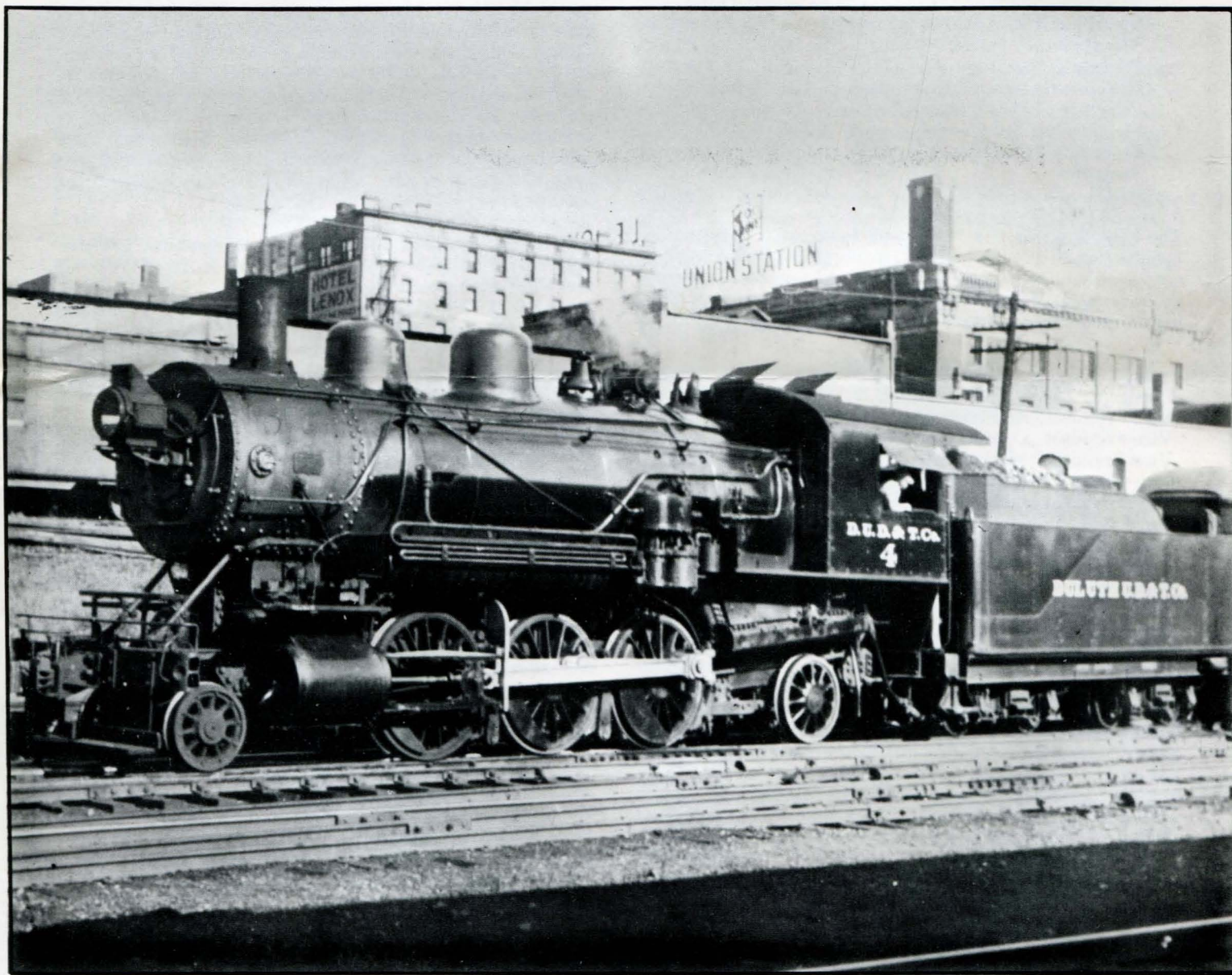


LAKE SUPERIOR TRANSPORTATION CLUB

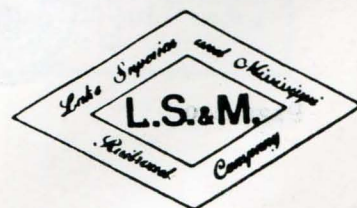


Laker

SUMMER, 1986



Lake Superior and Mississippi Railroad



THE LAKER

June, July, 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.

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Vice President, Public Relations	Dave Schauer
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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.

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COVER PHOTO

Duluth Union Depot & Transfer No. 4 backs a passenger train into the Depot in March, 1959. The former Soo Line Depot and Lenox Hotel are in the background.

Photo by Mailer from W. C. Olsen collection.

Last Issue

The last issue of the "Laker" was to have been out and mailed on May fifth, but because of the CNW cancellation, it was delayed. Our condolences to the Streamline Excursions of St. Paul who had made even more elaborate preparations for their excursion trip.



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FROM THE PRESIDENT

Hmmm, but that is what this is supposed to be: A Note from the President. Well anyway, Greetings to the Lake Superior Transportation Club, which is part of the Lake Superior Transportation Museum — Now this is rather significant. Here we are, I just realized, one of two such organizations based in the State of Minnesota. (We cannot forget Wisconsin, or at least Douglas County, and whatever county Owen, Wisconsin is located in.) Many states do not even have a railroad club, let alone two museums. And furthermore, to be located in such beautiful areas as the Twin Ports and the Twin Cities!

