

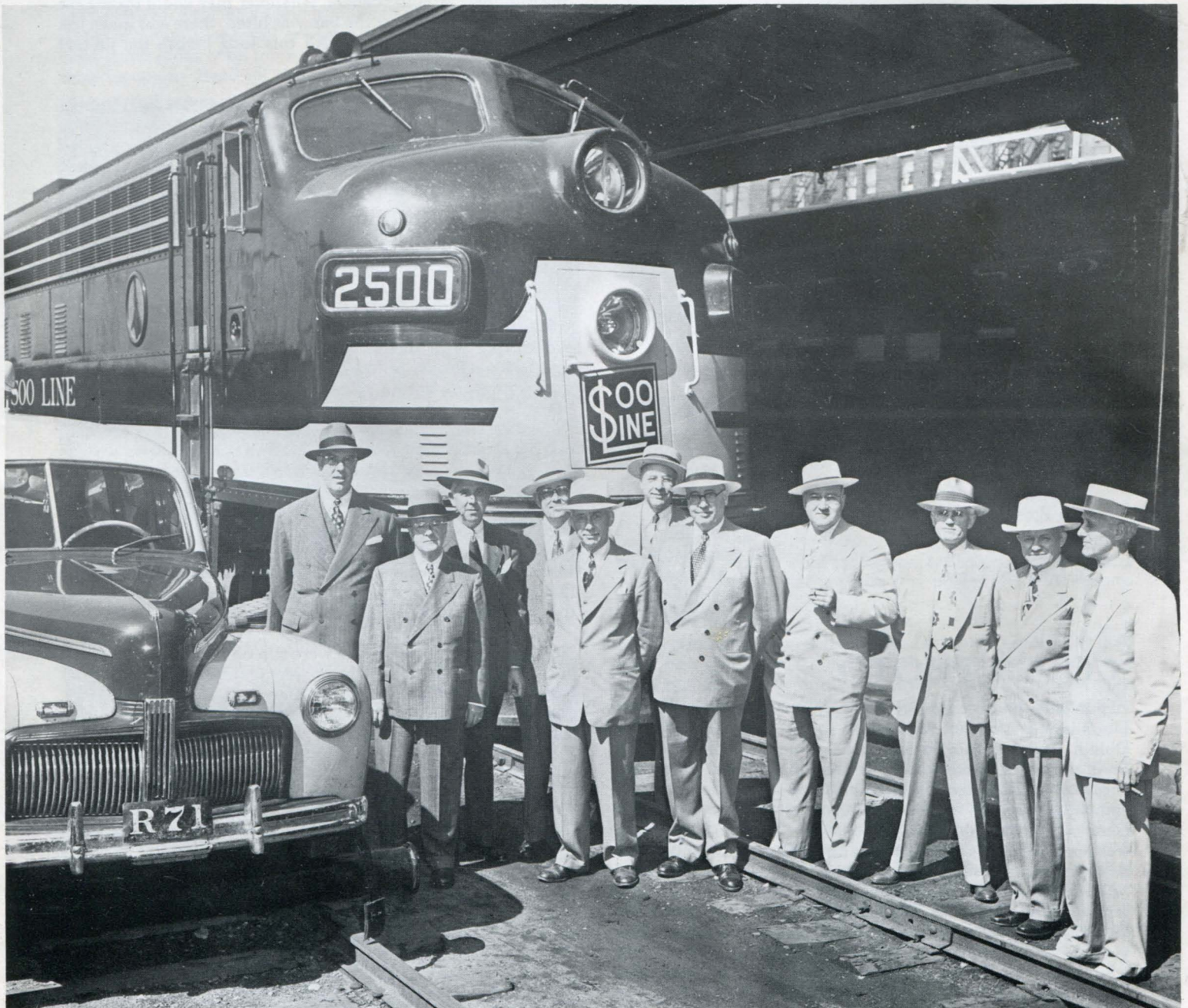
LAKE SUPERIOR TRANSPORTATION CLUB



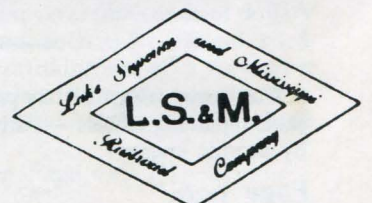
Laker



SPRING, 1987



Lake Superior and Mississippi Railroad



# THE LAKER SPRING, 1987

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 Mickelson  
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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.

## LS&M OFFICERS

President ..... Mark Olson  
Vice President, Administration ... Leo McDonnell  
Vice President, Operations ..... David Carlson  
Vice President, Mechanical ..... Dick Hanson  
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## COVER PHOTO

A publicity photo taken in the early forties, shows the Soo Line's new F-7AB No. 2500 in the former Soo Line Depot in Duluth. Judging from the high-rail automobile, which is a 1942 Ford, the picture could well have been taken in that year. The Ford was perhaps one of the last production models before the company switched over to war production and could have come off the assembly line in late 1941. The Soo Line Depot was one block west of the present railroad museum and at one time was considered as a possible site for a cultural center and railroad museum before it was torn down to make way for a senior citizen's high rise. The 2500A has recently returned to the museum, looking somewhat disheveled and tired after many years of service and miles and in the newer paint scheme of white and red. Plans are to repaint the F-7 in the former Soo Line maroon with yellow trim as shown in the photo.

— Museum photo

A California inventor has proposed an ultra-speed train with skids replacing wheels — running on channels of ice kept frozen by atomic energy.

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## Editorial Comment

Homo Sapiens are a strange breed, or at least some are. As long as they have a certain object or way of life, it is taken for granted. But take it away and the fight begins to preserve it.

Remember the backyard stills, the bathtub breweries during prohibition? Some people were concocting all sorts of beverages to replace what they couldn't get at the liquor store. And the students at one college were sneaking a smoke behind the building, around corners, wherever they could during the ban on smoking. After the ban was lifted, there was much less smoking on the campus. (All this long before the present warnings of health hazards.)

It seems passenger trains and steam locomotives fall into that category. Your editor for one, when told that the steam locomotive would soon disappear, had taken them for granted as an every-day occurrence. What would pull the trains? How naive!

This country was criss-crossed with railroads at one time and people made good use of them. There were commuters, plain economy class coaches and fancy first-class name trains.

Then in 1969, the railroads said "No more passenger trains." And before that, they had gradually replaced the steam locomotive with diesels. The government had to quickly organize a national rail authority to operate passenger trains, and Amtrak as born.

But readers of "Trains" magazine, "Passenger Train Journal" and the Tourist Railway publication "Trainline" are aware of the increase in private railroad car owners, tourist railway operations and the restoration of steam locomotives, passenger cars and other sundry pieces of equipment by individuals and museums.

In the February issue of Trainline, editor Joe Minnich states that "... ownership of passenger cars in private hands has risen to a number estimated to be well over 500 cars in 1986 ...

"In 1986, as many as 29 cars were run on mainline excursions and as many as 1200 passengers were handled in a single train. It has been done across the country and will continue to be done, problems, regulation, cost and attitudes not withstanding."

