

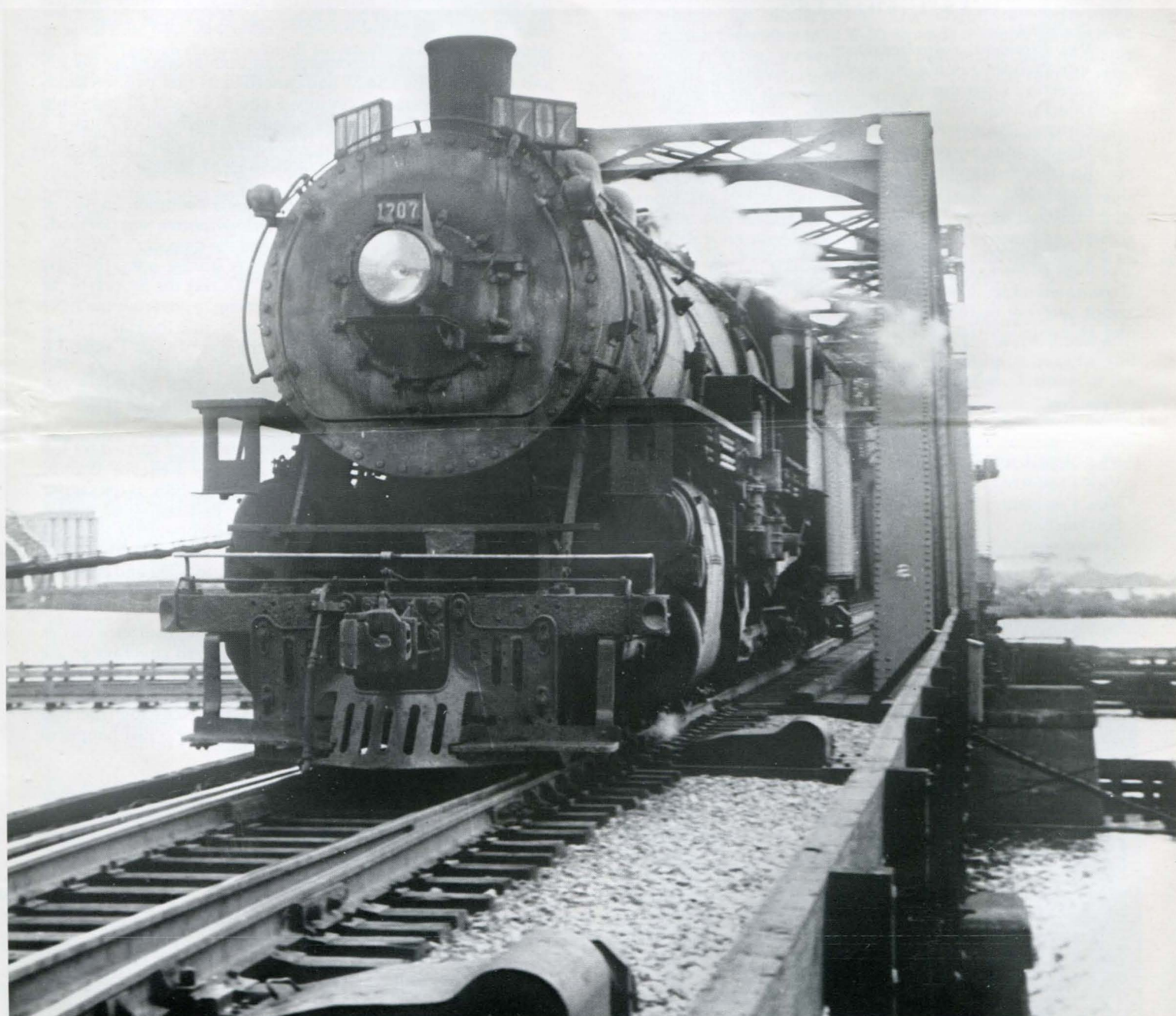
LAKE SUPERIOR TRANSPORTATION CLUB



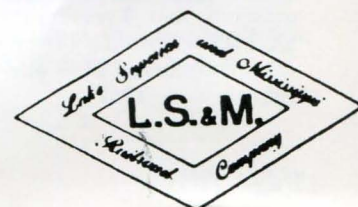
Laker



FALL, 1986



Lake Superior and Mississippi Railroad



THE LAKER FALL, 1986

The Laker is the official publication of the Lake Superior Transportation Club, an organization of volunteers for the Lake Superior Museum of Transportation, located at 506 West Michigan Street, Duluth, Minnesota, 55802, and is published by and for its members four times a year. Inquiries and articles for publication may be sent to its editor, Jergen Fuhr, 4301 Jay Street, Duluth, Minnesota 55804-1457. The LSTC was formed for the purpose of preserving, restoring and operating various types of railroad equipment and related items, models to prototypes, and to be of service to the public in the education and use of rail transportation.

LSTC OFFICERS

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

The Lake Superior and Mississippi Railroad is operated by members of the Lake Superior Transportation Club and is incorporated under the laws of the State of Minnesota as a non-profit corporation for the purpose of operating and maintaining an excursion train and related activities.

LS&M OFFICERS

President	Mark Olson
Vice President, Administration	Leo McDonnell
Vice President, Operations	David Carlson
Vice President, Mechanical	Stuart Beck
Vice President, Engineering	Robert Mortensen
Vice President, Public Relations	Jergen Fuhr
Secretary	Wayne Olsen
Treasurer	Bill Mickelsen
Directors	Dick Hanson Bill Bradley

COVER PHOTO

Northern Pacific 2-8-2 No. 1707 comes across the Minnesota Draw of Rice's Point heading toward Duluth on July 17, 1956. The bridge had been dismantled this past summer, the Wisconsin Draw two years ago after being taken out of service by the BN.

—Photo by Wally Ruce

Information on Last Issue's Cover Photo

The last issue of the "Laker" had a picture on the cover of Duluth Union Terminal and Transfer No. 4, supposedly taken in March 1959, which is incorrect.

The locomotive, a 2-6-2 Prairie-type, was built by Brooks for the NP in 1907 and numbered 2387. It was purchased by the DUT&T on January 27, 1927.

