

LAKE SUPERIOR TRANSPORTATION CLUB

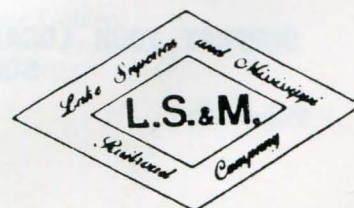


Laker

SPRING, 1986



Lake Superior and Mississippi Railroad



THE LAKER

May, 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	Ed Pufall
Vice President, Mechanical	Robert Mortinsen
Vice President, Engineering	Dick Hanson
Vice President, Public Relations ...	Dave Carlson
Secretary	Wayne Olsen
Treasurer	Bill Mickelsen
Director	Jergen Fuhr

COVER PHOTO

Ten-wheeler No. 1385, from Mid-Continent Railway Museum of North Freedom, Wisconsin, stops in the CNW yard in Itasca for servicing before making its way back to North Freedom after a successful two-day weekend of excursion trips between Duluth and Superior in September, 1983. In tow is an auxiliary water tank, diesel helper, tool car, two hopper cars for coal, a caboose and CNW business car 402.

Milwaukee Bi-Polars

The last issue of the "Laker" showed a picture of a Milwaukee bi-polar in the Cascades. A picture in the March 1963 of Trains shows the E-3, E-4 and E-5 heading for the scrap yard. E-1 was cut up in September, 1961 and E-2 went to St. Louis National Museum of Transport.

**SUPPORT YOUR LOCAL MUSEUM — VOLUNTEER
SOME TIME**

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1385 Is Returning

Ten-wheeler 1385 from Mid-Continent Railway Museum is returning to the Twin Ports on Memorial Day weekend for three-days of excursions between Duluth's rail museum and CNW's Itasca yard in Superior. Departure times from Duluth are scheduled for 9 a.m., 1 and 5 p.m. each day; May 24, 25 and 26.

The locomotive, formerly owned by the CNW, was restored by members of the Mid-Continent Rail Museum of North Freedom, Wisconsin and also the CNW and has been used by the CNW for public relations work. This will be the second appearance in the Twin Ports for the steamer, having been here in 1983.

Ticket prices have been set at \$6 for adults, \$5 for seniors and \$4 for children under 12. A limited amount of first class tickets will be available for \$12.

A committee has been working to finalize plans for the big weekend and get up a consist that will include the museum's coaches, the baggage car, Ranier Club, CNW lounge car 6700, the Dolly Madison from the E&LS and any others that can be begged, borrowed or stolen.

Because of the three-day schedule, a commitment is going to be needed from LSTC members for as much time as they can give, and to honor that commitment. A training session is planned for May 10th to familiarize train staff members with their duties and work stations. Approximately 30 people will be needed for each trip as car attendants, safety people, sales, food service and equipment maintenance.

The last time 1385 came to the Twin Ports, it was a big success and good money-maker for the museum, and with everyone's help, we can do it again. Pass the word around, help to distribute flyers and brochures.

Some of the museum's equipment will be going to the Twin Cities for use on the previous weekend by Streamline Excursions. When the cars return, they will need to be cleaned and readied for our weekend.

LSTC March Meeting

The March meeting of the LSTC had an interesting program of slides shown by Norm Livgard of his recent trip out west to ride on the Cripple Creek, Colorado and Southern and Cumbres and Toltec Railroads. A preview of a new video tape and equipment donated by Norm which shows a steam rotary plow in action, and action pictures of the 227, was seen by members.

During the business session, it was stated that a letter had gone to the BN requesting use of the track between the Zoo and Riverside to enable the LS&M to extend their trips. Work on the ballast regulator and tamper is progressing to get them ready for the season and Mark Olson stated that a lot of rock will be needed to protect the tracks of the LS&M due to high water levels.

And some of our cars will be going to Nisswa for an excursion on the Blue Water Line on June 20 and 21. Also car hosts and mechanical people will be needed to help.

Editorial Comment

On a day that March usually goes out like a lamb on, which falls on about the last day of the month, I took a stroll through the museum's yard, the first time since last fall, making a few observations and taking some pictures. Also checking on progress of the interstate and the track work which will connect our yard and museum to the outside world. The track had to be taken up to facilitate some storm sewer work needed for the freeway.

I noticed the 65-foot turn table that we had gotten from Canby, Minn., had gone and was told that it was sent to Iron World in Chisholm. Track work is being done and a considerable length had been relaid, but more is still needed to complete the job.

It was a bit disheartening to see the freeway taking over where once there had been a multitude of track and freight trains. It was just a little over a year ago that the railroads had pulled out of the Bridge Yard, moving their operation to the new Pokegama Yard in Superior. It wasn't long after the cessation of rail traffic in the yard that contractors began taking up the tracks, pilings driven into the ground, cement forms being constructed. And it wasn't long ago that I would mention to passengers on the trolley as it skirted the edge of the yard to notice the Bridge Yard for soon it will give way to ribbons of concrete.

Not that progress is bad, nor is change bad, but it seems a shame for an inefficient and expensive form of travel to take over a more efficient mode of travel. And what could our museum, or the proposed North Shore line, do with the amount that it takes to build one mile of freeway?

The last issue of the Laker had a picture of DM&IR's 402 heading a two-car train to Two Harbors. Whenever I see pictures such as that, I get a little nostalgic and irritated at myself for being so naive as to think that steam locomotives, passenger trains and RDCs would be around forever. I worked just up the street from the Union Depot, and though I would often do some train watching at the Union Depot or the NorthWestern Depot, it never dawned on me to ride to Two Harbors behind the 402, or later on the RDC, knowing that they would soon go out of existence.

Also, I envy those who had the foresight to take photographs of what used to be near the downtown area, the depots, the freight and passenger yards, the Great Northern high-line. But again, being young and naive, I figured on having the steam locomotive and the passenger trains and RDCs around for a long time and I can always take a picture or ride tomorrow . . . then there was no tomorrow. And now even the Bridge Yard is gone.

