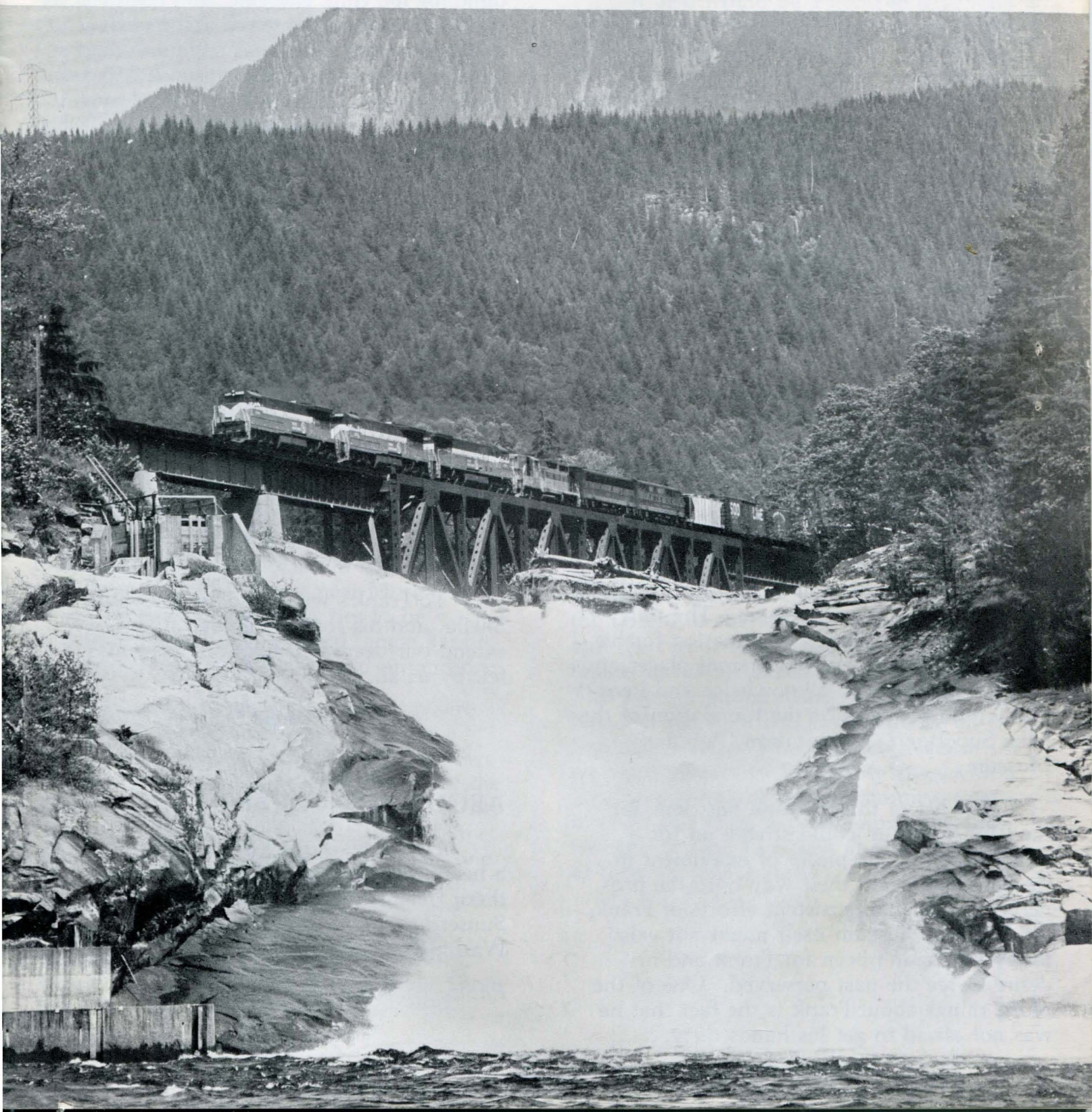


**LAKE SUPERIOR
TRANSPORTATION
CLUB** *SPRING 1985*

Laker



Lake Superior and Mississippi Railroad

FRANK A. KING, 1923-1985

It is with great sadness that I must report the passing of one of the Club's most valued members. Frank King passed away May 7 at the age of 62. Most people recognize Frank as the outstanding author of *THE MISSABE ROAD* as well as *MINNESOTA'S LOGGING RAILROADS* and *THE LOCOMOTIVES OF THE DM&IR* but to club members he was much more special. Frank was as much a part of local railroading as the Yellowstones he frequently wrote about.

Frank had been a Duluth resident for his entire life and received his early interest in railroading from his father who was employed by the DM&IR in the plant protection department. The love for railroading he gained in those early years was carried on into his employment with the DM&IR as an industrial engineer which lasted until his retirement in 1980, forty years of service with the road he loved. During his employment, Frank gained a knowledge of the DM&IR and local railroads that was truly amazing. We are very fortunate to have had Frank transform this knowledge into his three excellent books and numerous articles for future generations to spare. The thirty years he spent gathering information for his books took him to many different places and thus furthered his vast knowledge and love that would prove to be the foundation of the Lake Superior Transportation Club and Museum.

The list of things Frank has done for the Club/Museum could stretch on for a mile. Many of the pieces of equipment in the Museum found their way onto the property through the persistent efforts of Frank. In fact, the Museum itself might not exist today if it hadn't been for Frank and his desire to see the past preserved. One of the nicest things about Frank is the fact that he was not afraid to get his hands dirty.

Whether it was moving narrow gauge cars, ballasting the LS&M, or even shoveling out tracks, you could always count on Frank to be there giving help where it was needed.

The best way to list the things Frank has done for the club, Museum, and LS&M is to take a look at all the major accomplishments of these groups. Frank has undoubtedly had a hand in each major accomplishment. Frank has served the Club/Museum/LS&M much the same way George Washington served the United States; founder, leader, and friend.

Frank has touched everyone he has met in a special way. When I first met Frank I was only sixteen years old and what struck me about Frank was his friendly down-to-earth attitude. I was astounded by his vast knowledge of railroads and felt that if I ever had a question he would be the one to ask. As editor, I have asked Frank many questions and requests for photographs for, which he always took the time to see that I got just what I needed. I could sense Frank's eagerness to share his knowledge with others and I'm sure the other people he has met also feel this way. I will miss Frank as will countless others.

To Frank's wife Dorothy, daughter Sheila, and his sons Phillip and Ralph, we extend our deepest sympathy. Your loss is felt by us all.

. . . . David Schauer, Editor . . .

ABOUT THE COVER

This issue of the **LAKER** brings with it a beautiful springtime photo of a Great Northern freight train crossing the impressive Sunset Falls while descending Stevens Pass in Washington state.

Photo: collection of David Schauer

FROM THE PRESIDENT



"Spring is here, the grass is riz, I wonder where the workers is . . ." Oops, I think that has been used before!

But nonetheless, the adage holds true, the work does not go away with the melting snow, it increases like the leaves on the trees. During the winter, the Grand Trunk car has been inside for some body work and had the windows re-sealed. Some of our people like **Bill Mickelsen, W. C. Olsen, B. Bradley, McDonnell, Ostroviak, Bayley, Steve Olsen,** along with the regular staff, have been spending their Saturdays at the Museum.

Work towards hanging a engine-generator under the Ranier Club was performed most recently and **Bayley** worked on a 32-volt engine-generator to be used in the baggage car for lights and battery charging. On April 20, **W. C. and Bill Mickelsen** cleaned out cars A-13 and 14 and picked up some rubbish in the yard. Also work has begun on the restoration of the NP plow.

But now the emphasis swings more to outside work in the Depot yard and on the LS&M. It has been learned that wave action from the bay has washed out a considerable portion of the right-of-way near Morgan Park. And there are always ties to be replaced, joints to be tightened, angle bars to be replaced, ballast tamping, and on and on.

It is not known at this writing where the action will be concerning excursion trains, on the LS&M or the Duluth and Two Harbors Railroad on the North Shore. If the former comes to be, then there will be plenty of time to get our LS&M line in good shape. If the latter becomes a reality, it will be one year at a time and it may be for just one year because of too many unknowns: the freeway, the mingling of ore trains and passenger trains in Two Harbors, liability, MinnDot, and disposition of the North Shore line. But the operation of the D&THRR

could allow the LS&M to get its act together and get a lot of work done on the line with not having to take time to operate excursion trains.

It also would be a good time to look at ourselves, to re-evaluate our operation and how can it be improved. One step toward that is a project to get a rule book for car attendants, safety people and conductors. The book will also have dress codes, guidelines on how to present a good image to passengers for car attendants, along with information about the car a member is working in. This information should be available to each attendant to enable that person to tell his passengers the history of the car and its origin. Helping with this project are **Dick and Gordy Hanson** along with **Pat Dorin**.

In the past years that we have run excursion trains, we have done a presentable job. There is always room for improvements and now that we have some experience under our collective belt, it is now time to dress up our act, whether we are operating a special fan trip for the Museum, or our LS&M excursion train. It is time to become a little more professional. After all, we are serving the public, representing Duluth and the LS&M or the Museum to our passengers and their impression may well depend on the image that is presented by our train staff. This type of public relations can bring them back. If we want our patrons to be enthusiastic, we have to show enthusiasm. If we want visitors to Duluth to leave with a good impression of our community, then we have to give them a good impression that will entice them to return and to tell others of their visit to Duluth.

