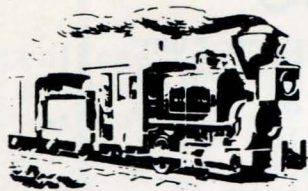


LAKE SUPERIOR TRANSPORTATION CLUB



Laker

WINTER
1985



Lake Superior and Mississippi Railroad

1985 LSTC OFFICERS

President..... Jergen Fuhr
Vice President, Administration..... Pat Dorin
Vice President, Public Relations Tom Gasior
Recording Secretary..... Allen Anway
Membership Secretary..... Tim Schandel
Treasurer..... Chuck Jensen
Director, Operations and Safety..... Bill Bradley
Director, Equipment Restoration..... Bill Mickelsen
Director, Model Railroad..... Dale Carlson
Editor..... Dave Schauer

1984 LS&M BOARD

President..... Mark Olson
Vice President, Administration..... Leo McDonnell
Vice President, Operations..... Ed Pufall
Vice President, Mechanical..... Robert Mortinsen
Vice President, Engineering..... Frank King
Vice President, Public Relations..... Dave Carlson
Secretary..... Wayne Olsen
Treasurer..... Bill Mickelsen

ABOUT THE COVER

This issue's cover displays some of the more important happenings during 1984. Top Left: 1984 saw one of the regions worst railroad accidents in recent years. Two coal trains crashed head-on near Motley, Minnesota killing three crewmen. The photo shows the Staples-Superior local passing the remains of one of the BN locomotives involved in the wreck only a week after the main had been opened. Top Right: This year's annual excursion of the Museum took place in July and went to Two Harbors via the DM&IR. Bottom Left: Early 1984 saw the closing of the Minnesota and Wisconsin drawbridges. The photo shows our late 1983 steam

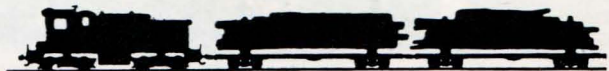
excursion crossing Wisconsin draw. Bottom Right: The biggest local rail news was the DW&P's shift of operations from Duluth to Superior. The photo shows one of the DW&P's trains at their West Duluth yard.

Staff Photos by David Schauer.

WELCOME

With this issue of the LAKER we would like to welcome the members of the Lake Superior Transportation Museum to a glimpse of our activities as covered in this newsletter. We hope we can send you another newsletter in the future to keep you updated.

FROM THE PRESIDENT



A college text book on environmental studies used by my oldest son has an interesting section on transportation and its various efficiencies. A chart comparing different modes of getting a person from here to there used as a common denominator a gallon of fuel oil or its energy equivalent and the distance that a person could travel by various means on that gallon of fuel oil or the same amount of energy.

At the top of the list was the bicycle at 1000 miles, the bicycle being the most efficient means of personal travel. Next came walking at about 650 miles, using the same amount of energy. Third was listed a full train at 500 plus. Fourth was a bus at about 400 plus and slightly below that was an empty train. At the bottom of the list were the automobile, and lastly, the jet plane.

The book goes on to ask why so much money is spent on ribbons of concrete, drive-ins, parking lots, airport terminals and landing fields in catering to the two most inefficient methods of transportation. True, we can't all ride bicycles or walk long distances; and the auto and aircraft do have their usefulness. But in times of economic and environmental concerns when the norm should be to get the most mileage out of the dollar, some consideration should be given to the railroad industry.

A menu in the former Great Northern Restaurant, Union Depot, Minneapolis, had on the back a cross section of a modern-day steel rail. The caption at the bottom explained that a 100-car train actually covers only two-square feet of ground. A steel wheel on a steel rail has very little ground contact, multiplied by 800 wheels, and the actual ground contact of the whole train is very small, meaning very little ground friction.

Compare that with the ground contact of an automobile, or an 18-

wheeler and the accompanying rolling resistance of rubber tires. So, aside from politics, state and federal budgets, doesn't it just make good sense to seek out the most efficient means of moving people and goods? And in the snow belt, when the highways are iced over, the airfields are socked in, what is still running? When the trains can't get through, then it's VERY bad.

