

LAKE SUPERIOR TRANSPORTATION CLUB



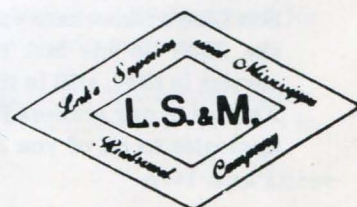
Laker



Summer, 1987



Lake Superior and Mississippi Railroad





# THE LAKER SUMMER, 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.

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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.

## LS&M OFFICERS

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Dave Schauer

## COVER PHOTO

**John Larkin's RS-12 Baldwin will be the lead unit of three Lake Superior Museum of Transportation sponsored excursion trips on the E&LS August 29 and 30 from Green Bay to Crivitz. See page four for details.**

Tim Schandel photo

## OOPS!

A number of readers have commented on the picture of the Soo Line F-7 2500 which appeared on the cover of the Spring issue of the Laker. The F-7 was built no earlier than 1950, not 1942. A letter from J. C. Moen of Minneapolis identified the tall gentleman at the far left as G. A. MacNamara, Soo Line president from 1950 to 1960. Mr. Moen, well acquainted with the 2500, had worked in the Soo Line's Shoreham yard and his uncle, L. G. Olson, had the 2500 on his last run from Minneapolis in freight service in 1964, still in the maroon and gold color scheme. Thanks to our readers for setting the record straight and apologies to all of you Soo Line aficionados.

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## Editorial Comment

Amazing, simply amazing!

We had checked our luggage from Minneapolis to Oslo, Norway, and when we had arrived at Oslo, our luggage was there. Remarkable, considering that we had changed planes three times at St. Louis, New York and London, and changed airlines, from TWA to Pan American, which meant transferring from one side of Kennedy to the other. Remarkable, considering the horror stories of people flying to the West Coast, only to find their luggage went to the East Coast.

Your editor and his family had gone to Norway in May to visit his relatives in Oslo, Tromsø and Notodden and spent two days in Stockholm. During the two weeks there we traveled around Oslo by street railway and interurban and took the train to Stockholm and Notodden.

After studying the map of the city and the route of the street railway and interurban, it proved a lot more interesting and less costly to use the rail system. Our hotel was three blocks from one railway station and a half-mile from the other. The street railway ran in front of the hotel, but the stop was a block and a half around the corner.

And very interesting, their street railway system. It is a variety of cars, some single cars, some with a trailer, and some articulated. Some of the older cars had a steering wheel (steering wheel in a street car?) with the outer rim made of wood and big, like an old truck steering wheel. Sitting close behind the motorlady, I discovered that the "steering wheel" was really the speed controller.

Although Oslo has a goodly number of motor buses, some of which are also articulated, it has an excellent street railway system with frequent service, modern equipment that is fast and quiet. Going to a suburb to visit a half-sister, we could take either the street railway or the commuter train from the station near the hotel. Heading west from the newly-built station, the commuters and inter-city trains immediately go underground for about two and a half miles beneath the central part of the city.

Across the street from the city hall and tourist-boat dock, is Vestbanestasjonen, with both inter-city trains and interurbans which serve the communities to the west while the newer Sentralstasjon near the hotel serves communities to east, north and south and west.

The six-hour ride to Stockholm was very enjoyable and comfortable. The young lady serving as a "candy butcher" wheeled a cart along the aisle with an assortment of sandwiches, candy, tea, coffee or pop. The electric was fast, quiet. The only diesel locomotive one may find would be for switching an industrial complex from what I could observe.

And I discovered that when the timetable says the train or the commuter will leave and arrive at a given time, it does, and one had better be on the platform at the time exactly or miss the train. On returning from Stockholm, I looked at the wrong page in the timetable and missed the train to Oslo by about three minutes, which meant taking the 23:30 night train, which took eight hours to Oslo. We were supposed to take the 15:30 train.

Continued on next page.