Also, the Fremont & Elkhorn Valley of Fremont, Nebraska, an operating tourist railroad, the Nevada County Narrow Gauge Railroad of Nevada City, California, locomotive restoration, and the St. Louis Steam Train Association of Webster Groves, Missouri, who is restoring Frisco 4-8-2 No. 1522, are new members of the Tourist Railway Association. A new tourist railroad is planning to begin operations in 1987. The Ft. Jennings and Delphos Railroad will operate between Bluffton and Delphos, Ohio, and the Texas Southern railroad has purchased six F-7s and with 14 passenger cars will operate over former MoPac trackage in the San Antonio area. A proposed dinner train in the Milwaukee area, and closer to home, over 46,000 people rode the MTM trolley line in 1986, the best year yet.

And the list goes on. All of which may indicate that people are still fascinated with rail travel, and after its demise some years ago, are wanting to preserve what's left and even bring

some of the glory back. To paraphrase a statement in trainline, it may be "more the wave of the future than a throwback to the past."

At the Lake Superior Museum of Transportation, there is a throwback to the past taking place in what is aptly called the "china car." No, it is not a piece of equipment from the Oriental Express, but a former Duluth Missabe and Northern wood-sided car from 1908 that is being restored for the purpose of displaying a large collection of railroad china and place settings. The National Association of Railway Business Women Twin Ports Chapter has been working on the project for about the last five years and the women should be given a heap of credit and commendation for undertaking such a project. To see the china car when it was first acquired would cause some to shy away from such an undertaking to restore it, and to see it then and now as restoration begins to very prominent, should cause much admiration for a group of hard working and determined women. Read all about it in this issue of the Laker.



Kent Rengo and David Schauer are removing paint from the baggage door of the RPO car in preparation to having the car painted in Pullman green, this on a very warm March 7.



The former DM&IR Endion Depot now rests in its new location near 1st Avenue East and will be a focal point for the new Lakeshore Park when the freeway is completed. The former depot is now the office of the Duluth Visitors and Convention Bureau and has had its interior refurbished.

Nation's RESTAURANT NEWS, September 30, 1985

## Star Clipper: an elegant restaurant on wheels

By Howard Riell

OSAGE, Iowa — The timeless and elegant tradition of railroad car dining has been revived in this tiny Midwestern town by a lifelong farmer who entered the restaurant business only to recoup losses from a bad investment.

The Star Clipper, a three-car restaurant on rails, has been pulling more than \$32,000 in weekly sales since it began its run in May, and Walter Vining, who runs the restaurant-train, is not surprised. "It's just a luxury ride. Everybody is happy," he explained.

The train runs along the Cedar Valley Railroad, which reaches from southern Minnesota to the northern edge of Cedar Falls, Iowa. The idea for the Star Clipper began with the purchase of the 106-mile rail line by Jack Haley, president of the Chicago Central and Pacific Railroad in August 1984. Vining, whose Big Don's Supper Club sat only 9 ft. from the railroad depot in Osage, suggested the idea of operating dining cars to Haley, who liked it.

Vining entered the business when he saw his \$155,000 investment in Big Don's, which he had bought for his son-in-law in 1981, going down the drain. "He couldn't handle it," recalled Vining, 73. "He just wouldn't work. I got rid of him. But I had to have my money out of it."

Sales at Don's took off, Vining said, rising from \$50,000 for the year before he purchased it to more than \$320,000 last year. He has also bought the building adjacent to the 185-seat, 4,400-sq.-ft. Don's and turned it into another room called The Depot.

The Star Clipper, open seven nights a week, traverses its 56-mile round trip at a leisurely 12 miles per hour. "There are never any jerks or jolts of the train," Vining said. "You don't even feel the rails below." The train departs Osage at 7:30 p.m. and returns by 10 p.m., stopping at five points along the way to pick up diners.

Haley purchased and refurbished the cars at a cost of more than \$500,000, Vining said. The two 89-ft.-long dining cars came from the old Phoebe Snow line of the 1950's. The center kitchen car is 74 ft. long and was built in 1912. An engine pulls all three.

Each car seats 72 at 18 tables. The decor is identical except for color, with wallpapered ceilings and walls and brass lighting trimmed with oak. The Snowbird car is done in dark blue with accents of burgundy and ivory for a more dramatic effect: the Velvet Rose combines shades of rose and burgundy to create a romantic ambience. Each car has 20 windows, 25 in. deep and 5 ft. wide for easy viewing of the rolling countryside. Outside lighting illuminates vistas as far as 60 ft. away. "There's lots of wild animals to see," Vining said. "The countryside is beautiful. You see things you won't see on the highway or on an airplane."

The kitchen car is 74 ft. long and features a bar at each end for easy serving. It also contains several thousands of dollars' worth of specially made equipment, such as a 1,600-gal. hard-water tank, a 600-gal. tank for drinking water, a six-burner propane stove and grill, a complete water pressure system, steam tables, a dishwasher, gas water heater, electric heaters and sewage tanks.

(Continued on Page 4)

## PAINTING TO BE FUNDED BY

### By O'Neil Foundation Grant

This past winter, the Museum was very fortunate to receive an equipment restoration grant from the Casey O'Neil Foundation. The grant, which totaled \$29,700, will be used on five specific restoration projects this year. Those five projects are listed in detail below.

1. \$5,500 for the cosmetic restoration of our X-SOO Line FP-7A #2500A. The plan calls for the unit to have body work completed before the unit is repainted into its original maroon and gold paint scheme. Due to the needed body work, the 2500A will not be included in the equipment being painted at the DM&IR Proctor paint shop this year. Hopefully, the needed work on the unit will be completed this year, allowing for painting early next year. The FP-7A will be a static display for the time being, due to its poor mechanical condition.

2. \$13,500 for body work and painting of our X-Burlington Northern (GN) diner, Lake of the Isles. The dining car was involved in a minor sideswipe accident before coming to the Museum, putting a gash down the side of the car. This damage will be repaired before painting the car back into its original Great Northern Omaha orange and Pullman green paint scheme. Bids are now being accepted for the above mentioned work.

3. \$4,500 for repainting of our X-Northern Pacific RPO car. The car has been made ready for painting and is in Proctor awaiting sandblasting and a fresh coat of Pullman green paint. While in the Museum, the car had been in the Northern Pacific's two tone green paint scheme, which was common on all NP passenger equipment used in later years. The decision was made to paint the RPO back into the solid Pullman green scheme that was used on a majority of NP heavyweight equipment. The car should be done by early this summer.

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(Continued from Page 3)

The Star Clipper's four-course, fixed-price (\$35) dinner starts with a variety of cream soups, such as cream broccoli, cream of vegetable and cream of cheese and broccoli. A salad with house dressing follows. Choices of entree include 3-in. prime rib, crabmeat served in puffed pastry and Rock Cornish hen on a bed of rice. Dessert is Mud Pie, a chocolate shell with mint ice cream covered with hot fudge, cream topping and a cherry. Liquor is extra, but Vining said he does not stress liquor sales.

