

**LAKE SUPERIOR
TRANSPORTATION
CLUB** *FALL UPDATE*

Laker



About This Issue

I'm sure many of you were wondering where your summer issue of the **LAKER** was. The reason for such a late summer issue has to do with the fact that our regular printer was in the process of moving to a new location in Superior. The summer issue was ready for printing in late August but due to the downtime the printer was experiencing, the issue would not be ready until late September — well into the fall issue deadlines. That's the reason for holding the summer issue and including this fall update, thus resulting in this double issue. Look for the next **LAKER** (winter 1986) to be out in February.

With this fall update I will be leaving the post as editor of the **LAKER**. The past four years have been quite a challenge for myself in trying to make our **LAKER** something to be proud of. Over this span of time I have seen the Club/LS&M/Museum grow into one of the best upper midwest railroad restoration groups. It has taken an enormous amount of dedication from club members to see to it that our great railroad tradition lives on. I will miss reporting this dedication and effort to the readers but I'm sure that my successor will keep you well informed as to the happenings within the Club and Museum. I'd like to thank all the members who over the past four years contributed to the information and photos found in the **LAKER**. I'd like to especially thank Jergen Fuhr, who went out of his way to supply the **LAKER** with important and interesting information. Without your help this editor would not have been able to produce the **LAKER** you see before you today. It has been my pleasure to report and edit the newsletter for such a proud and productive group. Thank you.

David Schauer, editor

Train director Wayne Olsen (center), talks over last minute details with Transportation Club members this past July 27 shortly before our Soo excursion departed for Moose Lake.

Photo by John Blamey

Club News

As 1985 draws to a close, it once again becomes time to look forward to another year which means election of new officers and payment of dues. In the dues department it appears that all will remain unchanged, \$10 voting, \$8 associate, and \$5 junior. At these low prices everyone should be able to renew for 1986 — **right!** The club officers are also planning to decide whether to add another category for membership. This category would be labeled contributing, and would cost \$20 a year: aiming mainly at people who would like to contribute more than \$10 to the club. If club officers give the ok for the new membership, a list of contributing members will appear in the winter **LAKER**.

Speaking of club officers, five positions will be up for election in 1986. These positions include President, VP-Public Relations, Director, Model Railroad, Treasurer, and Editor. The following is a list of 1985 LSTC officers.

President* Jergen Fuhr
VP, Public Relations* .. Tom Gasior
VP, Administration Pat Dorin
Director, Operations ... Bill Bradley
Director, Equipment Restoration
Bill Mickelsen
Director, Model Railroad*
Dale Carlson
Membership Secretary Tim Schandel
Recording Secretary* .. Alan Anway
Treasurer Chuck Jensen
Editor* David Schauer
* Up for election

The nominating committee for 1986 is Dave Carlson, Bob Blomquist, and Gayle Schandel. If you would like to run for an office or know someone who would, please contact the committee. This is our club — let's make it work!

In other club news, the modular railroad system was moved into the vacant Amtrak waiting room during October. The system was started by club members four years ago and has since grown into a very large and beautiful operating model railroad. The system consists of four corner modules which are owned by the club while modular members themselves provide the bulk of trackage in the form of 4ft., 6ft., or 8ft. sections (modules). Some club members have moved their sections of modular railroad into Amtrak to make for an easy work area. Members are invited to bring their modules down to the Amtrak station and take part in the fun. Wednesday night has become the standard time for working on the system. Any member interested in helping the modular railroad (you don't need to own a module) should call Dave Carlson at 722-5097.

The Club/Museum might have a display in the Christmas City of the North Parade. Member Mark Olson has been asked to supply a float/display for the annual parade which runs along Superior Street. A likely candidate for the event will be the "Batmobile" (Soo hi-rail inspection car) on which Mark has begun working. If the car isn't ready in time for the parade, look for our baggage tractor and wagon ... Club membership stands at 282 for the year with a large



number of complimentary memberships being given. The Club's stable membership base is considered to be 200.