DUT&T No. 4 was a sister to the NP 2435 presently at the museum. No. 4 was returned to the NP late in 1943 when the DUT&T acquired a 44-ton GE diesel. The Prairie-type engine was renumbered 2459 and was used until being scrapped on February 23, 1957.

— Kent Rengo



Editorial Comment

The saga continues . . .

The saga of the insurance companies versus the excursion railroads.

In the last week of July, the officers of the LS&M excursion railroad were informed that they could operate over the short BN segment of track between the Zoo and Riverside Junction for the same amount of coverage as in previous years.

By August first, the agreement had been accepted by the BN and the city. The LS&M had cancelled its first two weekends of scheduled operation on July 5 and 6, 19 and 20 and could not get things ready for the scheduled weekend of August 2 and 3 on such short order. The officers decided not to turn a wheel until the insurance question was settled.

The LS&M was ready to begin its summer operation on August 10th. It's newly acquired GE 50-ton locomotive was not ready for service, so the group asked to use the museum's SW-9 No. 935. As the train was taken out of its storage area, the crew wanted to switch some cars around. During the process of the switching operation, the 935 quit running, a governor malfunctioned, leaving the train afoul of a switch into the Hallett Dock Co. Thanks to Hallett Dock for the use of their Fairbanks-Morse, the train was pulled back into the storage area. But another weekend was lost. The LS&M's GE 50-tonner was ready for operation the following weekend of the 16th.

The LS&M is covered under a package policy carried by the Depot. The General Casualty Company Reliance Group, through the Insurance Service Agency of Duluth, is the carrier for the \$3.3 million policy. The BN had requested a \$3.5 million policy liability policy. The LS&M pays for its share under the Depot umbrella which in past years was \$1,800 per year. During the rate wars, it dropped to \$700 and for 1986 back up to \$2,500.