The day before we left Norway, we took a train from the Vestbanestasjonen for a two-hour trip to visit a cousin in Notodden southwest of Oslo. The electric railway travels about seven miles beneath a mountain and on the way back to Oslo was delayed by a section crew doing some track maintenance.

A member of the train staff quickly announced over the public address system that there would be a delay. Also, all station stops were announced over the PA.

Time did not permit the opportunity to try any over-night rail sleeper trips, except for missing the train from Stockholm for which we had coach seats. Nor did we sample the food in a dining car, but that will have to wait until next time.

Do you know which U.S. railroad has the most preserved steam locomotives? Or what percent of all the geared locomotives built still exist? Or how a Mount Washington cog locomotive works?

These are some of the interesting pieces of information found in Locomotive and Railway Preservation magazine. The editorial staff of the Laker has subscribed to the magazine and bought the first year's issues after seeing a sample copy and hearing a commercial at a recent LSTC meeting from Mark Olson.

The magazine relates to railway museums of all types, the rebuilding and restoration of railroad equipment, and profiles of individuals who have been instrumental, a driving force in the restoration of a locomotive or a street car. It also has articles on how a locomotive should be repaired, or how a certain type works. And the four MSU students at East Lansing, Michigan who looked at a sad Pere Marquette 1225 and started a 16-year restoration project of the 2-8-4 steamer.

To answer the above questions, the Union Pacific has 53 steam locomotives in existence, from 4-4-0s to 4-8-8-4s. The only engine they had originally intended to save was the 8444, and even that was questionable. And they also saved the centennial DDA40X.

Three percent of the approximately 167 geared locomotives still exist, while less than one percent (about 800) of all the rod locomotives are in existence. And how does a Mount Washington cog work? Well . . .

A recent Saturday afternoon on June 13th found a party in progress aboard the Ranier Club. Being invited aboard, it was discovered it was a graduation party for Greg Vreeland with family members, friends and guests being indulged with a lot of food and classical music by violinists Jodi Vreeland and Mike McNaughton.

It was a bit of a surprise, another of our junior set graduating. It brought to mind other junior members of the LSTC, and how quickly they grow up to young men.

One is reminded of the contributions they have made to the museum and the learning process they receive in exchange for their volunteer work. And one is also reminded that while they are becoming young men, others of us "young" men are getting . . . well, uh . . .

It is hoped that these young men will carry on the tradition of railway preservation and restoration for ages to come.

★★★★★

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



Violinists Mike McNaughton and Jodi Vreeland (l. to r.) play for family and friends at Greg Vreeland's (behind Jodi) graduation party aboard the Ranier Club.



Bill Mickelsen is filling the journals of DM&IR car 33.

## SOO LINE GETS OFFERS FOR TRACK PURCHASE

Soo Line Corp. says it has received offers to buy about 2,200 miles of its track in Wisconsin and Upper Michigan.

A spokesman for the Minneapolis-based railroad said recently that the company has not made a decision to sell all or part of its Lakes States Transportation Division, which accounts for about 27 percent of the Soo's 7,900-mile system.

The line was historically dependent on the now-faltering timber and mining industries and has lost business over the years to the trucking industry.



# LSMT PLANNING AUGUST EXCURSION TRIP ON E&LS

The Lake Superior Museum of Transportation is planning an excursion trip on the Escanaba & Lake Superior Railroad through the cooperation of **John Larkin**, president of the E&LS and board member of the LSMT.

The train will operate on August 29 and 30 from Green Bay, Wis., to Crivitz on both days. On the point will be an E&LS Baldwin RS-12 with a GP-38 behind. Coach fares will be \$25 for adults, \$15 for children. All first class fares will be \$40. Two trips will be made on Saturday at 8:30 a.m. and 2:00 p.m. There will be one trip on Sunday at 11:30 a.m.

Museum cars to be used will be the CNW lounge car 6700; Ranier Club observation-sleeper, NP 390; BN coaches A-13 and A-14; DM&IR coach 33, GT coach 5327; and BN 1250. Baggage cars NP 254 and SP&S 66 will also be used, 254 as a power car.