While being an impromptu tour guide recently at the museum, I struck up a conversation with a couple from Minneapolis. Len Spanier, retired from the Burlington Northern and formerly with the Great Northern, had said he had written train orders for the William Crooks back in about 1947. He and his wife are attempting to start a museum in the former Great Northern Depot at Albany, Minnesota and are looking for any artifacts, railroad memorabilia that could be used for the depot. If any one out there has any leads on such things and would like to help the Spaniers get started, they may be contacted at 8016 North Georgia, Minneapolis, Minnesota 55445.

1986 Depot All American Railroad Days — July 4, 5, 6, 1986

The 1986 Depot All American Railroad Days celebration will be held July 4, 5, 6, 1986. We have four important reasons to coordinate this special three day event. Independence Day, the annual Depot Railroad Days, Duluth All School Reunion and Downtown Duluth Promotion.

During Railroad Days this year the Depot will present a Gallery of Artistic Achievement (visual arts, literature, theater, music and dance) for the reunion and the programming staff are to coordinate a family fun event at the same time. The reunion committee is aware of all these events taking place simultaneously at the Depot.

Chairman of the event is Pete Golden, Depot Program Coordinator. It will be his responsibility to secure decorations, family entertainment, special events, and work with a Railroad Days Committee to make the railroad "All Stars" competition and Railroad Days events receive a higher degree of participation and attention than in previous years.

The Railroad Days Committee should coordinate the spike driving competition, hand car races, railroad displays, and create new ideas for railroad participation.

Last year 3,043 people visited the depot during the three day event. The success of the program was due largely to a variety of activities, good press coverage, and the Downtown Duluth promotion. The Greater Downtown Council saw an opportunity to use our promotion to increase traffic in the downtown area. This tie-in with the downtown gave us free advertising that could have amounted to several thousand dollars.

Our only concern was the lack of audience for the "All Stars" competition (spike driving and hand car races). We had serious doubts about continuing this part of the program for 1986, but feel it is an exciting, important part of the program and should have greater visibility. Difficulty was experienced in contacting the various railroad personnel and it seemed as if each railroad had a problem securing men for the competition. Burlington Northern the 1984 all around winners did not compete because of lack of enthusiasm.

Can I ask for your help in securing a Railroad Days Committee that will plan the 1986 competition?

Railroad Days offers a unique opportunity to focus attention on the Railroad Museum. The only 'cost' is the investment of staff and volunteer time, the potential exists for a Museum Membership Drive, volunteer recruitment and donations.

Tim Schandel and Dave Schauer of the train museum and Marillyn Persch have already offered their services to this committee. We need a chairman and committeemen to get the wheels turning.

Pete Golden
Depot Program Coordinator
727-8025

Museum Board of Directors Meet

The Board of Directors of the Lake Superior Museum of Transportation held a meeting on March 3, in the board room of the Depot with president **Clint Ferner** presiding.

Some of the highlights of that meeting:

Bill Miller, the Depot's treasurer, reported that gate receipts were down, reflecting the fact that other tourist attractions also experienced similar declines in attendance due to construction, detours, the loss of Amtrak and the cancellation of some conventions.

It was reported that the first museum membership meeting will be held on April 14 beginning at 6:00 with a social hour, a light dinner in the Great Hall and a program in the theatre.

Leo McDonnell reported on further negotiations with the BN to lease the approach to the Depot yard, stating that it may require a \$3.5 million liability policy attached to the lease. Insurance rates have risen dramatically for railroads. The Chicago area is very high on renewals, starting at 100% with some risks going to 200% and over.

A report on the North Shore Line stated that the 180-day waiting period to contest the abandonment will be up on September 1. It is possible the museum may buy the line on a contract for deed over a three-year period. 1,700 feet of track would have to be laid to recouple the former DM&IR line to downtown after a regional rail authority would be established. The purchase and restoration, construction of added facilities could cost as much as \$3.8 million. It is estimated that the Louisiana Pacific Company could supply 28% of logs needed for the new paper mill from the Two Harbors area and be sent over the new rail line. They would like to retain a rail access to interchange with the DM&IR. A number of other firms would also like to see the rail line kept intact.

It was with regret that the board accepted the resignation of **George Wells**. It was agreed to honor past directors of the board in some way for their past duties and participation on the board.

Pete Golden spoke on the coming Railroad Days, asking for participation from the railroad museum to plan and help with the big event.

Representing the Minnesota Transportation Museum was **Lee Tuski** who stated that their gas-electric car will be ready in May for its inaugural trip and the 328 will be re-flued for the summer operation.

Iron World in Chisholm will have its 2.2-mile tourist railroad ready for operation in June, and may hire staff and volunteers through our museum to eliminate the many restrictions and restraints they would encounter. Also, they would have to hire all paid help, no volunteers.

The board also has been wrestling with the idea of eliminating some of the equipment in the museum to make way for more that will soon be coming. It was suggested that the DWP boarding car, the dynamometer B-10, a D&IR box car and a DM&IR refer could possibly be disposed of. **Tom Gannon** stated that the box cars are full of tools and junk which should be sorted out, stored elsewhere and throw out the junk. Gan-

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First Annual Meeting of Museum Members Held

Members of the Lake Superior Museum of Transportation held their first annual meeting on April 14 beginning with a social hour in the museum, dinner in the Great Hall and a very short business meeting, followed by a program in the Playhouse Theatre.

Jan Menor of Continental Catering, a new catering service, served a ground cornish hen and hamburger meat patty with salad, lemon chiffon cake — a simple but tasty dinner for the 143 in attendance.

The short business meeting was to concur in the recommendations of the nominating committee that all present members of the board of directors be seated for three years. President is **Clinton Ferner**; vice president **Wayne C. Olsen**; secretary **Leo M. McDonnell**; treasurer, **Robert M. Sederberg**. Board members are **Philip W. Budd**, **Edward Burkhardt**, **Thomas J. Lamphier**, **Leonard Draper**, **John Larkin**, **Ron Liggett**, **Byron D. Olsen**, **Jack Rowe**, **Donald B. Shank**, **Eugene E. Shepard** and **William P. Van Evera**.