. *Jergen Fuhr*

MUSEUM-CLUB-LS&M NOTES

MUSEUM BOARD MEETS

The board of directors of the Lake Superior Museum of Transportation met on Monday, April 15, in the board room of the Depot. Introduced to the board was **Bill Miller**, director of the Heritage and Arts Center.

Nominations of officers and a change in procedures was voted on. **Clinton Ferner**, general manager of the DM&IR, was nominated as president; **Wayne Olsen**, vice president; **Robert Sederberg** of First National Bank, treasurer. The position of secretary was left open to be filled at a later date. **Thomas J. Lamphier**, board chairman for many years, chose not to be re-elected, stating that he would still take an active role in Museum affairs. The board elected to abolish the position of chairman and allow the president of the board to take control.

Bob Sederberg gave a financial report, stating that "We have a financial crunch." There is money available for certain projects which is set aside to be used for those certain projects, but the day-to-day expenses get a little tight.

Leo McDonnell gave a brief report on the possible excursion train to be operated by the Duluth and Two Harbors Railroad Co. The DM&IR has agreed to lease the North Shore Line between Fitger's and Marbles siding outside of Two Harbors for one dollar a year. However, the possibility of operating the train into the Two Harbors yard is questionable and whether the tracks could be put back between Fitger's and the Depot is also questionable. Mr. Ferner stated that the DM&IR would want complete protection and that a \$3 million liability policy may not be enough. He did state that ore operations in Two Harbors would be shut down during the month of July.

Representatives of Eikill & Schilling, CPA, gave a report on the financial statements of the Museum ending December

31, 1984. In their report they stated that the office and Museum are being run efficiently and found records to be in order. During the audit, they had made some observations with suggestions to improve control over disbursements, donations and accounting.

Donations that are made to the Museum in the way of materials or work done, such as the painting of a piece of equipment, should be accounted for as well as donations of time by volunteers and salaries paid that are allocated to certain projects. The Museum should also register as a "Charity" within the meaning of Minnesota Charity Statutes.

Representatives of Larsen, Harvala & Bergquist, Inc., architects, were also on hand to explain some ideas for a new display area to be built under the parking ramp and a storage/maintenance building at the far west end of the Depot yard. The display area under the ramp will have canopies over the tracks to protect equipment from salt water seeping from the ramp above. Estimated cost of the display area is \$206,000; maintenance building, \$460,000. The plans were drawn by **Tom Gannon**.

Tom had also reported that an architect will examine the model building in the Museum to determine whether the attic would be structurally sound enough to contain the library as was suggested by the club.

Frank Bifulk of the Minnesota Transportation Museum reported that they are going ahead with the Jackson Street Project. Three-quarters of a million are already pledged toward the three million dollar project. The Jackson Street Project is a plan

(continued on page 5)



MUSEUM BOARD MEETS

(continued)

to renovate the former BN roundhouse and shops in St. Paul for a museum and work space.

President Shank is trying to get some interest in a tour of Scottish railroads for the board. **George Wells** is planning a trip to Scotland this summer in June and may report to the board on the Scottish rail system. It was suggested that the board may prefer taking a trip to North Freedom, Wisconsin in late September or early October to visit the Mid-Continent Railroad Museum and view their operation. They loaned us the C&NW 1385 for our September '83 fan trip.

SHORT NOTES

The Great Northern caboose has had one coat of red paint applied to the outside by club members. It is felt that one more coat of paint will be needed before the lettering is applied. The inside still needs to be stripped of its green paint and one end still needs sandblasting.

Tom Gannon is continuing work on rebuilding the wedge portion of NP snowplow #19. The replacement wood has arrived and Tom has placed some of the planks into proper position. It looks like it might be awhile before this restoration project is completed. The replacement became necessary when the wood supporting the wedge started to rot and give way, thus putting the wedge directly on top of the railhead and making movement of the plow impossible.

All of the new display cases for the model railroad building have been installed. The cases are located in six of the model building's windows just below the level of

scenery. The cases display many of the Museum's more expensive and fancy model railroad equipment that doesn't see normal operation on the layout. The cases are lighted and feature green felt as a base.

The previously empty display case in car #19 (DM&IR history) has been filled with DM&IR artifacts. Included in the collection are various calendars, Harriman safety awards, timetables, and china.

The Club had the opportunity to set up its modular railroad system at the Mariner Mall in Superior during April. A small plane/train show was planned and went off very well. The public enjoyed our railroad "action" very much. Thanks go to all the members who participated in this show.

The LS&M has come up with its operating schedule for 1985 based on the fact that the Two Harbors excursions may not fly. The attitude is that if the Two Harbors deal comes about, then the LS&M would not operate but should the deal fall through, the LS&M would be prepared to run. The tentative schedule is listed on the back cover of the **LAKER**.

WHY PASSENGER TRAINS?

Thirteen percent of American households own no automobile. A 1978 study showed 25 million people are afraid to fly. A large number of people have permanent or temporary medical conditions incompatible with flying.

Twenty-five Amtrak communities have no air or bus service, 52 have no bus service and 95 more have no air service.

Trains are 30 to 50 times safer than automobiles. An estimated 41% of Amtrak passengers would divert to the automobile if trains stopped running. It is ironic that Secretary Dole claims her budget "provides continued support for safety" when one of

(continued on page 6)



WHY PASSENGER TRAINS?

(continued)

its dramatic effects would be the diversion of substantial volumes of passengers from the safest to the least safest transportation mode!

Trains are reliable in bad weather including rain, snow and fog.

Underutilized rail rights-of-way take less total land which might otherwise be removed from local tax roles and have more benign environmental effects (i.e. than toxic runoff from highways) to move similar volumes of people.

-- NARP --

IT'S WHERE? — GRAND FORKS!

It was a cold winter's night with the constant breeze off Lake Superior providing the cutting edge. It was one of those evenings where you would love to curl up in front of a blazing fireplace and drift off to sleep while listening to the wind pound the windows. This was not going to be the case for a sturdy group of club members who ventured out on that cold January night to perform a diehard mission. That mission — to rescue passenger coach batteries from the severe cold that could easily end their lives.

The story began when the Museum and LS&M purchased the BN coaches A-13 & 14 late last year. The cars came to us in very good condition, except for one small problem; they had no batteries. The BN then arranged to have the proper batteries along with other important coach accessories shipped to us from Kansas City in an SP&S 50-foot boxcar. The BN shipped the car and its load during a severe cold spell and it became a concern that the weather could freeze and crack the batteries thus rendering

them useless. So, once the car arrived at the Museum a crew was quickly gathered to remove the batteries before any severe damage could occur. The only problem was that the night chosen for the project happened to be one of the coldest that month. As it turns out, we had more to fear from the BN than from the cold. It seems that when the BN was securing the batteries for shipment, they used metal straps to hold the batteries in place, which in turn, caused a number of them to short out.

The Club members then braved the cold to get the good batteries inside the heated Museum while leaving the other heavy accessories in the SP&S 50-footer to be removed in a few days time. But wait! Where is it? When Club members returned to remove the remaining equipment, they found much to their surprise, the boxcar was gone. After a few phone calls and guessing, the car was located in, you guessed it, Grand Forks, North Dakota. To make a long story short, the car was returned, the equipment removed, the batteries replaced, and the Club members warmed up (almost).

SOME THOUGHTS ON VOLUNTEERS, SAFETY, and PUBLIC RELATIONS

By Patrick C. Dorin

There are few clubs in North America that have or can boast of the total assets and impact on a community as has the Lake Superior Transportation Club and Museum. Without throwing rocks or poking fun at such organizations as the Lions, which do a tremendous amount of good for communities and individuals, they simply do not have the same magnitude of fixed equipment nor do they have the power to draw tourists. Again, this does not diminish the good that they do such as purchasing glasses for

(continued on page 7)

VOLUNTEERS, SAFETY, AND PUBLIC RELATIONS

(continued)

school children and the like. Communities cannot get along without these groups.

However, let's take another look at the Lake Superior Transportation Club. Here is an organization that is devoted to the development and preservation of railroad equipment, as well as the history of transportation, particularly railroading, not only within the region but internationally as well. Furthermore, the work of the individuals within the club has created a drawing card for people to visit Duluth-Superior from all over the United States and Canada, and visitors have also graced our floors from Central and South America, as well as Asia and Europe. Africa too has been represented by visitors. This drawing card has several implications for us.

As just about everyone knows, that is, who are familiar with us, the club has operated various train trips on an annual basis as well as having been involved in the creation of the tourist line, the Lake Superior and Mississippi. These trips have been tremendous successes in almost all respects and have brought in not only net income for the museum and club, but also for the Twin Ports as a whole. Stores, shops, restaurants, and hotel/motels have much to be thankful for to the Lake Superior Transportation Club. The amount of dollars brought in would be almost impossible to estimate. This brings us to the purpose of this short discourse.

With out advancements in operating systems as far as our tour trains and LS&M is concerned, we have had to rely on volunteer assistance for a great deal of the work. This puts all of us in some sort of a dilemma. We are volunteers, but we also have a certain level of standards that must be followed. It is true, volunteers give of their

time and energy; and, therefore, according to some outside of the club, really don't have to pay too much attention to what might be called certain "niceties." I have heard this often about school volunteers. Yet, we have two problems.