At the moment, we are having an insurance crisis. It is not the first time that this has happened in the United States; but it is the first time it has dramatically put the crimps on "fan" trips. I believe it is time for a meeting of the museums, not only in Minnesota/Wisconsin, but throughout the United States. This is a problem that can be solved. At the moment, I am not sure how, but if we come to the conclusion that we are finished; then we will be finished — no more fan trips. (We can only say we are finished, as far as our work on Earth is concerned, when they put the lid down.) Meanwhile, there must be some creative way to handle the problem that has not been thought of as yet. Even silly ideas can lead to super solutions.

Meanwhile, we still have other ways of riding trains. We have our own Lake Superior and Mississippi for starters. We could rent a bus and take a trip on the Empire Builder to Milwaukee and back in the same day (from the Twin Cities.) Riding the new Soo Line! Or, rent a bus and go to Thunder Bay and ride the Canadian from Thunder Bay to Ignace and return. Admittedly, the trip on the Empire Builder would be a long one; but as I said, one idea can lead to another. Maybe we should go to Minot?

Not enough people for a bus? Get a car load and go up to Thunder Bay, maybe two carloads! People say they have ridden over that line before; well so what, the Canadian is made up of steam equipment with domes. The Canadian is still a super train.

So the moral of this extended discourse is, if we want to ride a train, lets go! Even if we have to go to Sault Ste. Marie and ride the Algoma Central.

We have an extra sheet with this magazine today. You may recall the recommendation for a speakers' bureau. If you wish to join such an organization for the LSTC, please fill in the blanks on the insert and return to me at the following address:

P.O. Box 667
Superior, Wisconsin 54880

Happy Railroading,

Patrick C. Dorin

Another Dinner Train Soon

Dakota Rail will soon begin another dinner train, beginning operations sometime around the middle of July. For information, write to Dakota Rail, Hutchinson, Minnesota 55350, or call (612) 587-4018.



Editorial Comment

As Paul Harvey would say in his own inimitable style . . . "and now for the rest of the story," here is the story behind the news.

A committee of club members had been making arrangements for a three-day series of excursion trips with the venerable old ten-wheeler No. 1385 from North Freedom, Wisconsin. Plans were nearing completion, permission granted to operate from the Depot to Itasca for three days, brochures were sent out, some had already sent in reservations. The museum was to send cars to the Twin Cities for a May 18 trip to Mankato by Streamline Excursions on the CNW, and we were about to start publishing our Memorial Day weekend trips. On May 1, the committee learned that the planned trips on the Chicago & Northwestern Railroad had been cancelled. At the April 25th meeting of the LSTC it was still go and the insurance problem had been solved thanks to our good friends at MTM, and during the slide show following the meeting, Steve Glischinski was promoting the St. Paul to Mankato trip.

Then on May 1 it was learned that the planned excursions on CNW were cancelled. The railroad's insurance was up for renewal on May 15th. Up until now, whatever railroad we operated on, we carried the first \$3 million liability insurance to cover the deductible in the railroad's policy. As of May 1, the CNW did not know how much liability they would have to carry or how much deductible, so rather than wait until the last minute, it was decided to cancel all trips.

In the meantime, the "Laker" was about to go to press and in the age-old style of newspapermen, I cried out "HOLD THE PRESS." Well, as you have noticed, the presses were not held, (communication problem), and the last-minute bulletin about the cancellation had to be printed on an insert flyer and inserted into the last edition of the "Laker."

This is the first time that we have had the rug pulled out from under us in the planning of an excursion trip since our museum began. We have struggled with obstacles in the past planning of such trips, but were always able to overcome and operate the excursion train in a successful manner, both financially and in the safety of its passengers. The CNW must feel as disappointed as we do about the cancellation, for using the 1385 is good public relations and we have had good cooperation with both the railroad, and the Mid-Continent Railway Museum of North Freedom, Wisconsin, owners of the 1385.

There are some alternatives that the committee is working on. It still may be possible to get the 1385 to Duluth for an excursion trip later in the year, according to Ed Burkhardt of the CNW and who is a member of the museum board of directors. It may also be possible that some trial runs may be operated on the North Shore line. A trip on the BN has been suggested, possibly to Brainerd.

The bright spot on the horizon for the LS&M? The BN gave our local excursion operation running rights from Riverside Junction to the Zoo, which would extend the distance about a mile and a half, and would enable the excursion train to start at 71st Avenue West and go to New Duluth, and give more visibility to the train, making it easier for people to find.

Iron World Newest Steam Attraction

Do you like to ride the rails behind steam? In Minnesota? At least for the first part of the summer, the only steam operation you will find is in Chisholm, Minnesota, at the newly renovated Iron Range Interpretative Center. Even its moniker has been shortened to "Ironworld, USA."

Articles and pictures have appeared in the "Laker" about some of the equipment that the Lake Superior Museum of Transportation has been restoring for the new rail operation on the Range. The former Minnesota Steel Company 0-4-0T No. 7 was steamed up for a Depot Days celebration some years back, but now over the winter has been undergoing a more thorough restoration with the addition of train brakes for use in passenger service.

The 2.3-mile track around the open pit mine has a section of six percent grade which the trolley will negotiate, rather than the steam train. The two trolleys from Melbourne Australia, are also being restored and repainted at the Duluth museum. The new color scheme? Why, maroon and gold! What else?

The little 7-spot had a very small coal bunker in one corner of the cab. While the locomotive was at the Proctor shops of the DM&IR, the staff at the Duluth rail museum under the guidance of Tom Gannon has converted a former charging buggy from the steel mill into a coal tender. The small bunker in the cab would not run the locomotive very far without having to be refilled constantly.