Vining considered adding lunch but decided against it. "You have to have X amount of dollars to pull this train. Lunch wouldn't pay for us. We'd run in debt," he said. A service staff of 18 includes the train's conductor, an engineer and Vining's son Randi, 35, as host.

Vining also said the train is already booked through Christmas and will be offering "Noon Dinner Trips" the last weekend in September and every weekend in October. It will shut down from January 1 until March 17, St. Patrick's Day, because of the weather: Iowa temperatures of 20° to 30° below would freeze water in its hoses, he said.

Vining also said that within a month Haley should finalize the purchase of another rail line, the Illinois Central Gulf, which runs from Omaha, Nebraska, to Chicago. Another three-car restaurant is being planned for next year, he added, with the same format as the Star Clipper. The new restaurant may be franchised out, he added. "Between her and the farm, I put in enough 18-hour days."

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4. \$1,200 for the Milwaukee Road electric locomotive catenary interpretative display. This project calls for one of the electric's pantographs to be raised to touch a wire that will be strung the entire length of the Museum. The raised pantograph will then be lighted so as to allow visitors to see how the locomotive received its electricity. Many Museum visitors are curious how the locomotive picked up its electricity and this project will help to dispel this curiosity. Museum employee Zeke Fields is currently working on this interpretative display, with scheduled completion sometime this spring.

5. \$5,000 for work on the railway china car exhibit. This old DM&N passenger car is slowly but surely taking shape as a prime display area for railroad dining car china. Project coordinator Marillyn Persch has headed the restoration task from the beginning. The car has had its exterior painted, as well as some china display cabinets installed.

These projects will in no doubt help better the Museum as a whole. The Museum is very thankful to the O'Neil Foundation for their generosity and it is hoped that the Museum will be considered for future donations.

— Dave Schauer

## FROM OUR MEMBERSHIP SECRETARY

To date we have received almost 100 membership renewals . . . THANKS! With a few more we should have enough to keep the meetings in donuts for the rest of the year anyway. For those of you who anxiously await your membership card, that should be in your mailbox by the end of April. I hope to give some thought to a new 1988 design that will accommodate a computer label and eliminate the tedious and time consuming task of hand writing or typing all these little gems. It will certainly speed up delivery of your card. To really speed up the delivery of your card just stop by the museum for a Saturday work session and I'll write one out for you on the spot. But thats blackmail you say !?! ... YUP!

Another project I will be embarking on will be to go thru the file of applications and look for some needed skills for LS&M service this next summer. With 13 operating weekends planned, thats 52 excursion trips in need of crew . . . not to mention a host of other restoration projects that also will require attention. If you have contemplated getting involved this will be the year.

Kurt Haubrich

## TOURIST RAILWAY ASSOCIATION MEETINGS SET FOR 1987

The Tourist Railway Association, Inc., has set the dates for its spring meeting and the annual convention. The Lake Superior Transportation Museum is a member of the association which consists of static and operating railroad museum, trolley operators, locomotive restoration groups and suppliers and individuals.

The spring meet will be held April 24-26 in Kennebunkport, Maine, Seashore Trolley Museum, hosting. The annual convention will be hosted by the Mad River and NKP Railroad Museum of Bellevue, Ohio, with headquarters at the Sandusky Sheraton, on November 6-8.

**THERE IS ALWAYS PLENTY OF WORK FOR EVERYONE,  
WE NEVER RUN OUT AT YOUR LOCAL MUSEUM OR  
TOURIST RAILROAD**

## LS&M and LSTC hold Annual Meetings

The Lake Superior & Mississippi Railroad Company held its annual meeting on January 30 in the Ruth Maney Room of the Depot with **President Mark Olson** presiding.

After the treasurer's report by **Bill Mickelson**, **Leo McDonnell**, vice president, administration and legal counsel for the LS&M, reported on developments of the Regional Rail Authority toward establishing a tourist rail operation in Northeastern Minnesota. The Authority had received a detailed report on several alternatives and their economic impact in tourist dollars that would come into the area from Bierberbach & Associates, a consulting firm that has examined other tourist operations around the country and examined our local potential for a tourist railway.

Some consideration was given to a circle route from Duluth to Two Harbors along the North Shore, north to Ely, west to Virginia, Hibbing, Grand Rapids and back to Duluth. The Bieberbach report stated the more successful tourist trains have excursion trips of two hours or less and fares of less than 10 dollars.

The various alternatives were:

- To offer capitol and operational assistance to the LS&M.
- To operate out of the Depot along the North Shore or a part of it.
- To develop a trolley system or a tourist train in the Chisholm area to serve Ironworld and the Chisholm Mining Museum.
- To operate a tourist train in the Grand Rapids area with trolley service to Ironworld.
- To establish a tourist operation in the Virginia/Eveleth area with trolley service to Ironworld.

**Mr. McDonnell** stated that there is strong sentiment among some locals to pursue the North Shore line acquisition. This would be of great importance to Two Harbors and would boost their tourist business.

**Kurt Haubrich** reported that he will get up a list of job descriptions for the LS&M to inform train crew personnel what is to be expected of the various positions. A check list will be available for members to check off what they would like to do. A vote of thanks was extended to Kurt for his work on computer graphics for last year's statistics and record keeping.

**Mark Olson** reminded the members of the heavy schedule which was adopted by the board for 1987 which calls for excursion train operations every weekend during July, August and September, and also the need for more professional ethics and organization.

**Leo McDonnell**, **Wayne Olsen**, **Dick Hanson** and **Jergen Fuhr** were re-elected to the board of the LS&M, with **Kurt Haubrich** newly elected to replace **Bob Mortinsen** who has left Duluth.

Under new business, **Wayne Olsen** reported that the LS&M has purchased car 85 from the DM&IR for \$1,000. It is similar to DM&IR car 33, a heavy weight coach with six-wheel trucks. Car 85 has been used as a sleeper car for the wreck crew, has four roll-over seats and an AB brake valve. The car presently is in a primer-red color, but will be painted with Pullman-green soon and re-lettered. Newer-style reclining seats will be install-

ed and it is hoped to put the car into operation this coming season.

With the purchase of car 85, the LS&M now owns five passenger cars as well as a locomotive, three ore cars, a gondola, two tampers and a ballast regulator.

The February meeting of the LSTC is to be appreciation night for those who helped on the LS&M. Also **Norm Livgard**, former president of the LSTC and board member of the LS&M will be leaving Duluth and will be honored at the February meeting.

**Wayne Olsen** gave a brief report on the proposed budget for 1987 and stated that the LS&M plans to operate the Arrowhead Civic Special sometime in July. He also mentioned that an upgrading of safety equipment is necessary with the acquisition of fire extinguishers, radios, first aid equipment. The railroad also bought a ticket trailer last summer.

