of the Lake Superior port city of Ontonagon.

The NP 390 observation car should be

finished by the C&NW late this year. The C&NW is working on the air conditioning and will also paint the car. It seems that the museum will become a passenger car repair shop this winter with the E&LS sending some of their cars to us for work.

RECOMMENDED READING

By the way, did you happen to catch the article in July TRAINS on the E&LS? The in-depth look at a progressive little railroad was written by Steve Glischinski who tells of its near demise, its resurrection and battle with the big roads in the area and its recent purchase by John Larkin who has been a great help to the Lake Superior Transportation Museum. It makes for refreshing reading to find there are still the "little guys" in the business doing very well amidst mega-mergers and conglomerate take-overs.

MISSING A HEATER CAR?

As you recall from the last issue of the LAKER, we received a GN heater car. Shortly after the car arrived on our property, the BN discovered that they needed it for temporary roundhouse work. The car was shipped back to Superior in early summer and as of this writing, it is still on BN property. Our plans for the car once it arrives back on our property is to convert it to electrical generating capabilities. This car will then be used to power our growing fleet of all-electric cars (no steam).

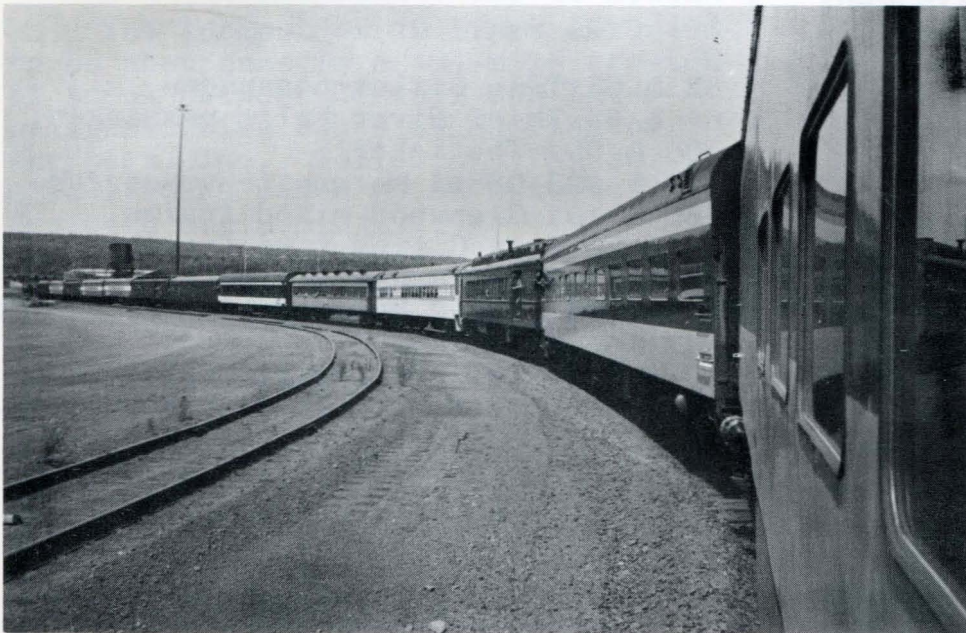
FRANK KING'S BOOK AVAILABLE

Club member Frank King's new book, LOCOMOTIVES OF THE MISSABE ROAD, is now available at our museum with a 15% discount to club members. Once again Frank has done a super job and this book is a must for anyone interested in the DM&IR and north country railroading.

Photo Section

Right:

This photo shows the Museum's special passenger extra, between Duluth and Two Harbors, near the Two Harbors depot on Sunday, July 29. What a great way to say good-bye to a great line!



Left:

Photo taken on Sunday from the E&LS dome car shows how long our train really was. The train is shown curving around Pork City Hill on its way to Waldo.

Right:

One of the best cars on the train in terms of a good view had to be the dome car. This view shows the 40 dome passengers enjoying the great scenery between Duluth and Two Harbors.

Staff photos by Dave Schauer



THE DULUTH-SUPERIOR TERMINALS

By Patrick C. Dorin

Our magazine is appropriately called the LAKER, named after what this Soo Line fan considers one of America's finest trains, and also because of our location next to the World's Largest Fresh Water Lake.

Thinking of the Laker, however, generally makes me think of Duluth-Superior, which still ranks very high in terms of freight traffic on the Soo Line. And furthermore, the terminal area is quite extensive and is really only exceeded by the Minneapolis-St. Paul terminals and Chicago. However, in terms of lines radiating out, Duluth-Superior is No. 1.