It was reported in the print media that "Reagan's advisers are planning to show him...a list of the extraordinary domestic spending cuts that would be required to cut the deficit in half over three years without raising taxes, cutting Social Security or seriously disturbing his defense buildup." These three are off limits. One of the eight domestic programs to be cut is Amtrak subsidies. The National Association of Railroad Passengers says it may be a trial balloon and that the Administration will kill any program on which the supporters are slow to speak out and urges people to write to their Congressmen and the President.

Amtrak subsidies have already declined to the tune of 23.7% from FY '81 to FY '85. Funding for FY '85 is secure, which ends on Sept. 30, and the new fight in Washington is over funding after that date. Amtrak and all of DOT are covered in H.J. Res. 648, the huge continuing appropriations bill which was finally approved on the Hill Oct. 11 and signed by the President on Oct. 12.

The NARP requests that people voice their opinion about ending Amtrak subsidies by writing The President, White House, Washington, D.C. 20500, with copies to your legislators: The Hon. _____, U.S. House of Representatives, Washington, D.C. 20515, or The Hon. _____, U.S. Senate, Washington, D.C. 20510.

....Jergen Fuhr....

MUSEUM-CLUB-LS&M NOTES

A NOTE FROM THE DIRECTOR

Despite only average attendance during 1984, the Museum enjoyed a good year overall and made substantial progress in a number of areas. Thanks to Marillyn Persch and her crew of volunteers, considerable progress was made on the railway china exhibit car. Other LSTC volunteers continued restoration work on the GN caboose and several other projects. With the generous assistance of Norm Livgard, a video-cassette system is being installed that will allow film of Mallet #227 and the NP rotary plow to be shown thereby adding a new dimension to the Museum's interpretation of its historical exhibits. The club car Rainier was repainted during 1984 by the Chicago and Northwestern Railway. Numerous other small projects were also completed or are now underway.

The success of the 1984 Two Harbors excursion in July and the receipt of a major grant from the State of Minnesota will enable the Museum to undertake a number of important projects during 1985. Planned work includes continued Museum improvements and interpretive exhibit work, restoration of the wedgeplow, completion of exterior restoration work on the railway china exhibit car, completion of the NP caboose project along with several other smaller projects. Money has been set aside for the purchase and moving of the historic DM&N car Missabe, the eventual acquisition or restoration of a steam locomotive and the development of engineering plans and cost estimates for a Museum shop building and improvements to the space under the parking ramp. The Museum has been asked to submit a major capital improvement grant request to the 1986 Minnesota Legislature.

Although the Museum has always been quite successful in its ability to raise funds for special projects, securing an adequate base

of operating supports remains a problem. The development of a membership program will help somewhat, but the fact remains that the Museum has never yet been able to raise adequate operating funds. During three of the past four years the Museum has incurred substantial operating deficits, a situation that will likely exist this past year as well. During the past year the LSMT Board of Directors has spent a great deal of time working on a permanent solution to the problem of chronic operating losses. Several ideas are being studied although none of them will produce significant short-term improvements. For the long-run, however, the Board is optimistic about the future of the Museum as both a major regional tourist attraction and a nationally important Museum of transportation history.

A key to the future success of the Museum will be the continued interest and support of Transportation Club volunteers. On behalf of the Museum our sincere thanks to all of the Club members who give so generously of their time and talent.

Best wishes for the New Year!

....L. Sommer, LSMT Director....

BOARD OF DIRECTORS MEET

The Board of Directors of the Lake Superior Museum of Transportation met on January 15 in the Depot with President Don Shank chairing the meeting in the absence of Chairman Tom Lamphier.

One encouraging report was that of the success of the membership drive which stood at 467 as of November 30. The cash intake of \$10,835, which is 433% of the \$2,500 budgeted. The majority of the Museum memberships at 238 are retired railroad workers. A party is being planned in the spring for Museum members, with a social hour at the Museum and dinner

(continued on page 5)

BOARD OF DIRECTORS MEET

(continued)

at the Radisson. It is hoped to have Senator David Durenburger as speaker, whose grandfather was a master mechanic for the Great Northern.

Mr. Shank also stated a party should be planned for those who have contributed toward the purchase of the Ranier Club, with a dedication of a plaque inscribed with the names of those who have pledged support for the NP observation lounge car #390. The car has recently been repainted by the Northwestern Railroad in Chicago through the courtesy of Ed Burkhardt, an LSTM board member.