**Dick and Gordon Hanson** are working on acquiring some second-hand radios for use on the train and a base station.

The Lake Superior Transportation Club met immediately following the LS&M meeting with **President Pat Dorin** presiding. The treasurer's report was read and approved, as was the secretary's report. Four officers were re-elected and one new member elected. **Kurt Haubrich** replaced **Tim Schandel** as membership Secretary. **Tim Zager**, vice president, administration; **Bill Mickelsen**, vice president, restoration; **Bill Bradley**, vice president, operations, and **Chuck Jensen**, treasurer, were all re-elected. The nominating committee was retained for another year. They are **Dave Carlson**, **Gayle Schandel** and **Bob Blomquist**. Following the annual meeting, **Allen Anway** showed slides of the St. Croix Valley live steamers, D&NE steam fan trips, Chicago interurban passenger trains and a good selection of steam action photos.

## Norman Livgard honored at February meeting

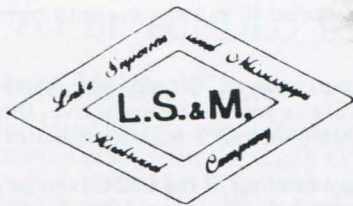
Past president of the Lake Superior Transportation Club and the Lake Superior & Mississippi Railroad **Norman Livgard** was honored at the February meeting of the LSTC. He has been the St. Louis County surveyor and has resigned from that position as of April 1 to go into a private surveying business in Forest Lake, Minnesota. As a token of appreciation for his activities on the LS&M, he was presented a copy of Frank King's book, "Locomotives of the Messabe." A wine and snacks party was held prior to the meeting which was also a way of saying thanks to those who have helped on the LS&M in past seasons.

**Tom Gannon** reported that the LS&M engine (Flambeau Paper Co. No. 48) will soon go to Proctor to be painted in caboose yellow, with the NP RPO and DM&IR No. 85 to be painted in Pullman green. He also gave a plug for the Locomotive & Railway Preservation magazine, good reading for anyone interested in railroad equipment restoration.

**Wayne Olsen** stated that hopes for the restoration of the North Shore line are still alive.

After refreshments, **Tim Schandel** gave a slide presentation of his various trips to Escanaba, accompanying railway passenger cars from Duluth to be used on the E&LS for fan trips and the Boniface Special fund-raiser sponsored last fall by the E&LS, which has a variety of Baldwin motive power.

Two new members were signed up at the meeting: **Jason Sharpe** and **Tom Paulin**.



## LS&M NEWS

### LS&M Board Reorganizes

The board of directors of the Lake Superior & Mississippi Railroad Company met on January 31 for the purposes of reorganizing the board following the annual meeting and election of officers.

Members of the board are elected from the general membership of the LSTC and following the election, board members then delegate the various offices and responsibilities among themselves, all to serve a three-year term.

President is **Mark Olson**; vice president, administration and legal counsel, **Leo McDonnell**; vice president, engineering, **Kurt Haubrich**; vice president, mechanical, **Dick Hanson**; vice president, operations, **David Carlson**; the secretary is **Wayne Olsen**; treasurer, **Bill Mickelson**; directors-at-large, **Bill Bradley**, **Stuart Beck** and **David Schauer**; public relations, **Jergen Fuhr**.

**Kurt Haubrich** replaced **Bob Mortinsen** who has moved to a new life and career in up-state New York, and **David Schauer** is a new appointee to the board.

It was moved and carried to insert a form in this issue of the Laker to inform members, especially those out of town, of the opportunity for those who so desire, to help out on weekends on the LS&M. Much help will be needed because of the heavy schedule.

Discussion was also had as to the sale of souvenir items in both the baggage car and the ticket booth. An active advertising campaign was briefly discussed and it was mentioned that railings should be put on the gondola and the need for some type of safety guard between the gon and passenger car.

### SP&S BAGGAGE CAR GETS GENERATOR

A Honda 5 kw generator will soon be installed in the museum's SP&S baggage car No. 66, thanks to **John Larkin** of the E&LS.

The engine is being converted to operate on propane, is a 12-HP liquid cooled twin putting out 120 or 240 volts and will be slung underneath the car to provide 110 volt service for such things as a coffee maker. A battery charger could also be plugged into the car to keep the batteries up or possibly charge batteries in other cars.

Abell's Power Equipment is doing the conversion. Larkin gave the new Honda generator in exchange for a car-mover. A small oven could also be used in the baggage car to keep the pizza warm, should the "Pizza Train" concept ever take hold.



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

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### ANNUAL FINANCIAL REPORT OF LS&M

The beginning balance as of January 1, 1986, \$2,234. Income from ticket sales, rentals, donations, \$21,129. Operation expenses were \$12,630, nearly half of which were for repairs to the locomotive No. 48. Advertising amount to \$2,370. Utilities were \$722.

Other expenses such as postage, depot membership, payments to DM&IR brought the total expenses to \$18,494.

Ending balance at the end of 1986 amounted to \$4,869, with a net income for the year of \$2,635.

Operational statistics showed 4,663 passengers boarded, with the average revenue per passenger of \$3.21. Number of days operated, 13 and number of trips, 39, with an average of 120 passengers per trip.

The high operational cost per passenger, \$3.97, and the high operational cost per weekend of \$3,082, were caused by the needed repairs to the locomotive.

— *Bill Mickelson, Treasurer*

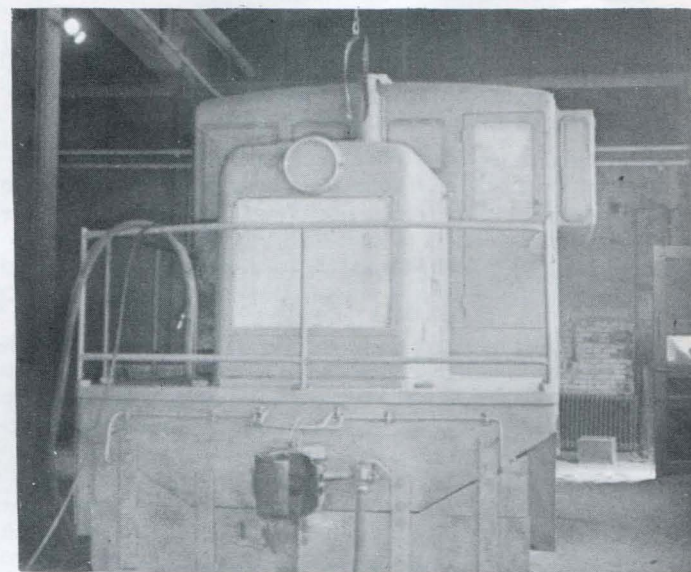
### SURVEY MADE OF LAST YEAR'S PASSENGERS, ADVERTISING

Passengers on the LS&M have in past years been asked to fill out a survey card as to where they are from and method by which they found out about the excursion train.

**Kurt Haubrich** tallied up the results on his computer and made graphs which show that the best advertising media was the local newspaper and second best were the brochures.

In August, more residents rode the train than tourists, and in September, it was more tourists than locals.