First of all there is the main line to Owen (and beyond to Chicago). This line plays host to time freights 401 and 402, which are truly Chicago-Winnipeg freight trains via the Soo Line - DW&P - CN Rail. In addition to these daily regulars, the line sees Potash and miscellaneous extra trains.

Traveling westward, there is the single track line that travels out past old VN tower (crossing with former NP line to Superior's East End and Ashland), MJ tower (crossing with the former GN line to Minneapolis) and finally to Junction 278 where the line splits into the Danbury Subdivision and the Brooten Subdivision. The Danbury Sub extends to Dresser, Wisconsin and beyond to Minneapolis and does not see much traffic from the Superior end.

The Brooten Sub obviously extends to Brooten and eventually to Glenwood, and sees a fair amount of traffic. In fact, at the time of this writing, there is daily running of trains 70 and 71 with extra assignments thrown in for grain. Actually the bulk of 70 and 71's

traffic is grain.

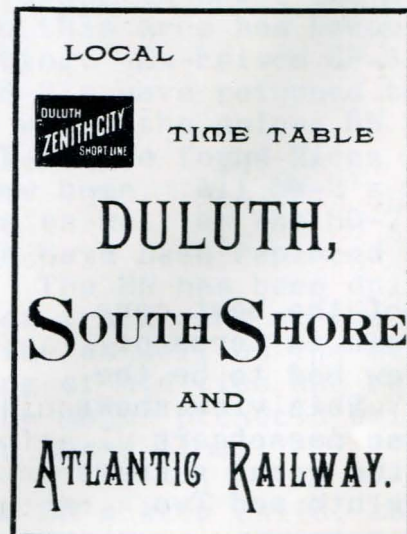
The Brooten line splits at Moose Lake for Thief River Falls. This line sees Superior-Bemidji trains 72 and 73 operating twice a week plus ore extras enroute to McGregor and trackage rights over the former NP to Ironton, Minnesota for Cuyuna Range iron ore, which is rich in manganese.

Looking back in history a bit, the Soo Line once printed separate time tables for the Duluth-Superior Terminals. The illustration with this brief article is the time table of the Grassy Point Line. A definition of the trains listed is as follows:

62 & 63 Twin Cities passenger
64 & 65 Thief River Falls passenger
500 & 501 The Laker
600 & 603 DSS&A Marquette passenger
160 & 161 Glenwood mixed trains
19 & 20 Twin Cities time freights
50 & 51 Dresser way freights
162 & 163 Thief River Falls way freights

Such was the operational life of the Duluth-Superior Terminals in 1949.

Editor's note: Time table on page 10.





LESS RAIL

About 520 miles of rail lines are expected to be abandoned by railroad companies in Minnesota during the next three years.

Minnesota currently has 5,318 miles of rail lines compared to 5,646 miles in August 1983.

Applications for rail line abandonment are filed with the federal Interstate Commerce Commission, which makes the decision to grant or deny the request.

The longest of 19 lines expected to be abandoned is a 104-mile stretch of track between Bemidji and International Falls owned by Burlington Northern, Inc., followed by an 89 mile stretch owned by BN between Brainerd and Bemidji.

BN is also expected to abandon four miles between Ironton and Cuyuna, and four miles between Carlton and Wrenshall.

The report said the Soo Line Railroad Co. is expected to abandon 57 miles between Bemidji and Remer.