The LS&M is grateful to the BN and to the insurance carrier for an acceptable agreement. If the required coverage or the premium was beyond the financial ability of the railroad, it could have jeopardized the operation. But by using a portion of the BN tracks across from the Zoo, the excursion train had better visibility, picking up some patrons who just happened to be driving by.

The LS&M excursion train had a late start for its summer schedule, but made up for it by operating three weekends in August and three in September and on Labor Day. The original schedule called for every other weekend in July and August, a total of six weekends.

While the LS&M had a good season, there were no mainline excursions out of Duluth, the first time in four years. The museum had sponsored excursions for six consecutive years in the 1970s, and again in 1982, '83, '84 and '85. The past excursions have proven well-patronized by the general public and rail fans alike. Museums and excursion train operations are founded for the purpose of preserving a bit of the past, to educate people and expose them to an alternate means of travel by rail, to bring back memories of a by-gone era for the senior citizens and to enlighten the younger generation who have not ridden on a train. Let's hope we keep operating excursion trains and possibly a mainline excursion again.

Algoma Central —

A Wilderness Commuter

A wilderness commuter train . . . stopping at mileposts rather than stations . . . the longest "Y" in the world . . . are just some of the ways to describe the Algoma Central Railroad, a 296-mile road extending north from Sault Ste. Marie, Ontario, to Hearst, Ontario.

Between the two cities, there are few roads and many of the fishing lodges along the way are accessible only by rail and some by rail and boat. So it is not unusual to see the two baggage cars with camping gear, outboard motors, canoes, or in the winter, snowmobiles. And the train passengers indicate at what mile post they want to get off at, rather than at what station. Though there are small towns along the way, former mining communities, lumber mills, junction points.

Hawk Junction has a terminal and servicing facility and is a junction point for the 26-mile Michipicoten subdivision. Franz is the junction point for the Canadian Pacific and VIA Rail between Thunder Bay and Sudbury. Oba is the Canadian National junction point and VIA Rail between Capreol and Sioux Lookout.

At the end of the line is Hearst. Hearst, another junction point for CN's northern line and VIA Rail between Cochrane and Nakina.

Though Hearst may be the end of the line, north of which is virtually nothing except unspoiled wilderness, Hearst is a busy community of 5,000 catering to travelers going east and west on Highway 11 or VIA Rail or north by snowmobile or canoe. Four large motels a short walk from the station, restaurants that offer a variety of menus from a quick salad or sandwich to a gourmet meal.

Being the junction point with the CN northern mainline, Hearst has the longest "Y". It is conceivable that a train 296 miles long going east or west could be turned using the Algoma Central line as the leg.

The AC is a privately owned line with some help from the government. The through train to Hearst had as its consist two baggage cars, two coaches and a lunch car, with a GP 38 and a heater car on the point. The lunch car goes up in the morning as far as mile post 120, is transferred to the south bound train which meets there, and goes back to the Soo for restocking. Passengers on the north-bound train have lunch before 1 p.m., and on the south-bound train after 1 p.m.

The lunch car can hold 44, is like a coach with removable tables between the seats and a small galley at one end that offers sandwiches made of kaiser rolls, pie, hot soup, coffee, beverages candy and chips.

The lunch car and the two diners on the canyon train are catered and the personnel work for the caterer, freeing the railroad from having anything to do with the food service. Lunch on the Hearst train is satisfying and adequate, taking some careful maneuvering to get it to the table as the train wheels around the many curves at a good clip, exerting centrifugal forces in both directions for the majority of the trip. The last few miles to Hearst are relatively flat farm-land with few curves.

On September 10 and 11, the Hearst train had 45 senior citizens from Jamestown, New York, on a bus tour. Campers, fishermen, lodge personnel, railroad workers, made up the rest of the passengers which pretty well filled up the train.

The Hearst train is not as well patronized as the canyon train but may attract the rail fan and the more adventurous person who wants to go to the "end of steel." The fare is \$72 adults, \$36 children under 12 and leaves the Soo at 9:30 a.m., arriving at Hearst at 7:15 p.m. The return train leaves Hearst at 8:30 a.m., arriving back at the Soo at 6:30 p.m. Reservations are not necessary on the Hearst train, but are on the canyon train because of its greater patronage, and are available the day before only.

