

LAKE SUPERIOR
TRANSPORTATION
CLUB *SUMMER 1985*

Laker





Left: Our July 27 fan trip over the Soo to Moose Lake saw Ex-NP observation-lounge car Ranier Club make its first revenue trip for the Museum. The car is shown here at Moose Lake shortly after arriving from Duluth, note the large number of people greeting the passenger extra.

Right: August 22 marked a sad moment for the once proud NP line from Superior to Ashland for on that day the last revenue train made its final journey to Poplar to take care of what little business was left on the line. A sad moment indeed.



ABOUT THE COVER

Passenger extra west! This past July 27, saw the Museum sponsor yet another rail passenger excursion, this time bringing passenger service back to Moose Lake after a 20 year absence. The day originally dawned with heavy cloud cover but by the time our train reached the outer limits of Superior, the sun had come forth with its usual brilliance to put smiles on the faces of the passengers. The cover photo shows us freshly painted MN&S SD-39 #6240 leading our passenger extra west into a curve 10 miles south-west of Superior. The Soo had originally planned to use only one locomotive for our train basing the need on tonnage alone. After talking

with the Museum, the Soo agreed to the second locomotive based upon the fact that if a single unit had a road failure that would leave a train of 300 angry passengers. The fact that the Soo had planned to use only one locomotive shows the understandable inexperience of the railroad in running passenger extras, of which ours was the first* true "public-railfan" trip the Soo has run in many years. Considering this, the Soo did a fantastic job of operating and planning the trip for which the Museum is very thankful. See page 5 for more trip information.

** The Soo has run a recent employee special as well as an MTM steam charter over the MN&S but our train was a first of its kind.*



FROM THE PRESIDENT

Steam is not dead. Sleeping, maybe, like the princess, waiting for Prince Charming to wake her up with a kiss, but not dead.

After nearly 20 years out of service, "P.C." had gotten a group of men together and put the 3985 back into service. The Challenger is one more of a growing list of "sleeping beauties" that have been revived. Witness the UP's 8444, N&S's 611, Ross Rowland's 614T, McCloud River Railroad, Strassbourg, the 4501, Galveston's 555, Durango and Silverton. And closer to home, Midcontinent's 1385, MTM's 328 and soon the 2156, to name just a few.

Superior's 1003 was almost awakened, but someone pushed the snooze button. So what is this all leading up to? . . . A dream that some day Duluth may have a live steamer.

The Lake Superior Transportation Museum has been plagued with financial problems for some time. The Lake Superior and Mississippi Railroad, now in its sixth year of operation, though not exactly stagnant, has not seen any significant growth. It has added to its roster of equipment and has been making a profit. An operating steam locomotive could contribute greatly to both organizations financially. But it takes the expenditure of money to make money.

At the Museum are three locomotives: NP Prairie 2435, DM&IR 14 and D&NE 28, both Mikados. The LS&M footed the cost to bring **Dave Conrad** from the Illinois Railroad Museum here to evaluate the possible restoration of No. 14 and he wrote up a lengthy report. He also made a cursory examination of 2435 and 28. No. 14 was inside, 2435 and 28 were outside and it was December.

A small committee was formed to discuss Dave's findings and the possibility of restoring one of the locomotives: **Livgard, Beck, Mickelson, McDonnel** and myself. But it was soon realized that two major factors would determine such an undertaking: funding and facilities.

If more people were involved and took an interest, perhaps such a project could get going. You may know someone who knows someone who is adept at raising funds, and you over there may know someone who could find adequate facilities for restoration work. And you may know someone who is acquainted with the mechanics of a locomotive, the physical workings.

The first place to start would be to make a thorough examination, a feasibility study, of the three locomotives. If such a project is possible, then we should see it to the finish and beyond, the operation and care, maintenance, and not let it die for lack of personnel. It could be the biggest project ever undertaken by our group, but it could also be the most worthwhile. So keep it in mind, talk it over, discuss it, and in the early fall, after our summer activities subside, watch for announcements of an organizational meeting, perhaps in the classified section, public announcements or the bulletin board at the Museum. Let's give it our best shot.