First might be termed the safety requirements. With real railroad equipment and moving locomotives, etc., no one can be out there "playing trains." It is the real thing; and, therefore, for the benefit of all, safety standards must be followed right to the letter of the rule. As **Peter Josserand** stated, "there is no such thing as a bad rule." (Career Dispatcher for the Western Pacific and author of the book, *RIGHT of TRAINS*.) If there are conditions that make a rule unworkable, then change the rule or make up a new one(s) to cover the new situation.

The second problem is that of public relations. Since we have grown into one of the finest and largest organizations in North America, we have the double problem of image as well as a service requirement. Since we are operating the trains from both a historical viewpoint as well as trip view point, we have to give consideration to the appropriate clothing — not only for safety but also for appearance — and also in handling and working with passengers.

Since we do this for a hobby, or an avocation, we probably should attempt to be as authentic as possible. From a marketing standpoint, passengers should be made to think, "I would like to ride a train like this again." We want repeat customers, year after year, and in the case of the LS&M, hopefully, they will ride with us two or three times in a season. By providing them with appropriate information about the trip, perhaps about the equipment they are riding in, and keeping them informed about situations that develop during the trip, such as

(continued on page 8)

VOLUNTEERS, SAFETY, and PUBLIC RELATIONS

(continued)

being on time, or being a bit off the time card, etc., passengers will feel like they are wanted and cared about.

Consequently, I believe that the time has come for us to audit some of our ideas or procedures to determine if they are the best for the club, the best for our traveling public, the best for the development of our own personal knowledge about railroading, and last but not least, best for the image that our organization is presenting for a drawing card for tourists from around the world. We need to ask questions such as, do we have the right safety rules to fit our circumstances for both the Depot work and the LS&M as well as fan trips? What kind of image do we wish to give to the traveling public? What do we need to know in order to answer questions from the public? We may also wish to ask questions about what kind of uniforms we should wear in train service? Does the person who works the gondola or open air coach wear the same thing as the conductor? etc., etc. We need to come up with still other questions in this important audit. Remember the work we do has far reaching implications and consequences, and we do need to take the work seriously, if only for safety reasons. This is **NOT** to imply that we do not take the work seriously, but rather that after ten years of rapid growth, we do need to sit down and take stock of where we are at and what do we want to do in terms of working with trains and the traveling public. Finally, remember, we have a highly respected organization that is internationally known and famous.

. . . Patrick C. Dorin . . .

CLUB HONORED

The Lake Superior Transportation Club is being honored by the Duluth Preservation Alliance. The Alliance recognizes the work of a dedicated group whose diligent efforts

have recaptured an era in Duluth's history. It is felt that the club has helped preserve the rich railroad history that helped form Duluth. Congratulations LSTC, for a job well done.

BATMOBILE ARRIVES

When the Soo Line sold its last remaining business car to the Burlington Northern, the railroad found itself without a tool for company executives to inspect the railroad. To solve the problem, the Soo invested in a 1970 Chrysler hi-rail automobile. Termed the "President's Car" and later "Batmobile" by employees. The car was just recently donated by the Soo to the Museum. The car has a very good paint job and body but it seems to have a bit of trouble running. According to **Tim Schandel**, who had the "pleasure" of driving the car from the Soo's roundhouse in Superior to the Museum, the car has a strong desire to die (it stalled six times) as well as consuming fuel at an amazing rate! The car will be put on display in the future and could possibly be used in parades.

SUPERIOR STEAM?

Many of you might be asking the question; what is going on with Soo steam locomotive #1003 located in Superior? As many of you know, the Superior Shortline Steam Railroad has been trying for a number of years to steam up the 1003 for possible excursion use. The group has run into trouble and it seems the Minnesota Transportation Museum (MTM) has gotten into the picture. Since the Superior group doesn't have the proper facilities to do the major restoration work, MTM offered to take the locomotive back to the Twin Cities and perform the needed work to get 1003 running again. In return for their work, MTM has asked for the right to operate the locomotive on a number of excursions.

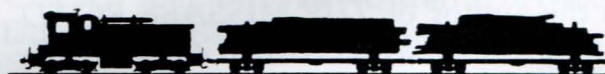
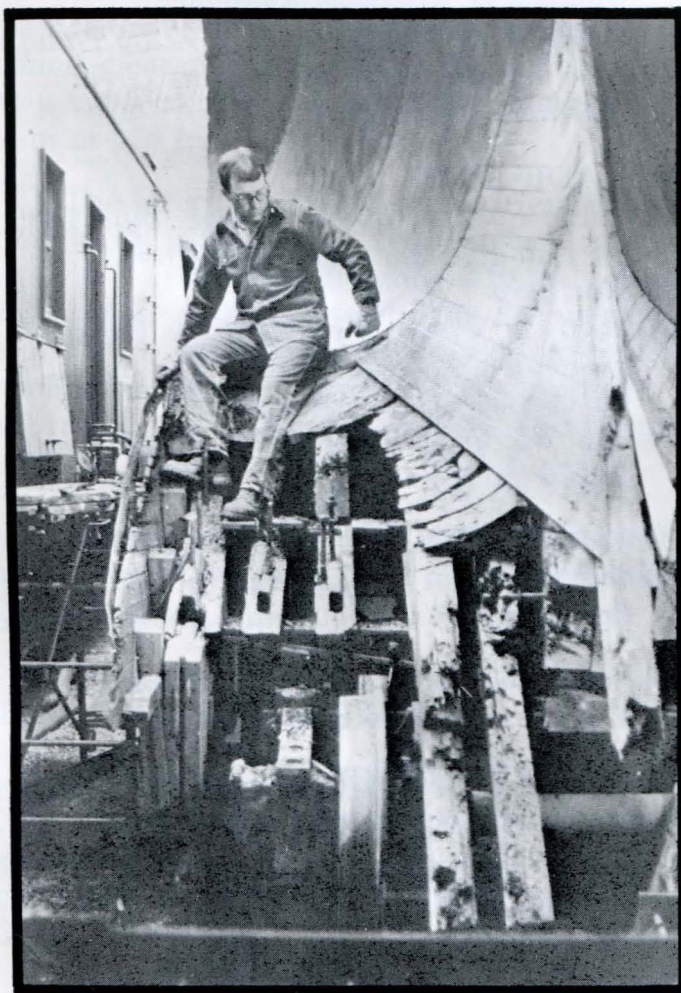
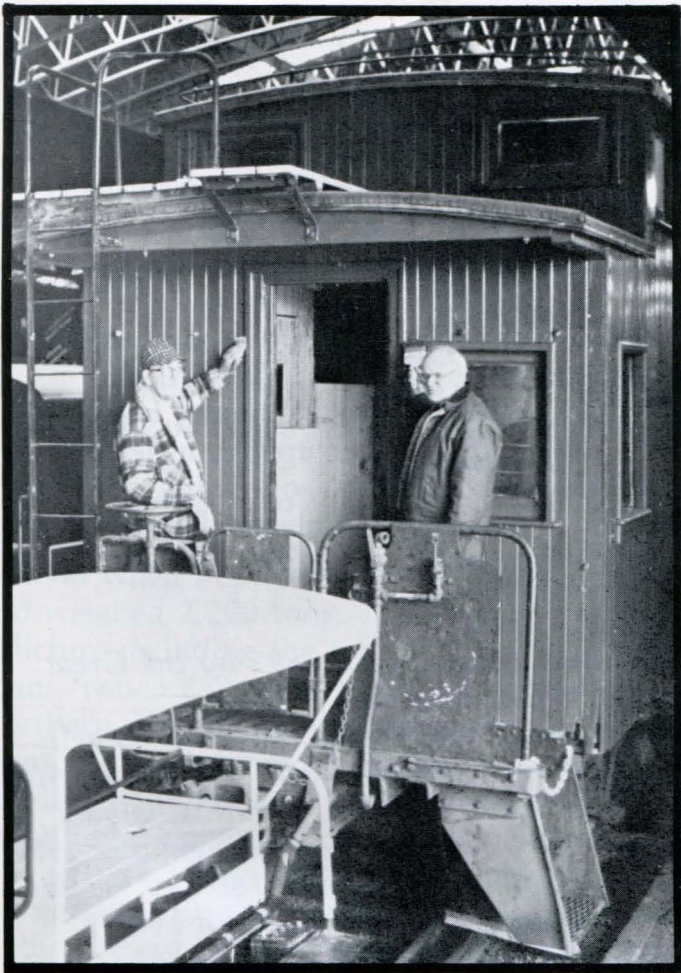


Photo Section

TOP RIGHT: Club members Leo McDonnell (left) and Bill Mickelsen show off the freshly painted Great Northern caboose.

TOP LEFT: Tom Gannon surveys the progress he has made on the restoration of NP wedge plow #19.

LEFT: Dale Carlson breaks off rotten wood from the wedge plow.

Photos by Dave Schauer

RAILWAY DRAWBRIDGES

AT THE HEAD

OF THE LAKES

by Franklin A. King, Duluth

Editor's note: Much attention has been focused on the bridges of Duluth-Superior harbor during the last few years on account of freeway construction, planned rehabilitation of the famous Aerial Bridge, and because of the construction of the spectacular new Richard I. Bong Bridge near Grassy Point on the St. Louis River. Railroad historian Frank King has provided us with the following article to describe the lesser-known bridges around the harbor upon which our railroad economy has depended since the mid-1880s. King is the author of *THE MISSABE ROAD* (1972) and *MINNESOTA'S LOGGING RAILROADS* (1981), both fine histories. Both are available at local bookstores.