The E&LS will use their E&LS coach, the Dolly Madison and car 1348. Two cars from the Missabe will be used, the Minnesota II coach and baggage-compartment W-24.

This excursion trip will be the museum's annual fund raiser. Because of high insurance costs, the museum did not operate an excursion train in 1986.

## RESTORATION OF SOO LINE F-7 BEGINS

The restoration of the Soo Line F-7 2500 has begun. Slowly, but it has begun. Considerable time will have to be spent for a thorough inspection of the locomotive to make an assessment of what it will need to make it operational.

Museum volunteers have been spending time on Wednesday nights. The headlining in the cab was removed to check for leaks in the roof and also to enable derusting of the underside of the roof and later install new insulation in the roof.

The engine was also barred over, but not enough oil could be dipped out of the crankcase to pour into the cylinders to enable much barring. But the engine is free, having been run not too long ago.

**Marty Fair**, from the DM&IR locomotive shop, is heading up the group of volunteers. One recent Wednesday night found **Dave Bruns**, **Kent Rengo**, **Greg Vreeland** and **Dave Fuhr** working in the cab.

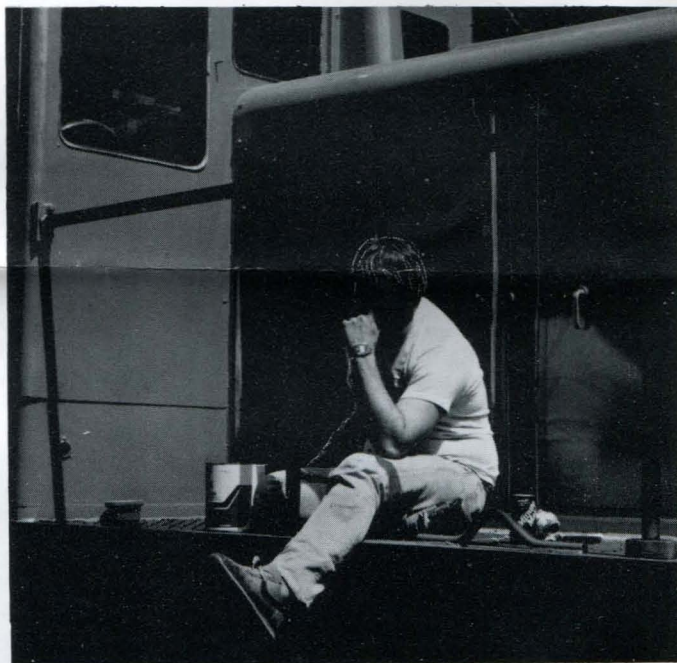
An inspection of the piston rings indicated they were in good shape. which may indicate a good condition for the engine. The locomotive will need a different main generator and there is a promise of being able to obtain one for the F-7. Also, considerable body work will be needed before the unit is repainted.

Though Wednesday nights are given to work at the museum on a regular basis, depending on what is to be accomplished and who shows up, the first of July was particularly busy with members working on the F-7 and also getting the passenger cars

Page four



Dave Schauer and Mark Kirschmann put a new coat of paint on the roof of DM&IR car 33 in preparation for the summer's activities.



"Four gallons of yellow . . . and now they tell me it was supposed to be green." John Vincent was painting the running board of the LS&M No. 46 when caught by the Laker photographer.

ready for the 1987 operating schedule of the LS&M.

The excursion train was assembled on track one and the cars were given a cleaning inside and out by **Wayne Olsen**, **Bill Mickelsen**, **Bob Sailstad**, **Dave Schauer** and **Jergen Fuhr**. The outside of the cars were washed, windows were washed and the floor of the CN car waxed. Previously, journals were checked and filled where needed. New grease rings had been installed on the truck bolsters earlier this spring.

**Kurt Haubrich** and **Tim Schandel** installed a new wood tongue-and-groove flooring in one end of the baggage car to replace the masonite floor that had been there to cover up the fish rack.