A report elsewhere in this issue by **Dave Schauer** is on our recent Soo Line trip to Moose Lake. I would like to add a few comments. It was a thoroughly enjoyable trip being that I had no responsibilities, paid for a ticket and just relaxed. I was very pleased and happy for the **Carroll Matlin** group that had a chance to ride in the Ranier Club observation car. This was the first time that Carroll had a chance to ride the car aside from when it was being ferried to White Bear when he purchased it, or to Duluth.

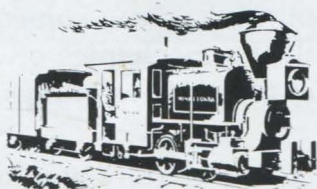
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FROM THE PRESIDENT

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He said the car rode beautifully and the group were all very pleased to see the car bring up the markers on the Soo Line trip, thanks to some dedicated people who worked diligently to get the car ready: **McDonnell, Gannon, Beck, Livgard, Ostroviak**, to name a few.

. . . . *Jergen Fuhr*



LSTM BOARD MEETS

The recurring financial problems, insurance, new leadership, Depot Railroad Days and fan trips were some of the topics of discussion for the July 9th board meeting of the Lake Superior Transportation Museum. The board met at noon and during lunch viewed a motion picture of the early days of logging, showing a McGiffert log loader and a Shay locomotive and other methods of steam-powered logging machinery.

Clint Ferner, DM&IR, newly elected chairman and president, presided over the meeting. **Leo McDonnell**, attorney and legal counsel for the LS&M, was elected secretary. Ferner announced that a one hour VCR video tape of last year's Two Harbors Centennial railroad trip is available from DM&IR secretary **Marilyn Persch**. The video tape will be presented to the Museum later.

A copy of a letter from the chairman to the Depot Executive Committee was presented to the board concerning an increase in the Museum's allocation of the gate fees. The letter states that the "Museum is

actually subsidizing the Depot by being the single largest generator of cash income, yet it receives only token support in return." Should a meeting of the minds not be possible regarding increasing the amount of money the Museum gets from the Depot, three alternatives are suggested: closing the Museum for part of the year and laying off staff . . . reinstate its own admission charge, and if plan A or B fail, use plan C which calls for moving the Museum.

Other financial problems involve a large increase in insurance rates, from \$1920 to \$3957. Insurance companies have made drastic changes on practically all liability and property risks across the country. It was suggested that the Museum insure only part of its exhibits. The Crooks train and the Minnetonka must be insured in that they belong to the Minnesota Historical Society. Actually, no amount of insurance would pay for or replace many of the exhibits. A committee will look into the problem.

In other business: Funding for Museum expansion will be presented to the state legislature and the "7-spot," our 0-4-0 Porter saddle tank locomotive has gone to Proctor for repairs and fitting of train brakes. The tiny engine will be used by the Iron Range Interpretative Center for a mine train excursion using box cars with the sides cut out. The locomotive developed a hot journal and whether it caused any serious damage was not known. The locomotive will be leased for \$10,000 a year.

Railroad days on July 6 and 7 were successful, according to **Bill Miller**, new director of the Depot. About 2,000 people visited the events and coordinator **Pete Golden** is beginning to plan for next year with more competitive events and a better location for them.

A letter from **Don Scott** (BN) to other railroad execs on the board stated that historic steam trains will be severely limited on the BN and Ferner stated that this may

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LSMT BOARD MEETS

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also be applied to any historic railroad trip, steam or diesel, at a later date, cutting off an important source of income for the Museum through its fan trips. Mr. Scott also mentioned the possible lease or donation of the BN lead (track one) to the Museum to eliminate the need for BN switch crews to come from Rice's Point to switch the Museum. This would make it possible for the Museum to bring equipment out to near 19th Avenue West to be picked up by other railroads without having them come into the Museum.

AIME trip on September 7 with Museum equipment from Hibbing to Grand Rapids and a trip for Museum members to North Freedom and Baraboo, Wisconsin on September 6 and 7, using one bus — 40 people.