Museum Notes

The major project this fall is coming right along. The three boxcars that arrived during the summer for conversion into tourist cars have had part of their sides and ends removed to make way for the lowering of the roof. The cars are being worked on by **Tom Gannon** at a rapid pace, hoping to have much of the work done before winter sets in. As mentioned in the summer issue, the cars will be used for a mine tour railroad in Chisholm that is being financed by the IRRRB . . . While Tom concentrates on the boxcar project, the NP wedge plow sits half finished. The plow is in the process of having its wedge replaced with new wood . . . The Museum was temporarily cut off from the rest of the railroad world when construction crews working on the I-35 extension had to remove part of our feeder line that connects the Museum to the BN. The track was removed for an expected 5-6 weeks to allow crews enough time to install large concrete culverts which permit the freeway to properly drain. Speaking of our feeder track (#1), it seems the Museum might have a problem getting the BN's approval to donate it to the Museum. The track, which stretches from 5th Avenue West to Rices Point, has been seeing use as a starting point for west bound BN grain trains. The feeder track has the distinction of being one of the longest tracks left in Duluth for making up trains, and the BN realizes this. During grain season the BN has always made up its grain trains in Bridge Yard alongside the Museum but with the removal of Bridge Yard late last year, the BN began using the only track left on the north side of Bridge Yard — our track #1. This is the same track Amtrak and our Museum passenger trains have used in the past. This puts the BN grain trains within 10 feet of our building and on a passenger platform (and we thought we lost freight railroading when Bridge Yard was removed. Guess again!) . . . At a recent Transportation Museum board meeting, board members voted to stop sending **LAKERS** to museum members. As you might recall, the Museum sent its 500 members a copy of the winter and spring **LAKER** in an effort to keep the members informed on museum happenings. The board decided the per issue cost (which ranges from .50-\$1.00, depending upon size) was more than they were willing to pay. Currently there is no information being sent to

Museum members to keep them informed of Museum news. If you are reading this you are a Transportation Club member. The distinction between the Museum and Club memberships has been stated in earlier issues . . . The proposed donation to the Museum of the DM&IR passenger cars W-24, *Minnesota II*, and *Northland* has been stalled. The DM&IR had decided it no longer needed the use of the three cars and planned to donate them to the Museum with the understanding that the Missabe could borrow the cars when needed. The business car, coach, and combine are all that is left on the DM&IR for hauling passengers and the railroad feels this is a luxury it no longer needs. The Museum had hoped to have the cars on the property by this summer but financial concerns expressed by USS (owner of the Missabe) have put the donation on hold. It seems the big bosses feel the railroad should sell the cars to generate some badly needed revenue. The Museum board will try to convince USS that the Museum can not afford to purchase the cars and will ask for a straight donation. It would be a shame if the cars were sold and moved away from their home here in Arrowhead Country . . . The Museum will find itself strapped for work space this winter with the arrival of passenger cars from the Escanaba and Lake Superior. The plans call for the E&LS to send one or possibly two passenger cars to the Museum for restoration work. These cars along with the IRRRB boxcars, china exhibit car, and the Club's winter restoration project will take up all available indoor space this winter. If you are looking to kill some time this winter, come down on Saturdays and I'm sure we will have a project going.

L.S.&M. Pounded

The heavy rains that caused much damage to local railroads this past Labor Day weekend also hit the LS&M. There were numerous small washouts along the line but the major damage occurred just east of the Wolf Creek bridge. This area saw a number of ties suspended in air with their supporting ballest washed away. The washouts caused the railroad to scrap plans for a special fall colors trip scheduled for late September. The LS&M was lucky that the heavy rains occurred after the final regularly scheduled train had been run that Labor Day weekend. The section crew that viewed the damage determined the washouts would require a good deal of new ballest (which was not readily

available) and heavy tamping to get the line back in shape for the fall colors trip. It was decided to cancel plans for the special trip and devote the time to repair the track damage.