The canyon tour train may have up to 25 cars, including two diners which offer breakfast and lunch. The canyon train on September 10 had at least 20 cars with the last two cars at least being articulated. The length of the train and the motive power depends on what kind of a crowd is expected and on Friday the 12th it had 16 cars, including two diners with three GP-38s and a heater car on the point. The canyon train departs the Soo during the summer at 8:30, spends a couple of hours at the canyon, giving passengers time to hike the trails, to picnic in the park before returning to the Soo. After the canyon train, the Hearst train then backs into the station.

The equipment is kept in good repair, the roadbed is smooth, with jointed 85-pound rail which is slowly being replaced with 115 pound. The line which was built between 1899 and 1914 through the rugged Laurentian Hills, handles forest and mine products and destined for mills at the Soo and beyond. Iron ore traffic is reduced because of the lack of demand by Algoma Steel because of imports, causing a situation not unfamiliar with Minnesota's Iron Range with unemployment.

The Algoma Central Country is superb, the people friendly, the train crew accommodating, helpful, the scenery magnificent, a worthwhile trip to a pristine wilderness, a must for rail fans, with adequate and comfortable accommodations "at the end of Steel."

For further information, write to Passenger Sales, Algoma Central Railway, 129 Bay St., Sault Ste. Marie 26, Ontario P6A 1W7. Telephone 705 - 254-4331.



Algoma Central's train to Hearst about to leave Sault Ste. Marie, Ont. on a wet September 10, 1986.

Marillyn Persch Retires From Missabe

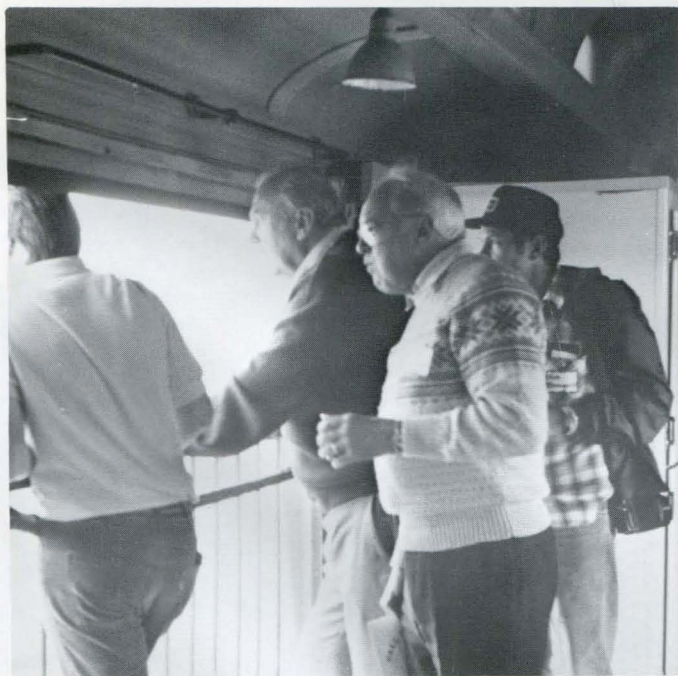
Having worked with four chief operating officers in the executive suit of the DM&IR for a couple of dozen years, Marillyn C. Persch decided to hang it up last February 1. She had begun her railroad career on October 7, 1957, working in the Labor Relations of the DM&IR. Two years later she was promoted to the executive office and had worked under President Fred Voss until his untimely death in 1961.

Daniel J. Smith took over the duties of president until D. B. Shank was appointed Vice President and General Manager in 1963, serving until his retirement nearly 20 years later. Marillyn's last boss is the present General Manager Clinton Ferner who succeeded Mr. Shank.

She is active in the National Association of Railway Business Women and is a guiding force along with some other dedicated members in the restoration of Car 68 at the railroad museum which is being restored to serve as a railroad china display car. Along with some help from retired Missabe veterans and paid help, the women have been working on the wood passenger car for the last four years.