The museum's former Air Force diesel locomotive 8566 will also be going to Ironworld, as will the three former DM&IR box cars that were converted to open passenger cars at the Duluth museum this past winter.

The planned opening is set for the last weekend in June with the grand opening for the July Fourth weekend. The original Interpretative Center began in 1977 at a cost of \$6 million, starting with one building at the edge of the pit with a cantilevered observation bridge out over the edge and hiking trails down into the pit. The Center has been closed for over two years during its \$9 million expansion of which over \$2.5 million has gone into the installation of the rail system, acquisition and restoration of the train and trolley equipment. The funds have come from taconite production taxes through the Department of Iron Range Resources.

As for any other steam operation in Minnesota, MTM's ten-wheeler 328 is undergoing some needed repairs on its boiler with new tubes being installed. It is hoped to have the locomotive back in operation by mid-July pending inspection by the FRA. If it fails the test, MTW will still have the Dan Patch and its recently restored former CB&Q Doodlebug 9735.

(Continued on Page 6)

We Stand Corrected

The report of the museum's board of directors stated that Bill Miller was the Depot's treasurer. He is the depot's executive director. Sorry, Bill, and 20 lashes with a railroad tie for the reporter who made the slip.

Museum Has Another Locomotive, Streetcar

The Lake Superior Museum of Transportation acquired another locomotive through the courtesy of U.S. Steel Co. EMD No. 935 is a SW-9 and was used in the Minntac mine. It is the same number series as the museum's Alco 900 which came from Oliver Mining years ago. This locomotive replaces the 45-ton switcher which the museum sold to Iron World. The 935 is the second locomotive acquisition in the past few months. The BN donated "Hustle Muscle," the proto-type SD-45 to the Great Northern Historical Society which wants the museum to display the big green machine here on its premises. The SD-45 is also operational.

Also in July, the museum acquired a Duluth street car, a two-truck variety that operated on the city streets in the '20s and '30s. The purchase price was \$3,000 plus shipping and the plans for it are not known at this writing. If it is to be restored, it is going to take a lot of money, time and labor and possibly a complete rebuilding from the frame up, plus it needs motor trucks.

Last Meeting of Year Held

The Lake Superior Transportation Club held its last meeting for the season on May 30 in the Zelda Theatre with **Tim Zager**, VP, administration, presiding.

Mark Olson, reporting for the LS&M, stated that a troublesome grade crossing at Clyde Avenue has been taken up and new ties and ballast will be put in place to end the problems that have plagued the crossing. **Norm Livgard** and **Dick Hanson** will need a work crew to help them with track work for ten days beginning June 7th. It was also reported that an SW 9 from US Steel on the Range is on its way to the museum and that the three cars and the trolley for Ironworld will soon be done and on their way as soon as the lead into the Depot yard is re-connected.

Also, by extending the length of running distance of the LS&M would add more risk to the present Depot's insurance, and it is not known if the insurance company will take on the added risk at the same price.

A report on the North Shore Line indicated that the St. Louis County board of commissioners will meet in committee to establish a rail authority. Lake County has already done so. Public hearings will soon be held and the earliest any action on the former DM&IR line could be seen in the middle of August, pending approval by various parties involved.

An additional 150 feet of passing track will be added when the Depot's yard lead is reconnected and part of the blacktop covering track one near the museum's garage door will be taken up to permit the installation of a turn-out. Track one will be extended past the Fifth Avenue bridge with the former through main line curved into track one to make room for the on-ramp from the bridge to I-35. Missabe's main line adjacent to track one will now be a passing track.

The meeting finished with a showing of slides by **Norm Livgard** of a trip he and **Tom Gannon** took in July, 1984, on the Durango and Silverton narrow gauge.

Page four

Missabe Getting New Power?

by **Kent Rengo**

Yes, it may be true.

In a conversation with M. C. Fair, head of locomotive maintenance and one who's involved with the study of improving the motive power of the Missabe, it was discovered that the fleet of SD 9s and 18s are approaching the age of 30 and that half are in storage.

About two years ago, they did a computer study to try to determine what type of locomotive would be the best for the Missabe and it turned out to be the SD 40-2.

The next thing was to trade power units with the DWP. SD-40s 5908 and 5909 were used all across the Missabe system for about two weeks until a traction motor in one of the units malfunctioned, putting an end to the trial period. But nevertheless, the trials did prove valuable to the Missabe. It was discovered that the speed of the SD-40 made for a quicker turn-around time.

All of which brought up some questions in mind that I had put to Mr. Fair: Where would the company get the locomotives? How long would it take for the first one to arrive? What would the numbers be?

The answer to the first question was from some other railroad that would be willing to sell some of their SD-40s, perhaps as many as nine to twelve units, the Missabe desiring to buy some good used units rather new ones. As to time, possibly four months; as to numbers, 300 to 311.

Another question, why not buy some SD-50s or 60s or some GPs? The answer was that SD-50s or 60s are too expensive and GPs are too light and would not be able to pull a heavy cut of cars. If the Missabe does get itself some new power, the units would more than likely operate out of Two Harbors because they would like to have the most reliable power there.

Some other interesting tidbits our readers may like to know: DM&IR's SD-38-2 No. 210 went to the Bessemer & Lake Erie, and B&LE's No. 892, dubbed the pumpkin because of its color scheme, came to the Missabe and is now being painted, overhauled and will be renumbered 250. The 210 has already been repainted in B&LE colors but has not yet been renumbered.

That is all of the information that I received. Watch for another article when the decision is made.

Our Sympathies

Death took the wives of two members recently and our sympathies go to **James W. Buchanan** and **Carl Ekholm**.