Ex-officio members are **Pat Dorin**, **Eugene Corbey**, **John Koenig**, **Lee W. Tuskey** and **Lawrence J. Sommer**.

For the program, **Don Shank** gave a slide presentation on the history of the museum, showing some of the equipment presently here and pertinent data on each piece. The **Mike Meier** trio played for the social hour and the dinner, offering a selection of oldies including old railroad songs.



non stated that it would be nice to have a high-cube car, like an 89-footer in which to store things. It was moved to have a committee to look into the disposition of excess equipment. Motion passed. The museum has a request from the Streamline Club of Twin Cities to use our cars for the weekend of May 17 and 18 on the CNW. Motion was made and passed to OK the request.

The board welcomed **John Larkin** of the Escanaba and Lake Superior. Mr. Larkin has been very helpful in the past in loaning cars for fan trips and have repairs done on our cars.

It was stated by a board member that a flood in Roanoke, Virginia, had virtually destroyed a railroad museum. Flood waters had washed a big locomotive like our Yellowstone 227 downstream, ending up against a bridge buried in mud. The museum now has the task of digging it out and cleaning the locomotive.

— Jergen Fuhr

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

E&LS Expands

Business on the Escanaba and Lake Superior Railroad has increased with the addition of a rail line from Crivitz to Marinette in Northeastern Wisconsin. The E&LS recently acquired the former Milwaukee Road track through a court battle with the Soo Line which had purchased the Milwaukee Road.

The 22-mile track gives the E&LS another connection with the CNW at Marinette, the other being at Escanaba, Michigan, and enables them to serve the paper mills in Marinette. The railroad company, based in Wells, Michigan, also serves a paper mill in Ontonagon, Michigan and previously had purchased a former Milwaukee-owned rail line between Crivitz and Green Bay.

The E&LS often borrows cars from the museum for special excursion trips or entertaining dignitaries. Likewise, our museum often borrows cars from the E&LS for our excursion trips and currently has one of their cars in the museum undergoing a change in its heating system.

A former CN sleeper, the Mount Robison, is being converted to electric-hot water heat by museum staff members Tim and Randy Schandel and John Vincent.

Amtrak Needs Your Help

"Time after time during the two-day trips each way, I remind myself that via Amtrak I was able to rub shoulders with some of the nation's most dramatic scenery, the same handiworks of nature that I had flown over and virtually ignored from some 35,000 feet above." So writes Barc Slade in the March/April issue of AAA's Home and Away. He goes on to say "Reagan administration officials state that the federal government's subsidy of \$35 for each Amtrak rider is reason enough to eliminate financial support altogether." He quotes Amtrak spokesman John McLeod as saying that the administration does not point out that all forms of public transportation are subsidized . . . that the airlines are actually subsidized by about \$10 more per passenger (\$45) than we are.

In the May issue of Trains, John R. Martin, president of the National Association of Railroad Passengers, quotes the FAA saying "that 23 airports face serious congestion by the end of the decade; 46 will have major problems by the turn of the century." In a sidebar to his article, Martin cites an example: "The Federal government pays 90 percent of the cost of many highway projects but no more than 50 percent of those few rail investments that gain Federal approval."

He also states that money for highway and airway improvements is commonly called an "investment." Money for Amtrak — even its capital improvement — is commonly called a "subsidy." Either they are all "subsidies" or they are all "investments."

Pick up a copy of Trains and read the whole article, then write to your local politicians, congressmen and representatives in support of the nation's rail passenger service.



SLEEPER BEING MODERNIZED

John Vincent removes a wall panel in the former CN Mount Robison sleeper to facilitate the installation of a new thermostat. The car, now owned by the E&LS, has been in the museum over the winter undergoing a change in its heating system from steam to electric.

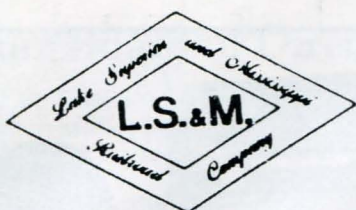
Extensive Repairs to 8566

What started out to be a minor repair job is turning out to be a major overhaul.

The museum's GE locomotive 8566 had some leaky head gaskets on one of its engines. Stuart Beck, Ben Ostroviak, Dick Hanson, Norm Livgard and Leo McDonnell began taking the heads off to replace the gaskets, along with other parts that had to be taken off to facilitate the head removals. It was found that the cylinder liners had slipped below the top surface of the cylinder block, causing the leakage of the head gaskets.

So the liners had to be removed, which meant removal of the pistons and rods. The removal of the pistons revealed that some of them were not in very good shape either. The areas between the piston rings had broken out on some, meaning new pistons, as well as new liners. This engine, one of two V-8 Caterpillars in the GE, is the same one the LS&M had trouble with last spring when it was discovered that one piston had broken, making it necessary for the 8566 to operate on only one diesel/generator set, cutting its power by half. The locomotive operated for the first half of the excursion season with a smaller consist than normal.

The museum has engaged the services of Clarence Thieland, a former diesel mechanic very familiar with Caterpillars and retired for the last five years. With the help of museum volunteers, the 8566 is now being put together with many new parts. It is possible the venerable old diesel will be sold to Iron World for use on their new excursion railroad.



The Lake Superior and Mississippi Railroad Annual Report for 1985

Nineteen Hundred and Eighty Five, a look back. It has been a long year! May the LS&M continue to provide old time railroad experiences for many more years.

Last year the LS&M did quite well. We made many improvements. We also had a few problems.

The LS&M saw two more long time friends pass away in 1985. First, Frank King passed away in the spring and then last fall we lost Bruce Smith. I will never forget these two individuals. Frank and Bruce were railroad men to the core. They were a wealth of information. We all will miss them.