Other highlights of the board meeting:

It is hoped to get the Museum's \$30,000 portion of the gate fees increased in view of the fact that the Museum is still the number one drawing card for the Depot complex. The \$30,000 annual take has been in force since gate fees were first inaugurated. Gate fee intake has risen steadily to last year's \$218,000.

The 7-spot, an 0-4-0 tank switcher used by the former Minnesota Steel Co. in Gary, is to be leased for a tidy sum to the Interpretative Center at Chisholm for use on an excursion railroad. A \$7,000 feasibility study is being planned to look into Museum expansion. With the addition of more rolling stock, there is a need for a repair facility and storage space. Since the Museum is outgrowing its available space, some pieces of equipment are to be sold, scrapped or traded.

The Museum's library, now housed in an NP baggage-mail car, will be moved to the UMD research department, making it more accessible to students and others and giving the library a more

prominent and suitable environment for its collection of railroad history, documents and publications.

Talks had been going on for many years with the Minnesota Historical Society leading to the possible takeover of ownership of the railroad museum, providing help and operating the LSMT. At a recent meeting of the MHS, those plans were laid to rest as the group voted against such a takeover, citing the fact that the MHS is already over-extended. An alternative may be for the MHS to take ownership of some of the Museum's equipment. It does hold ownership of the William Crooks train.

The January board meeting had no representation from MTM. It was stated that MTM would like to have more people involved on their board and perhaps some from our Duluth group. Some of our board members already hold positions on the board of MTM.

On the financial report, a quick resume showed total support and revenue to November 30 amounted to \$252,656, 133% of the \$189,500 budgeted. This was due to a better-than-expected membership dues, interest and dividends, contributions and grants and special projects such as the Museum sponsored rail excursion trip to Two Harbors in July.

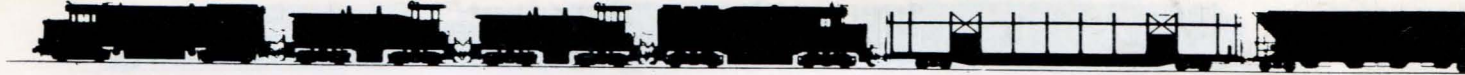
On the debit side of the ledger, expenses through November 30 were \$197,740, which were 108% of the \$182,254 budgeted. For 1985, the estimated support and revenue is \$189,500, the same as last year, with expenses estimated at \$185,658 for the coming year.

....Jergen Fuhr....

YOUR HELP IS NEEDED

There are several ways to get involved in volunteer work at the Lake Superior Transportation Museum... restoration work, trolley operators, and excursion trains. There is one

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YOUR HELP IS NEEDED

(continued)

area of concern that we have been negligent in and that I would like to see started in 1985.

On occasion when I am at the Museum and observe a group of people coming in, I try to make it a point to wander around the Museum, listening to comments of visitors and may offer an explanation of a certain piece of equipment, its history and how the Museum obtained it. Or I may explain the restoration program that is carried on, or may even show a few people a restoration project currently underway.

Or, if there is a youngster about to climb up a ladder or go where they should not, I will ask them to get down. We have not had any accidents yet, but it should be a concern for all to prevent any mishaps by someone climbing on something they shouldn't.

If painting, fixing windows, cleaning, etc., doesn't inspire you, maybe a safety person, impromptu tour guide, or walking information officer may be your thing. At times I have given a "mini tour" to a few individuals. All visitors may not read the signs, or if they do, may have questions or may not want a formal tour, which seems to have gone by the board. And if done with tact, the visitor seems appreciative of the time taken to show them around and answer a few questions.

If any of our readers would like to get involved, please contact Bonnie S. Lundberg, volunteer coordinator for the Depot, or one of the officers of the LSTC. Not familiar with our equipment, how it works or the history of it? There are those who are and information written and orientation sessions could be set up. The biggest step is a volunteer who

wants to offer his services, the rest is easy.

A little public relations, that interpersonal relationship between visitor and volunteer, when done right, will benefit both parties and add a little extra to a visitor's interest.

....Jergen Fuhr....

ANNUAL MEETING HELD

The annual meeting of the Lake Superior Transportation Club was held on January 25 in the Depot. Reports of the secretary and treasurer were accepted, after which the treasurer gave a brief report on last year's Transportation Week banquet and it was voted to again sponsor another such event in May.