Revenue up to June 30 stood at \$108,065, 54% of the \$201,500 budgeted, which includes \$5,795 membership dues (145%) and special projects of \$11,334, which is 142% of budget. Expenses for year to date, June 30, is \$122,620, 55% of the \$220,972 budgeted.

Because of the Museum's financial situation, Mr. Ferner asked to have another meeting of the board on August 6th.

. . . . Jergen Fuhr

PASSENGER EXTRA!

This past July 27 marked yet another successful excursion train sponsored by the Museum. This year's trip was run over the Soo Line from Duluth to Moose Lake using 14 cars from many sources. Some of the cars included an ex-ATSF full length dome car owned by Doug Ebert as well as a 5 bedroom lounge car (Ex-SAL) from Robert

Nelson of Green Bay. Others contributing to the great steel fleet were MTM, E&LS, and the DM&IR. The passenger count for the Duluth-Moose Lake portion came in at 324 while the Denham side trip filled 350 seats, both totals were well below the capacity of the train. A bright spot was the fact that all first class tickets were sold out, making for a nice profit. The financial statement for the train excursion shows a profit in the neighborhood of \$5,000.

The following is a list of the LSTC volunteers who directly or indirectly helped make this year's trip a success.

Alan Anway, Charles Bagley, Stuart Beck, John Blamey, Lucille Blamey, Robert Blomquist, Louis Bourdages, Bill Bradley, Dale Carlson, Dave Carlson, Robert Cibuzar, Patrick Dorin, Tom Dorin, Carl Ekholm, Elaine Elliane, Peter Fifield, Jergen Fuhr, Jean Gannon, Tom Gannon, Dick Hanson, Gordon Hanson, Jeff Hanson, Joan Hanson, Kurt Haubrich, Dan Kerelko, Destiny Kriske, John Larkin, Norm Livgard, Terry Mattson, Leo McDonnell, Bill Mickelsen, Henry Nichols, Kermit Nielson, Steve Olsen, Wayne Olsen, Mark Olson, Ben Ostroviak, Kent Rengo, Lee Russell, James Sanders, Gayle Schandel, Randy Schandel, Tim Schandel, Dave Schauer, Joe Trader, John Vincent, Mel Wick, Jay Wolf, Dave Wood, Nick Wurzel, Tim Zager.

As one can see, an excursion train involves many people and we thank each and every one of you who helped this year. It was fun. See you in Spooner.

BOXCARS ARRIVE

Three ex-DM&IR boxcars were delivered to the Museum during August for rebuilding. The three outside braced wood cars, #3327, 3341 and 3375 are to be converted by Tom Gannon into passenger

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BOXCARS ARRIVE

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carrying cars similar to those found in Colorado on narrow gauge operations. The cars will be owned and used by the Iron Range Interpretative Center located in Chisholm. As you may recall, the Center is also leasing our 0-4-0 saddletank steam locomotive #7 for operation on the planned rail-trolley mine tour. The seven spot will pull the three box cars once the tourist railroad gets going sometime in 1986. Currently the seven spot is at Proctor having maintenance work performed in preparation for next year's operation.

HUSTLE MUSCLE

Talks are now going on between the Museum, Great Northern Historical Society and the BN in reference to the possible donation of BN (ex-GN) SD-45 #6430. This locomotive was the first production SD-45 produced by EMD and had the distinction of having the words "*Hustle Muscle*" painted on its side during both GN and BN years. The plan calls for the locomotive to be donated to the GN Historical Society but with the SD-45 calling our Museum home. If donated, chances are good the engine will be in working condition thus giving us a chance to run our excursions without having to bother local roads for power. Stay tuned for more details on this possible new exhibit.