In advertising, the locals were influenced by the newspapers, while visitors were informed through the brochures. In September, 60% of the passengers were adults, 27% were children, 12% were seniors.



The LS&M locomotive No. 48 looks like a grey ghost in the sand blast shop of the DM&IR, stripped of its layers of paint. Under its red hood and grey cab was a layer of yellow paint with black strips on both hoods. It will be primed and painted in caboose yellow. **Merrill Anderson**, of the DM&IR shop is supervising the work with **Jeff Crider** doing the blasting and painting.

# THE RAILROAD SNOW FIGHTERS OF DONNER PASS

A photographic Exhibition

The annual battles by Southern Pacific railroaders against the often violent Sierra Nevada snowstorms which sweep across California's Donner Pass are the subject of the powerful color photography exhibition "Winter's Professionals" scheduled to open April 24, and at the Lake Superior Museum of Transportation through the summer.

The more than fifty large color prints on display are the work of four well-known Northern California railroad photographers: Richard Steinheimer, Dick Dorn, Dale Sanders and Shirley Burman Steinheimer. The best known of the four artists is Richard Steinheimer who has been photographing trains for nearly forty years. Nearly everyone with a railroad interest is familiar with his widely published photographic work and his writings have made him one of the most popular authors in the railroad field.

The current show provides an intimate view of snow-fighting on Southern Pacific Railroad's seven-thousand-foot Donner Pass Route, where snow depths can reach twenty feet or more. The photographs have dramatically captured the small group of maintenance of way and operating people who annually set forth with shovels, bulldozers and giant railroad snow-fighting equipment to keep traffic flowing across this vital rail link between California and the East. The stressed faces of the railroaders, the oceans of deep snow being plowed by isolated teams of men using winged and rotary snow plows, and the beauty of frozen forests and flying snow plumes are all captured in the exhibit.

Our part of the country with its occasionally high snowfall is a fitting locale to display snowfighting photographs such as these. While we seldom receive the massive snowfalls that visit Norden, there have been many memorable storms in this area which called for action by shovel, noseplow, and rotary snowplow. Near the exhibit will be two of the Museum's vintage snowplows used in fighting these deep snowfalls in the region. One of them is NP Rotary #2 which is the oldest rotary in existence. The Museum is open seven days a week; 10:00 a.m. - 5:00 p.m. Monday through Saturday, and 1:00 p.m. - 5:00 p.m. on Sundays. Admission is: Adults - \$3.50, Senior Citizens - \$2.75, Juniors (Ages 6 - 17) \$1.75. Children 5 and under are free. The Depot offers a Family Rate of \$10.00 which consists of children ages 6 - 17 and their parents.

## Good Progress Made On Winter Museum Projects

Painting, grinding, welding, fixing, new additions . . . there has been a flurry of activities over the past few months at the museum by a group of hard-working, dedicated members.

**Ben Ostroviak** and **Mark Kirschman** have been busy welding steps on the SW-9 No. 935, and with the help of **Kurt Haubrich**, **David Schauer**, **Dale Carlson** and **Kent Rengo**, new hand railings have been installed. Rust spots have been ground down and the former Minntac locomotive will soon be repainted at the Proctor shop in Messabe maroon and the former "wings" logo.

**Bill Mickelson**, **Bob Sailstad** and **Wayne Olsen** helped to paint the interior of the LS&M No. 48 which is now being sand blasted and painted at the Proctor DM&IR shop. Also the RPO-baggage was readied for a new paint job. The museum's library which was kept in the baggage end of the RPO, is temporarily stored in another baggage car.



LS&M President Mark Olson presents Norm Livgard with a copy of King's book, "Locomotives of the Missabe," at the February meeting. Mark expressed the thanks from both the LSTC and the LS&M for Norm's activities and participation.

## LSTC ANNUAL REPORT

LSTC summary of receipts, disbursements and cash balances for period January 15, 1986 to January 14, 1987.

Cash on hand January 1, 1986	\$ 670.84
<b>Receipts</b>	
Dues	1,966.50
Model Railroad Equipment	755.00
Savings Account Interest	56.27
NASA Shuttle Fund	78.00
HO Equipment Sale	47.50
Carr Hobby Donation	22.15
<b>Total Receipts</b>	<b>\$2,925.42</b>
<b>Total</b>	<b>\$3,596.26</b>

<b>Disbursements</b>	
Postage	\$ 263.24
Newsletter	1,347.00
Meeting expenses	345.88
Data Processing	28.00
Model/Modular Railroad	12.60
Flowers	77.45
Lionel layout	75.00
NASA Shuttle Fund	100.00
Model RR Show Banquet	777.15
Refreshments, AIME Train	55.89
Misc. (check service charge, bad checks, etc.)	30.00
<b>Total</b>	<b>\$3,166.61</b>

Cash on hand January 14, 1987	
Savings	\$386.76
Checking	42.89
<b>Total</b>	<b>\$429.65</b>

Car 33 was moved inside the museum and members Bob, Bill and Dale and Kurt, did some touch-up painting on the window sills and the floor. **Gregg Vreeland** and **Jay Wolff** have also helped out on various projects.

From the Summer 1979 issue  
of the Mesabi Miner

## Local Rail Women Become Collectors

silver, china & other things nice

by Mrs. Marillyn Persch

The Twin Ports Chapter, National Association of Railway Business Women (NARBW), has undertaken an ambitious but very exciting project—the collection of railway dining car china and silver for display at the Lake Superior Museum of Transportation.

The project began with the chapter's donation of a display case to the Museum and has grown into a nationwide search for china and silver from this elegant and practical era of travel.

Our project got off to an auspicious start with our first gift, which not only served as a beginning but provided the inspiration and encouragement we needed.

The donors were Mr. and Mrs. Carroll Mattlin of White Bear Lake. They own a private business car, are collectors of railroadiana and friends of the Museum. When the Mattlins attended the dedication of the McGiffert log loader at the Museum last fall, they brought a complete ten-piece set of Northern Pacific dining car china in the "Monad" pattern, along with a place setting of NP silver!

And, they very generously parted with an item greatly prized by collectors—a child's dinner plate in the "Rocky" pattern—part of a set produced for children's service on Great Northern diners in the 1920's and 30's.

Not only did our surprise package contain these fabulous items, but also included items such as paper napkins, coasters, matches, ash trays, swizzle sticks and glass tumblers. Obviously this provided the impetus to get the project rolling.

Since that time there have been many gifts from various and often unexpected sources, including DM&IR employees. Gordon Everett donated an NP water tumbler in the Monad pattern and Don Wicklund, on the date of his retirement, gave us a salad plate and a bread and butter plate carrying the "U.S. Steel" logo. Its origin is unknown, but we think it may be from Pittsburgh Steamship days, and are trying to identify it.

Another exciting addition resulted from an unforeseen circumstance. Dennis Hamilton, senior sales representative for AMTRAK, visited the Museum last year just about when the NARBW took on the project—but prior to the time the china display was rearranged. He was disappointed to see AMTRAK's table service represented in the display by the few paper and plastic items used on food service cars, so he donated a complete exhibit of AMTRAK's lovely dining car china and silver—complete with bud vase!