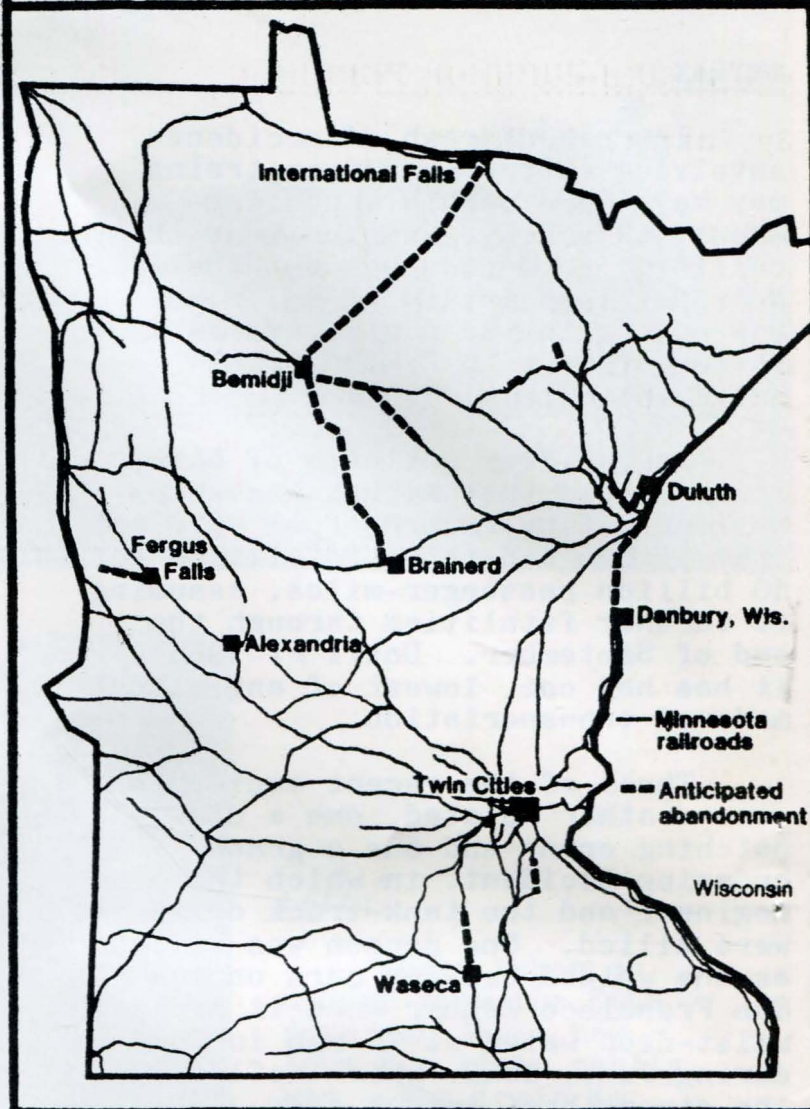
The Duluth Missabe & Iron Range Railway is expected to abandon 25 miles between Duluth and Two Harbors and its three-mile Chisholm branch.

Also in northern Minnesota, the Duluth, Winnipeg & Pacific Railway is expected to abandon a 10-mile stretch between Munger and west Duluth.

Photo:

The Bemidji-International Falls local departs Staples for Brainerd and then up the branch to Bemidji. This is one of the lines being slated for abandonment. How much longer can the Superior-Ashland line last?

Anticipated railroad abandonment



REGIONAL RAIL REPORT

AMTRAK

The recent rash of accidents involving Amtrak passenger trains may have some people wondering about its safety, and the head-on collision in Queens has put the National Association of Railroad Passengers in the public eye as never before with TV and print-media interviews.

In the July bulletin of NARP, it is stated that Amtrak has an excellent safety record; from 1976 to 1984 it has had three fatalities per 10 billion passenger-miles, assuming no further fatalities through the end of September. Until FY 1982 it has had one, lowest of any other mode of transportation.

Three of the recent accidents were weather related, one a dispatching error and one a grade-crossing accident, in which the engineer and the tank-truck driver were killed. One person was killed as she walked between cars on the San Francisco Zephyr when it hit waist-deep water at 76 mph in Iowa during June, 1982, which reflects the strength of Amtrak cars.

As a result of the Iowa flood-related derailment, the BN now monitors the weather continuously and since the Vermont tragedy, the NARP has asked the FRA to require railroads to monitor weather conditions and alert engine crews of hazardous weather conditions and to make special inspections of tracks that could be a risk in heavy rains.

A continuing program by a few state and local governments is helping to reduce grade-crossing accidents and NARP is urging congressional committees to consider federal legislation to give states and localities strong incentives to implement proven grade-crossing safety practices.

Starting August 5, Amtrak adds

a Chicago-Milwaukee round-trip: "Badger" departs Chicago 11:45 a.m., departs Milwaukee 3:15 p.m.

Amtrak has opened a permanent \$805,000 station at Omaha July 26, replacing a "temporary" trailer facility in use since 1973. Funded by Amtrak, the new station is at the same 9th street location.

....J. Fuhr....
...NARP...

BURLINGTON NORTHERN

The big news for the summer has to be the BN's head-on crash of two Detroit Edison coal trains near Motley, Mn. Early on the morning of July 14, the two trains, one empty traveling from Superior and one loaded on its way to Superior, met on single track that lacks any signals. All six locomotives, 5 SD-40-2's and a single G.E., were destroyed from the impact and following fire. Three of the four crew members died while one jumped to safety.

This accident was blamed on a dispatching error and caused an uproar in local railroad circles. The FRA has announced that it is starting an investigation of some BN operating regions including this area.

