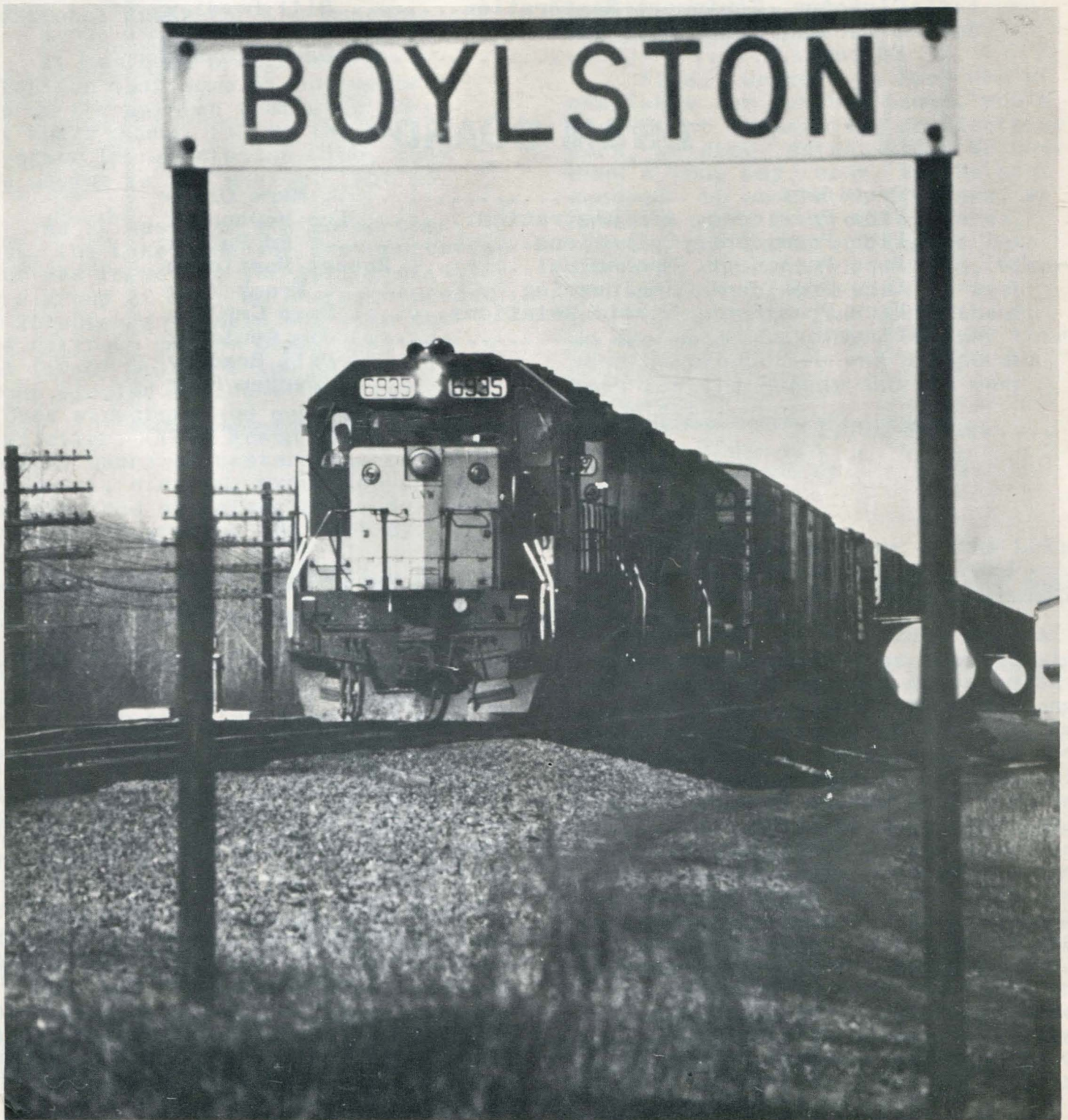


LAKE SUPERIOR TRANSPORTATION CLUB



Laker

WINTER
1984



LSTC OFFICERS

President.....	Jergen Fuhr
Vice President, Administration.....	Pat Dorin
Vice President, Public Relations	Tom Gasior
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.....	Dale Carlson
Editor.....	Dave Schauer