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DONATE YOUR TIME AS A VOLUNTEER**

Museum 1985

Attendance Down

Museum attendance during 1985 was 98,000, the first time in several years that Depot attendance has fallen below the 100,000 mark. Although annual attendance declined for the year due to downtown Duluth street construction, and a poor tourism year in general, the Depot's one millionth visitor was recognized during the fall of 1985.

Despite the decline in 1985 attendance, the Lake Superior Museum of Transportation remains the Depot's as well as one of Duluth's most popular attractions for both tourists and local residents alike. So stated the annual report of the museum for 1985.

The report also stated that a lack of adequate operating funds continue to be a problem for the museum. Despite continued uncertainties about the on-going level of operating support from the Depot gate fee, the museum did finish the year with a balanced budget.

Several restoration and improvement projects were started and some were finished or continued on various pieces of equipment, including the rolling equipment which will be going to Ironworld and a new video tape system that will enable visitors to see the 227 and a steam rotary snow plow in action.

Museum membership remained stable in 1985, the second year of its membership program. Retired railroad veterans, 198; individual, 98; family, 96; contributing, 12; sustaining, 16 and life members, 4, for a total of 424 annual members.

Volunteers from the Lake Superior Transportation Club participated in a variety of projects to benefit the museum, including equipment restoration, excursion train and Depot Square trolley operations. In 1985 Club volunteers logged 549 hours in operating the trolley. A highlight of the year was a special excursion from Duluth to Moose Lake over the Soo Line which netted over \$4,000 for the museum.

An important aspect of the LSMT's success has been the outstanding record of support given by the area's railroads and business community. Without this support the Museum would not be able to succeed.

Museum Board of Directors Meet

The board of directors of the Lake Superior Museum of Transportation met on May 6, 1986 in the board room of the Depot. Some highlights of that meeting taken from the official minutes:

Ed Burkhardt of the Chicago & Northwestern presented a report with regrets on the cancellation of excursion trips with Locomotive 1385 due to the cancellation of their insurance and indicated it may be possible the museum could lease the locomotive at a later date.

Leo McDonnell reported that proposals have been received from the BN to lease track No. 1 from the museum to Garfield

Avenue and the section of track from Mike's Yard to Riverside Junction. One glitch in the proposal was that the BN requires \$3.5 million insurance coverage. The museum has \$3.3 million and Ron Liggett, division super of the BN indicated that he would confer with BN management to see if they would waive the additional \$200,000 of primary coverage.

Discussion of agreements made with Ironworld at Chisholm followed with a motion to execute a bill of sale for the museum's diesel locomotive 8566 and the Canby turntable for \$26,200. Also a maintenance agreement would provide services to Iron World for its locomotive, trolley, track and other operating equipment. Proceeds from the sale or lease shall be credited to the museum's endowment fund and not become a part of the operating income. Minnesota Steel locomotive No. 7, an O-4-OT, will be leased for \$10,000 per year.

Byron Olson of the Soo Line informed the board that Lee Tuskey reported that a Soo Line F-7 is available that is surplus to the Soo because of inadequate generators have been installed in the locomotives. A new generator would cost about \$5,000. It may be possible to obtain a generator from other units being scrapped by other railroads. A motion was passed to accept a locomotive of this type.

Under new business, it was reported that arrangements have been made for the BN to reconnect the tracks leading into the museum yard which had been severed in the course of freeway construction. Don Shank reported on a Duluth-type trolley body in the Twin Cities for sale. It was moved to offer \$3,000 for the trolley which has trucks but no traction motors. It may be possible to obtain some traction motors for the Illinois Railroad Museum in trade for some of our equipment.

The next meeting of the board will be held at Iron World in Chisholm on Tuesday, August 5.

F-7s and Gourmet Eating

by R. "Spike" Mahl

Are you an F-7 fancier who likes good eating, or a gourmet who has a fondness for F-7s? Either way, one can ride behind, an F-7 and enjoy a four-course gourmet meal in the diner, one of two diners aboard the Star Clipper of the Cedar Valley Line.

Although the brochure requests that payment be made at least two weeks in advance, I was fortunate to be able to get four reservations two days in advance. The lady at the other end of the phone in Osage, Iowa, said the four seats were the last available, in the non-smoking section, though once the train departed, I noticed there were four empty seats at one table directly across the isle.

The train has several departure points and alternates between them: Glenville and Lyle in Minnesota; Osage, Waverly and Waterloo, Iowa. We boarded in Glenville for an evening dinner. They also serve a noon meal. When making the reservation, the lady in Osage asked what we would like for dinner. The choices were prime rib which is the Star Clipper Special, with baked potato and vegetable. Or the Trestle, a rainbow trout stuffed with crab meat and served with a vegetable, or the Cedar Valley Connection, which is Ham Wellington with orange-raisin sauce and baked potato and a vegetable dejour.

Continued next page

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(Continued from Page 5)

The Star Clipper travels over a portion of the Cedar Valley Line which extends from Glenville to the Northern edge of Waterloo.

The Cedar Valley Line was once a part of the Illinois Central which ran from southern Minnesota to New Orleans. The trains between Lyle and Waterloo were known as the "Clippers."

In 1933, the passenger trains disappeared. In 1972, the IC merged with the Gulf, Mobile and Ohio to form the Illinois Central Gulf.

Jack Haley of Washington, D.C. bought the line from Cedar Falls to Glenville, renaming it the Cedar Valley Railroad. He then bought three passenger cars from Phoebe Snow which operated between Buffalo and New York City in the 40s and 50s.