First I want to say thank you to all those that have helped the LS&M in any way this past year. We worked hard, we had some fun, we purchased new equipment and we made money.

We hope to have all the new equipment operational by this summer. The 50 Ton General Electric locomotive that was donated by the Flambeau Paper Co. is one of the biggest new items we have. This locomotive will be worked on at the DM&IR shops in Proctor this spring. Train brakes and truck work are in order. I hope we can at least primer it before we use it. We also had two pieces of track equipment donated by the BN, the biggest was a 'TAMPER' brand tamper. With a little more work on that unit we should be ready to get the line in first rate shape this year. The other piece of equipment is a 'KERSHAW' ballast regulator. This will help us move and spread what little ballast that we have on the line. Also the LS&M is now the owner of a passenger car. In late 1984 the BN sold cars A13 and A14 to the museum and us. We own the A14 and the museum owns A13. The last item of equipment that we purchased is a 'FORDSON' tractor backhoe. This was purchased to help with track work out on the line.

All this new equipment didn't come cheap. We spent over \$12,000.00 on it all together. We paid \$5,770.00 for the A14 and \$3,500.00 for the backhoe. The rest of the expense was for transportation of the locomotive and track equipment.

Our total income for 1985 was \$9,373.65. We had \$12,849.80 in the bank carry over from 1984. Our operating expenses were \$7,925.77. The Capitol Expenditures above were \$12,063.60. So if you take the time to figure it out we only have \$2,234.08 as we enter 1986.

We do have quite a bit of work to do this spring and as you can see we have very little money to do it with. We may have to borrow some money to get the operation going.

The worst thing about 1985 was the CORP of ENGINEER'S allowing Lake Superior's water level to remain above normal.

LS&M NEWS

Tamper, Regulator Being Restored

Last summer, the Lake Superior & Mississippi obtained two pieces of road maintenance equipment from the BN which were surplus at the Superior Roadway shop.

With a crane and low-boy trucks, the two pieces, a ballast regulator and a tamper were set down on track one outside the museum. The tamper has a light buggy that was bent out of shape. But thanks to Dick and Gordy Hanson who headed up the repair team, and with the help of others, the light buggy was straightened and made useable.

Dick took the transmitters home to work on them. Dick is from Owen, Wisconsin and Gordy is from Golden Valley, Minnesota. Dick makes almost a 400-mile round trip to come to work at the museum and has often spent weekends here working on the tamper or the regulator to get them back into working condition.

The weekend of April 5-6, found him and his son Jeff working on the equipment. Dick installed a transmitter on the light buggy to test it. It worked! But there is some work to be done on the tamper to make it useable for automatic track leveling.

Last fall Dick worked on the three-cylinder diesel that powers the regulator and was able to get that in working condition. The weekend of the fifth, he started it up for the first time this year, and checked out some of the hydraulics and air systems.

It is hoped to get both pieces on good working order to be used on the LS&M line before the start of the excursion season. The equipment will be first tried out in the Depot yard.

The night after our last weekend run a rain storm took out sections of our line. The water was so high that the MUD FLATS were all under water for the first time that I can ever remember.

The winds blew the river water over much of the line and took our ballast and subgrade out to sea. We placed two truck loads of large rock near the new bridge and that seems to be the only way we can keep the tracks where they belong.

I hope that we can run from the Zoo to New Duluth in 1986. It is not for sure as I write this but it is being worked on. The biggest hurdle is the insurance required by the BN for us to use their tracks.

The Two Harbors line may yet materialize this year. Don Shank has been working on a purchase of the line and a grant to start operations. Until we see smoke up that way we must figure on the existing line as the only excursion train in the area.

Remember that we have a very short time until summer. The month of May will be very busy and I do not think much work will be done on the LS&M. This means that April and June will need twice as much of our efforts. Please let me or any of the board members know if you can work on the line or equipment.

Mark Olson
President, LS&M Railroad

Lake Superior and Mississippi Railroad Financial Report

FOR PERIOD JAN. 1, 1985 through DEC. 31, 1985

January 1, 1985 Beginning Balance \$12,849.80
INCOME

Ticket Sales	\$7,958.77
Interest	574.88
Souvenir and food sales	390.00
Donations	300.00
Rental of A-14	150.00
Total Income	9,373.65
	\$22,223.45

EXPENSE

Operation:	\$ 4,990.77
Tools and materials	1,470.08
Insurance	990.00
Track work	857.25
Fuel + oil	795.96
Weed control	665.00
Rental Toilets	212.48
Advertising:	\$ 1,663.34
Newspapers	926.43
Brochures	615.37
Directional signs	48.24
Slide presentations	19.50
Skyworld Duluth News	17.80
Utilities:	\$ 717.18
Northwestern Bell	638.40
AT&T C&S	43.15
Minnesota Power	35.63
Capital expense:	\$12,063.60
Purchase of A-14	5,770.00
Purchase of backhoe	3,500.00
Trucking of engine	2,272.40
Trucking of track machinery ..	521.20
Forfeited interest	\$ 125.00
Petty cash	123.79
Pop and food for sale	100.15
Depot membership	100.00
Flowers for members	90.68
Sales taxes	14.86
Total Expenses	\$19,989.37

LS&M Holds Annual Meeting

The members of the Lake Superior and Mississippi Railroad held their annual meeting on March 29 in Zelda Theatre of the Depot with President Mark Olson presiding.

After the secretary's and treasurer's report, Mark spoke to the group about the coming year, mentioning that a lot of work will have to be done on line because of highwater and winds that have washed out and undermined portions of the road-bed. A tentative operating schedule has been set for July 5-6, 19-20, August 2-3, 16-17 and 30-31, with times leaving New Duluth at 12, 2 and 4. This is a tentative schedule depending on how work progresses on getting the tracks into shape.