The closing of Burlington Northern's Minnesota and Wisconsin drawbridges (often referred to as "Swing bridges") on the Duluth-Superior line during 1984 brought to an end an era of drawbridge operation at that location that spanned nearly a century. The original drawspans were constructed for the Northern Pacific Railway in 1885 to afford direct rail access between Duluth and Superior. By 1909 these old spans had become outmoded, and they were replaced by the much larger structures which still stand today affording greater channel clearance for vessel traffic and the capability of handling ever-heavier locomotives and freight cars.

Over the years, railway drawspans were used at ten different locations within the Duluth-Superior area. Today, the Burlington Northern's Grassy Point Bridge over the St. Louis River is the only drawspan remaining in operation in the area. The Duluth, Missabe & Iron Range Railway's big Oliver Bridge, located further upstream near New Duluth, is no longer an operating drawspan. An all-time roster of railway drawspans in the Twin Ports area follows:

ST. LOUIS RIVER

Interstate Bridge, built 1897 by the Great Northern Railway

Minnesota Draw Bridge (North Channel)

1885 by Northern Pacific, replaced 1909

Wisconsin Draw Bridge (South Channel)

1885 by Northern Pacific, replaced 1909

Grassy Point Bridge, built 1887 by St. Paul & Duluth Railway, replaced 1909

Oliver Bridge, built 1910 by Duluth, Missabe & Northern Railway

St. Louis River Bridge, built 1892 by Duluth & Winnipeg Railroad (became Great Northern Railway)

NEMADJI RIVER

Northern Pacific Railway Bridge, built 1885 on Ashland Line now Burlington Northern

Chicago, St. Paul, Minneapolis & Omaha Railway Bridge, built 1890 and operated by Chicago & Northwestern

Duluth, South Shore & Atlantic Railway Bridge built in 1892

HOWARD'S POCKET IN SUPERIOR

Lamborn Avenue Bridge, built in 1893 to handle street railway and vehicular traffic

A brief history and a description of each of these bridges is as follows:

INTERSTATE BRIDGE — This structure, originally referred to as the structure,

(continued on page 11)

RAILWAY DRAWBRIDGES

(continued)

"Superior Bridge," was constructed in 1897 by the Duluth-Superior Bridge Company, which was controlled by the Great Northern Railway. The bridge carried two railway tracks as well as two tracks for street railway service. The center drawspan, the largest of its kind when built, was 485 feet in length and weighed 2,200 tons. Total weight of the structure including the two 300 foot side spans, was 3,230 tons. Owned by the Great Northern, this bridge was never used by them, although from 1909 until its closure it handled Soo Line Railway traffic between Duluth and Superior. The bridge also carried street railway, automobile and pedestrian traffic on a toll basis. Completion of the present High Bridge in 1961 brought about its eventual closure. The drawspan was later removed to provide maximum channel-clearance required by today's thousand-foot bulk carriers, which have a beam of 105 feet.

The Interstate Bridge was put out of commission in August of 1906 when it was struck by the package freighter **TROY**. The bridge opened too slowly for the oncoming ship, and it was struck with such force that it collapsed into both draws of the channel. Rail traffic was badly disrupted and complete repairs to the span took almost two years.

Ferries carried people across the River during that time. The bridge was also damaged in later vessel mishaps, but none rivalled the **TROY** disaster.

The center span and its granite support pier were pulled out in 1972.

MINNESOTA AND WISCONSIN DRAWS

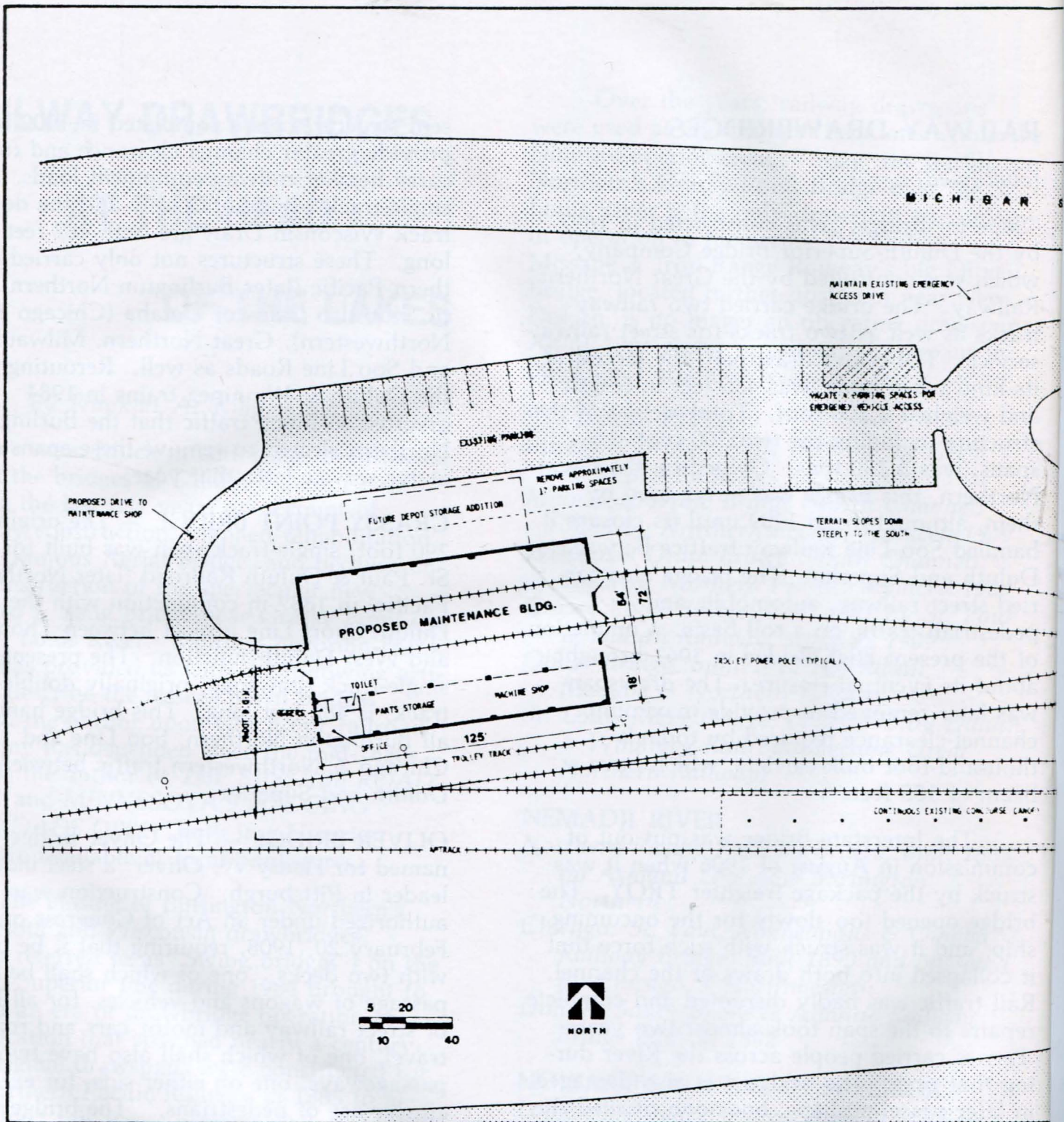
— The original two single-track spans, each 290 feet in length, were constructed for the Northern Pacific Railway in 1885. The pre-

sent structures were completed in 1909 to provide greater channel clearance and to carry heavier railway equipment loads. The single-track Minnesota Draw and the double-track Wisconsin Draw are both 482 feet long. These structures not only carried Northern Pacific (later Burlington Northern) traffic, but also trains of Omaha (Chicago & Northwestern), Great Northern, Milwaukee and Soo Line Roads as well. Rerouting of the Duluth & Winnipeg trains in 1984 diverted so much traffic that the Burlington Northern elected to remove these spans from active service later that year.

GRASSY POINT BRIDGE — The original 290 foot, single-track span was built for the St. Paul & Duluth Railroad (later Northern Pacific) in 1887 in conjunction with the Duluth Short Line project between Thomson and West Duluth Junction. The present single-track drawspan, originally double-track, is 482 feet long. This bridge handles all Burlington Northern, Soo Line and Chicago & Northwestern traffic between Duluth and Superior.