## BOB SAILSTAD APPOINTED TO LS&M BOARD

The Lake Superior & Mississippi Railroad Company elected a new member to its board of directors. He is **Bob Sailstad**, a business man with Winslow's gift store and has been very active at the museum and has helped the first weekend of operations in West Duluth. He was chosen for the board at the May 4th meeting.

The board discussed whether or not car 85 should be restored to operation. The car had been repainted in Pullman green this past spring after seeing service as a wreck crew car on the Missabe. It was decided not to restore the car yet, considering the amount of work that has to be done on other projects and the amount of man hours needed for car 85 to be put back into service.

The thought was to get the car ready to be used at the end of August when the E&LS will be using SP&S baggage car 66 and DM&IR car 33, leaving only the gon, the CN car and caboose for the LS&M.

The LS&M board has recommended to the museum that car 33 not be sent out of town because of its age. Wayne Olsen reported it may be possible to lease a car(s) if the ridership warrants the need for the extra seating.

Dick Hanson reported that the tamper needs a voltage regulator and will see about getting a replacement.

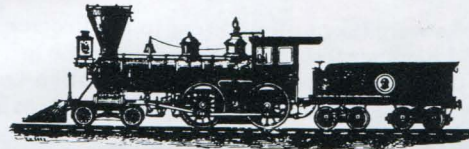
At the June 29 meeting, Mark Olson reported that he will paint the stripes on LS&M No. 46 and put reflective striping around the running board. He will also have Twin Ports Signs make two metal logos to fasten to the side of the cab.

Two 265-gallon fuel tanks were given to the railroad by Mark and Jergen Fuhr to be used as a fuel depot. The tanks will be mounted in a box car to fuel No. 46 and the road equipment.

Communication is needed between the ticket office, train and any maintenance equipment that may be out on the line and the railroad is attempting to get some radios.

At the board meeting of July 8, following the first weekend of operation, a report was given on the number of passengers carried and income. The on-board toilets came up for discussion and it was stated that if pop is to be sold in the baggage car, then people, particularly children, will need the facility. The question of who and how the chemical johns will be emptied will be looked into. The first weekend brought in \$250 gross on baggage car sales, a \$90 profit of which \$60 came from the sales of pop.

Safety of the passengers was also discussed and board members were reminded that safety rules should be strictly enforced, and all operating personnel should be so advised.



LAKE SUPERIOR & MISSISSIPPI RAILROAD COMPANY									
WESTWARD				TIME TABLE No: 100 July 1, 1987	EASTWARD				
PASSENGER 1 First Class Sat, Sun only	PASSENGER 5 First Class Sat, Sun only	PASSENGER 7 First Class Sat, Sun only	DIST FROM GOB	STATIONS MAIN LINE	DIST FROM N DUL	Siding Capy P-Cars	PASSENGER 2 First Class Sat, Sun only	PASSENGER 6 First Class Sat, Sun only	PASSENGER 8 First Class Sat, Sun only
				Berwind Jct 0.8	7.7				
10:00 AM				Zenith Furnace 0.3	6.9				6:01 PM
10:02 AM				West Duluth Jct 0.8	6.6				5:59 PM
11:30 AM	2:00 PM	4:00 PM		72nd Ave West 1.5	5.8		12:53 PM	3:23 PM	5:23 PM
11:39 AM	2:09 PM	4:09 PM		Riverside Jct 0.3	4.3		12:42 PM	3:12 PM	5:12 PM
11:41 AM	2:10 PM	4:10 PM		Smithville 0.3	4.0		12:40 PM	3:10 PM	5:10 PM
11:43 AM	2:12 PM	4:12 PM		Spirit Lake Bridge 0.8	3.7		12:38 PM	3:08 PM	5:08 PM
11:49 AM	2:17 PM	4:17 PM		Morgan Park 0.9	2.9		12:32 PM	3:02 PM	5:02 PM
11:54 AM	2:22 PM	4:22 PM		Settling Pond 0.3	2.0		12:27 PM	2:57 PM	4:57 PM
11:56 AM	2:24 PM	4:24 PM		Boat Club 0.7	1.7		12:25 PM	2:55 PM	4:55 PM
12:00 PM	2:28 PM	4:28 PM		Mud Lake Bridge 0.8	1.0		12:21 PM	2:51 PM	4:51 PM
12:05 PM	2:33 PM	4:33 PM		New Duluth East Switch 0.2	0.2		12:16 PM	2:46 PM	4:46 PM
12:06 PM	2:34 PM	4:34 PM		New Duluth	0.0		12:15 PM	2:45 PM	4:45 PM