Burlington Northern NARBW members have been very generous with their treasures, too. Verna Topka donated a most desirable item, a GN ashtray in the "Glory of the West" pattern, which features GN's famous mountain goat; and Marge Fisher even gave up her two GN "Western Star" swizzle sticks.

Fern Engstrom recently contributed a Santa Fe luncheon plate in the beautiful "California Poppy" pattern from the 20's and

30's, and Judy Williams has graciously donated the endearing GN "Rocky" oatmeal bowl as a companion piece to the plate donated by the Carroll Mattlins. Lucille Swabe parted with a Great Northern tumbler with the etched GN logo, which had been a prized possession of her father's.

Soo Line's Joyce Park has obtained for us four soup bowls in the lovely "Logan" pattern—through the generosity of their Special Investigator, Eugene Klucas.

Member Margy Jeanette of the Great Lakes Fleet (and the daughter of a retired DM&IR locomotive engineer) obtained a complete place setting and service pieces from the Steamer William A. Irvin, as well as complete service of flatware and serving pieces. She also obtained a place setting of Irvin's china from the passenger dining room.

The Irvin was built in 1929 and named in honor of William A. Irvin, who served as president of U.S. Steel Corporation from 1932-38. Although the Irvin has been replaced by newer, larger vessels, she was the envy of the Lakes for many years. The vessel was fitted with spacious passenger quarters for guests. They were impressive, to say the least, with many luxurious appointments including fine wood paneling and fireplaces in the staterooms.

LSMofT board member Marvin Meierhoff brought to us a small vinegar cruet used in the dining cars, something he has had for many years.

The Elgin, Joliet and Eastern Railway made a sizeable contribution to the collection, an entire set of china and silver from the "J's" private dining car which was sold some time ago.

Also included in the "J's" donation were dining car linens, and waiters' and stewards' jackets with the EJ&E "Chicago Outer Belt" emblems, and even an Illinois Central Jacket. This has launched the chapter on a whole new phase of collecting . . . waiters' coats, which will make another interesting addition. Perhaps they can be used for special luncheons and dinners served on occasion at the Museum!

At the time the Burlington Northern donated their "Lake of the Isles" dining car to the Transportation Museum, they also included what formed the nucleus of the collection that is now evolving . . . four place settings of the Chicago Burlington and Quincy "Violets and Daisies" china along with GN flatware, a lovely "Milwaukee Road" water pitcher, a GN silver sugar/creamers, coffee pot, menu holder, crumb scraper and bud vase, and representative linen place mats, napkins and tablecloths. Little did they know what it would all lead to!

And so it goes and grows. The NARBW members are pleased and encouraged by the response that the beginnings of the collection have prompted, and by the generosity of individuals and companies to let others share in the glories of the past. We now hope to interest our other NARBW chapters in the collection—to eventually fill a refurbished car with the grandest collection in the country!

Just as we are about to go to press, we have received another exciting gift! Leonard Draper, a Transportation Museum board member, has obtained for us from his good friend, Otto Baumgarten, three pieces of china which will be the envy of any collector! Two pieces marked "The South Shore," from the old Duluth, South Shore and Atlantic Railroad which ran between Duluth, Marquette and Sault Ste. Marie from the late 1880's to about 1960,—and—an unbelievable prize for our collection, and a most exciting discovery for our own railroad history, a dinner plate marked "D&IR"—something none of

(Continued on Page 9)

us have ever seen, or were aware was even in existence. We have only one D&IR piece in the collection which is the Indianhead "Vermilion Route" logo.

Something new and exciting is constantly turning up.

Perhaps it won't be long before we can have complete place settings from both of our predecessor roads—the Duluth and Iron Range, and the Duluth, Missabe and Northern. I can hardly wait!

## What is the NARBW?

*... and what are these women doing?*

The National Association of Railway Business Women was born in Minnesota when the first chapter was organized in the Twin Cities. Seven women employed by various railroads, but known to each other only as telephone voices, met for dinner in January 1921. This proved so successful that it sparked an immediate movement to assure continuity.

The second chapter was formed in Chicago a few years later and additional chapters in various cities soon after. There are now 59 chapters in 32 states and the District of Columbia.

Purposes of the organization, briefly stated, are to stimulate cooperation and better understanding in the industry and undertake charitable projects.

The Twin Ports chapter, chartered only three years ago, already has 62 members from the Twin Ports area up from 45 members one year ago, including the Burlington Northern, LST&T, Soo Line, and DM&IR. Other transportation modes are included in membership, including marine transportation. Great Lakes Fleet is also represented in the local chapter.

Among their projects in this brief history are: participating in the new eyes for the needy program, showing railroad safety films in elementary schools, hospitals and nursing home volunteer visits and services, and fund-raising projects for charitable contributions and other worthwhile civic undertakings. —from the *Missabe Iron Ranger*, 1979.

To bring you up to date, the NARBW Twin Ports chapter acquired a former wrecking crew car from the DM&IR and began working on the restoration of the car in July, 1982. The W-114 was originally car No. 68, built by the American Car & Foundry of St. Charles, Missouri in 1908. It was one of four 78-seat passenger cars delivered to the Duluth Missabe & Northern. In 1927 it was converted into a combination car; in the early '40's, turned into a crew car.

The car originally had stained glass in the clerestory and the upper part of the arch windows and some were still in place. **Merrill Nolden**, retired DM&IR northend superintendent who made the stained glass window for the museum's Bridgeman store, made the 18 arch windows for the car, with the NARBW purchasing the material.

**Matt Bubb**, of Bubb Woodworks, Duluth is doing the wood-working and cabinets in the car. Like car 19, car 68 has some beautiful inlaid woodwork, some of which has deteriorated due to exposure to the elements and is being replaced.

Other retired DM&IR retirees now working on the restoration are **Wayne Hoffman**, **Walt Stein**, **Walt Swanson**, **Chuck Bailey**, **Lucille Olson**, **Teckla Nelson** and **Marillyn Persch**.

Marillyn said the china collection will be nation-wide, but will concentrate on area railroads: DWP, CN, CP, Soo, GN, NP,

DM&IR, DM&N, D&IR. Some individuals who were instrumental in donating china for the exhibit were **Jan Fierek**, and **Gene Shepard** of the DWP who obtained china from the CN. **Tom Lamphier** and **Gordy Mott** were instrumental in getting the former GN diner, "Lake of the Isles" donated to the museum along with some of its china. Several pieces of china from "The Flying Scotsman" were also added to the collection recently, thanks to the generosity of Mr. and Mrs. **R. N. McGiffert**. China from the UP and the Milwaukee Road are also in the collection.