The car was one of four bought by the Duluth Missabe and Northern in 1908 and is the last remaining car. It had been used as a work car and in stripping off the gray paint over the inside door, the number 68 was found in gold leaf, somewhat damaged by the stripping solution. The car had been renumbered W-114 as a work car, but will be restored to number 68, in gold leaf over the doors.

Marillyn says she enjoys her retirement and finds plenty to do, such as working in her garden, needlework, catching up on things that didn't get done at home, and working on Car 68.



LSTC members view the passing scene from baggage section of W-24 on AIME trip on September 6.

Michigan Art Center Benefits From Train Rides

ESCANABA — "All aboard the Bonifas Express."

Friends of the Bonifas Arts Center used this nostalgic boarding call as they escorted passengers into eight cars from the great days of railroading on the Escanaba and Lake Superior Railroad. In cooperation with the E&LS and the Lake Superior Museum of Transportation, the art center hosted four rides on Saturday and Sunday, August 16 and 17. The rides accommodated a total of more than 2,000 passengers, many of whom came from all over the Upper Peninsula and northeastern Wisconsin for the event.

Stephanie Morgan, train ride chairperson, credits John Larkin, E&LS president, along with Randy and Tim Schandel of our own museum, for making the benefit train ride possible. Proceeds from the train rides will go to the art center which is considered the hub of cultural activity in the Upper Peninsula.

The Transportation Museum played a big part in the fundraiser by providing coaches DM&IR coach 33, BN coaches A-13 and A-14, baggage cars SP&S 66 and NP and the C&NW parlor car 6700. The other two cars were the Reserve Mining parlor car "Dolly Madison," and a private open-window coach. The train was powered by the E&LS Baldwin RS-12 No. 300, built in 1953. The 300 was rebuilt in the E&LS shop in 1982 and is one of the last diesels of its kind in regular service.

The train traveled along the scenic Escanaba River passing Chandler Falls and the Escanaba River Dam. In addition to the scenic wonders of the trip, the trip also passed a large paper mill which resembles Cloquet's Potlatch plant. The 20-mile round trip from Escanaba to Chandler and back took approximately an hour and 45 minutes.

— David Schauer

LSTC Holds First Meeting of New Season

The Lake Superior Transportation Club held its first meeting on September 26, with President **Pat Dorin** presiding. Among some of the business conducted was the acknowledgement of a letter from **John Burgundy** to the museum that a Soo Line FP7 2500 A locomotive will soon be donated to the museum.

The museum's SW-9 No. 935 will be leased to the Peevey Elevator Co.

David Carlson requested help to set up the club's HO module layout for the Miller Hill Model Railroad show for the weekend of November 1 and 2, and also to take apart after the show.

Gordon Hanson thanked the club for its hosting of the Thousand Lakes Region rally of the American Model Railroad Association last spring.

A motion was made and carried that the club and the LS&M plan a railroad night sometime in the fall to say thanks to all members and railroad personnel who have helped keep our equipment and facilities in good repair.

As of September 26, the treasurer's report showed a balance of \$55.27 in the checking account, \$663.91 in savings.

Following the meeting and refreshments, **Kurt Haubrich** showed slides of trips that he had made out east, showing various railroads and related industries, historic places, and slides of Montreal and Toronto, their railroads, commuter lines and historic places.

LETTERS TO THE EDITOR

Writer Asks About Fund Drives

Editor: Recently I visited the Green Bay (Wisconsin) railroad museum as a guest of their curator and a member of their board of directors.

I was grilled with questions on how we, the Lake Superior railroad museum kept volunteers, how the museum made progress and how our board of directors interacted and controlled the volunteers.

The Green Bay museum has no volunteers. They have a gentleman who will be retiring in November who will help.

I described our museum to them, how it operated, and they seemed bewildered. Then I asked them how they got things done.

I learned that having no volunteers, any work that is to be done has to be hired out, cash in hand.

Here's the rub. In Green Bay, a town of 80,000, including suburbs, they held a fund drive, during which, three other charities also had fund drives.

The operation netted \$1,300,000.