LS&M BOARD

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

ABOUT THE COVER

A warm April day in 1983 found this Chicago and Northwestern train heading south through Boylston Junction. The C&NW has trackage use over the Burlington Northern from Saunders (South Superior) to Minneapolis. Boylston is where the BN's Twin Cities line connects with the line from Grand Forks. The two lines then continue together into Superior. Boylston sees almost all BN train movements in and out of Superior plus all C&NW Twin Cities trains, Amtrak, Milwaukee Road, and CN run-throughs. The power for this C&NW train consists of three EMD SD-40-2's. This power, along with the BN SD-45's photographed in Denver during 1983 found on page 9, give

the reader a good view on what modern trains are being powered by.

Staff photo by Dave Schauer

CORRECTION

It was incorrectly reported in the last LAKER that the dome car used for our CNW excursion came from the Lake Superior & Escanaba. This statement should have read that the car came from the Escanaba & Lake Superior railroad.

The E&LS is an Upper Michigan shortline railroad connecting Escanaba on Lake Michigan and Ontonagon on Lake Superior with Green Bay. The E&LS prides itself in its use of rare Baldwin locomotives although modern leased EMD locomotives from Conrail provided the needed horsepower for mainline trains.



FROM THE PRESIDENT

It was reported in the last issue of the LAKER that the board of directors of the Lake Superior Museum of Transportation voted to instigate a museum membership. The idea was approved at the last meeting of the board and goes into effect immediately as a means of raising additional funds for the museum.

It has been brought to my attention that some of our members are of the opinion that when they pay their annual \$10 to the Lake Superior Transportation Club, they are paying to the museum. Not so.

As it has been stated in the past, the Lake Superior Transportation Club was formed in the spring of 1973 by a group of rail enthusiasts needed as volunteers to help out with the new railroad museum being built in the former Duluth Union Depot. The group elected officers, instituted a dues structure and published a newsletter. This group has also put in many hours of restoration of equipment, staffing excursion trains, building and operating the model railroad, and operating the trolley.

The dues paid to the Club do not go to the Museum. The dues are used for club activities and expenses, the biggest of which is the newsletter. With the initiation of the Museum membership, it is not yet certain how or when the Club dues will be integrated with the Museum dues. However, Club members may contribute to the Museum and are encouraged to do so. That membership may attract many outsiders who wish to support the Museum but do not wish to take part in Club activities, or are unable to do so, just as some of our members belong to the Minnesota Transportation Museum of the Twin Cities as a means of support.

The how and when, perhaps an if, will be something the new officers for 1984 will have to

decide and bring it to the membership. It will mean some re-organization, possibly a change in our bylaws. Speaking of re-organization, it is hoped to tighten up and make more efficient our operations at the Museum. It is hoped to soon have a survey sheet out to our members and to compile a list of those willing to work on projects or special events, so they can be called and notified when they are needed.

Also, we need to know who's available for certain tasks, who's proficient at painting or electrical work, welding, sales, etc. We have come a long way, baby, in the past decade. If we are to progress, we have to learn from our mistakes, tighten our belts and charge into the next decade with new vim, vigor, and vitality. With that, I wish everyone a happy new year, though we are well into 1984, and may this year be productive and prosperous both for the Museum and its many volunteers.

.....Jergen Fuhr.....


ANNUAL MEETING

The annual meeting of the Lake Superior & Mississippi Railroad was held on Friday, Jan. 27, at the Depot, Mark Olson presiding.

In the business brought before the membership was approval of an operating schedule for 1984 which is every weekend in August for regularly scheduled revenue trips for the public plus any charter or special trips, possibly in the fall. The reason for using the month of August is that, judging from past experiences, our ridership is at its highest in that month. Another factor is that a lot of work is to be done on the tracks and the schedule will give us more time for track repair.