In other water related news, the LS&M track at Frog Pond was in danger of being covered by water because a beaver had dammed up the culvert draining Frog Pond into the St. Louis River. The pond was quickly becoming a lake and saturating our roadbed with water making for a somewhat soggy track structure. At its peak, Frog Pond was within a foot of the rail. A section gang was dispatched to clear the beaver dam and open the culvert — easier said than done! It took around two hours to rip the dam from inside the culvert and open a passage to the river. Will the section gang have to be called back to open the culvert again? Probably not: for as the crew watched the final remains of the dam flow out of the culvert, a slightly decomposed carcass of a beaver landed in the river. After the culvert had been opened, the water level of the pond dropped 2-3 feet, thus taking a great deal of pressure off the roadbed. The section crew is thinking of looking for an artist to paint a beaver on their speeder as a reminder to other beavers who might consider building a dam on our railroad!

In other LS&M news: vandals have struck once again. The railroad keeps its MofW push cars chained to the track at Riverside near our boxcar. It seems vandals broke the chain and removed the cars and pushed them onto the BN at Riverside Jct. and then continued pushing them into BN's Mikes Yard (West Duluth) where they were spotted by the BN. The BN then moved them to Rices Point Yard where the LS&M then gained control of the cars. The Riverside area has always created problems for the railroad in the form of vandalism and the future will surely see more acts against the LS&M . . . The LS&M recently received a number of new ties from the Kopper Tie Plant in South Superior. The new ties will be used to replace some of the weak ties located near New Duluth and Wolf Creek (site of washout). The ties will complement the large number of used ties received from MDOT in the relocation of Bridge Yard. The LS&M is gearing up for the 1986 maintenance season which should see an all-out effort at tie replacement, a project that has been stalled the past few years due to lack of ties. Helping in the effort to repair the roadbed will be our two large self-propelled tampers as well as the recently repaired ballest regulator . . . The last two operating weekends of the LS&M saw the return of a larger train with the



Flambeau Paper 50 tonner #46 is loaded onto a trailer for its trip to Duluth. The locomotive was donated to the LS&M and will be used to power excursion trains in 1986.

Photo by Norm Livgard

repairing of the Air Force 44 tonner to full strength. Recall that the "Blue Goose" was operating with only one engine, thus reducing the size of the train. The bigger train was needed because of the large number of passengers hauled on the last two weekends. Some trains ran with well over 100 passengers, some even sold out. This last surge in passenger traffic will no doubt put the icing on the cake for what has been a very good year for Duluth's excursion railroad. Look for a complete LS&M financial statement in the Winter 1986 LAKER.

50 Tonner Arrives

The Lake Superior and Mississippi Railroad (LS&M) has become the proud owner of a 50 ton General Electric diesel locomotive. The locomotive was donated by the Flambeau Paper Company located in Park Falls, Wisconsin (60 miles south of Ashland). The 50 tonner recently became surplus when Flambeau purchased an EMD SW-1 to handle plant switching. When club member **Bruce Oldenberg**, a former Flambeau employee, heard the locomotive would be retired, he contacted fellow club member **Dick Hanson** who in turn notified the LS&M. **Norm Livgard**, acting for the LS&M, then arranged the actual donation and transportation to Duluth. The locomotive had its trucks removed and was then placed on a flat bed truck using cranes at Flambeau. Two trucks were used, one for the locomotive

and the other for the engine's trucks. The locomotive was then transported to Duluth and unloaded at Hallett Dock in West Duluth while the trucks were dropped off at the Museum. The locomotive is in very good operating condition, having been built in 1946 and re-engined in 1974, with no major engine problems. Although the locomotive was donated, it did end up costing the LS&M some money. Transportation costs and unloading charges in Duluth ran near \$2,000 but considering the good condition of the locomotive, \$2,000 doesn't seem like a lot to pay. After some bearing work on one of its axles is completed, the 50 tonner could be pulling trains on the LS&M by early 1986. Thanks to club members **Tom Gannon** and **Dale Carlson** who also helped on this project. The LS&M is on the right track!

TLR Convention

Plans are now being made for the Thousand Lakes Region (NMRA) spring convention to be held in Duluth during May of 1986. The TLR is a subunit of the National Model Railroad Association and caters mainly to model railroaders located in Minnesota, North Dakota, and Central Canada although memberships from anywhere are accepted. The weekend convention will bring 100-200 model railroaders into Duluth to take part in model railroad tours, prototype tours (DM&IR, DW&P, etc.), a banquet, and model/photo contests. Last year's convention was held in Thunder Bay and was attended by a few Transportation

Club members (including myself). The convention was very enjoyable and appealed to model railroaders, railfans, and families of members. All Transportation Club members are encouraged to attend the upcoming Duluth event. You don't have to be a TLR member and the cost for the weekend of events is very reasonable. More details will follow in future issues of the LAKER.