With the addition of a Fordson diesel tractor, a tamper and ballast regulator to the growing list of LS&M equipment, more road work will be accomplished, providing there are enough people to handle the equipment. Also, a considerable amount of hand work will be required by individuals to supplement the machine work.

Mark also spoke about the North Shore line, saying it is too early to tell what impact that operation will have on the LS&M if it comes into being, whether the LS&M will continue in its present location or become at part of the North Shore operation. After the meeting adjourned, the members retired to the NP observation lounge Ranier Club for refreshments.

TLR Rally Here In May

The Thousand Lakes Region of the National Model Railroad Association will hold its spring meeting in Duluth on May 16, 17, 18 and will be headquartered at the Radisson Hotel, just up the street from the rail museum.

Friday will see a wine and cheese party at the Radisson and time to view the LSTC's HO module which will be set up in the Great Hall of the hotel. The banquet will be held on Saturday, with tours of the new DWP Pokegama yard, the Proctor yard of the DM&IR, a visit to an ore dock and a harbor tour on the Vista Queen. Tours of members layouts will be offered on Sunday. Call David Carlson, 722-5097, for details.



FIXING REGULATOR

Dick Hanson installs the alternator in the LS&M's ballast regulator. Dick has been working on the regulator and the tamper to get them into working order for the season's work on the LS&M excursion line.



CALENDAR OF COMING EVENTS

May 16, 17, 18 — TLR Rally in Duluth's Radisson Hotel. Also Streamline Excursions operating out of Twin Cities.

May 24, 25, 26 — Steam excursion sponsored by the museum with CNW No. 1385, departing the rail museum at 9, 1 and 5 each day for CNW yard in Itasca.

May 30 — Last monthly meeting of the season for LSTC, Zelda Theatre, the Depot.

June 21, 22 — Blue Water Line excursion.

July 5, 6, 19, 20, Aug. 2, 3, 16, 17, 30, 31 — Tentative schedule for the LS&M excursions.

HELP WANTED

Interested persons needed for restoration work. No special training needed. On-the-job-training provided. Scale is low, but great fringe benefits. Call 727-0687 or apply at your local railroad museum.



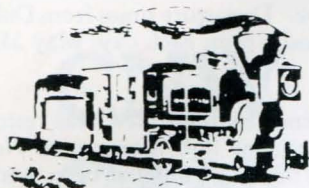
PARTY TIME

LS&M president Mark Olson, left, with Bob Mortinsen and Dave Wood, relax in the Ranier Club with some refreshments following the annual meeting of the LS&M on March 29.

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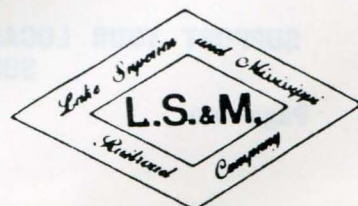


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Insurance	990.00
Track work	857.25
Fuel + oil	795.96
Weed control	665.00
Rental Toilets	212.48
Advertising:	\$ 1,663.34
Newspapers	926.43
Brochures	615.37
Directional signs	48.24
Slide presentations	19.50
Skyworld Duluth News	17.80
Utilities:	\$ 717.18
Northwestern Bell	638.40
AT&T C&S	43.15
Minnesota Power	35.63
Capital expense:	\$12,063.60
Purchase of A-14	5,770.00
Purchase of backhoe	3,500.00
Trucking of engine	2,272.40
Trucking of track machinery ..	521.20
Forfeited interest	\$ 125.00
Petty cash	123.79
Pop and food for sale	100.15
Depot membership	100.00
Flowers for members	90.68
Sales taxes	14.86
Total Expenses	<u>\$19,989.37</u>

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Friday will see a wine and cheese party at the Radisson and time to view the LSTC's HO module which will be set up in the Great Hall of the hotel. The banquet will be held on Saturday, with tours of the new DWP Pokegama yard, the Proctor yard of the DM&IR, a visit to an ore dock and a harbor tour on the Vista Queen. Tours of members layouts will be offered on Sunday. Call David Carlson, 722-5097, for details.



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Dick Hanson installs the alternator in the LS&M's ballast regulator. Dick has been working on the regulator and the tamper to get them into working order for the season's work on the LS&M excursion line.



Editorial Comment

On a day that March usually goes out like a lamb on, which falls on about the last day of the month, I took a stroll through the museum's yard, the first time since last fall, making a few observations and taking some pictures. Also checking on progress of the interstate and the track work which will connect our yard and museum to the outside world. The track had to be taken up to facilitate some storm sewer work needed for the freeway.

I noticed the 65-foot turn table that we had gotten from Canby, Minn., had gone and was told that it was sent to Iron World in Chisholm. Track work is being done and a considerable length had been relaid, but more is still needed to complete the job.

It was a bit disheartening to see the freeway taking over where once there had been a multitude of track and freight trains. It was just a little over a year ago that the railroads had pulled out of the Bridge Yard, moving their operation to the new Pokegama Yard in Superior. It wasn't long after the cessation of rail traffic in the yard that contractors began taking up the tracks, pilings driven into the ground, cement forms being constructed. And it wasn't long ago that I would mention to passengers on the trolley as it skirted the edge of the yard to notice the Bridge Yard for soon it will give way to ribbons of concrete.

Not that progress is bad, nor is change bad, but it seems a shame for an inefficient and expensive form of travel to take over a more efficient mode of travel. And what could our museum, or the proposed North Shore line, do with the amount that it takes to build one mile of freeway?

The last issue of the Laker had a picture of DM&IR's 402 heading a two-car train to Two Harbors. Whenever I see pictures such as that, I get a little nostalgic and irritated at myself for being so naive as to think that steam locomotives, passenger trains and RDCs would be around forever. I worked just up the street from the Union Depot, and though I would often do some train watching at the Union Depot or the NorthWestern Depot, it never dawned on me to ride to Two Harbors behind the 402, or later on the RDC, knowing that they would soon go out of existence.