OLIVER BRIDGE — The Oliver Bridge was named for Henry W. Oliver, a steel industry leader in Pittsburgh. Construction was authorized under an Act of Congress on February 20, 1908, requiring that it be built with two decks, "one of which shall be for passage of wagons and vehicles, for all kinds of street railway and motor cars and road travel, one of which shall also have two passageways, one on either side, for exclusive use of pedestrians." The bridge was part of the Interstate Transfer Railway project by the Duluth, Missabe & Northern Railway, providing direct rail connection between Minnesota Steel Company's big plant in Western Duluth and the various railroads entering Superior across the River. The giant structure, 2,189 feet long (including a 300-

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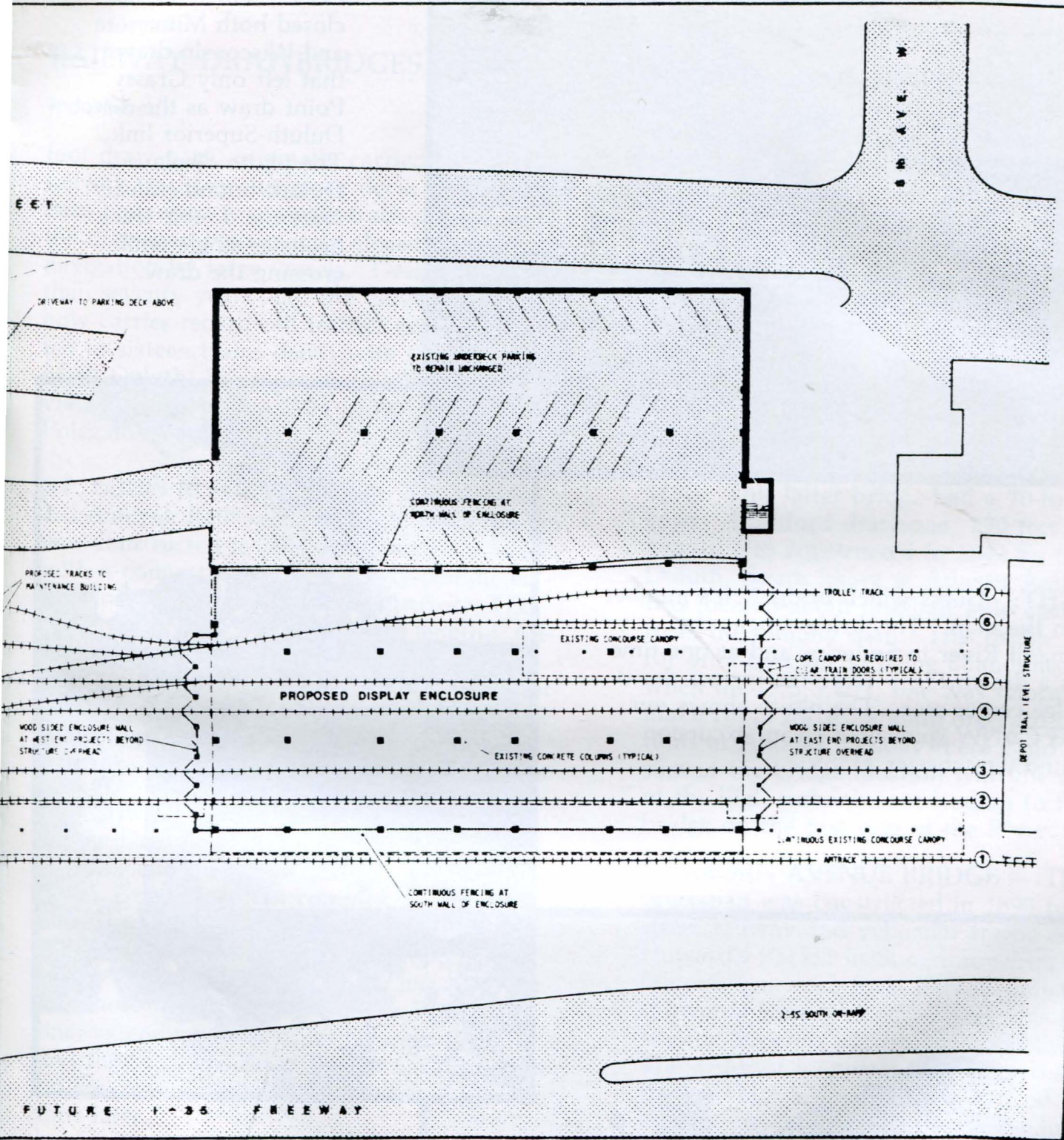


**LARSEN, HARVALA
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LAKE SUPERIOR MUSEUM MAINTENANCE BUILDING



OF TRANSPORTATION & DISPLAY ENCLOSURE

SCHEMATIC SITE PLAN

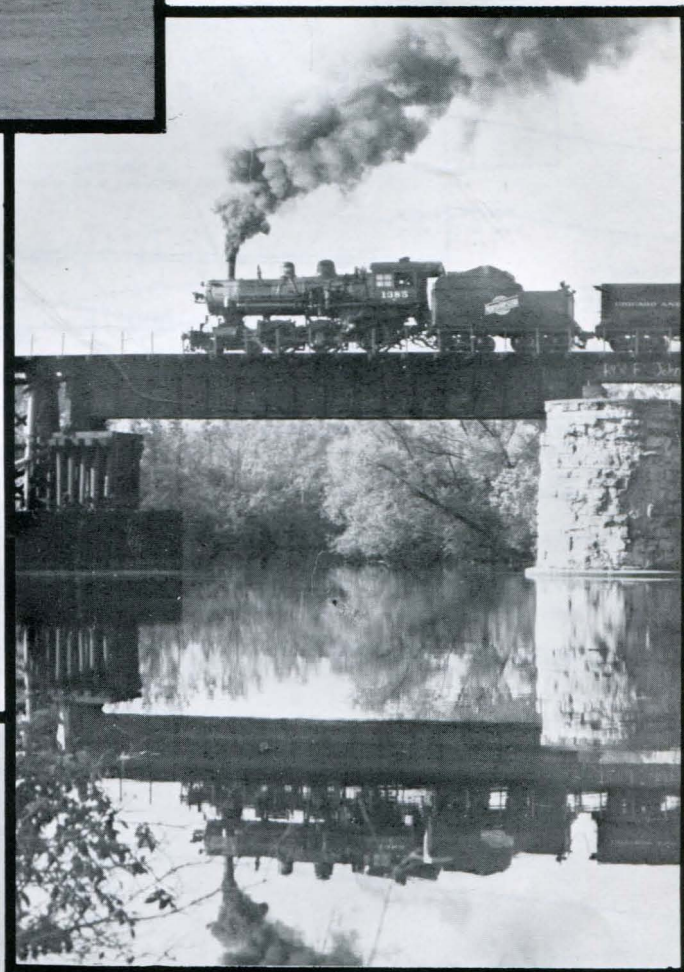
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LEFT: Once the BN closed both Minnesota and Wisconsin draws, that left only Grassy Point draw as the direct Duluth-Superior link. The photo displays a Duluth bound transfer. Note the double track becomes single while crossing the draw.

RIGHT: Guess which bridge? It's number 8 on the map. This bridge spans the Nemadji River in Superior and at one time was a drawbridge. Note the former draw-bridge center pier. The photo shows our 1983 C&NW sponsored steam excursion behind ten-wheeler #1385.



LEFT: This photo shows the BN (EX-NP) Minnesota draw which spans the harbor between Duluth and Superior. The BN has abandoned the draw and is scheduled to remove it later this year. Number 2 on map.

RAILWAY DRAWBRIDGES

(continued)

foot drawspan), originally carried two railway tracks on its upper deck; it has since been converted to a single-track design, and the drawspan permanently closed to river navigation by large vessels. Designed more than seventy years ago, the Oliver Bridge now carries record rail traffic, ranging from ten to sixteen trains daily, with the diversion of all Duluth, Winnipeg & Pacific trains via this route in late 1984 to their new Polegama Yard in Wis.

ST. LOUIS RIVER BRIDGE — The Duluth & Winnipeg Railroad's St. Louis River Bridge was constructed in 1892 to provide the road with a connection to their newly-completed ore dock on Allouez Bay in Superior. The center drawspan was 270 feet in length. Adjoining the drawspan on the Minnesota side were a 180-foot through-truss and a 126-foot through girderspan. On November 11, 1892 the bridge carried the first train of ore from the Messabe Range to the Head of the Lakes.

The Duluth & Winnipeg was acquired by the Duluth, Superior & Western Railway in 1896, and on June 22, 1898 it became part of the Great Northern complex. Later in 1898 the Great Northern completed a longer but better line from a grade standpoint, between Cloquet and Boylestown just south of Superior. The former Duluth & Winnipeg line, extending 13.82 miles between Cloquet and the St. Louis River Bridge, including the bridge, was subsequently abandoned a short time later.

Upon removal of the rails, the bridge was decked over and it carried wagon traffic for a few years. Finally, in 1909 the center drawspan was removed, leaving little trace of the bridge's existence. Today, during periods of low water, the long rows of bridge-pilings can be seen extending across the river near Duluth. They are all that can be seen of this once-important bridge.

NEMADJI RIVER DRAWSPANS — For a number of years prior to 1910 the Nemadji was considered a navigable stream for tugs moving log booms from a log-sorting works located about two miles upstream, to Allouez Bay. This necessitated that the three railways crossing the Nemadji in this area each construct drawspans across the River. The Northern Pacific Bridge (now Burlington Northern) built in 1885, is located just upstream from Allouez Bay. This structure provided a clear span of 59 feet. Approximately one mile beyond it was located the Omaha Road (Chicago & Northwestern) drawbridge, which was constructed around 1890. This latter bridge had a 70-foot clear span. The third drawspan, 270 feet in length, was constructed in 1892 by the Duluth, South Shore & Atlantic Railway; it was located about one-half mile upstream from the Omaha span. This bridge was used for only two years, being abandoned in 1894 when the D.S.S.&A. line was relocated to make room for expanding ore-yard operations at Allouez. Today there is no visible sign of the bridge location with the exception of the high embankment leading to the bridge on the east side of the River.

LAMBORN AVENUE BRIDGE — This drawspan was constructed in 1893 to handle street railway and vehicular traffic across Howard's Pocket in Superior, where the famous American Steel Barge Company shipyards were located. Today this is the site for Superior's Fraser shipyard facilities. The 270-foot long span carried two streetcar tracks which were so closely spaced that it was impossible for two standard-gauge streetcars to pass each other on the structure. The original trackage on the bridge was narrow-gauge (3 feet 6 inches), and it is quite possible that two narrow-gauge cars may have been able to pass each other under those circumstances. The span was taken out of service sometime after abandonment of street

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RAILWAY DRAWBRIDGES

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railway service in Superior, which occurred in 1935. The bridge has since been dismantled.