Two Harbors Dead?

As many of you recall, the Museum/LS&M are involved in a proposed plan to run excursion trains from Duluth to Two Harbors over the DM&IR. The plan has strong backing from the city of Duluth and Lake County but unfortunately the Minnesota Department of Transportation feels the right-of-way in Duluth is as good as abandoned, thus making a great place for I-35. The trouble started when the DM&IR announced its intention to abandon the line from Duluth to Two Harbors; this opened the way for MinnDOT to remove all money to restore the line after I-35 was built through downtown Duluth. In addition, MinnDOT also has its eyes on purchasing the DM&IR right-of-way to 26th Ave. East, where I-35 would end. As it stands now, MinnDOT has no intention of keeping the rail line intact, mainly because it would take an additional \$650,000 in funds to build a new railroad tunnel and roadbed. If

the Duluth connection is never built, chances of running the train are almost nonexistent. It seems at this time that the train will never roll, but to backers like Don Shank, it's never over till it's over.

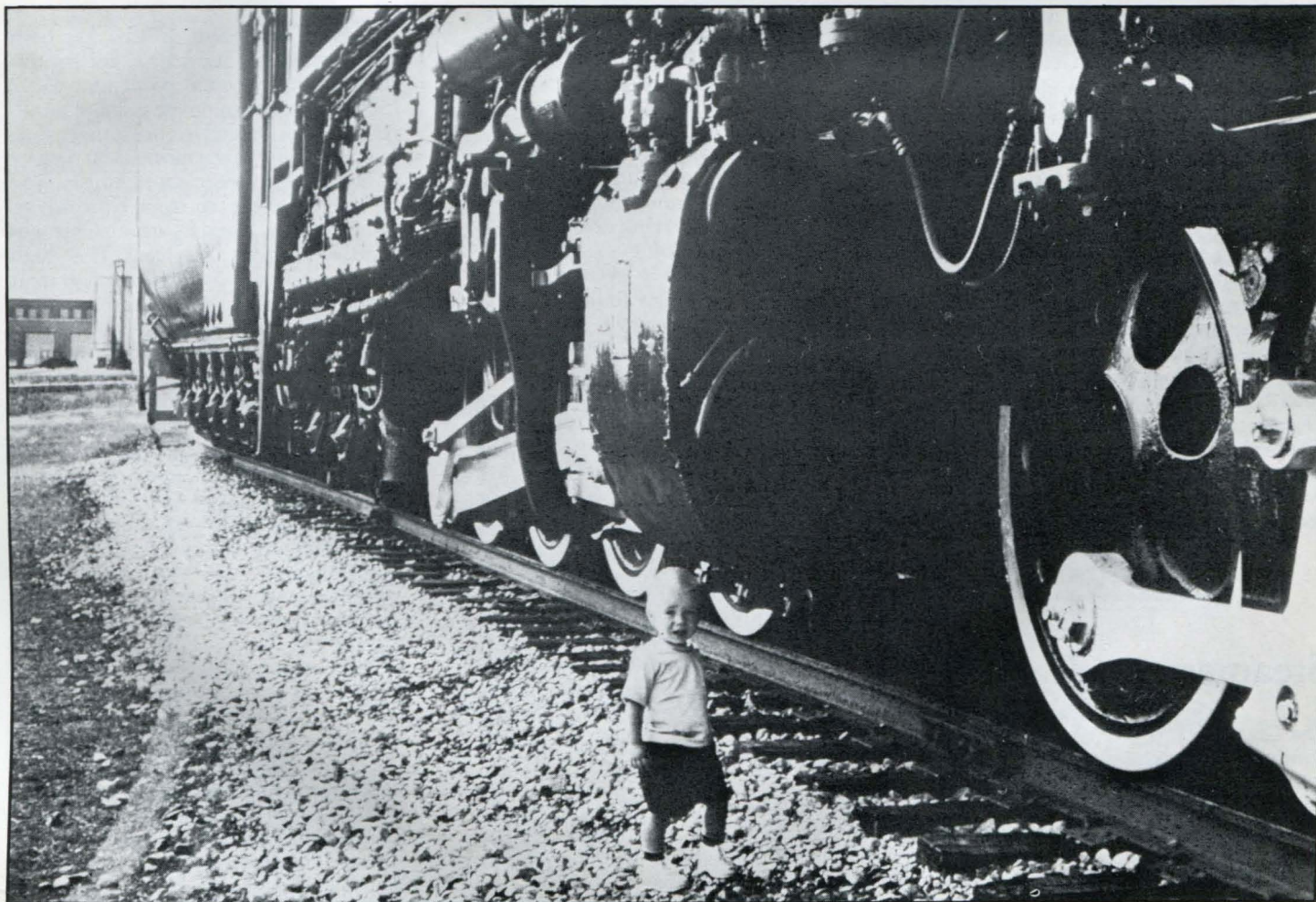


The beginning of this year saw the LS&M have to shorten its train because of a locomotive problem. Shown here is the shorter train nearing the DM&IR overpass with a full load.

Photo by Dave Schauer

Your editor's interest in trains started at a very young age. Shown here in Two Harbors in 1965.

Photo by Rudy Schauer



MTM News

Our sister museum to the south, Minnesota Transportation Museum, has been busy this summer on a number of projects. Work on the Stillwater line has progressed this summer with a good deal of track tamping and ballast replacement. The excursion line, similar to our LS&M operation, had a slight drawback late this operating season when MTM's NP328 could not operate because of reported flue problems. MTM borrowed a C&NW diesel to power the excursion train in place of the 328. It is hoped the locomotive's problems are minor and that it will be back in service for the 1986 operating season. There is still interest in getting 328 up to Duluth in the future to operate a steam powered excursion. . . MTM at this time is considering the costs involved in restoring Superior's Soo locomotive 1003. Early plans call for the locomotive to be moved to Minneapolis and for MTM