The grade crossing at Clyde Avenue needs to be relaid, take out the planks, replace ties, and use

(continued on page 4)



ANNUAL MEETING

(continued)

an asphalt surface. Also discussed and voted on is that the board should continue looking into acquiring some property at near Fremont Street for a future depot site.

Leo McDonnell reported on a meeting with some developers on the proposal to run an excursion train along the North Shore with a steam locomotive on a regularly scheduled basis. It was decided the LS&M should keep itself flexible to be a part of this action should it come about and yet keep the line from New Duluth active should the plans fall apart. It was noted that some observers have seen our operation and have taken an interest in rail excursions as a tourist attraction.

Though the LS&M did not make a lot of money in 1983, the railroad did show a small profit with the acquisition of some equipment, namely an open gondola which was used last year for excursion operations, and three former DM&IR coaches, two of which being solarium cars. One of the three cars, coach #30, was sold to the Minnesota Transportation Museum this past year.

Election of directors showed that Jergen Fuhr, Frank King, Wayne Olsen, and Leo McDonnell were re-elected to the board. Norm Livgard's term was also up and he declined to be re-nominated. Filling his position will be Robert Mortinsen. The board of directors will choose officers at their first meeting.

Following the annual meeting of the LS&M was the annual meeting of the LSTC. Tom Gannon reported that work on the Lake of the Isles diner is progressing in the conversion to electric hot water heat. A motion was made and carried that the club again make arrangements for a transportation week dinner in the spring in cooperation with the

Traffic Club, Railway Business Women and Delta Nu Alpha group.

It was also moved and carried to have Lynette Olson use her home computer to update the issue of club membership roster with a fee to be decided upon. Members were also asked to be aware of any fellow member hospitalized or diseased and to see that cards, flowers, or expression of sympathy be sent.

The offices up for election were that of President, Jergen Fuhr; Recording Secretary, Allen Anway; Treasurer, Charles Jensen; and Editor, David Schauer; all whom chose to remain in office. Dale Carlson was elected to Director, Model Railroad, replacing Martin Carr and Tom Gasior was elected as Vice President, Public Relations, replacing Frank King.

The nominating committee for next year is Robert Bloomquist, Dave Carlsson and Gayle Schandel.

10th ANNIVERSARY CELEBRATED

The Lake Superior Transportation Club hosted a social hour and dinner to commemorate the 10th anniversary of the club and museum on January 10th. It was actually 10 years last spring that the club was organized and 10 years last October that the first pieces of equipment were moved into the museum.

A catered dinner by Frank's in the Great Hall was served to 80 people after a social hour downstairs in the museum. President of the board Donald B. Shank gave an excellent slide presentation chronicling the beginning of the museum, - the history of the William Crooks, the Minnetonka, the 227, the fund-raising excursion trips, and the progress the museum has made over the past decade.

Chairman Tom Lamphier congratulated the group for the hours spent in restoration and operations and

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10th ANNIVERSARY CELEBRATED

(continued)

expressed a hope for continued improvements in a great institution. Ed Burkhardt of the CNW who flew up from Chicago for the board meeting and dinner, also expressed his appreciation for the help from the volunteers.

Leo McDonnell was the master of ceremonies and was tempted to offer some old railroad songs such as: "Run to the Roundhouse, Nellie, He Can't Corner You There", but declined at the last minute.

Thanks go to Elaine Ellian, Mrs. R. Rivers, Mrs. H. Nichols for making arrangements.

BOARD OF DIRECTORS MEET

The board of directors met on January 10th in the Depot, preceeding the 10th anniversary dinner held later. The financial picture of the Museum is still a problem. It was hoped that the railroad museum could get an increase in the gate fees, which is its major source of income. When the Depot has a fund drive, the Museum gets none of the proceeds. To help ease the financial problems, the board voted to begin a membership fund. Other income is obtained through donations, excursion trips and sales of souvenirs.