THE MICHIGAN CONNECTION

As some of you know, the Escanaba and Lake Superior Railroad, headquartered at Wells, Michigan (near Escanaba), has been of great help to the passenger fleet of our museum. Take for example the past Museum excursion on the Soo Line, did you know that the E&LS pumped over \$50,000 in repairs to the C&NW parlor car and diner,

loaned us the Reserve Mining parlor car, leased a generator to power the 480 equipment, and also had a hand in getting us the *Palm Beach* and dome car for our train? The E&LS passenger car department headed by **Randy Schandel** has gone above and beyond the call when working on museum equipment. The general manager of the E&LS, **John Larkin**, has bent over backwards when it comes to doing work for the Museum, much of which is done free of charge. It is hard to say where our passenger car fleet would be today if it had not been for the fantastic generosity of **John Larkin** and the E&LS that has kept a number of our cars running. It is impossible to list here the number of things the E&LS has done for the Museum over the years for the list could easily consume an entire issue of the LAKER. To Mr. Larkin, **Randy Schandel**, and the entire crew at the E&LS . . . *Thank you!*

LS&M DOING WELL

Going into the month of August, the LS&M was enjoying a good year. Due to the fact that only one engine was working on the 44 tonner, the size of the train was cut down to the CN coach, NP caboose, and the Vista-gon. The seating capacity was thus reduced to 120 but this doesn't seem to have caused a problem and few people have been turned away. The average passenger count during July was 80 a train with some coming close to a sell-out while others had a below average rider count. The weather during July was not a problem as the weekends were mostly sunny and hot. The railroad appears at this stage to be on its way to once again making a nice little profit.

In other LS&M related news, the railroad recently received four loaded DM&IR ballest cars for dumping. The cars were filled with a very nice grade of ballest courtesy of Arrowhead Blacktop. The ballest

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LS&M DOING WELL

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was used to fill washouts and also stabilize soggy sections of roadbed.

The LS&M track gangs will also have the help of recently purchased track equipment in the form of a tamper and regulator. The two pieces of machinery need work but it is hoped that the labor savers will be on the line by next year (1986). The tamper and regulator were purchased from the BN for scrap value earlier this year and moved to the Museum from Superior. At the present time, **Norm Livgard** and **Dick Hanson** along with **Stuart Beck** and **Dick Hanson** along with **Stuart Beck** are performing the needed work on the M of W equipment as well as engine work on the 44 tonner.

The railroads popular Vista-gon had some work done to it this summer in the form of a drop step and side guards to make access to the car easier and safer while the train is moving. When the car is coupled to the CN coach, passengers will be allowed to pass between the two while the train is in motion. **Ben Ostroviak** and **Tom Gannon** performed the needed work to make the Vista-gon accessible.

An interesting comment from a retired NP engineer who operated our excursion train recently, was that the tracks are in better shape than when he ran over them in revenue service. Which was good to hear and shows that we must be doing something right. And with the addition of our two newly acquired track equipment, things will get even better.

Also, the LS&M is still presently negotiating and pondering on how to get the side-rodded 45-ton GE from Flambeau Paper Co. in Park Falls, Wis., to Duluth. It will be the railroad's first power unit. Things are beginning to happen on the LS&M!

PICNIC TRAIN TALK

This past July 17 saw the last running of the Arrowhead Civic Club's picnic train to Iron River, Wisconsin. The BN is abandoning the trackage between Superior and Ashland, thus forcing the picnic train to go somewhere else. The train in past years has operated using Museum equipment and club members as safety personnel. This past trip saw the 8 car train consist of 6 Museum and two DM&IR cars. The motive power was supplied by the BN and was a real treat — two GP-30's. Some people riding the train felt that the picnic special might have been the last train to use the Ashland branch as far as Iron River. There is some talk of next year having the train run to Carlton and have the passengers go to Chub Lake for the picnic.

MACHINERY DONATED

During early August the Museum received a number of items courtesy of Industrial Welders & Machinists of Duluth. Included in the donation were a 3x8 ft. lathe, 75 KW generator, milling machine, 20 inch shaper, and a track mobile (car mover). Museum curator **Tom Gannon** says the equipment will prove valuable when the Museum's new shop building is built. In the meantime, the machinery will be stored in the present shop and could see possible use in the near future. The car mover has not been used for some time and needs major work to get it running again.