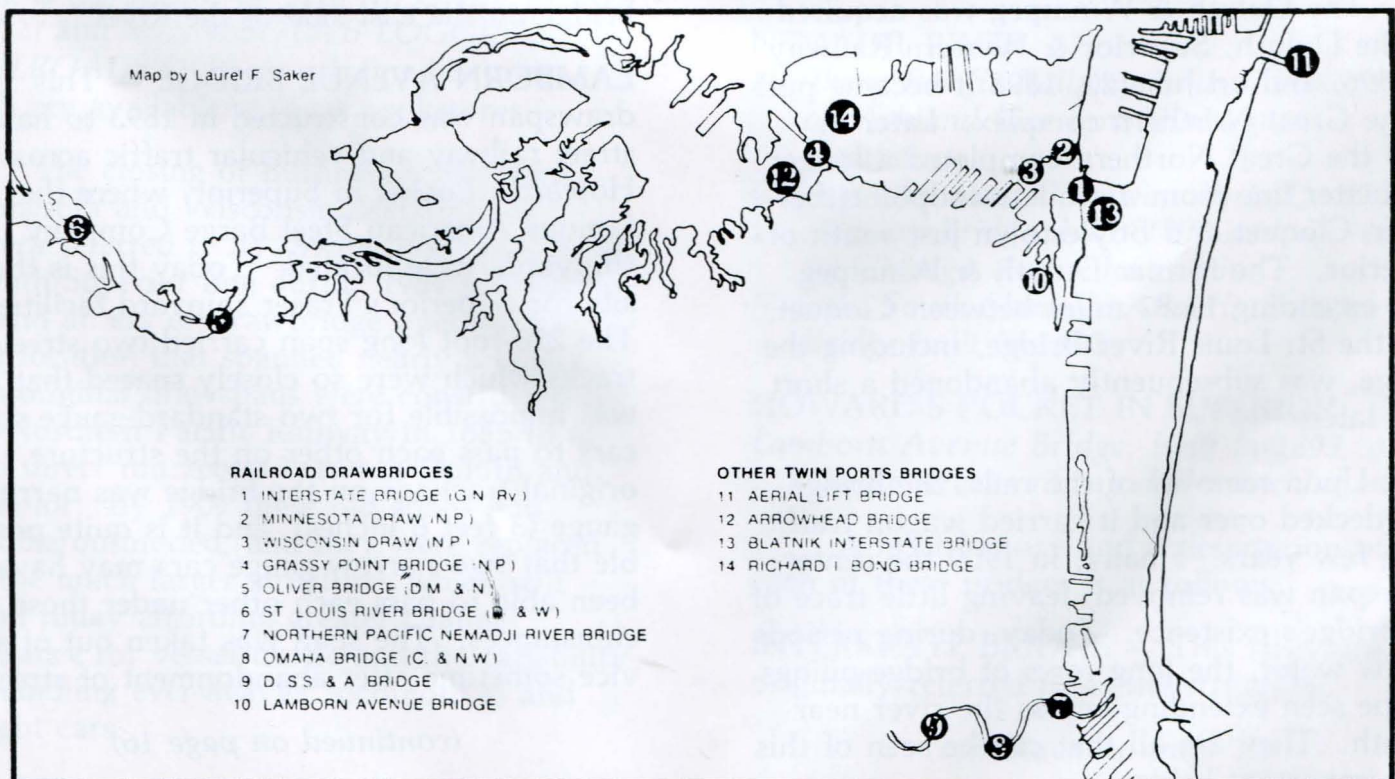
Originally, drawspans were opened and closed by means of steam power. By 1900 most spans of this type were converted to electrical operation. Small bridges, such as those spanning the Nemadji River, were likely hand-operated by means of a mechanical cranking system.

Draw or swing-type bridges are still being used by railroads throughout the country. This type of bridge is now considered obsolete, and for the past half century most movable-type railway bridges have been built to either the bascule or vertical lift designs, both types providing an unobstructed channel of navigation.

The author wishes to thank the following individuals and organizations for their assistance:

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REGIONAL RAIL REPORT

SOO/MILWAUKEE

By Patrick C. Dorin

February 19, 1985 marked an important date for the Soo Line Railroad Company, for on that date, Soo Line officials signed the final papers for the purchase of the Milwaukee Road.

It could be said that the stage was set for this transaction back in the 1930's. The Milwaukee Road was bankrupt in those days, as was the Soo Line and the Wisconsin Central. The emergence from bankruptcy for the railroads set up various patterns that would prevail for financial success and failure for the two sets of systems. The seeds for these types of things are not planted with overnight "Jack and the Beanstalk" results. However, it is not the purpose of this short paper to go into the reasons for Soo success and Milwaukee Road failure. There were many underlying contributing factors, and no one condition can be said to be the primary factor.

After the Milwaukee Road went into receivership in the 1970's, it became evident that in many ways, the company would no longer stand on its own. Not that it couldn't, perhaps under another set of circumstances, but with economic conditions being what they were in the early 1980's such was too much to hope for. However, looking at the map, it was evident that the Milwaukee Road was in a strategic position in terms of agricultural and industrial market traffic patterns. And with that in mind, who gets in on the act? Why the Grand Trunk Rail System! Not a bad idea. The GT set up some conditions of potential purchase, and the Chicago Milwaukee Corp. didn't think it was too bad of a deal.

New traffic patterns began to develop, including run thru trains between the DW&P and the Milwaukee, and GTW arriving and departing from the Milwaukee's Bensenville Yard in Chicago. It looked like a marriage

made in heaven, and just about everyone was pleased with the idea. That is, of course, with the exception of some shipping interests and some new ideas that were being hatched at 1 North Western Center in Chicago and at the Soo Line Building in Minneapolis.

The next segment of the saga of the Milwaukee centered around the bidding process, which was an off again, on again affair. By the time the bidding was over, the C&NW was far out in front with over \$750 million on the table, and the Soo Line basically saying, \$550 is about enough. This was the condition as the year 1984 drew to a close.

In the meantime, the ICC declared a preference for the Soo Line in terms of public interest and service, employee conditions, and a few other points, but did state that they could live with a C&NW selection. It was back in the hands of Judge McMillan in the bankruptcy court.

The C&NW was simply delighted with the situation. The trustee of the Milwaukee declared a preference for the C&NW bid. The Chicago Milwaukee Corporation was also happy with the idea. The C&NW was truly practicing Dr. Norman Vincent Peale's philosophy of "The Power of Positive Thinking." It looked like it was a North Western game all the way to the goal line.

I learned, however, in high school that such is not to be taken for granted. I saw a football game with a team leading 19 to 0 with three minutes to go in the final quarter, completely change around with the losing team scoring 20 points in those final 3 minutes.

And what do we have: The Soo Line scoring hard and heavy in the final minutes of the game. The judge knocked people

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SOO/MILWAUKEE

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over with broken feathers all over the place when on or around February 8, he declared a preference for the Soo Line. The final order came down, and the Soo Line signed the papers and the properties of the Chicago, Milwaukee, St. Paul and Pacific were transferred to the The Milwaukee Road, Inc., a subsidiary of the Soo Line Corp. (Not to be confused with the Soo Line RAILROAD Company.)

Immediately the Chicago Milwaukee Corporation filed an appeal. They asked for a restraining order to prevent the sale from going through. The appeals court said no, and the sale went through. However, there was to be a 90 day period, which expires May 19th. Technically, the sale could still be reversed.

It could be speculated that nothing will happen now to reverse the sale of the Milwaukee Road to the Soo Line. The reasons or logic for this speculation is based on the fact that if Judge McMillan had seriously errored in the "process," it would have been evident to the appeals court, and the restraining order or injunction would have been granted, which would have blocked the sale immediately. Instead, they allowed it to go through, with Judge McMillan's own stipulation that the two railroads be separate during the 90 day period.

Meanwhile, the C&NW has withdrawn their own bid, and has stated that they will not appeal the decision. Consequently, if the appeals court reverses McMillan's decision, it puts the Milwaukee Road right back where they started when they filed for bankruptcy in the first place. In view of several factors, including a final ICC warning to the bankruptcy court just prior to the decision that the appeals court will not reverse the

decision. However, like I said before, games have been lost at the last moment.

The big question, it seems, is "will the Milwaukee Road retain its name?" From what can be determined at this time, and there will be more news on this on April 17 and May 19, the Milwaukee Road will retain its name, but will be operated as part of the Soo Line. Part of this has to do with the debt structure, which the Soo Line must pay off now. The Soo Line has already completed the cash part of the sale. Questions about color schemes, motive power numberings, etc. are not yet answered. There will be intensified sales efforts, and from an operational stand point, things are already getting interesting.

The two roads have exchanged ten SD-40-2s, and they are showing up regularly in Superior-Duluth on both railroads. There will be some traffic flow changes. For example, coal trains that now run via LaCrosse will be rerouted via Chippewa Falls to Junction City and then up to Wausau. It is hard to tell yet just what will happen in the Twin Ports terminals, but I am sure it will make things interesting.

There is one more cloud on the horizon. The Seaboard, which is an important connection for the Soo, has filed a suit in court to have the Milwaukee Road trackage rights discontinued into Louisville. This is being done on the basis that the negotiations were made with the Chicago Milwaukee Corporation, and now the Soo Line is an entirely different company.