It is also hoped that planned funding from the Minnesota Historical Society will swell the museum's coffers. But "as the museum enters its second decade, it becomes necessary to broaden its base of financial support", as Mr. Shank stated in a letter to the directors.

The schedule for memberships are: retired railroad veteran, \$10, individual, \$15; family, \$20; contributing, \$50; sustaining, \$100; and a life membership for \$1,000.

Support for the museum in 1983

was \$215,924 and total expenses were \$215,341. Proposed support and revenue for 1984 is \$189,000, which includes housing of \$125,000 and gate fees of \$30,000, which has remained the same for some time. A proposed budget for 1984 has expenses of \$188,185.

Guests at the board meeting were John Larkin of the Escanaba and Lake Superior Railroad, and his assistant, Bill Drush. They were thanked for the use of their great dome car on the CNW steam excursion special last Sept. Thanks were also expressed to the BN for their donation for lighting of the Minnetonka.

A possible excursion trip on the DM&IR for the last weekend of July was discussed to honor the 100th anniversary of the railroad. The Duluth to Two Harbors trip would be held the same weekend as the Lexington Group convention at the Radisson Hotel. Some question as to whether the trip could be run from downtown because of a possible cut in the line for construction of the freeway.

Another possibility was mentioned of a trip on the DWP, over the West Duluth trestle before it comes down.

Larry Sommer reported that attendance was down in 1983, 124,000 as compared to 136,000 in 1982.

NEWS NOTES

United States Steel's agreement to purchase National Steel could have a strong impact on local taconite railroading. National operates a plant near Keewatin and U.S.S. owns Minntac near Mountain Iron but the problem is that both plants are served by two different railroads. Burlington Northern services National, while U.S.S. subsidiary DM&IR handles Minntac. It is a strong possibility that U.S.S. will close National's plant and let the much larger Minntac handle all of National's orders for taconite. This

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NEWS NOTES

(continued)

may be good news for the DM&IR but for the BN it would be a severe blow to their taconite operations. National ships over the BN to both Superior and Granite City, Illinois. Minntac, the country's largest taconite plant, has already received added work in supplying a steel mill in Utah but the plant is still operating at only one-third capacity.

In other news, the Soo Line has reported a 208% increase in revenues over the same period in 1982. The

Soo has also expressed some interest in buying the Milwaukee Road along with the C&NW and Grand Trunk Corp. Twenty year old Soo GP-30's, have been placed in service to keep the units exercised. Two of the units along with an ex-MN&S SD-39 were spotted at Stinson yard in late 1983.

Remember when that disasterous mudslide in Utah buried the mainline of the DRG&W and the town of Thistle? The Rio Grande, with the help of Morrison-Knudsen, finally put the new roadbed and track structure around the valley. The new location of the track has been named "Rio" in place of "Thistle".

Lake Superior and Mississippi Railroad

Summary of Receipts, Disbursements and Cash Balances for Period Jan. 1, 1983 thru Dec. 31, 1983

January 1, 1983 Beginning Balance \$7,906.91

INCOME

Ticket sales	\$9,146.82
Sale of equipment.....	2,500.00
Souvenir sales.....	899.90
Payments from Museum.....	550.00
Interest.....	399.33
Donations.....	204.00
Jacket sale.....	25.00

TOTAL..... \$13,725.05

\$13,725.05

\$21,631.96

EXPENSE

Operation:.....	\$4,230.13
Insurance.....	\$1,148.00
Fuel.....	1,030.27
Tools & materials.....	699.36
Rental toilets.....	570.00
Vegetation control.....	418.50
Track work.....	189.00
Tickets.....	175.00

Advertising:.....	\$3,314.14
Brochures.....	\$1,435.00
Newspapers.....	1,159.14
Radio.....	360.00

LS&M Financial Report
(continued)