Duluth has about 93,000 population. Add in Hermantown, Proctor, Superior, Cloquet, Two Harbors and a dozen small towns and the metro area approaches close to 250,000.

Our operating budget? Less than \$50,000.

I think it is time for us, the membership, to press the board for a fund drive.

Admittedly, \$1,000,000 perhaps couldn't be raised every year, but wouldn't it be nice to have a bank account?

Think of all the opportunities we have missed, projects given up, etc. There is no reason we cannot have the best museum in the country (yes, better than California.) There is NO reason we should not have cash in our coffers. Too many opportunities have been passed by, too many good ideas we could not afford. I suggest every one call or write a board member (or two or three) and ask what is being done.

Name withheld

(Editors Note: Replies and other letters to the editor are welcomed.)

Missabe Sponsors Annual AIME Fall Field Trip

The DM&IR hosted the annual fall field trip of the Minnesota section of the American Institute of Mining Engineers on September 6. The 240 members and guests were treated to a slide presentation depicting the proposed lakeshore development project on Saturday morning at the Playhouse. After lunch, the group boarded a train for a trip over the Oliver bridge through the new DWP Pokegama yard, to the Northwestern Itasca yard and back across the Oliver bridge, up the hill to Proctor, then back to the museum over the Missabe tracks. The annual social event concluded with a party at the museum.

On September 3rd, the LSTC was notified that it could add a couple of cars on the end of the AIME train for its members. W-24 and the Ranier Club were used and some hurried telephone calls were made to those members that could be reached, plus any who happened to be at the museum that Wednesday evening. There was no time for a mailing.



**SUPPORT YOUR LOCAL TOURIST RAILROAD —
DONATE YOUR TIME AS A VOLUNTEER**



Missabe units 182 and 157 on the AIME special, made up of the Ranier Club, W-24, car 33, BN A-13 and 14, Minnesota II and the Northland, on September 6, 1986.



LS&M: Poor Start, Good Finish

Duluth's local excursion train operation got off to a shaky start of its 1986 operating season, with some wondering if the season would even start, which would be it's seventh. The schedule called for every other weekend in July, starting July 5, and going through August for a total of six weekends. The insurance problem was unresolved until the end of July and not accepted by the city or the Burlington Railroad until the first of August, cancelling the July trips and being too short of notice to operate on August 2. So three weekends were missed.

On August 10, it looked like the LS&M had a green signal. Its own GE 50-tonner was still at the Proctor shop, but not to worry. The SW-9 935 from the museum could be used. On the morning of the 10th, during a switching move prior to beginning the season's operation, the 935's governor went bad, disabling the locomotive. While patrons were waiting for the train, they milled about in the Tappa-keg restaurant. While the LS&M had zero income, the Tappa-keg was doing very well, thank you.

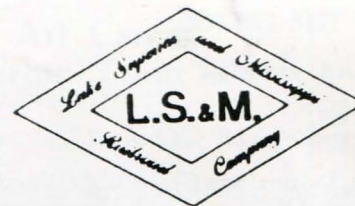
The 935 and its train had stalled on a switch leading to Hallett Dock Company and thanks to them for the use of their Fairbanks-Morse, the train was pulled back to its storage area. First the insurance problem, then a stalled locomotive, having to work on the train on a rainy, cold weekend, caused one member to comment: "This is getting to a point where it's not fun anymore." But on August 16th, the LS&M, received its GE and commenced its summer operations, offering six days in August, Labor Day and six days in September.

Car 33 and baggage car 66, part of the normal consist that the LS&M uses, were in Michigan, being used on the E&LS for an excursion train, so the Missabe lent its Minnesota II and W-24 combination car to the LS&M for additional seats, for which the LS&M is grateful, during the month of August.

Members of the BN mechanical department helped to restore the ailing 935 back to service, which served as a backup for the first weekend while the GE No. 48 was put through its paces on a first full weekend of excursion trips.



The LS&M's 50-ton GE with its train at the West Duluth terminal on its inaugural weekend of operation. The diesel has two Cummins six-cylinder, 300 h.p. truck engines, two traction motors.