The two F-7As were built in 1949 and powered commuter trains out of Chicago in 1983. Each unit is equipped with a Cummins diesel generator putting out 380 volts AC for the all-electric cars. The Velvet Rose and Snowbird dining cars were completely redecorated. The kitchen car was a coach that was completely gutted and converted to an 80-foot long kitchen.

The brochure states that boarding is by confirmed reservations only and payment is requested two weeks in advance of departure. A boarding pass is sent upon receipt of payment. A phone call is preferred at (515) 732-3738. Their mailing address is: Star Clipper Dinner Train, P.O. Box 246, Osage, Iowa 50461. Office hours are 11 to 7 Monday thru Saturday.

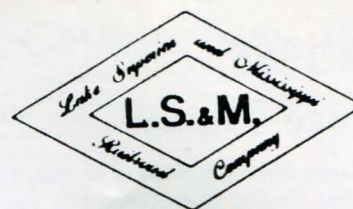
Glenville is a 250-mile trip from Duluth by way of I-35. However, we left in the morning, taking our time and going by way of Highway 35 through Wisconsin, Red Wing and Rochester, Minnesota, which took about nine hours, including a stop for lunch. The train boards at 6:30 at Glenville and departs at 7:00, arriving back at 10. Going back to Duluth, it was I-35 which takes about five hours. To travel 550 miles for a dinner on a train may seem to be the epitome of rail buffs, but the food was worth the trip, and the chance to relive the elegance of the dining service that once graced some of the nation's best passenger trains is a rewarding experience for one who appreciates both gourmet dining and F-7s. I would recommend it highly.

(Continued from Page 3)

Future plans for Ironworld call for a new science center, a 110-room hotel and an 18-hole golf course. Also a replica of a typical Iron Range community of the 1910 era and a site in which to display heavy mining equipment is being planned.

Beginning with the grand opening, big name entertainers and bands will perform in the new amphitheater throughout each weekend of July and August. The whole complex should be a welcome addition to the Iron Range and bolster its economy by bringing tourists to a very scenic and interesting region, the birthplace of the iron mining industry, and will give visitors spectacular tours of iron mines and an insight into the historical and cultural background of the Iron Range.

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LS&M NEWS

LS&M Officers Meet

The officers of the Lake Superior & Mississippi Railroad met on May 6 in the board room of the Depot to discuss the coming operating season and make appointments to various positions on the board.

The officers decided to go with the same slate as before with Mark Olson as president; Stuart Beck, vice president, mechanical; David Carlson, vice president, operations; Leo McDonnell, vice president, administration; Robert Mortinsen, vice president, engineering; Wayne Olsen, secretary; Bill Mickelsen, treasurer; Bill Bradley, Dick Hanson and Jergen Fuhr, directors at large.

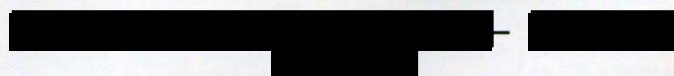
Leo McDonnell said the railroad in West Duluth "is not operable at this time," and is in bad condition, due to high water levels of St. Louis Bay, the high easterly winds we have had lately and the rain.

However, the excursion railroad did get permission to operate over the BN tracks from Riverside Junction to the Zoo, for which the LS&M is very grateful. There was a question whether the LS&M had adequate insurance coverage and it was later learned that it did. The BN asked for \$3.5 million liability. The LS&M had \$3.2 million coverage through the museum, which according to Ron Liggett, division super for the BN, was adequate.

The use of the BN tracks will enable the LS&M to begin operations from near 71st Avenue West, near the Zoo and Tappa Keg Inn and will also make the train more visible, being in sight of people going to the Zoo and driving along Grand Avenue. One continuing objection of starting from New Duluth was that the train was not visible by those driving along Highway 23.

It was decided at a recent meeting of the LS&M officers, to go ahead with track repair between Riverside and New Duluth, filling in washouts due to wind, waves and rain and do what needs to be done in an attempt to operate from the Zoo to New Duluth and to have something ready in case all else fails.

So the 1986 operating season is starting out with a number of uncertainties, but should a trial operation on the North Shore line be possible, we can always transfer our operation there. It would be disastrous to not repair the West Riverside line and have the North Shore line go down the tube and be left without nothing for this year. So a plea goes out to all members . . . "HELP." Bodies will be needed to get the LS&M tracks into good operating condition.





F-7A No. 416 of the Star Clipper Dinner Train of the Cedar Valley Railroad in Glenville, Minnesota, in a two-tone grey color scheme. Another such A-unit is at the other end of the three-car train for a push-pull operation.

Staff photo



With a long line of ore cars hanging on its tender, DM&IR Yellowstone articulated No. 227 passes Waldo, just north of Two Harbors. The 227 is a great attraction in the museum with its sound recording and video tape of it in action.

Durant Barclay, Jr. photo
W. C. Olsen collection



Insurance, High Water Plague the LS&M

By the end of July, the LS&M has not turned a wheel on its excursion train which was scheduled to begin operation on the Fourth of July weekend. Two weekend operations had to be cancelled because the directors of the railroads do not know what the insurance premium is going to cost. As an affiliate of the Lake Superior Museum of Transportation, the excursion railroad is covered under a blanket policy, but with the added risk of operating on the BN tracks between the Zoo and Riverside, this adds to the liability needed to protect both the BN and the museum. The LS&M has paid its part of the insurance to the museum, but with the added liability, that amount is not known and the directors have said they do not want to begin operation until the insurance question is settled.