"400" RETURNS

This past August 10, saw the operating of an excursion train from the Twin Cities to Eau Claire, Wisconsin on the C&NW. The trip was sponsored by Streamline Excursions,

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"400" RETURNS

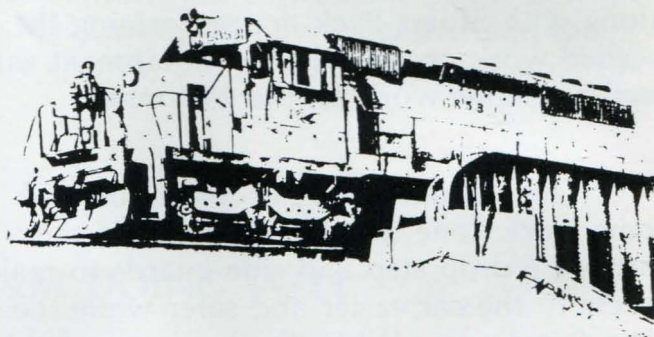
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a non-profit organization that promotes rail excursions for the good of the public. The 8 car train was pulled by two of the C&NW's "presidential" F-units and rode the same route of the Twin Cities "400" that ran between Chicago and the Twin Towns. The train was a sellout with almost 350 passengers enjoying the ride which included three photo stops. The Museum played a big part in this excursion by loaning four of our cars for the occasion. The Museum cars used included coach 33, A-13, A-14, and parlor car 6700.

In addition to the "400," our cars were also used on other passenger specials this year. On August 14, Erie Mining borrowed the diner, *Lake of the Isles*, for a mainline trip between Taconite Harbor and Hoyt Lakes. The train consisted of two Erie F-units, DM&IR business car *Northland*, DM&IR combination W-24, and our diner. Erie ran the trip for mining company executives. Another mining related trip saw our cars being used from Hibbing to Grand

Rapids on September 7. The trip was run over the BN for mining engineers (AIME) and used cars 33, A-13, A-14, GT.

Speaking of passenger equipment, member **Gordon Hanson** has compiled a booklet of information on some of our fleet. The booklet contains drawings, diagrams, history, and mechanical information based on ten of our cars. If you would like a copy, please send \$1.50 to the Club at 506 W. Michigan St.



Left: The return of the "400" excursion train on its way back to the Twin Cities from Eau Claire. This train used four Museum cars, #1, 2, 3, 5 in photo, and hauled over 300 passengers.

REGIONAL RAIL REPORT

BURLINGTON NORTHERN



The big news for the BN this issue is bad news. June 28 marked a sad day in the BN's taconite operations with the announced closing of Butler Taconite in Nashwauk. Butler thus became the first major casualty on the range due to the depressed steel industry. Although not the newest, biggest, or oldest plant on the range, Butler was known for its high quality pellet at a relatively low cost. With the closing, BN has lost one unit train a day and now finds itself with only two online and producing taconite plants (Hibbing, National). Some of the Butler tonnage will be picked up by sister plant National but it will not come close to making up for the loss of an entire plant. Butler's manager, M.A. Hanna Co., has announced that the entire plant will be scrapped, never to run again. Butler was special to the BN in that it was the first plant to be served by the GN. Opened in 1967, Butler brought the GN's Mesabi division new life in a time of decreasing natural ore shipments. Butler, the most western Mesabi plant, was soon followed by National Taconite in Keewatin to provide the GN a stable taconite base. It was not until 1976 that Hibbing Taconite was completed to round out BN's pellet operations.

A brighter side to the BN's ore operations is the fact that natural ore is still moving. The mining company Rhude & Fryberger loaded a number of 200-plus car trains at the BN served Canisteo mine near Coleraine on the far western part of the Mesabi range. Because the BN ships all its natural ore over the DM&IR to Duluth, the only place to see these trains while on BN trackage is the range. Most natural ore trains consist of GN, NP, and DM&IR low side ore cars while the power is usually SD-9's. Power for the taconite trains remain SD-45's and GP-38-2's with all-rail

movements getting just about any big power. The BN trackage between East Hibbing and Buhl has been removed, 10 miles . . . With the closing of Butler, Allouez has lost its bid as the port shipping the most ore. Two Harbors has become the tonnage port as of August.