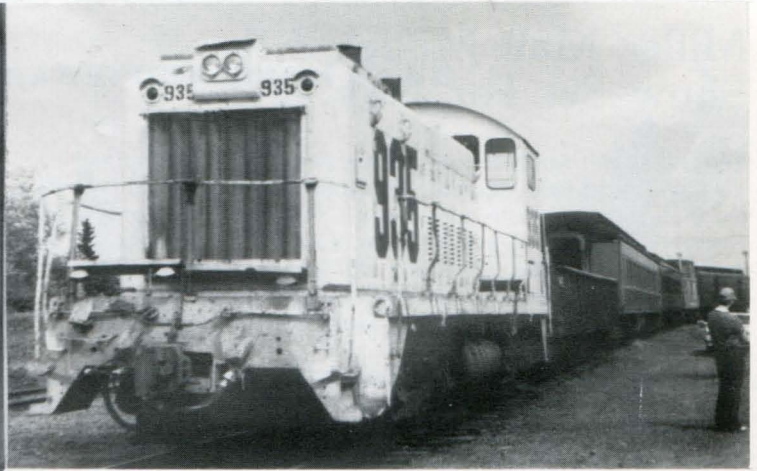
LS&M NEWS

The LS&M also hosted the Arrowhead Civic Special on August 21, using the W-24, Minnesota II, the Grand Trunk and CN coaches, the gondola and caboose. The Arrowhead Civic Special is operated for the purpose of giving handicapped children a train ride and in previous years had gone to Moose Lake and then to Iron River, Wisconsin until the BN lines to those towns had been abandoned.

After a shaky start, the LS&M did get its act together and had a good season, being able to pay off some large debts, for instance the \$4,700 to Industrial Welders for the repair of its GE locomotive truck. A quick look at some statistics as of September 30 for the LS&M:

Number of days operated	13
Number of trips	39
Passengers	4,663
Ticket sales	\$14,808.34
Souvenir sales	\$119.00
Total income	\$14,927.34
Income per passenger	\$3.18
Passengers per day	359
Passengers per trip	120
Cash on hand	\$7,523.71
Savings	6,560.34
Checking	963.37
Donations:	
L. Draper	\$500
E&LS	\$3,000
Arrowhead Civic Club	250
E. J. La Fond	\$50

The last two days, September 27-28, 1,041 people rode the train. There were \$690.52 in outstanding bills and the end of September.



Top right — SW-9 No. 935, hobbled by a malfunctioned governor, waits with its train for a tow back to storage area.

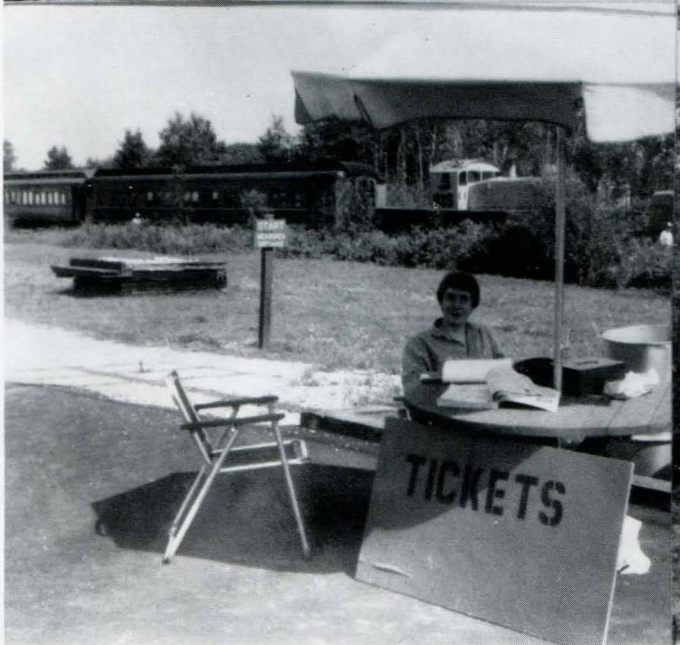
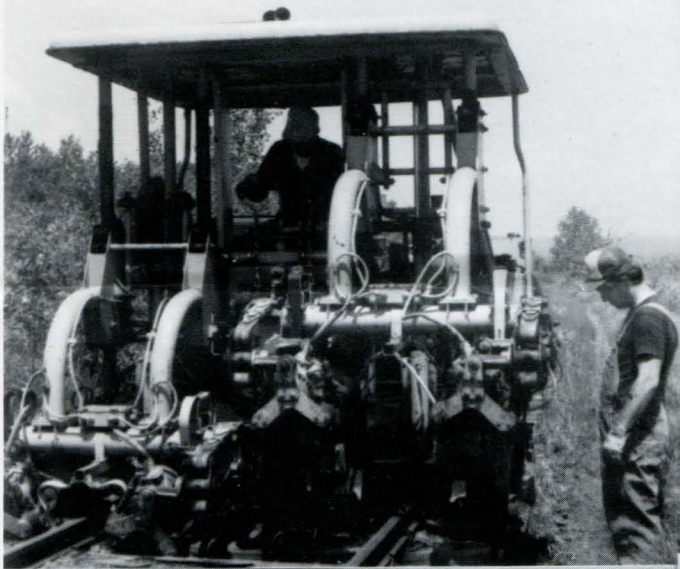
Top left — Only the legs are left of Gregg Vreeland as a man-eating culvert swallows him. Gregg was cleaning out the culvert at Frog Pond.