to perform the needed restoration to make the big Soo locomotive run again. If MTM feels it is within its ability to repair the locomotive, look for the 1003 to be running once again. The LAKER will keep you informed on any further developments in this possible restoration deal between MTM and the Superior Short Line Steam Railroad. . . NP328 led an impressive all GN consist of passenger equipment on August 7 for the Great Northern Historical Society's annual convention. The trip over the C&NW was the highlight for the group's convention even though the train was pulled by an NP locomotive. Steam is Steam! . . . The MTM Lake Harriet Trolley operation reports that as of August 16, 1985, 3,094 charter passengers and 29,472 regular passengers rode the cars for a total of 32,566 passengers. The Museum would like to find more early advertising by Duluth area businesses for display in the two Duluth cars, 78 and 265. Can we help? The area near the car barns has had security fencing and lighting installed as well as rain gutters to protect the foundation.

Steamers to Canada

The Great Steam Race of 86 will see a number of large, mainline steam locomotives heading simultaneously to Vancouver from points all around North America. It will be a "Race" in name only, as each will adhere to a schedule. Some will be from North America, and

some from those overseas exhibitor nations which use standard gauge trackage. Some will run on their own, hauling only tenders, tool cars, and crew sleepers, while some will haul full-length passenger trains. All units will serve to promote EXPO 86 in the crucial early days, as the routes they will follow run through all prime EXPO market areas, as well as through areas which are at present expected to contribute only lightly to EXPO attendance.

All locomotives participating in the Race will time their arrival in Vancouver for the evening of May 22, 1986, and will assemble for the opening ceremonies the next day. Over the following 10 days, the locomotives will be on display at a site adjacent to the main EXPO 86 site.

STEAMEXPO will focus the attention of international news media on Vancouver, on British Columbia, and on EXPO 86. It will provide an opportunity to create an image of transportation history unparalleled since the Tall Ships sailed into New York Harbor on Independence Day in 1976.