In many ways, it seems to this writer, that the new Soo Milwaukee System is a natural. It is a balanced railroad with the C&NW between Chicago and the Upper Mid-west as well as to the Missouri River. Also, as a youngster, I always felt that there was some sort of tie between the Milwaukee

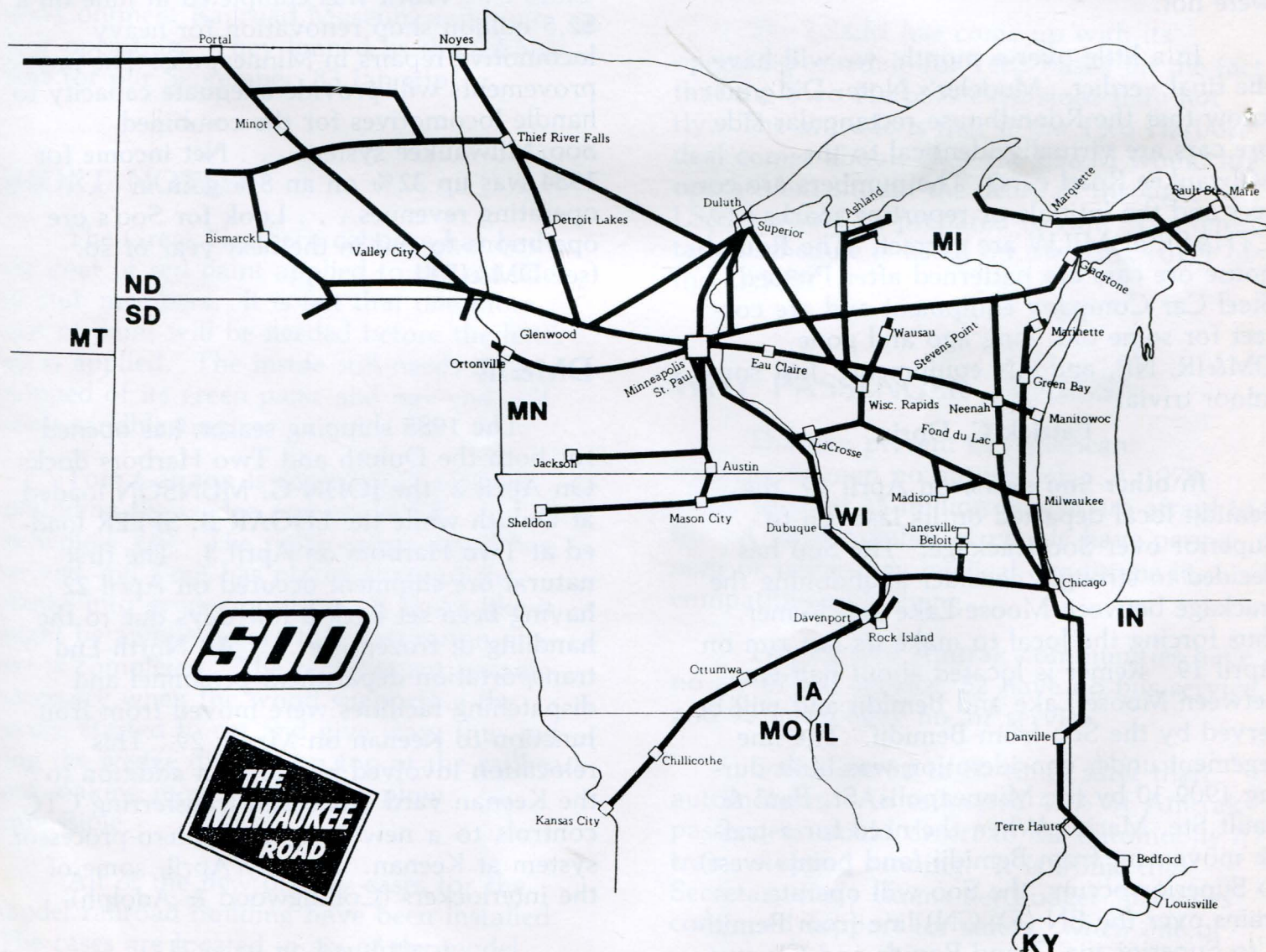
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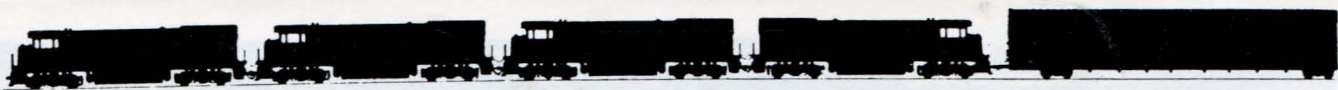
The end of the Milwaukee Road is near. Scenes like this will become very hard to repeat with the Soo absorbing the Milwaukee. In the photo we see two Milwaukee units on the point of a short St. Paul bound train passing Saunders Tower. The train was coming out of a thunderstorm into brighter weather, a brightness the Soo would like to continue.

Photo by Dave Schauer



Soo/Milwaukee Rail Lines





SOO/MILWAUKEE

(continued)

and the Soo. For example, Soo trackage rights between St. Paul and Minneapolis and the use of the Milwaukee depot. The Soo operated to Milwaukee on the Milwaukee including the use of the Milwaukee depot at that point. Some Soo Line passenger trains, ie., the Atlantic Limited or simply 7 and 8, carried Milwaukee Road head-end and sleeping car equipment to and from Sault Ste. Marie. I remember seeing blocks of Milwaukee Road ore cars in Soo Line freight trains on the old Gladstone Division in the 1950s. It just seemed like the Milwaukee and the Soo were together, even though they were not.

In a little over a month, we will have the final verdict. Modeler's Note: Did you know that the Roundhouse rectangular side ore cars are virtually identical to the Milwaukee Road cars? The numbers are correct and the initials or reporting marks CTH&SE or MILW are correct. The Roundhouse ore cars are patterned after Pressed Steel Car Company equipment and are correct for some old, long ago and gone DM&IR, NP, and GN equipment. Just some minor trivia!

Patrick C. Dorin

In other Soo news, on April 19, the Bemidji local departed on its last run to Superior over Soo trackage. The Soo has decided to strongly consider abandoning the trackage between Moose Lake and Remer, thus forcing the local to make its last run on April 19. Remer is located about half-way between Moose Lake and Bemidji and will be served by the Soo from Bemidji. The line segment under consideration was built during 1909-10 by the Minneapolis, St. Paul & Sault Ste. Marie. When the need for a traffic movement from Bemidji (and points west) to Superior occurs, the Soo will operate trains over the BN (EX-GN) line from Bemidji to Superior via Grand Rapids and Cloquet

... The Soo is experiencing a good amount of TOFC traffic at its Stinson Avenue facility. Chances are good on any given day to spot in excess of ten trailers being loaded or unloaded. This seems like a drop in the bucket compared to some larger facilities but for the Duluth-Superior market this is quite an increase. If things continue this way, look for the Soo to improve its present facility . . . A new microwave communications system was installed between Minneapolis and Glenwood, Minnesota which will allow the Soo to extend its Centralized Traffic Control (CTC) system west of the Twin Cities . . . Work was completed in June on a \$2.5 million shop renovation for heavy locomotive repairs in Minneapolis. The improvements will provide adequate capacity to handle locomotives for the combined Soo/Milwaukee system . . . Net income for 1984 was up 32% on an 8% gain in operating revenues . . . Look for Soo's ore operations to end in the next year or so. (see DM&IR)

DM&IR

The 1985 shipping season has opened for both the Duluth and Two Harbors docks. On April 2, the JOHN G. MUNSON loaded at Duluth while the EDGAR B. SPEER loaded at Two Harbors on April 3. The first natural ore shipment occurred on April 22 having been set back a few days due to the handling of frozen ore . . . All North End transportation department personnel and dispatching facilities were moved from Iron Junction to Keenan on March 29. This relocation involved building an addition to the Keenan yard office and transferring CTC controls to a new integrated micro-processor system at Keenan. In early April, some of the interlockers (Collingwood & Adolph)

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DM&IR

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were transferred to Keenan from Proctor control. The new CTC controls for the trackage between Nopeming and South Pokegama yard have been put on line at Keenan. Still to come is the completion of CTC from Pokegama to South Itasca . . . The number of Minntac all-rail trains to Geneva has taken a sudden drop. In March the DM&IR handled 19 trains, down from 22, and then handled only 13 (scheduled) for the month of April. It seems the need for Geneva steel is not as strong as in the past . . . The DM&IR is making a proposal to Pittsburgh Pacific to possibly store 150,000 tons of natural ore for a number of years at its Duluth Lakehead storage facility. It seems the BN is going to abandon its trackage (with Soo rights) on the Cuyuna Iron Range, thus leaving Pittsburgh Pacific with no way to transport its ore. Pit Pac has a loader near Crosby which supplies both the BN and Soo with a source of traffic. Currently, the DM&IR Duluth docks handle all the dumping of the Cuyuna ore because the BN doesn't have its Superior facility set up to handle natural ore, only taconite . . . It has been rumored that the DM&IR will close down its Two Harbors railroad operations for a month this summer, most likely July. The DM&IR is serving Two Harbors with three daily pellet trains (2 Minntac, 1 Mincora), all of which are operating without cabooses. This may make it easier to operate our planned excursion train into Two Harbors because of less DM&IR train movement. Eveleth Taconite will shut down for 13 weeks this summer while Proctor remains busy doing wheel work for Erie Mining.