Also, I envy those who had the foresight to take photographs of what used to be near the downtown area, the depots, the freight and passenger yards, the Great Northern high-line. But again, being young and naive, I figured on having the steam locomotive and the passenger trains and RDCs around for a long time and I can always take a picture or ride tomorrow . . . then there was no tomorrow. And now even the Bridge Yard is gone.

While being an impromptu tour guide recently at the museum, I struck up a conversation with a couple from Minneapolis. Len Spanier, retired from the Burlington Northern and formerly with the Great Northern, had said he had written train orders for the William Crooks back in about 1947. He and his wife are attempting to start a museum in the former Great Northern Depot at Albany, Minnesota and are looking for any artifacts, railroad memorabilia that could be used for the depot. If any one out there has any leads on such things and would like to help the Spaniers get started, they may be contacted at 8016 North Georgia, Minneapolis, Minnesota 55445.

1986 Depot All American Railroad Days — July 4, 5, 6, 1986

The 1986 Depot All American Railroad Days celebration will be held July 4, 5, 6, 1986. We have four important reasons to coordinate this special three day event. Independence Day, the annual Depot Railroad Days, Duluth All School Reunion and Downtown Duluth Promotion.

During Railroad Days this year the Depot will present a Gallery of Artistic Achievement (visual arts, literature, theater, music and dance) for the reunion and the programming staff are to coordinate a family fun event at the same time. The reunion committee is aware of all these events taking place simultaneously at the Depot.

Chairman of the event is Pete Golden, Depot Program Coordinator. It will be his responsibility to secure decorations, family entertainment, special events, and work with a Railroad Days Committee to make the railroad "All Stars" competition and Railroad Days events receive a higher degree of participation and attention than in previous years.

The Railroad Days Committee should coordinate the spike driving competition, hand car races, railroad displays, and create new ideas for railroad participation.

Last year 3,043 people visited the depot during the three day event. The success of the program was due largely to a variety of activities, good press coverage, and the Downtown Duluth promotion. The Greater Downtown Council saw an opportunity to use our promotion to increase traffic in the downtown area. This tie-in with the downtown gave us free advertising that could have amounted to several thousand dollars.

Our only concern was the lack of audience for the "All Stars" competition (spike driving and hand car races). We had serious doubts about continuing this part of the program for 1986, but feel it is an exciting, important part of the program and should have greater visibility. Difficulty was experienced in contacting the various railroad personnel and it seemed as if each railroad had a problem securing men for the competition. Burlington Northern the 1984 all around winners did not compete because of lack of enthusiasm.

Can I ask for your help in securing a Railroad Days Committee that will plan the 1986 competition?

Railroad Days offers a unique opportunity to focus attention on the Railroad Museum. The only 'cost' is the investment of staff and volunteer time, the potential exists for a Museum Membership Drive, volunteer recruitment and donations.

Tim Schandel and Dave Schauer of the train museum and Marillyn Persch have already offered their services to this committee. We need a chairman and committeemen to get the wheels turning.

Pete Golden
Depot Program Coordinator
727-8025

Museum Board of Directors Meet

The Board of Directors of the Lake Superior Museum of Transportation held a meeting on March 3, in the board room of the Depot with president **Clint Ferner** presiding.

Some of the highlights of that meeting:

Bill Miller, the Depot's treasurer, reported that gate receipts were down, reflecting the fact that other tourist attractions also experienced similar declines in attendance due to construction, detours, the loss of Amtrak and the cancellation of some conventions.

It was reported that the first museum membership meeting will be held on April 14 beginning at 6:00 with a social hour, a light dinner in the Great Hall and a program in the theatre.

Leo McDonnell reported on further negotiations with the BN to lease the approach to the Depot yard, stating that it may require a \$3.5 million liability policy attached to the lease. Insurance rates have risen dramatically for railroads. The Chicago area is very high on renewals, starting at 100% with some risks going to 200% and over.

A report on the North Shore Line stated that the 180-day waiting period to contest the abandonment will be up on September 1. It is possible the museum may buy the line on a contract for deed over a three-year period. 1,700 feet of track would have to be laid to recouple the former DM&IR line to downtown after a regional rail authority would be established. The purchase and restoration, construction of added facilities could cost as much as \$3.8 million. It is estimated that the Louisiana Pacific Company could supply 28% of logs needed for the new paper mill from the Two Harbors area and be sent over the new rail line. They would like to retain a rail access to interchange with the DM&IR. A number of other firms would also like to see the rail line kept intact.

It was with regret that the board accepted the resignation of **George Wells**. It was agreed to honor past directors of the board in some way for their past duties and participation on the board.

Pete Golden spoke on the coming Railroad Days, asking for participation from the railroad museum to plan and help with the big event.

Representing the Minnesota Transportation Museum was **Lee Tuski** who stated that their gas-electric car will be ready in May for its inaugural trip and the 328 will be re-flued for the summer operation.

Iron World in Chisholm will have its 2.2-mile tourist railroad ready for operation in June, and may hire staff and volunteers through our museum to eliminate the many restrictions and restraints they would encounter. Also, they would have to hire all paid help, no volunteers.

The board also has been wrestling with the idea of eliminating some of the equipment in the museum to make way for more that will soon be coming. It was suggested that the DWP boarding car, the dynamometer B-10, a D&IR box car and a DM&IR refer could possibly be disposed of. **Tom Gannon** stated that the box cars are full of tools and junk which should be sorted out, stored elsewhere and throw out the junk. Gan-

Page four

First Annual Meeting of Museum Members Held

Members of the Lake Superior Museum of Transportation held their first annual meeting on April 14 beginning with a social hour in the museum, dinner in the Great Hall and a very short business meeting, followed by a program in the Playhouse Theatre.

Jan Menor of Continental Catering, a new catering service, served a ground cornish hen and hamburger meat pasty with salad, lemon chiffon cake — a simple but tasty dinner for the 143 in attendance.