. . . . TRAINLINE

Dining In Style

Right here in Minnesota in 1985, you again can board a regularly scheduled passenger train, drawn by vintage F-7 locomotives, and serving excellent four-course meals in dining cars from the streamliner era. Every evening at 7:30 sharp, the Cedar Valley Railroad's "Star Clipper" dinner train leaves from one of five towns in southern Minnesota and northern Iowa for a sixty-mile round-trip. The total cost of the dinner, sea food or prime rib, and the train trip is a reasonable \$35.00 per person. Schedule information and reservations are available by phoning 515 - 732-3738 or 3739. Plans call for the train to operate regularly through the winter.

The Cedar Valley Railroad is the former Illinois Central line from Waterloo, IA, and Glenville, MN, just south of Albert Lea. It serves Lyle on the Iowa boundary, and follows the Cedar River through Osage, Charles City, Nashua and Waverly to Cedar Falls and Waterloo, IA.

Jack Haley bought the line from Illinois Central in 1984, and began regular freight service over it. In collaboration with Big Don's Supper Club of Osage,

Haley launched the dinner train using three coaches dating from the late 1940's that began life on Erie-Lackawanna's "Phoebe Snow" streamliner. Each was gutted and thoroughly rehabilitated. The center car is a galley that serves food to the full-length dining cars at either end of it, an idea pioneered by the Pennsylvania and Southern Pacific Railroads 40 years ago. The two F units, formerly with C&NW's Chicago commuter pool, are located at either end of the train, facing in opposite directions. This permits a "push-pull" operation, so that the train can operate in either direction without being wyed.

. . . MINNEGAZETTE . . .

REGIONAL RAIL REPORT

Burlington Northern

The BN's new paint scheme has been showing up in Superior. Earlier this summer experimental paint unit #8002 (SD-40-2) was seen on the point of an all-rail tac train headed for the Range while late September saw a new GP-50 (in new paint) at the Superior roundhouse. The GP-50 had come up from Northtown, thus straying from its usual Chicago-Seattle corridor service. The high horsepower unit (3,500) was a real treat in this neck of the woods because most of the BN's four axle big power is found in fast freight service which is not common to our area. . . The International Falls local is running with GP-20's and usually 10 to 20 cars. Look for the GP-20's to be replaced in the near future with GP-38-2's. . . Allouez regained its status as largest Great Lakes shipper this season as Two Harbors' shipments fell off sharply during July. As of October, both Superior and Two Harbors were very close in amounts shipped but look for Two Harbors to pass Allouez because of Butler Tac's shutdown/closing. SD-45's remain the typical power for the BN taconite trains which average two or three units per train. . . The two BN swing bridges, Minnesota and Wisconsin draws, are in the process of being torn down. A wrecking company out of Omaha has begun dismantling the two bridges with completion expected in the spring. The draws were built in 1909 by the NP and had seen heavy service up

until their closing in early 1984. The closing forced trains to use the Grassy Point draw located further up the St. Louis River near the new Bong highway bridge. The removal of the two bridges will make for easier navigating, especially for the huge 1,000 foot vessels headed to and from the DM&IR docks and Ortran.

Adding insult to injury, Hibbing Taconite announced that it will close for several months beginning October 23. The permanent closing of Butler Tac earlier this year coupled with Hibbing Tac's closing, will leave the BN with only one producing taconite plant this winter. That plant, National in Keewatin, may also close for a period of a few months later this year. It is hard to believe that the iron ore industry that fueled Great Northern's rise to the top of Northern railroads has now become just a thing of the past. The scenes of 220 car Great Northern ore trains may be gone forever, but they will never be forgotten.