High water in the St. Louis River has also plagued the LS&M. The water level in Lake Superior has been rising, partly due to excessive rainfall. Higher water levels may be a boon to Great Lakes shipping companies, but a nuisance to those whose have businesses or homes along the lake and river shores. Duluth-Superior Excursions have had to put in an asphalt brem around their big dinner tent at Riverside Landing where the water level is almost at the level of the dock and parking area.

During a recent weekend with winds from the Northeast for three days, the water level in the river rose to where it was over the tracks in New Duluth and wave action had more than once taken a considerable amount of track ballast out to sea.

The LS&M's 50-ton-center cab locomotive is being repaired at the Proctor shops of the DM&IR and should be ready to operate by the end of July. It was in operating except for a needed replacement of one wheel bearing. But the repair of that one wheel bearing has been more of a problem than was expected and needed the facilities of Industrial Welders to press the side rods and crank and the wheel off and new brass had to be made for the bearing. Hopefully, by the time the insurance is settled, the former Flambeau Paper Company engine will also be ready to go.

There may well be a big repair bill for the FPC locomotive which the LS&M can ill afford until revenue begins coming in from its excursion train.

Insurance May Jeopardize Railroad Excursions

The recent cancellation of the CNW excursion trip to Itasca on Memorial Day weekend points up a serious problem in the operation of excursion railroad trips outside of a museum's home territory. The fund-raiser for the museum as well as all other trips on the CNW were cancelled as of May 1 because the CNW's policy was up for renewal on May 15 and they were in the process of renegotiating a new insurance program.

Also the insurance needed for the LS&M to operate on BN tracks between Riverside Junction and Mike's Yard and for the museum to use BN tracks between the museum and Garfield Avenue could require as much as \$3.5 million in coverage. The St. Louis County Heritage and Arts Center has a \$3.3 million policy that covers all agencies in the complex, including the LS&M. The LS&M operating on BN tracks could add addi-

tional risk and liability to the Depot's policy which was due for renewal on July 1, and not known as of June 1 what, if any, the additional risk will add to the Depot's policy and how much the LS&M is going to have to anti up in order to operate. It is hoped that \$3.3 million will be adequate for an agreement to use the BN tracks.

The mainline excursion trains that the museum has operated in the past, and those of many other museums around the country, have carried a \$3 million liability which the railroads have required to operate on their property.

There is talk that underwriters may reduce that liability coverage to \$1 million and if the railroads will require \$3 million, or even \$5 million in some cases, then future rail excursions may very well be in jeopardy or become a thing of the past, unless a group has its own tracks.

The LS&M nor the museum has not had a serious accident or injury claim in the many years that excursion trains have been operated in our area, which is a credit to our operating personnel and train staff.

Safety has and should always be first and foremost in the minds of those who operate excursion trains and in light of today's high personal and product liability costs, the word takes on an even deeper meaning and responsibility to protect both our equipment and our patrons to the best of our ability.

Regarding some of the high injury claims that have been awarded, one such suit could put us or any other museum out of the rail excursion business for good.

The Missabe Railroad has as part of its logo, "Safety First." If safety isn't first, there may not be a second.

And it seems the future of excursions will be decided by the underwriters.

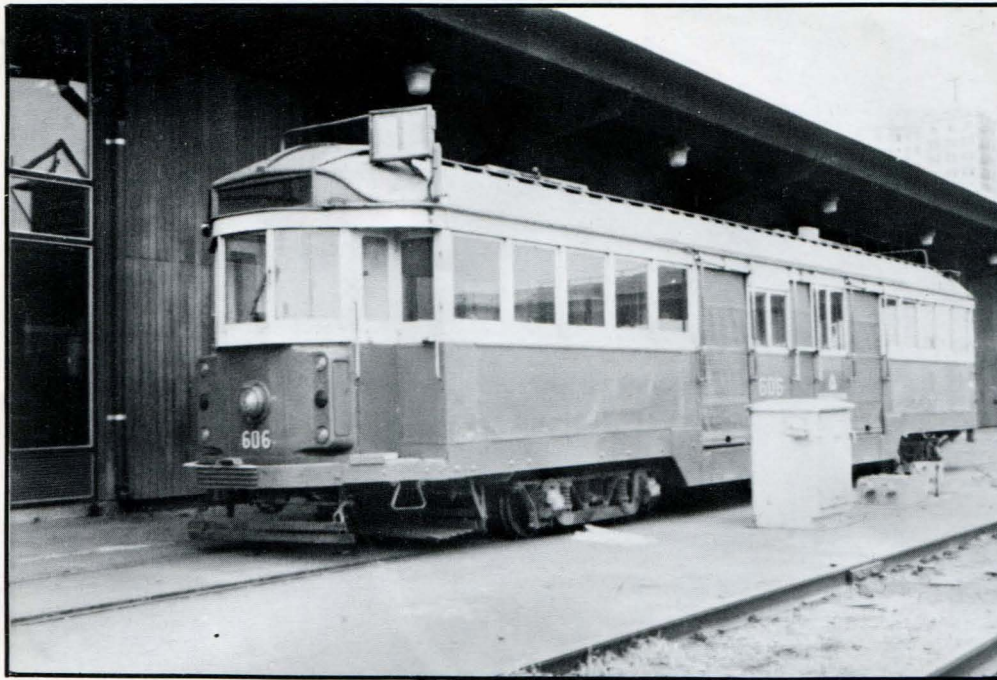
LSTC Sponsor TLR Rally

The Thousand Lakes Region of the National Model Railroad Association held its annual meeting in Duluth the weekend of May 16, 17 and 18 with headquarters at the Radisson-Duluth Hotel. The weekend began with a wine and cheese party at the hotel and an operating session on the LSTC's modular HO layout which was set up in the Great Hall of the hotel.