In other BN news, the motive power in this area has become more interesting. Ex-Frisco GP-35's and BN GP-38-2's have returned to taconite service while the unique BN yard slugs ET-1, ET-3 have found Rices Point their new home. All NW-2's have left the area as well as the SD-7's, some of which have been replaced by ex-CBQ SD-9's. The BN has been doing a large amount of track work on the Grand Forks line as well as the Staples line. Replacing of old ties and rail seem to be the major projects being undertaken on these lines.

The BN's step child, LST&T, is still going strong despite rumors that it will cease operations with the BN

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BURLINGTON NORTHERN

(continued)

and C&NW taking over switching of the Superior waterfront.

The new connection to the DM&IR at Saunders is in place for southbound (Twin Cities) trains and is being used by the DWP-Milw trains while the northbound connection is only graded at this time.

SOO LINE

The Soo this past summer has been doing their job as usual. One major change in operations has the DW&P dropping off their interchange traffic for the Soo at the BN's Bridge yard along side of the Depot instead of the usual West Duluth interchange point. This shift will end the DW&P's long back up move they used to have to make from the old interchange point to their West Duluth yard. This shift now allows one to photograph the Soo, BN, C&NW, DW&P, CN, DM&IR, Milw, and Amtrak all from our museum. The only problem is that this yard will be closed very soon so get your shots now.

The Soo in Duluth has become very busy lately with grain moving as well as the new cement plant and pulp loading facilities putting in their share of car loadings. It looks like it will be the Soo and BN in Duluth for servicing the industrial areas while the DM&IR will continue its taconite service. The Soo's good business shows a 400% increase in revenues over the first quarter in '83.

DW&P

The big news for the Peg has to be the progress made on their new yard and facility located on the DM&IR interstate branch at the old NP crossing in Pokegama. The new yard will be around six tracks wide and have a locomotive and car facility. One problem for photographers is that only one good road services

the new yard and is posted for no trespassing. The DM&IR track that the Peg uses is at this time in dark territory but the new CTC signals are in place and only have to be put on-line. All four GP-38-2's have had the big DW&P placed on their sides similar to the SD-40's. Milwaukee Road units and a few GT SD-40's are showing up in pool trains. Speaking of the Milwaukee, it seems the Soo has a better chance of purchasing the road than the C&NW and GT.

DM&IR

As most everyone knows, the DM&IR is in its 100th year of serving the north country. It was July 31, 1884 that a Duluth and Iron Range railway train made its way from Tower to Two Harbors with the first train-load of iron ore from Minnesota. To help celebrate its centennial, the Missabe ran our two fan trips from Duluth to Two Harbors and then on July 31, 1984, ran a special train (SD-9 #129, flat car with mine buggy) into the Two Harbors depot with a mine cart on a flat car which contained ore from Tower. There was a 100 ft. cake at the depot which was shared by the 600 people who attended the celebration.

The DM&IR of today is going strong with the shipping of taconite (and natural ore which has really picked up this summer) to Duluth and Two Harbors. The summer has brought many units out of the storage lines in Proctor but some still remain. There are still a handful of units roaming around in the old paint scheme with no rush to have the units painted. The maint. of way crews are very busy upgrading the interstate branch to heavy mainline standards (new heavy rail, ballast, ties). In late August, the entire line was shut down for a short time to allow crews to work without interruption. Because of the traffic and work congestion on the line, the Missabe is doing all its C&NW interchanging at the BN's Bridge yard in Duluth rather than at South Itasca on the tail of the interstate branch.

THATS THE WAY — MISSABE !



EVENTS AND DATES

September 28 - General meeting, Depot 7:30 p.m.
New membership lists available at
this meeting.

September 29 - MTM special to Carleton football game.

October 6 - Flea market, State Fair grounds.

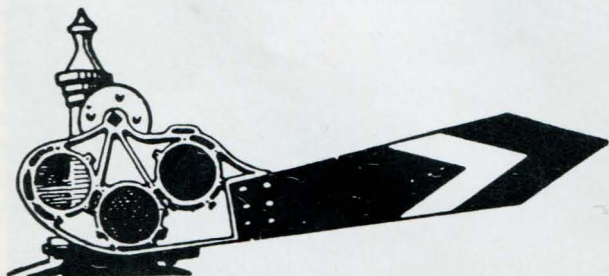
October 26 - General meeting, Depot 7:30 p.m.

November 2-4 - Tourist Railway Association Inc.,
hosted by the Valley Railroad Co. of
Essex, Connecticut.

November 30 - General meeting, Depot 7:30 p.m.

ENJOY THE FALL COLORS!

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