The DM&IR observation car **NORTHLAND** has beautiful engraved silver holloware, but had never had its own china. **Don Shank** had special topmarked **MISSABE CAR NORTH-LAND** china made by the Syracuse China Company, and ordered additional sets for the "Missabe Room" at the Kitchi Gammi Club in Duluth. At that time, also, the NARBW ordered additional china, which is being sold by them as one of their main fundraisers, along with their annual sale of See's Candy. The DM&IR Veteran Employees' Association, the Burlington Northern Foundation, and the U. S. Steel Foundation, also, have all been major contributors to this worthwhile project.

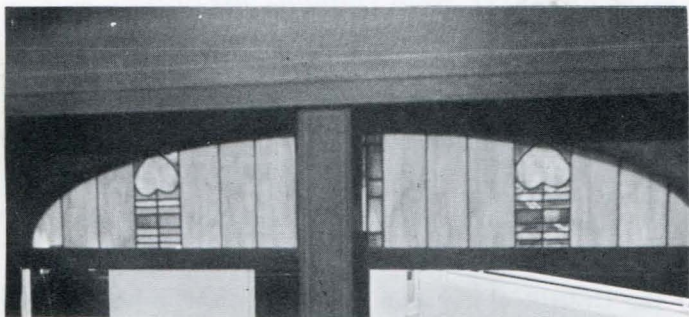
One end of the car will have dining tables with linen and settings in place, protected by a glass partition to separate the tables from an aisle-way for the viewers. The other end has floor-to-ceiling display cabinets to exhibit display of waiters' uniforms and napery.

As of this writing, the china car has had its exterior primed and painted in Pullman green. The cabinets and their lighting have been installed, along with drawers beneath for storage purposes. Some of the clarestory windows stained glass have been installed, as well as the stained glass arch windows. There is still a considerable amount of work to be done in the dining-table display end, including some of the woodwork and paneling.

The women are looking for appropriate chandeliers for the car and are hoping to have the china display car at or near completion in time for the annual NARBW District III Conference to be held in Duluth in 1988.



**Lucille Olson**, the stripper, **Walt Stein**, the artiste, and **Marillyn Persch**, the crew caller, display their special uniforms for working on the china car. The front says "NARBW china exhibit car."



A sample of the woodwork and stained glass arch window in china car No. 68. The center flower in each window is yellow with various shades of green. The panels to either side are a light green with a darker green panel next to the center mullion.



This photo shows the cabinet work with fluorescent lighting which will be display cases on both sides of the china car for dishes and miscellaneous items. Below the cabinets are drawers for storage. Marillyn is explaining the plans for the car to Max Herbach of Channel 8's Venture North. The doorway behind Marillyn leads to the other half of the car which will have table settings on display.

## Plymouth Switcher, Soo Line F-7 Acquired by Museum

Two additional pieces of equipment have been added to the growing roster at the museum. The Soo Line donated their F-7A 2500 and Clyde Iron, which recently closed down its Duluth operation, has donated its Plymouth industrial switcher. The small locomotive is propane powered and uses a sprocket and chain drive. Appreciation goes toward Dave Sacketti and the DWP for use of a low-boy and crane to transport the Plymouth to the museum.

Also, appreciation is sent to John Severt of Fifield, Wisconsin, who rescued the instruction and service manual for the former FPC No. 48 from the waste basket and brought it to the museum.

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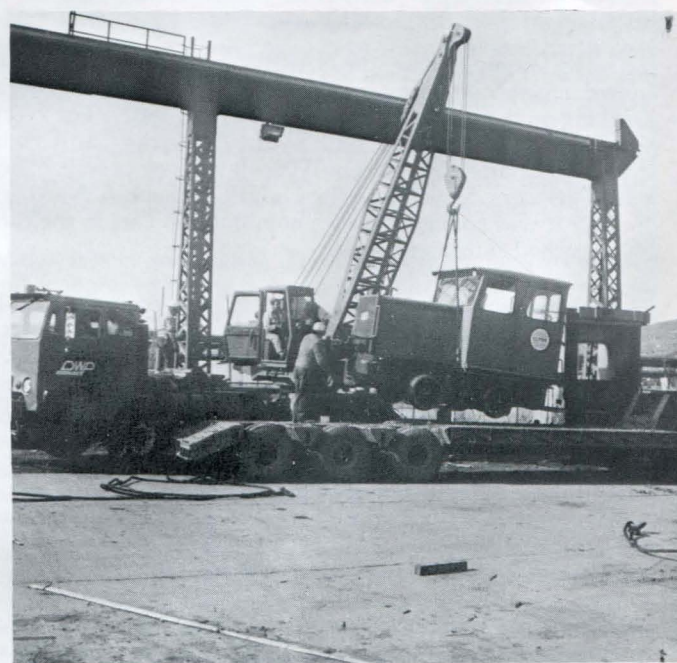
### NOTE:

The U.S. Steel's William A. Irvin mentioned in Marillyn's article was built in 1938, retired in 1978, and was recently repainted in Fraser shipyard of Superior and is now a tourist attraction next to the Arena complex in Duluth, being first opened to the public in 1986. The 610-foot ore carrier was first displayed on the bay side of the Arena, but now has a permanent site in the Minnesota slip, east of the Arena and protected from the ravaging winds and waves of Lake Superior.

## LIST OF BOOKS AT MUSEUM GIFT SHOP

The following is a list of books currently at the railroad museum gift shop and remember there is a 15 percent discount for museum and LSTC members.

The Camas Prairie, H. Riegger .....	\$32.50
Donner Pass, J. Signor .....	47.95
The Southern Pacific, D. Hofsommer .....	44.50
The Great Yellow Fleet, J. White .....	44.95
The Chicago Great Western in Minnesota, R. Bee .....	24.95
The Great Northern Pacific Ry. of McGee and Nixon, R. Green .....	39.95
Northern Pacific Supersteam Era, Frey & Schrenk .....	44.95
Locomotives of the DM&IR, F. A. King .....	39.50
The Silver Short Line, Wurn/Demoro .....	39.95
Articulated Steam Locomotives of North America, R. LeMassena .....	49.00
The Electric Railways of Minnesota, R. Olson ....	29.95
The Missabe Road, F. A. King .....	23.95
Minnesota Logging RRs, F. A. King .....	17.50



The DWP crane and Sacketti's low boy load the Plymouth switcher at Clyde Iron.

— Photo by Schandel

## Letter to the Editor:

### AN ERA ENDS

A long and distinguished chapter in Twin Ports railroading history has come to an end. When the Lake Superior Terminal & Transfer Ry. NW-2 No. 102 was placed in a Twin Cities-bound BN freight train in early March, this brought to an end 39 years of having an LST&T painted diesel locomotive in the Twin Ports.

From its inception in the later part of the 19th century, the LST&T, more affectionally known as The Terminal, was the major switching and transfer railroad in the city of Superior. Originally owned by the Great Northern, Northern Pacific, Omaha (C&NW), and the Soo Line, The Terminal provided transfer work between these railroads as well as switching grain elevators located along Superior's waterfront. With the Burlington Northern merger in 1970, the BN then became the majority holder of the LST&T but allowed The Terminal to run its own business out of its headquarters in the Superior depot.