The president reported on the Museum's board of directors meeting held on January 15, stating that the board had plans to move the library to U.M.D. because of lack of space in the Museum. A discussion followed in which members expressed their view that the library should not be moved to U.M.D., but rather, that an alternative plan should be drafted. It was moved and carried and a committee will look into such a plan.

A treasurer's report from the Lake Superior and Mississippi Railroad operations for 1984 was read and approved and Tom Gannon reported on projects at the Museum.

Leo McDonnell reported on plans by the city to run excursion trains along the North Shore and possible acquisition of the DM&IR line for excursion operations. Wayne Olsen reported on plans by the Arrowhead Regional Development to build a historic trolley line from the Museum in the downtown area with double tracks on Superior Street. Olsen also introduced two guests from MTM, Gayle Bromander and Lee Tusky.

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ANNUAL MEETING HELD

(continued)

A report of the nominating committee showed Pat Dorin, VP, Administration; Charles Jensen, Treasurer; Tim Shandel, Membership Secretary, William Mickelsen, Director, Restoration, and Bill Bradley, Safety and Operations, being nominated. All are incumbents with Mickelsen and Bradley changing positions. The slate of nominees was accepted and voted on. Nominating committee for 1985 are Bob Bloomquist, Gayle Schandel and David Carlson, also incumbents.

After the meeting, Wayne Olsen showed some slides he had taken in the 1950s of the bridgeyard, fan trips, steam locomotives and trains in the Twin Ports.

A-13 AND A-14 ARRIVE

This past December saw the latest new arrivals finding themselves on the property. As reported in the last issue of the LAKER, the Museum had been trying to purchase the BN coaches A-13, 14 for the low price of \$5,700 a car. The Museum and LS&M came up with an agreement that saw the LSTM buy one coach while the LS&M purchased the other. The BN was notified of the agreement to purchase the cars and as of mid-December the two cars have become a part of our growing fleet of passenger cars.

The two coaches were built in 1950 for the Great Northern by American Car and Foundry. The cars have a seating capacity of 60. The cars were used mostly on the GN's Seattle-Vancouver Internationals. The BN has used the cars for special trips, many of which have been sponsored by the LSTM, since the BN ended its passenger service with the advent of Amtrak in 1972. The two cars were last used in mid-late 1984 on the Missouri Lifesaver Special. The cars are in excellent condition and are a prize purchase.

TIES, TIES, TIES

As most of you know, the BN is in the process of removing Bridge yard. It seems that the Minnesota Department of Transportation owns the ties that are in the process of being removed from Bridge yard. Wayne Olsen looked into possibly getting some of the ties donated to the LSTM/LS&M. The MDOT was very receptive and as of this writing we have nearly 500 ties on our back property. Our chances of getting more ties also looks very good. The ties look to be in very good condition and are very solid. There still are many piles of ties sitting in Bridge yard and hopefully we can see more of them on our property.

CLUB/LS&M FINANCIAL SITUATION STABLE

As 1984 came to a close it looked like both the club and LS&M had held ground as far as financial intake and outgo were concerned. The club reversed a slide in its cash situation by actually increasing its ending cash inventory. For the past few years, the club had been spending much more than it had been taking in. Reasons for the turn around can be traced to a more stable membership as well as a significant reduction in the LAKER costs from past years. All club officers should be thanked for keeping spending under control in 1984.

The LS&M has once again made a nice profit for the 1984 season. Although the profit wasn't as high as past years, it still shows that we're doing something right. The constant ability of the LS&M to make a profit has paid off in the form of a BN coach. The LS&M had enough cash to purchase one of the two BN coaches that were recently purchased. Good job LS&M!

The two financial reports for both the club and LS&M are reprinted in this issue.

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ODDS AND ENDS

The work on the wedge snowplow has been progressing very well. Tom Gannon has removed most of the rotten wood and is in the process of designing a plan of attack for rebuilding. Tom plans to use Douglas fir in the rebuilding of the wedge.

Work on the Grand Trunk car is coming right along. Six windows were removed from the car and were cleaned and repaired. Some of the windows needed to have screw holes redrilled. One window even needed a whole new frame installed. Also completed on the car was the painting of the vestibules on both ends and touch up paint on the car sides.

The Great Northern caboose has been totally primed on the outside and is ready for its red paint. The inside still needs to be stripped and painted while the platforms have been sandblasted and are ready for black paint.