Tours of the new DWP Pokegama yard, the DM&IR Proctor yard and a harbor tour on the Vista King were held on Saturday. There were 128 full registrations for the weekend events and 140 attended the Saturday evening banquet. Sunday saw a tour of members home layouts. David Carlson was the chairman of that event.

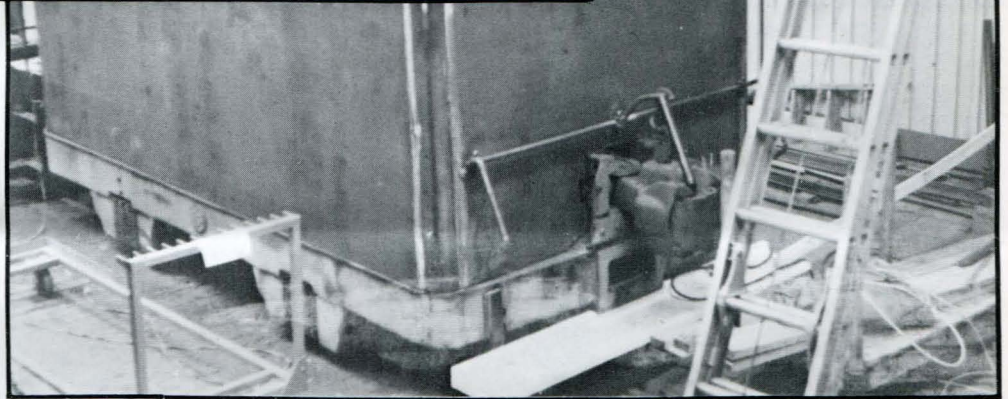
One of the interesting exhibits was a diorama with a working rotary snow plow, built by member Bruce Oldenberg. The "snow" was flour, which the rotary plow cleared from the track.





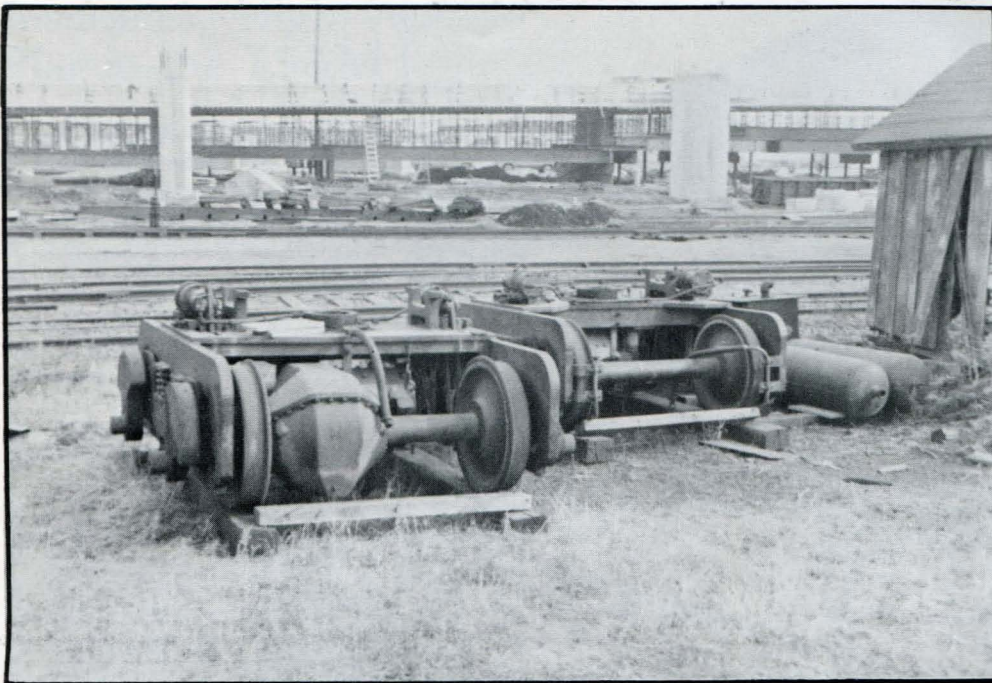
CAR 606 of the Melbourne, Australia, Metropolitan Transit, arrives at the Depot in June. After repainting, it will join its sister car at Iron World.

THE TENDER for the 7-spot awaits a coat of paint before joining the 0-4-0T and then goes to Iron World. The water filler cap is a dummy.