January 1, 1986 marked a sad day in LST&T history, for on that day The Terminal was dissolved as a separate company and the switching duties of the railroad were assumed by the BN. Both the Soo and the C&NW were allowed to enter the BN's Superior yard to handle transfer work previously done by the LST&T. The Terminal's Superior yard, adjacent to the BN yard, was abandoned and the Superior depot headquarters of the LST&T was put up for sale. Today The Terminal yard remains unused by the BN and the Superior depot is still for sale.

The LST&T was very special to those of us who grew up in the Twin Ports. The terminal proved to be a constant in the ever-changing Duluth/Superior railroad scene. You could always expect to see a Terminal switcher in Superior, whether it was idling at the BN roundhouse or switching a huge cut of loaded grain cars. Unlike the DM&IR's SD-9s or DWP's RS-11s which roamed system wide, the LST&T's six Great Northern-painted switchers never left the Twin Ports. They were as much a fixture in our local railroading scene as the Aerial Lift Bridge is a fixture to local navigation. I can recall many a warm summer night when the sounds of a pair of Terminal diesels straining in run 8 could be heard reverberating off Superior's huge grain elevators. The gallant six wore their Great Northern paint and age very well, making for a good representation of Twin Ports railroading.

When the BN announced that in early 1986 they would take over the LST&T's switching chores, many of us felt the five remaining Terminal switchers (NW-2 No. 100 had already been sold to an elevator company) would be immediately stored and scrapped. This, however, was not the case. The BN

took possession of the remaining five units (four NW-2s, one SW-1200) and assigned all to its Superior maintenance base, their home. The units then assumed many of their old chores along the Superior waterfront as well as switching BN yards that had never seen an LST&T diesel, including Duluth's Rice's Point and Superior's East End. The remaining five then truly became Twin Ports diesels, serving both Duluth and Superior.

As 1986 wore on, The Terminal units began to fall prey to minor maintenance problems and due to their age (the BN had already purged its system of all NW-2s), the units were placed in storage rather than be repaired. By early 1987 only one of the gallant six remained in service, the 102. The end had happened, a bad traction motor side lined the 102. The end had come. The replacements: two BN NW-2u's (rebuilt NW-2s) from Minneapolis. The Lake Superior Terminal & Transfer chapter in Twin Ports railroading history is now closed.

You ask the question: "What happened to The Terminal locomotives after their departure?" The answer to this question borders on the unbelievable. When it became clear that the 102 would be the last Terminal unit to work the Twin Ports, an effort was made to approach the BN in hopes of being able to purchase the unit and bring it back home to our museum. A funding source had been located and the BN in Superior had been contacted regarding the disposition of the 102. The BN in Minneapolis (Northtown) informed us that the locomotive was stored and not for sale. However, a week later, we discovered that the Twin Cities based Minnesota Transportation Museum had purchased the unit. Great, a unit had been saved! But wait, doesn't the MTM own the LST&T 101, 103, 104 and 105? Yes, believe it or not, MTM owns five of the six LST&T warriors. Something deep inside me tells me our museum has failed in its prime goal — collecting railroad items of historical significance to our area.

As far as Duluth/Superior railroading goes, the gallant six were probably the most historical diesel locomotives to ply the rails in our home town, simply because they spent their entire service lives in the ports, a feat not easily repeated by any other diesel. Congratulations to MTM for succeeding where we have failed. Who knows, some day after we have purchased three Minnesota Commercial (Transfer) SW-1500s, we might be able to swap the MTM for three LST&T NW-2s. The Terminal legacy will live for years to come thanks to the MTM.

The Twin Ports will never be the same, for we have lost that proud little railroad that provided the link between new and old — The Lake Superior Terminal & Transfer Railway. It will be missed.

—David C. Schauer

*NOTE: The views expressed by Mr. Schauer are not necessarily those of the museum or the club.*



Half of the LST&T's roster idles at the BN roundhouse in 1984. Two NW-2s sandwich The Terminal's lone SW-1200. All three units are

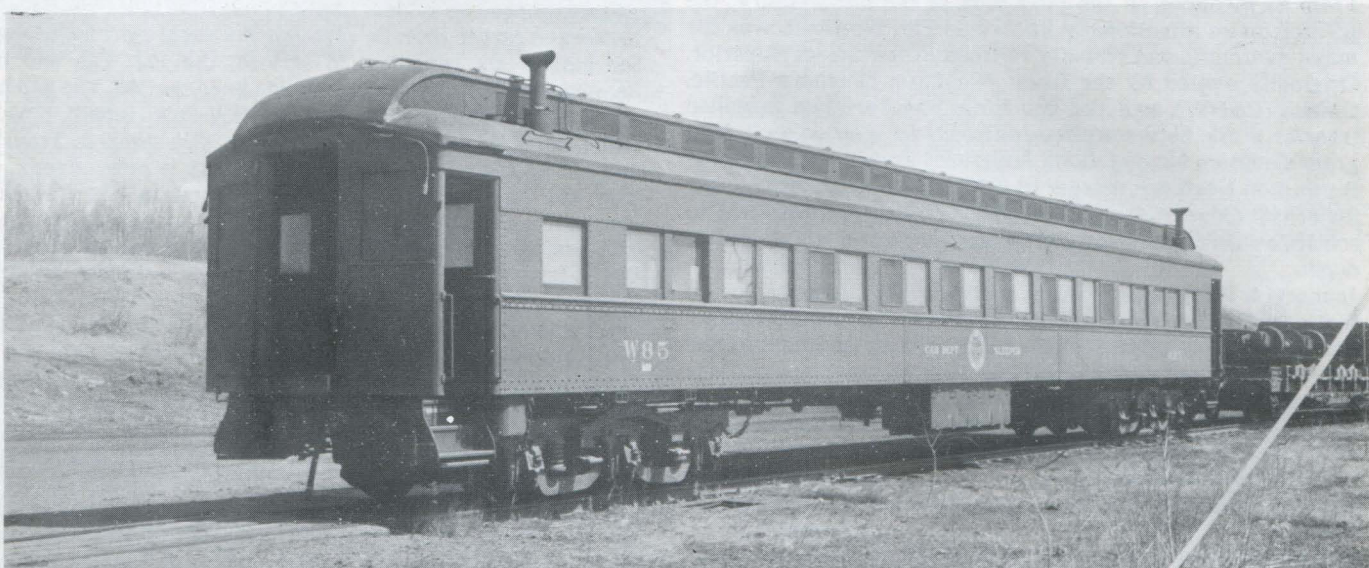
now owned by the MTM.

## COMING EVENTS

April 24 — General membership meeting at the Depot and the opening of the Donner Pass photographic display with reception.

May 29 — General membership meeting, the last until in September.

July, August, September — LS&M excursions every weekend.



The latest addition to the fleet — DM&IR Coach, W-85, shown here in work-train red, was recently purchased by the LS&M

and is now in the paint shop to receive a coat of Pullman green.  
— Wayne Olsen photo

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