In general BN news; Staples, Minnesota has no longer become the crew change point for Superior crews. The BN moved the crew change point west to Dilworth (Fargo) in late July, thus bypassing Staples and saving money . . . The last remaining trackage that was once part of the NP's Superior-Carlton mainline has been removed. The track stretched from Carlton to Wrenshall to serve an oil refinery but with the refinery's closing a few years back, the track became unused except for the occasional storing of box cars. This past summer crews removed the rail and ties from the short segment of track . . . The new Saunders tower has been put in place. The new tower, which resembles a small M of W building, was set up next to the present structure during late July. It would seem more appropriate to call the building a train operator shack instead of tower because of its single story construction. It will be awhile before the functions of the present tower are transferred to the new shack . . . The BN has stopped running 210 car coal trains into Superior. The trains were run as an experiment earlier this year with mid-train slave units but were found to be too much trouble . . . Two local pieces of track saw their last trains this past summer. The BN's International Falls local departed for the last time on August 14 as the line is scheduled for abandonment. The ex-NP line stretches from Brainerd to I-Falls via Bemidji. On August 16, the BN ran its new Falls local

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BURLINGTON NORTHERN

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from Superior on the DW&P. The BN has trackage rights over the Peg to the Falls and will continue service to BN industries with their own trains. The BN had considered just shipping their cars over the Peg in DW&P trains. Lose one, win one. Although Superior gained the I-Falls local, it lost the Ashland local or what was left of it. On August 22 the Poplar turn left Superior for the last time at 8:15 in the morning. By 12:00 the train had completed its business and was back in Superior ending nearly 100 years of service on the old NP line to Ashland. The Soo will take over the BN business in Ashland and the line will be taken up and made into a state trail.



DM&IR

July was a very slow month for the DM&IR with Inland, Minntac, and ETCO all announcing shutdowns during July. Although train movements were slow, more than one million tons were reclaimed at both ports to accommodate the loading of 35 vessels without any direct plant production. July saw Duluth load 32 vessels while Two Harbors handled only 13. This ship figure included vessels loaded with natural ore, one reason why Two Harbors wasn't totally shut down during July as earlier reported. As of early August total shipments from both ports totaled 7.57 million tons . . . After the slow July, Minntac went back into production on July 28 and Minorca followed on August 4.

Minntac, Minnesota's largest taconite producer, started their fourth production line in early August loading four trains a day with two going to Duluth and the remaining two for Two Harbors. Part of the Duluth tonnage is going all-rail to Geneva via the C&NW and UP. Minntac is averaging four all-rail trains a week with some Missabe power showing up at the C&NW's Itasca facility. Seventeen trains were shipped during June and 15 in May . . . This past summer saw Proctor doing overhaul work on a Minntac locomotive (#995), mounting new wheels for Erie Mining, manufacturing grab irons for the DW&P, installing pacesetter equipment in locomotives #185 and 187, and maintenance work on our 0-4-0 steam switcher #7 . . . Louisiana-Pacific at Two Harbors loaded their first bulkhead flat car on June 19 with exterior siding, the major product of the plant. During a normal day at Two Harbors, activity includes three pellet trains (two Minntac, one Minorca), three switch crews, 3-4 natural ore trains a week, and two miscellaneous trains a week (Two Harbors-Biwabik local). During July this activity dropped to one daily switch crew, one local, and four natural ore trains a week. It was the natural ore trains that kept Two Harbors open . . . Inland Steel and Erie Mining are shipping crushed pellets to be used as sinter-feed. The crushed pellets can not be reclaimed as easily as firm pellets but they seem to flow quite easily through the docks. Speaking of Erie, all their trains are now operating without cabooses. F-units and Alcos still rule the main-line. Erie has been mentioned as a possible target for closing in the future . . . The Missabe is using only dock 6 in Duluth this year. The second largest loading by the Duluth shiploader occurred on June 28 when the **Columbia Star** (1,000) loaded 62,310 tons of Fairlane pellets. This huge load however did not beat the 62,884 ton cargo taken on by the **Edwin H. Gott** (1,000) at Duluth on July 10, the largest load of any Great Lakes fleet (USS) vessel. The reason many ships are loading heavier is due to the fact that Lake Superior is ten