Middle — Bob Mortinsen operates the LS&M's tamper with Gregg Vreeland observing prior to the season's excursion train operations.

Bottom left — Steve Olsen mans the makeshift ticket booth — Wayne Olsen's picnic table and lawn chairs at the West Duluth terminal across from the Zoo.

Bottom right — The LS&M ballast regulator cuts back some brush and widens a drainage ditch in preparation for the 1986 operating season with Dave Schauer riding the regulator and Mark Olson in the cab.

— Staff Photos



Miller Mall Model R.R. Show Set For Nov. 1-2

The Miller Hill Mall, in cooperation with Carr's Hobby and members of the Lake Superior Transportation Club, will host the annual model railroad show on Saturday and Sunday, November 1 and 2. David Carlson of the LSTC is chairman, making the arrangements which will include several layouts from the Twin Cities, Durand and New Richmond, Wisconsin and all scales from Z-scale to O-gauge and standard gauge.

There will be a dinner catered by Jan Minor at the railroad museum on Saturday night for show participants and others interested. According to Jack Carr, every table available is spoken for a display and this year's presentation is promising to be one of the best.

There will be a club meeting on October 31 and members are asked to help set up displays on Friday night after the Mall closes and take down after closing on Sunday.

COMING EVENTS

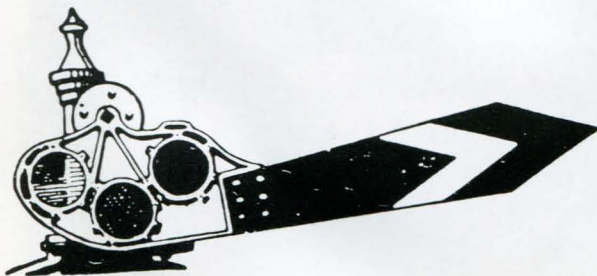
- October 31 — General Membership Meeting,
Zelda Theatre, Depot
November 25 — MTM Annual Meeting, election of
officers, Northwestern Life Insurance Building,
Minneapolis
November 28 — General Membership Meeting,
Zelda Theatre, Depot
NO MEETING IN DECEMBER
January 30 — Annual LSTC Meeting, election of officers.
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LAKE SUPERIOR TRANSPORTATION CLUB
ST. LOUIS COUNTY HERITAGE & ARTS CENTER
506 W. MICHIGAN STREET
DULUTH, MINNESOTA 55802



LS&M members Leo McDonnell, Kurt Haubrich, Dave Schauer and Dave Wood tamp and spike ties in a troublesome drainage area in New Duluth. Excessive rainfall has created extra work this past summer for track crews.

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