The short business meeting was to concur in the recommendations of the nominating committee that all present members of the board of directors be seated for three years. President is Clinton Ferner; vice president Wayne C. Olsen; secretary Leo M. McDonnell; treasurer, Robert M. Sederberg. Board members are Philip W. Budd, Edward Burkhardt, Thomas J. Lamphier, Leonard Draper, John Larkin, Ron Liggett, Byron D. Olsen, Jack Rowe, Donald B. Shank, Eugene E. Shepard and William P. Van Evera.

Ex-officio members are Pat Dorin, Eugene Corbey, John Koenig, Lee W. Tuskey and Lawrence J. Sommer.

For the program, Don Shank gave a slide presentation on the history of the museum, showing some of the equipment presently here and pertinent data on each piece. The Mike Meier trio played for the social hour and the dinner, offering a selection of oldies including old railroad songs.



non stated that it would be nice to have a high-cube car, like an 89-footer in which to store things. It was moved to have a committee to look into the disposition of excess equipment. Motion passed. The museum has a request from the Streamline Club of Twin Cities to use our cars for the weekend of May 17 and 18 on the CNW. Motion was made and passed to OK the request.

The board welcomed **John Larkin** of the Escanaba and Lake Superior. Mr. Larkin has been very helpful in the past in loaning cars for fan trips and have repairs done on our cars.

It was stated by a board member that a flood in Roanoke, Virginia, had virtually destroyed a railroad museum. Flood waters had washed a big locomotive like our Yellowstone 227 downstream, ending up against a bridge buried in mud. The museum now has the task of digging it out and cleaning the locomotive.

— Jergen Fuhr

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

E&LS Expands

Business on the Escanaba and Lake Superior Railroad has increased with the addition of a rail line from Crivitz to Marinette in Northeastern Wisconsin. The E&LS recently acquired the former Milwaukee Road track through a court battle with the Soo Line which had purchased the Milwaukee Road.

The 22-mile track gives the E&LS another connection with the CNW at Marinette, the other being at Escanaba, Michigan, and enables them to serve the paper mills in Marinette. The railroad company, based in Wells, Michigan, also serves a paper mill in Ontonagon, Michigan and previously had purchased a former Milwaukee-owned rail line between Crivitz and Green Bay.

The E&LS often borrows cars from the museum for special excursion trips or entertaining dignitaries. Likewise, our museum often borrows cars from the E&LS for our excursion trips and currently has one of their cars in the museum undergoing a change in its heating system.

A former CN sleeper, the Mount Robison, is being converted to electric-hot water heat by museum staff members Tim and Randy Schandel and John Vincent.

Amtrak Needs Your Help

"Time after time during the two-day trips each way, I reminded myself that via Amtrak I was able to rub shoulders with some of the nation's most dramatic scenery, the same handiworks of nature that I had flown over and virtually ignored from some 35,000 feet above." So writes Barc Slade in the March/April issue of AAA's Home and Away. He goes on to say "Reagan administration officials state that the federal government's subsidy of \$35 for each Amtrak rider is reason enough to eliminate financial support altogether." He quotes Amtrak spokesman John McLeod as saying that the administration does not point out that all forms of public transportation are subsidized . . . that the airlines are actually subsidized by about \$10 more per passenger (\$45) than we are.

In the May issue of Trains, John R. Martin, president of the National Association of Railroad Passengers, quotes the FAA saying "that 23 airports face serious congestion by the end of the decade; 46 will have major problems by the turn of the century." In a sidebar to his article, Martin sites an example: "The Federal government pays 90 percent of the cost of many highway projects but no more than 50 percent of those few rail investments that gain Federal approval."

He also states that money for highway and airway improvements is commonly called an "investment." Money for Amtrak — even its capital improvement — is commonly called a "subsidy." Either they are all "subsidies" or they are all "investments."

Pick up a copy of Trains and read the whole article, then write to your local politicians, congressmen and representatives in support of the nation's rail passenger service.



SLEEPER BEING MODERNIZED

John Vincent removes a wall panel in the former CN Mount Robison sleeper to facilitate the installation of a new thermostat. The car, now owned by the E&LS, has been in the museum over the winter undergoing a change in its heating system from steam to electric.

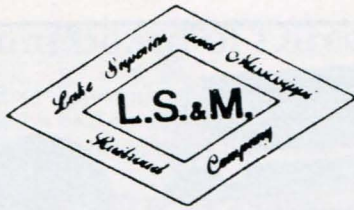
Extensive Repairs to 8566

What started out to be a minor repair job is turning out to be a major overhaul.

The museum's GE locomotive 8566 had some leaky head gaskets on one of its engines. **Stuart Beck, Ben Ostroviak, Dick Hanson, Norm Livgard and Leo McDonnell** began taking the heads off to replace the gaskets, along with other parts that had to be taken off to facilitate the head removals. It was found that the cylinder linings had slipped below the top surface of the cylinder block, causing the leakage of the head gaskets.

So the liners had to be removed, which meant removal of the pistons and rods. The removal of the pistons revealed that some of them were not in very good shape either. The areas between the piston rings had broken out on some, meaning new pistons, as well as new liners. This engine, one of two V-8 Caterpillars in the GE, is the same one the LS&M had trouble with last spring when it was discovered that one piston had broken, making it necessary for the 8566 to operate on only one diesel/generator set, cutting its power by half. The locomotive operated for the first half of the excursion season with a smaller consist than normal.

The museum has engaged the services of **Clarence Thieland**, a former diesel mechanic very familiar with Caterpillars and retired for the last five years. With the help of museum volunteers, the 8566 is now being put together with many new parts. It is possible the venerable old diesel will be sold to Iron World for use on their new excursion railroad.



The Lake Superior and Mississippi Railroad Annual Report for 1985

Nineteen Hundred and Eighty Five, a look back. It has been a long year! May the LS&M continue to provide old time railroad experiences for many more years.

Last year the LS&M did quite well. We made many improvements. We also had a few problems.