That Jordan spreader mentioned in the last issue is still up at International Falls. It seems that the spreader still needs a little work before it can be moved. The DW&P doesn't want to pull it behind one of its freights because of the high 40mph speed. There was some talk of bringing it down behind the Peg's burro crane! The spreader probably won't see our property until late spring or early summer.

How many of our members remember that large Soo Line fluorescent sign that for many years graced the Superior Soo depot? The bad news is that the sign was removed this past year, making the depot look almost naked. The good news is that the sign is now on our property awaiting restoration. Some members would like to see the sign restored to its original working condition and placed on the Museum facing the new extension of I-35.

The proposed acquisition of the DM&N car Missabe has been put on hold until spring.

The Museum has acquired a live steam replica of a DM&IR Yellowstone. The model was made by a fellow in Chicago and was donated this past Nov. A beautiful case has been made to display the locomotive which is currently being painted.

LETTER TO THE EDITOR

Fellow Members,

It was brought up at the LSTC's annual meeting on January 25, that there was a resolution before the Museum board to remove the materials from our Library/RPO car and transfer them to the U.M.D. library. I am against this for several reasons.

Firstly, being a U.M.D. student, I have seen some of the vandalism done to reading materials in the library there. Some people, instead of photocopying or checking materials out, will rip pages right out of magazines and books which ruins the situation for everyone. If our library materials are moved there, we run the risk of losing some valuable items.

Secondly, if the library is moved to the Northeast Minnesota Historical Center at the U.M.D. library it will not be accessible to everyone. One cannot check-out anything from that historical center; it is only for research. It was even mentioned at the meeting that U.M.D. would not even accept our library intact. We have some items which would only interest a true rail-fan. If our library would be divided up, why move it at all

I feel that we could find a reasonable location for our materials, either within the Museum or the Depot. If people need to do research of railroads, they could just as easily come here where we can keep an eye on these materials.

Finally, I feel that the library

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Lake Superior and Mississippi Railroad

Summary of Receipts, Disbursements and Cash Balances

for Period Jan. 1, 1984 thru Dec. 31, 1984

January 1, 1984 Beginning Balance \$9,802.58

INCOME

Ticket Sales	\$6,384.28	
Souvenir and food sales	890.87	
Interest	769.60	
Donations	200.00	
	<u>\$8,244.75</u>	<u>\$8,244.75</u>

TOTAL \$18,047.33

EXPENSE

Operation:.....		\$1,975.52
Weed control	\$517.00	
Fuel	510.06	
Insurance	480.00	
Tools & materials	257.44	
Rental toilets	111.02	
Track work	50.00	
Engineer	50.00	

Advertising:.....		\$1,278.76
Newspapers	\$818.76	
Brochures	390.00	
Travel Guide	60.00	
Slide presentation	10.00	

Restoration:.....		\$378.09
Missabe 33	\$194.09	
Missabe 30	184.00	

Utilities:.....		\$700.89
Northwestern Bell	\$605.65	
Minnesota Power	50.29	
AT&T CS&S	44.95	

Pop and food for sale		\$348.29
Train guard		150.75
Petty cash		134.34
Depot membership		100.00
Flowers to members		43.83
Legal fees		41.67
Postage		20.00
Bank service charge		17.80
Sales taxes		<u>7.59</u>

TOTAL..... \$5,197.53

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LS&M FINANCIAL REPORT

(continued)

December 31, 1984 Ending Balance \$12,849.80

Net Income for 1984 \$3,047.22

December 31, 1984

Cash in 6 month money market certificate	\$10,000.00
Cash in savings account	2,395.48
Cash in checking account	<u>454.32</u>
	\$12,849.80

Operational Statistics for 1984:

Total passengers boarded	2,355
Ticket revenue per passenger	\$2.71
Operational cost per passenger	2.21
Passengers boarded per weekend	589
Passengers boarded per day	294
Passengers boarded per trip	74
Operational cost per weekend	\$1,299.38
Operational cost per day	649.69
Operational cost per trip	162.42

Submitted by, William K. Mickelsen, Treasurer

LAKE SUPERIOR TRANSPORTATION CLUB

Summary of Receipts, Disbursements and Cash Balances for Period Jan. 15, 1984 thru Jan. 14, 1985