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DM&IR

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inches above normal . . . As on the BN, natural ore is moving well. Both LTV and Pittsburgh Pacific are moving natural ore from mines on the Iron Range and Missabe divisions. One switch crew at Keenan and another at Biwabik are handling mine and marshaling service. Look for Eveleth Mines to open October 15 . . . This past Memorial Day saw EMD's new SD-60 demonstrators numbers 1 and 4 operate over the Missabe before being returned to the Soo.

Late August saw the last movement of Minntac tailings to Arrowhead Blacktop at Duluth. Arrowhead has received 455 cars of tailings since June . . . CTC on the interstate branch now includes South Pokegama, Soo Saunders, Milwaukee Connection, and BN Saunders with only Soo Ambridge remaining to have the CTC installed . . . The C&NW has leased a number of DM&IR low side ore cars for hauling gravel in the Chicago area.

DW&P

The famous West Duluth trestle of the Peg has been torn down. The $\frac{3}{4}$ mile trestle was built to span the busy Spirit Valley area to avoid grade crossing congestion. When the DW&P moved to Superior the Duluth trackage was abandoned and is in the process of being removed. Most of the West Duluth yard facility and hill line still remain intact with only the area near the trestle being torn up . . . ETCO is supplying the DW&P with 200 cars of ballast from its Thunderbird North mine. The new yard facility at Pokegama is experiencing some settling problems similar to those that plagued the Missabe's Keenan yard. The yard is built on very low and soft ground

and only time and the pressure of trains will harden the area . . . The BN is now using the DW&P to reach International Falls. BN trains from Superior first travel on the Soo then DM&IR and finally reach the DW&P at Nopeming . . . Motive power on the DW&P remains unchanged with the four GP-38-2's in transfer service and the Peg SD-40's teaming with CN sisters in road service. Very little foreign power has shown up on the DW&P since the breaking of the CN-DW&P-Milw run through agreement earlier this year. No BN power (except for I-Falls local) has shown up on the DW&P and BN bound cars are handed directly to the BN at Saunders with the Peg meeting the BN Twin Cities train making the direct connection.

SOO/MILWAUKEE

The Soo has announced that it plans to lay off over 100 Soo workers in Wisconsin due to traffic re-routing over Milwaukee routes. Four Superior employees will be effected by the change . . . The Soo continues to operate its Superior-Bemidji local over the BN with the common power being a single GP-38-2 . . . The Soo officially plans to abandon the track between Superior and Danbury, Wisconsin on the old Twin Cities mainline. This line has not seen regular service for over 5 years with Danbury now being served from the south . . . The Milwaukee Road is still experiencing a good deal of traffic out of Duluth/Superior with most tonnage coming from the DW&P. It is not uncommon to see some trains with 100 plus cars and 3-4 locomotives. On the rear of many of these trains can be found a large block of piggyback and COFC cars, a new traffic item in the Twin Ports that in just the past few years has really taken off. The Milwaukee trains continue to call Duluth home although most of their cars are dropped off in Superior. As time drifts on, look for the Milwaukee to start using Soo's Stinson yard instead of Duluth.





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EVENTS AND DATES

- September 27 — General Meeting, Depot, 7:30 P.M.
October 5 — Railroad flea market, State Fair Grounds
October 19 — Railroad flea market, Woodbury High School.
October 25 — General Meeting, Depot, 7:30 P.M.
November 2, 3 — Model Railroad Show, Miller Hill Mall
November 29 — General Meeting, Depot, 7:30 P.M.

ENJOY THE FALL COLORS!