DM&IR

The closing of Butler Taconite on the BN is cause for great concern on the DM&IR. While the closing might not have a big impact on a large railroad like the Burlington Northern, a similar closing of one of the DM&IR served plants would certainly raise questions as to the ability of the DM&IR to run at a profit, or let alone even survive. Taconite on the BN is but a tiny part of a huge railroad, while on the DM&IR it is a huge part of a tiny railroad. While on the subject of Butler Tac, it seems the closing did give the DM&IR some business. Inland Steel in early September shipped 7,000 tons of Butler cleanup material, primarily taconite pellet chips and dust, to the DM&IR docks in Two Harbors. The BN interchanged the cars to the DM&IR at Wilpen . . . The Labor Day weekend rains caused a major washout on C&NW trackage at South Itasca, thus forcing the DM&IR to route the Geneva all-rail trains via the Milwaukee connection (Saunders) instead of the usual South Itasca interchange point. This detour lasted for a week. Another rain damaged area was recently repaired near Oliver on the Interstate Branch. It seems the embankment at South Oliver gave way and needed a good deal of stabilizing material and grading to correct the problem. Proctor Hill and Steelton also had washout problems, all of which were repaired in a few days time . . . The Missabe has been moving class 5 gravel

and limestone this fall in a change of pace from the usual taconite/ore trains. The gravel was loaded at Coon's Pit and moved to both Duluth and Two Harbors for base repair at the respective taconite storage facilities. The limestone was scheduled to be loaded at Hallett Dock in Duluth and shipped to Minntac during mid-September. The DM&IR will move about 26,000 tons of dolomite-limestone from Hallett to Minntac for a special USS project which calls for adding the limestone mix directly into the pellets thus eliminating the traditional addition of limestone directly into the blast furnace . . . Effective September 1, the DM&IR-Soo interchange reverted back to Stinson Yard in Superior. The interchange had been Soo Curve in Duluth near Missabe Junction. Soo Curve was being used as the interchange point to reduce congestion on the Spirit Lake and Interstate branches and allow M of W crews to complete their I-35 relocation work . . . Nine million tons shipped through both Duluth and Two Harbors . . . C&NW is still using 90 leased DM&IR ore cars in the Chicago area gravel moves . . . Erie Mining has accounted for 35% of wheelshop activity at Proctor.

Soo/Milwaukee

The retirement of the Soo's last four F-units has come suddenly. It had been rumored for years that both MTM and the Lake Superior Transportation Museum would receive one of the units, but evidently that was not to be. Ironically, Soo's acquisition of the Milwaukee may have lead to the demise, since the Soo may have inherited a surplus of motive power.

The retirement puts an end to the streamliner era on the Soo. It began just after World War II, when the Soo and its Wisconsin Central subsidiary bought a fleet of Alco FA diesel units. These were joined shortly by a fleet of EMD F-3 and F-7 units, plus a handful of FP-7's for Soo's ever diminishing passenger service. The Alcos expired in the early 1960's as trade-ins for new GP-30's. The trucks from these Alcos were transferred to the new Geeps.

The F-units rolled on, intact but for wrecks, into the mid-1970's. Old age caught up with the F-3's, which were traded for new GP-38's, a unit well suited to Soo's needs. From 1977 to 1981 Soo continued to thin its F fleet as it bought newer power. By 1982, only four F's were left in service, including two FP-7's. Two of the units were notable for being

EMD demonstrators before Soo purchased them. The last four F's were modified at Shoreham Shops, Minneapolis, with special electrical connections for snowplows. They were sent west each winter, usually to terminals at Thief River Falls and Harvey, North Dakota occasionally seeing limited freight service when lack of snow limited snowplow duties. They returned to Shoreham each summer for storage.

The winter of 1984-85 was their last hurrah. The units were stored again this summer, but in mid-August they were stripped of useable parts, a preamble to the inevitable trip to the scrapper. As of late September, the four units were still at Shoreham along with a Milwaukee F-unit awaiting their last trip.

. . . Steve Glischinski,
MINNEGAZETTE . . .

In other Soo news, the painting program is under way. Both MN&S SD-39's have been painted into Soo colors as well as a number of Milwaukee MP-15's and SD-40-2's. Look for the familiar orange and black of the Milwaukee to last for only a short time longer. Get your photos now!

The Soo's Superior-Ladysmith line was closed for a short time due to the heavy rains that pounded the Twin Ports on Labor Day weekend. The Superior bound train was held in Ladysmith (with a number of our cars coming over from the E&LS) while a work train filled the washouts caused by the heavy rains . . . The Milwaukee out of Duluth has been using Soo cabooses on a number of its trains. The railroad must feel the wide-vision vans are in better shape than the Milwaukee bay-windows and provide better visibility.