Cash on Hand Jan. 15, 1984 \$572.03

Receipts

10th Anniversary Banquet	\$84.00	
Dues	1,578.00	
* National Transportation Week Banquet	1,362.00	
** Model RR Club Banquet	705.75	
Interest on Savings	49.11	
LSTM Portion of Flower Bouquet	<u>11.53</u>	
TOTAL.....	\$3,790.39	\$3,790.39

* The Club lost \$96.00 on this banquet

** The Club made \$67.76 profit on the Model RR Banquet

Bills Due The Club

LS&M Portion of Flower Bouquet	\$28.23	-----
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LSTC Financial Report (continued)

Disbursements

Postage	\$87.10	
Newsletter	715.00	
Meetings:		
Notices	112.43	
Pastries	142.10	
Programs	6.00	
National Transportation Week Banquet	1,456.33	
Model RR Banquet	680.99	
10th Anniversary Banquet	40.08	
Membership Card Printing	27.00	
Duluth Incline Reproduction	38.50	
Survey Sheets	16.17	
Donations:		
Flowers	106.12	
Books for LSTM Collection	62.41	
Liquor for Nat'l Trans. Week Banquet.....	102.49	
Banner for Nat'l Trans. Week Display	24.00	
Jim Goulding Scholarship Fund	40.00	
Misc:		
Checking Service Charge, etc.....	55.20	
TOTAL.....	\$3,711.92	\$3,711.92

Cash on Hand Jan. 14, 1985

Savings	\$542.60	
Checking	107.90	
TOTAL.....	\$650.50	\$650.50

Submitted by, Chuck Jensen, Treasurer 1/27/85

NOSTALGIA CORNER

The return of Nostalgia Corner finds a Northern Pacific passenger train approaching Central Avenue in Superior. The train is headed for Staples.

Photo by: Andy Anderson
Collection of: Wayne C. Olsen



REGIONAL RAIL REPORT

LETTER TO THE EDITOR

(continued)

should stay here because of all the work that some members have done; namely Gayle Gronseth Schandel who has cataloged and arranged most of the material in our library. It would be a shame, after all her work, to remove the library to U.M.D.. It is valuable to our members and is used quite often by the LAKER.

The preceding is entirely my opinion and not necessarily the opinion of the LAKER.

Respectively yours,

Peter Fifield

BURLINGTON NORTHERN

The big news for the BN has to be the closing of Central Avenue tower. In December the BN closed operations at the tower which is located in South Superior. The ex-GN tower had for many years protected the crossing of the NP's Superior-Carlton mainline with the GN's line into Superior. After the merger, the BN removed the crossing and abandoned the NP Superior-Carlton line but tied the remaining NP track into the GN line. In recent years the tower had been used to direct traffic into Superior on either the GN route or old NP main. Central Avenue became the location where all BN trains leaving Superior would pick up orders. Taconite trains would continue to receive orders at Saunders tower. After the closing in December, Saunders tower, located a few miles down the main towards the Twin Cities, handles all the train orders and trafficking that Central Avenue used to have.

Speaking of Saunders, there seems to be talk of replacing the existing tower with a new one located possibly at Boylston Jct. It seems that the present location poses a problem in handing up orders to all the trains that need them. As it stands now,

the operator at Saunders has to walk a healthy distance to put up orders for the C&NW and Milwaukee-Peg trains. The new tower at Boylston would solve this problem by having all trains pass directly in front of the tower. This would make it easier for the operator to post orders as well as giving the trains a good roll by inspection. It might be years before the present day Saunders is replaced or removed so don't hold your breath.

That new traffic agreement between the GT and BN doesn't seem to be paying off in our area for the BN. No BN units have been spotted on the DW&P, only Milwaukee Road and Soo Line! It seems the Milwaukee is still receiving a good share of DW&P traffic, but not in the form of run-thrus. Because the BN does the switching for the Milwaukee in Superior, it appears that the BN is getting a benefit from having to switch all the DW&P traffic to the Milwaukee.

This area had a taste of things that are about to pass on. This last December the BN ran a number of F-45's into the area on grain trains. The BN is in the process of retiring all its late 1960's early 70's F-45's. The GN began to purchase the large (3,600 hp) six axle F-units with hopes of having one on the point of every crack freight train. The BN rarely ran the units into Duluth and Superior so this recent influx of the F-45's was a real treat. One of the units that was observed had its windows painted over and had its door stenciled "Do not occupy". The unit was obviously serving as a trailing unit.