The LS&M saw two more long time friends pass away in 1985. First, Frank King passed away in the spring and then last fall we lost Bruce Smith. I will never forget these two individuals. Frank and Bruce were railroad men to the core. They were a wealth of information. We all will miss them.

First I want to say thank you to all those that have helped the LS&M in any way this past year. We worked hard, we had some fun, we purchased new equipment and we made money.

We hope to have all the new equipment operational by this summer. The 50 Ton General Electric locomotive that was donated by the Flambeau Paper Co. is one of the biggest new items we have. This locomotive will be worked on at the DM&IR shops in Proctor this spring. Train brakes and truck work are in order. I hope we can at least primer it before we use it. We also had two pieces of track equipment donated by the BN, the biggest was a 'TAMPER' brand tamper. With a little more work on that unit we should be ready to get the line in first rate shape this year. The other piece of equipment is a 'KERSHAW' ballast regulator. This will help us move and spread what little ballast that we have on the line. Also the LS&M is now the owner of a passenger car. In late 1984 the BN sold cars A13 and A14 to the museum and us. We own the A14 and the museum owns A13. The last item of equipment that we purchased is a 'FORDSON' tractor backhoe. This was purchased to help with track work out on the line.

All this new equipment didn't come cheap. We spent over \$12,000.00 on it all together. We paid \$5,770.00 for the A14 and \$3,500.00 for the backhoe. The rest of the expense was for transportation of the locomotive and track equipment.

Our total income for 1985 was \$9,373.65. We had \$12,849.80 in the bank carry over from 1984. Our operating expenses were \$7,925.77. The Capitol Expenditures above were \$12,063.60. So if you take the time to figure it out we only have \$2,234.08 as we enter 1986.

We do have quite a bit of work to do this spring and as you can see we have very little money to do it with. We may have to borrow some money to get the operation going.

The worst thing about 1985 was the CORP of ENGINEER'S allowing Lake Superior's water level to remain above normal.

LS&M NEWS

Tamper, Regulator Being Restored

Last summer, the Lake Superior & Mississippi obtained two pieces of road maintenance equipment from the BN which were surplus at the Superior Roadway shop.

With a crane and low-boy trucks, the two pieces, a ballast regulator and a tamper were set down on track one outside the museum. The tamper has a light buggy that was bent out of shape. But thanks to Dick and Gordy Hanson who headed up the repair team, and with the help of others, the light buggy was straightened and made useable.

Dick took the transmitters home to work on them. Dick is from Owen, Wisconsin and Gordy is from Golden Valley, Minnesota. Dick makes almost a 400-mile round trip to come to work at the museum and has often spent weekends here working on the tamper or the regulator to get them back into working condition.

The weekend of April 5-6, found him and his son Jeff working on the equipment. Dick installed a transmitter on the light buggy to test it. It worked! But there is some work to be done on the tamper to make it useable for automatic track leveling.

Last fall Dick worked on the three-cylinder diesel that powers the regulator and was able to get that in working condition. The weekend of the fifth, he started it up for the first time this year, and checked out some of the hydraulics and air systems.

It is hoped to get both pieces on good working order to be used on the LS&M line before the start of the excursion season. The equipment will be first tried out in the Depot yard.

The night after our last weekend run a rain storm took out sections of our line. The water was so high that the MUD FLATS were all under water for the first time that I can ever remember.

The winds blew the river water over much of the line and took our ballast and subgrade out to sea. We placed two truck loads of large rock near the new bridge and that seems to be the only way we can keep the tracks where they belong.

I hope that we can run from the Zoo to New Duluth in 1986. It is not for sure as I write this but it is being worked on. The biggest hurdle is the insurance required by the BN for us to use their tracks.

The Two Harbors line may yet materialize this year. Don Shank has been working on a purchase of the line and a grant to start operations. Until we see smoke up that way we must figure on the existing line as the only excursion train in the area.

Remember that we have a very short time until summer. The month of May will be very busy and I do not think much work will be done on the LS&M. This means that April and June will need twice as much of our efforts. Please let me or any of the board members know if you can work on the line or equipment.

Mark Olson
President, LS&M Railroad

Lake Superior and Mississippi Railroad Financial Report

FOR PERIOD JAN. 1, 1985 through DEC. 31, 1985

January 1, 1985 Beginning Balance \$12,849.80

INCOME

Ticket Sales	\$7,958.77
Interest	574.88
Souvenir and food sales	390.00
Donations	300.00
Rental of A-14	150.00
Total Income	9,373.65
	<u>\$22,223.45</u>

EXPENSE

Operation:	\$ 4,990.77
Tools and materials	1,470.08
Insurance	990.00
Track work	857.25
Fuel + oil	795.96
Weed control	665.00
Rental Toilets	212.48
Advertising:	\$ 1,663.34
Newspapers	926.43
Brochures	615.37
Directional signs	48.24
Slide presentations	19.50
Skyworld Duluth News	17.80
Utilities:	\$ 717.18
Northwestern Bell	638.40
AT&T C&S	43.15
Minnesota Power	35.63
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CALENDAR OF COMING EVENTS

May 16, 17, 18 — TLR Rally in Duluth's Radisson Hotel. Also Streamline Excursions operating out of Twin Cities.

May 24, 25, 26 — Steam excursion sponsored by the museum with CNW No. 1385, departing the rail museum at 9, 1 and 5 each day for CNW yard in Itasca.

May 30 — Last monthly meeting of the season for LSTC, Zelda Theatre, the Depot.

June 21, 22 — Blue Water Line excursion.

July 5, 6, 19, 20, Aug. 2, 3, 16, 17, 30, 31 — Tentative schedule for the LS&M excursions.

HELP WANTED

Interested persons needed for restoration work. No special training needed. On-the-job-training provided. Scale is low, but great fringe benefits. Call 727-0687 or apply at your local railroad museum.



PARTY TIME

LS&M president Mark Olson, left, with Bob Mortinsen and Dave Wood, relax in the Ranier Club with some refreshments following the annual meeting of the LS&M on March 29.

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