Slide presentation.....	300.00	
Travel guide.....	60.00	
Restoration:.....		\$2,908.47
Gondola.....	\$1,020.39	
Car 33.....	1,007.00	
Steam Locomotive Services, Inc.....	881.08	
Utilities:.....		\$ 572.08
Northwestern Bell.....	\$ 524.30	
Minnesota Power.....	47.78	
Souvenirs.....		\$ 497.51
Petty cash.....		124.51
Flowers to members.....		75.36
Charter bus (DTA).....		65.50
Stamps.....		20.00
Legal fees.....		12.58
Bank charge.....		5.40
Taxes (sales).....		3.70
TOTAL.....		\$11,829.38
December 31, 1983 Ending Balance.....		<u>\$ 9,802.58</u>

December 31, 1983

Amount in Savings account.....	\$9,125.88
Amount in checking account.....	<u>676.70</u>
	\$9,802.58

Operational Statistics for 1983:

Total passengers boarded.....	3,408
Ticket revenue per passenger...	\$2.68
Operational cost per passenger.	2.62
Passengers boarded per weekend.	682
Passengers boarded per day.....	341
Passengers boarded per trip....	97
Operational cost per weekend...	\$1,784.18
Operational cost per day.....	892.09
Operational cost per trip.....	254.88

Submitted by, William K. Mickelsen, Treasurer





LAKE SUPERIOR TRANSPORTATION CLUB

Summary of Receipts, Disbursements and Cash Balances for Period Jan. 15, 1983 - Jan. 14, 1984

Cash on Hand Jan. 15, 1983 \$953.86

Receipts

Dues.....	\$1,506.00	
Nat'l Transportation Week Banquet.....	1,230.00	
Model RR Club Banquet.....	1,277.00	
* 10th. Anniversary Banquet.....	549.00	
Duluth Incline Movie Reproduction.....	97.00	
Interest on Savings.....	58.11	
Donations - John Larken.....	86.00	
Total.....	\$4,803.19	\$4,803.19

* Actual receipts were \$633.00
however, a portion, \$84.00 was
not recieved until after the
closing date of 1/14/84 and
appears on the 1984-85 records.

Disbursements

Data processing for mailing list.....	\$ 15.59	
Postage.....	72.40	
Newsletter.....	1,172.00	
Meetings:		
Notices.....	29.59	
Pastries.....	136.65	
Nat'l Transportation Week Banquet.....	1,331.96	
Model RR Club Banquet.....	1,275.75	
10th. Anniversary Banquet.....	665.28	
Lionel Layout.....	64.50	
Donations:		
Rainier Club.....	137.91	
Flowers, etc.....	20.00	
Silverware for Nat'l Trans.Week Banquet	32.55	
Misc. checking service charge, etc.....	54.44	
Total.....	\$5,185.02	\$5,185.02

Cash on Hand Jan. 14, 1984

Savings.....	545.49	
Checking.....	26.54	
Total.....	\$572.03	\$572.03

Submitted by, Chuck Jensen, Treasurer 1/27/84

MODERN MUSCLE



EVENTS AND DATES

MARCH 7 - PBS Special - TRAINS - 8 P.m. Ch 8.
March 31 - General meeting, Depot 7:30 p.m.

April 28 - General meeting, Depot 7:30 p.m.

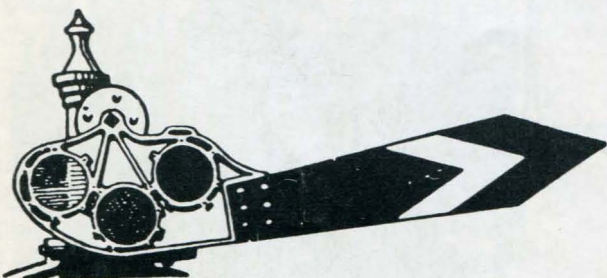
May 26 - General meeting, Depot 7:30 p.m.

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

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

LAKE SUPERIOR TRANSPORTATION CLUB
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