AMTRAK

The big news for this issue is the recent near collision of the North Star with a Milwaukee Road freight train near Askov. It appears that on a Sunday evening late in December the North Star was southbound near Askov when it approached a red signal. The North Star stopped after seeing the signal and the headlight of the

(continued on page 13)



AMTRAK

(continued)

Milwaukee train. The Duluth bound Milw. freight train also stopped as required by the signal and called Hinckley to ask what other train could be facing them. When Hinckley told the Milw. train that Amtrak was the only possible train, the Milw. backed up to a siding ten miles north of Askov and let Amtrak pass. It seems that because Amtrak is a first class train (scheduled in time tables) the Milw. train should have been aware of the North Star and pulled into the siding well in advance of the passenger train. All the Milw. Road employees involved in the incident have been fired. If it had not been for the ABS signals, both of the trains could very easily have been involved in a head on crash, similar to the one that happened in Motley.

Readers may recall a TV special some time ago on passenger trains which had a segment on magnetic levitation and highspeed bullet trains and the formation of the American High Speed Rail Corp. which proposed to build a new rail line from San Diego and Los Angeles.

It was announced in November that the plans had been scrapped and the Train Riders Assoc. of California have proposed improving the present Santa-Fe owned line used by Amtrak. Says the TRAC group, "With parallel freeways near capacity, and the cost of new urban freeway at \$100 million per mile, it makes good sense for the state to expand its role in providing cost-effective train service. The Bullet Train would have cost over \$3 billion. For only \$50 million, the existing Los Angeles - San Diego line can be upgraded to provide hourly service."

It was reported in the NARP bulletin that the Bullet Train project collapsed because of lack of private investors. "When the chips are down, will high-speed private

investors in the U.S. be willing to support high-speed rail that competes with cheap gasoline, the highway trust fund, federal highway programs that pay up to 90% of project costs, strong federal support for aviation and inadequate local transit connections?"

So...once again, walking and bicycling, efficient but impractical. Freeways, expensive and (some) crowded. Air terminals, crowded and congested. And all forms of transportation have some sort of subsidies. So what's left? The middle part -- railroads, Amtrak, LRTs, efficient, the best for the money. Write to your representatives now.

C&NW

The C&NW has finally removed the bridge over highway 2/53 near Itaska. This bridge at one time took the C&NW from their yard in Itaska to a grain elevator and coal dock near the present day BN taconite facility. After the elevator and coal dock ceased operation the C&NW just left the bridge there for many years. The bridge sat very low and many large trucks had trouble going underneath it.

The C&NW has also given the o.k. to remove the bridge that spans the road leading into the Duluth port terminal. The C&NW doesn't need the bridge because they no longer use the Minnesota and Wisconsin drawbridges to reach Superior. The bridge that spans the road is less than 14 feet high and hampers trucks that serve the port terminal. The cost to remove the bridge is slated at \$10,000.

DM&IR

The Missabe is the first local railroad to go caboosless. A number of ore trains are now operating without cabooses. The Missabe had been using modern, very well equipped wide vision cabooses that normally would cost \$80,000 new. Some plans for the now useless cabooses have the cars being put on a siding near Two Harbors and used as small cabins or camping shacks. (continued on page 14)

DM&IR

(continued)

Like many railroads today, the DM&IR is using a small box located on the rear of the train to replace its cabooses. The little box has a warning light and measures air pressure which it transmits back to the locomotive. For many years the unions have fought the removal of cabooses and only one railroad, the Florida East Coast, won the fight. Today, railroads have won the right to remove cabooses from several types of trains in most of the states. Railroads state that it costs the industry \$400 million a year to buy and maintain their caboose fleets. What helps the railroads in their case to remove the cabooses is the fact that many railroads have equipped their dragging equipment and hot box detectors with radio signals that report to a locomotive any problems. Still though, four states - Montana, Virginia, Oregon, and Nebraska - have passed laws requiring trains to have cabooses.