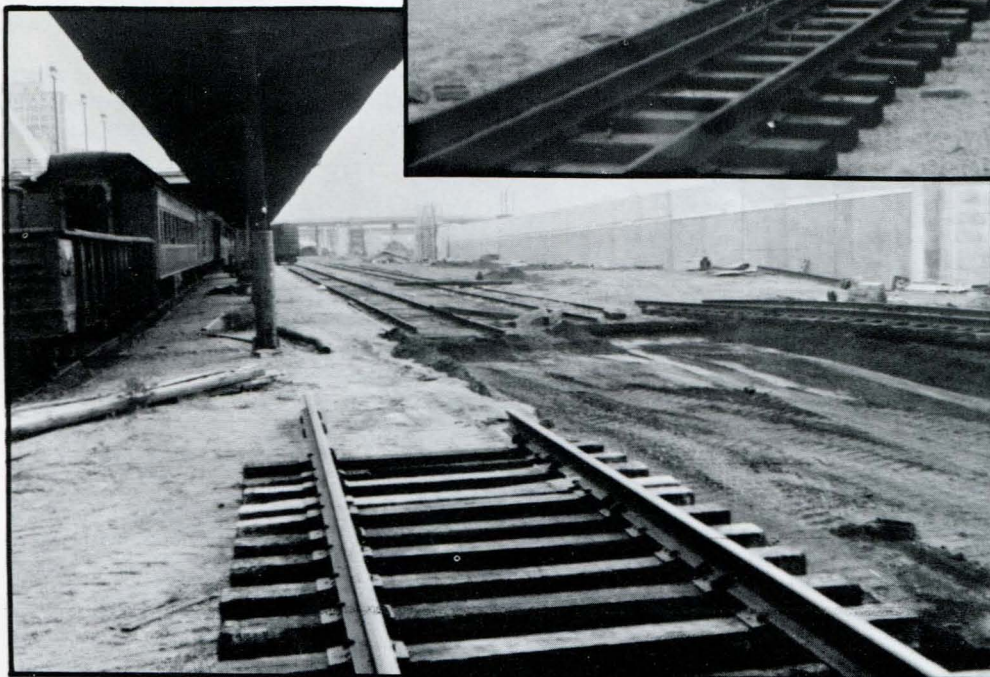
THE INTERIOR of the first Melbourne car gets a rejuvenation by Al Noska of the Depot staff.

Staff Photos.



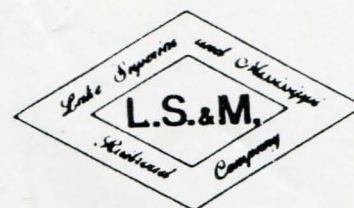
HAVE TRUCKS, NEED BODY . . . the motor trucks of the LS&M's Flambeau engine await transfer to the DM&IR Proctor shop for repair. They will be joined with its body after the repair work is done.

A BN crew reconnects the ladder track in the museum's yard after installation of a storm sewer for the extension of I-35. The ladder track also serves as the trolley line with the third rail needed for the narrow-gauge trolley.



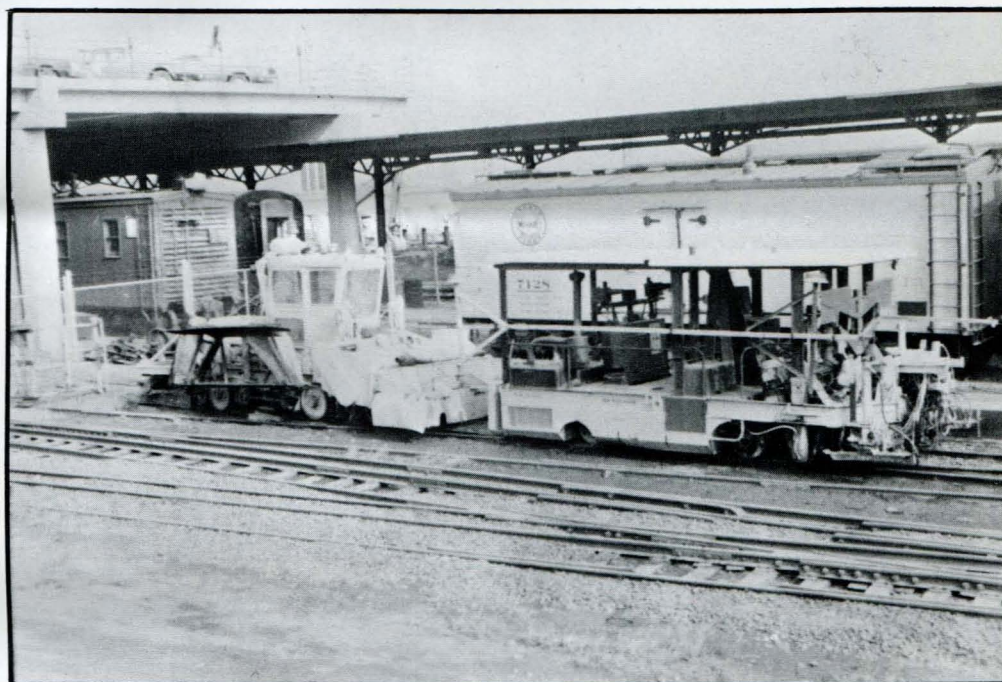
LOOKING EAST, a track panel awaits placement to reconnect track one. The I-35 extension can be seen in the background.

Staff photos.



NORM LIVGARD operates the LS&M's Fordson backhoe on the Clyde Street grade crossing. The ties were replaced on Memorial Day weekend to fix the troublesome grade crossing.

THE LS&M's tamper and ballast regulator at the museum prior to the summer's work on the excursion line.



Staff photos.

Engine Problems Foul LS&M's First Weekend

The insurance problem had been settled, the policy had been accepted by the city and the BN and the LS&M was prepared to begin operating from the Western Waterfront Trail on the 9th of August. The LS&M's 50-ton side-rod locomotive was not ready for service, so the museum's SW-9 was to be used. On Saturday the crew was about to move the train from its storage place and when doing some switching the engine malfunctioned. It was believed the governor went bad, cancelling the first weekend of operation.

SCHEDULE OF EVENTS

Sept. 26 — General Membership meeting, the Depot
Oct. 31 — General Membership meeting, the Depot
Nov. 1-2 — Miller Mall Model Railroad Show
Nov. 26 — General Membership meeting, the Depot

The museum's big electric, Milwaukee Road's 10200, is shown here on its maiden trip in 1915. The motor was used in the Cascades.

—File photo



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