BURLINGTON NORTHERN

The BN is starting to do coal in a big way. Starting the week of April 15, the BN began testing the idea of bringing low sulfur

coal into Superior in 210 car unit trains with mid-train slave units and only one crew. The railroad is hoping to cut down the number of coal trains it has to run into Superior by increasing the size of existing trains which average 105 cars and three units. The BN is taking this approach because Ortran is averaging one-half trains a day, the greatest amount since its opening in 1976. The railroad feels it can save a great deal in labor costs by combining the two trains and forming one huge train but still keeping just one crew. It will be interesting to see if this super train idea catches on, thus bringing unmanned slave (radio controlled) units into the Twin Ports. In other coal news, the BN began running aluminum coal cars into Superior in April making for a nice change in the normally dull looking trains.

The BN switch crews in Superior are still busy doing much of the Milwaukee's transfer switching to the DW&P. Since the breaking to the Milw-DW&P run thru agreement the Milwaukee has found itself having to rely on the BN to transfer its cars to the DW&P interchange at 28th St. yard. The Milwaukee trains usually drop off the DW&P cars (which are still a good number) in Superior and then continue to Duluth with a handful of cars. All Milwaukee trains continue to call Duluth home and the units can be found at BN's Rices Point Yard.

The future does not look good for the Ashland line. The BN formally requested permission from the ICC to abandon the 67 mile line from East End (Superior) to Ashland. As it stands now, the BN should have little trouble getting the needed permission for the simple fact that there are very few shippers on the line to protest. When the railroad abandons, this will leave the Arrowhead Civic Club's picnic train without a route to Iron River. This won't be the first time the BN has pulled out the tracks from

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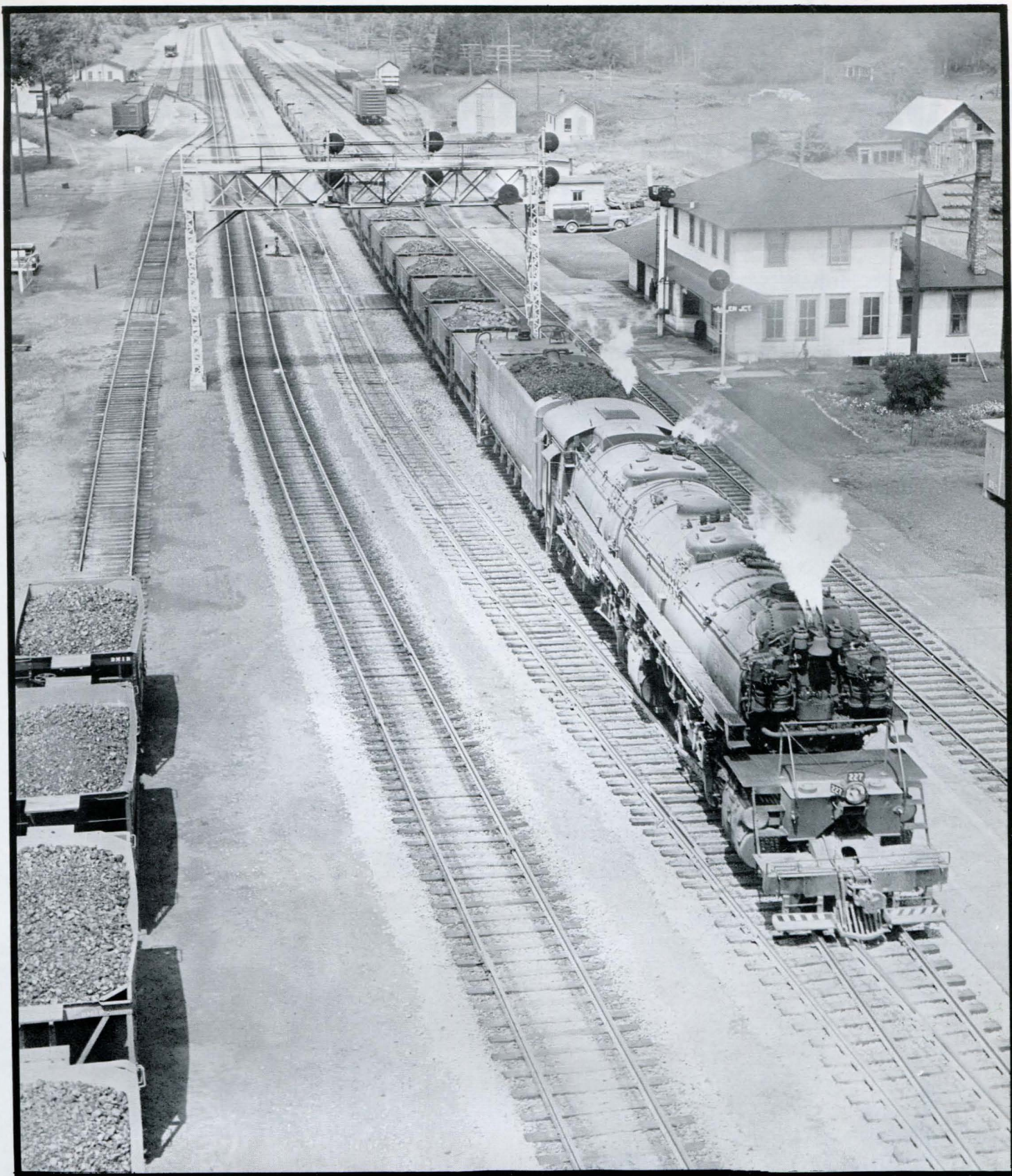
BURLINGTON NORTHERN

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underneath the annual picnic train. For many years the train operated over the NP (BN) from Duluth to Moose Lake but in the late 1970's the BN removed the old main from Carlton to Moose Lake, thus forcing the picnic train to Iron River on the Ashland line. As of this time, it is not known where the picnic train will travel, in this, its 52nd year of operation . . . In other BN News, a new connection is being built from the Grassy Point line to the coal main near Winter St. This will allow trains better access to the yard from Duluth and will also bypass the old NP yard near the Superior depot . . . The BN and Soo are busy installing signals to protect the crossing of the BN's East End line with the Soo's Ladysmith main line. The crossing was built when the Soo installed a new yard-main connecting track at Stinson . . . Taconite looks strong going into the summer months with all of the BN served plants operating. The Superior docks will try to repeat this year as the single port shipping the most ore. Last season the BN had a good lead over the next closest port, C&NW in Escanaba. The BN however, did not ship the most ore, the DM&IR (as usual) won those honors using docks at both Duluth and Two Harbors . . . The LST&T, Superior's switching railroad, seems to be going into yet another year. There had been talk of the BN and C&NW taking over the switching chores of the tiny railroad but chances are you'll be able to see the Great Northern painted switchers roaming the waterfront for another summer. The LST&T has sold one unit, #100, reportedly to an elevator company . . . The new signals are now operating to replace Central Avenue tower near MJ tower (location of new con-

nection to DW&P yard and crossing of BN by Soo). The signal functions are now controlled by Saunders tower, which experienced some trouble when the new functions were put on line . . . With the coming of spring, the maintenance-of-way crews are again getting ready to rehabilitate the track structure. The Roadway Equipment facility in Superior is shipping out a large number of maintenance equipment to road gangs throughout the Wisconsin division . . . The 21st bridge spanning the BN yard in Superior is in the process of being removed. A new bridge will be built in its place to offer yet another good photo location. The Amtrak Northstar is once again un-funded. The train, which uses BN tracks between Minneapolis and Duluth, still has a chance to run again, but only time will tell.

The BN is once again reporting trouble with its dispatching. The latest incident occurred near Cloquet and involved a taconite train and a local. It seems that the local was moving from Carlton to Cloquet and the Tac train was south-bound from the range. The local was made aware of the south-bound train but the Taconite was not informed of the local. Because the track between Carlton and Brookston recently became single track, the possibility of a collision was high. If the local had been delayed, the taconite train would have had no idea it was on the same track and would have continued on its path. As it happened, the local made it to Cloquet and pulled into the clear (it was aware of the other train) while the taconite was surprised at the presence of another train that it wasn't informed of. The dispatcher was relieved of his post due to the fact he had created a dangerous situation. What compounded the problem was the fact that the track involved is in dark territory (no signals) similar to the track in which two coal trains crashed head-on near Motley, killing three.



The above photo takes us back to the early 1950's as we find our own #227 hauling a loaded ore train past Allen Junction bound for Two Harbors. Quick, Missabe fans, where is Allen Junction and what purpose did it serve? It is located near Hoyt Lakes and served as the junction between the Ely line and the cross range mainline.

Photo courtesy of Wayne C. Olsen

EVENTS AND DATES

May 31 — General Meeting, Depot, 7:30 P.M.
June 21-23 — AMTM Steam Excursion, New Brighton
July 5-6-7 — Railroad Days at the Depot
July 6-7 — Tentative LS&M Excursion
July 17 — Arrowhead Civic Club's Annual Picnic Train
July 20-21 — Tentative LS&M Excursion
July 28 — MTM Steam Excursion, Stillwater
August 3-4 — Tentative LS&M Excursion
August 17-18 — Tentative LS&M Excursion
August 31 - Sept. 1 — Tentative LS&M Excursion
Summer 1985 — LSTM Excursion on Soo Line to Moose Lake
Date and time TBA

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