Here is a little interesting story. It was certainly a surprise to the engineer. It also surprised the dispatcher. What surprised these two men? A truck. Not your average truck mind you. This truck thought it was a train. It seems that late one night last December a DW&P train bound for International Falls had just cleared the Oliver bridge in Gary when the engineer spotted a truck...on the tracks. After an emergency stop, the train came to rest ten yards away from the 1975 Ford. What is surprising is that the truck wasn't even close to a grade crossing. It appears that the truck had been driving down the main line and reached the small approach bridge to the Oliver that crosses over the LS&M. Realizing that he could not cross the bridge, the driver of the truck backed up - right into the points of the Steelton yard lead switch.

The truck became wedged in the points and was abandoned. After a 2½ hour delay to the DW&P train, the truck was removed with the help of a tow truck and DM&IR security.



The above photo shows Central Avenue tower shortly after its closure.

A QUICK NOTE

Remember that the Museum offers a wide selection of railroad books and other assorted railroad mugs, buckles, and shirts. The club members receive a 15% discount on all books purchased. The Museum store is located in Depot Square on the ground level of the Depot.

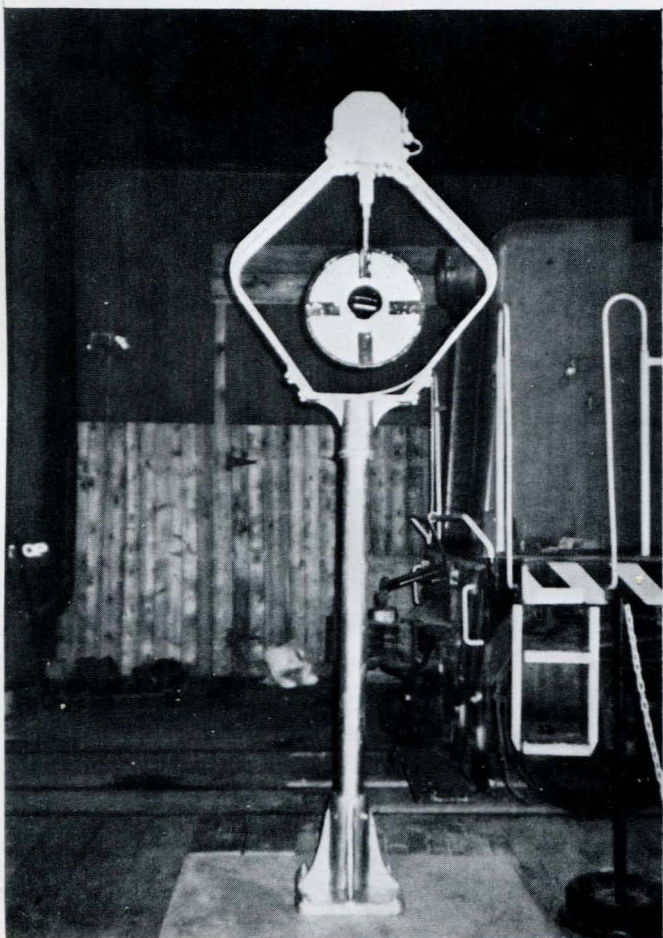


Photo Section

TOP LEFT:

Work inside this winter is centered on the Grand Trunk car. The photo shows Mark Olson grinding away a rust spot on the exterior.

TOP RIGHT:

The Club's annual Christmas party/dinner was another success. Shown here are just a few of the 60 people that enjoyed the good food and fun.

BOTTOM:

The Museum has installed an ex-C&NW wig-wag crossing signal on track seven near the back doors. The trolley will activate the operating signal.

EVENTS AND DATES

February 22 - General Meeting, 7:30 p.m., Depot

March 29 - General meeting, 7:30 p.m., Depot

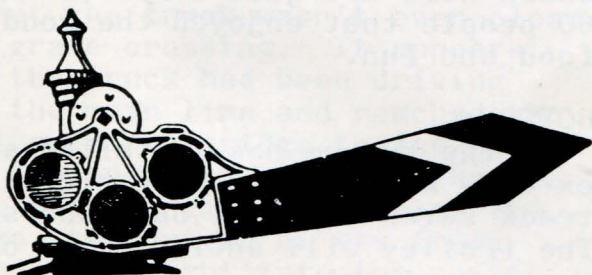
April 26 - General meeting, 7:30 p.m., Depot

Remember to pay your 1985 dues to Tim Schandel at the Museum.

May 4 - Dinner for Transportation Museum Members.

LAKE SUPERIOR TRANSPORTATION CLUB
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