# LS&M NO. 46 READIED FOR SUMMER EXCURSIONS

The former FPC No. 46 recently acquired by the LS&M has been readied for the 1987 summer excursion season over the past few months.

This past spring, as Zeke Fields was doing an inspection of the 50-ton GE, a cracked wheel was discovered, which meant pulling the truck out from under, pulling the wheel set out and having Industrial Welders press the wheel off.

A caboose wheel was obtained from the Missabe, and after some turning on the rim and center hole, was fitted to the shaft, the wheel set re-installed in the truck and the truck put back under the locomotive.

This past winter had seen the cab repainted, the outside had been sandblasted and repainted caboose yellow. Upon its return to the museum, members cleaned the sand out of the cab and engine compartments, changed oil and filters and Mark Olsen put reflective strips around the running boards and red striping around the ends of the body with red radiator shutters, giving the locomotive a similar appearance to the former No. 5 GE switcher of the Duluth Union Terminal and Transfer. Mark also had two logos made of the LS&M diamond and fastened them to the sides of the locomotive cab.

The air tanks were taken off and sent to the Proctor shop for a hydro and hammer test. Greg Fuller, with the help of Kent and Kurt, did the work while Dave Schauer, Ben Ostroviak, Dale Carlson and Tim Schandel remounted the steps and plow that had to be removed to facilitate the repairs of the broken wheel. Stuart Beck changed the oil and installed new oil filters.

The Lake Superior & Mississippi Railroad Company began its 1987 operating season on the Fourth of July, again starting from 71st Avenue and Grand Avenue in West Duluth through the courtesy of the BN whose tracks are used for a short distance between West Duluth and Riverside Junction.

On the first day of operation, the excursion railroad carried 638 passengers and grossed \$2,193. On the second day, July 5, a dead battery in the locomotive cancelled the 11:30 a.m. trip. The 2:00 and 4:00 p.m. trips had a total of 397 passengers



Jay Wolf is doing some touch-up painting on the windows of the CN car prior to summer excursions on the LS&M.

and a gross proceeds of \$1,272. The average income per passenger for the two days amounted to \$3.35.

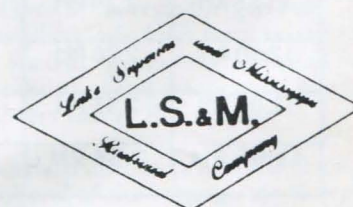
The GE locomotive uses a 32-volt system and currently has four eight-volt batteries. Two of them died and it is suspected that the other two may go soon, so four new batteries were ordered. To get the locomotive started, batteries from the road equipment were used with a lot of jumper cables.

Prior to the beginning of summer operations, the road crew had been out many times on track maintenance. Dick Hanson made good use of the tamper and ballast regulator and with the help of Dave Wood, Peter Fifield, Bob Bloomquist, Dave Carlson, Leo McDonnell and Dick's sons Keith and Jeff, the line was put into good condition for the summer with much tamping and raising of sections of rail. Because of the unusually warm summer, a sun kink had to be straightened out.

Two charter trips are scheduled. The Arrowhead Civic Club will sponsor its annual train ride for underprivileged children on July 22 and the Royal Bombay Bicycle Club will charter the train on August 16 at 6:00 p.m.



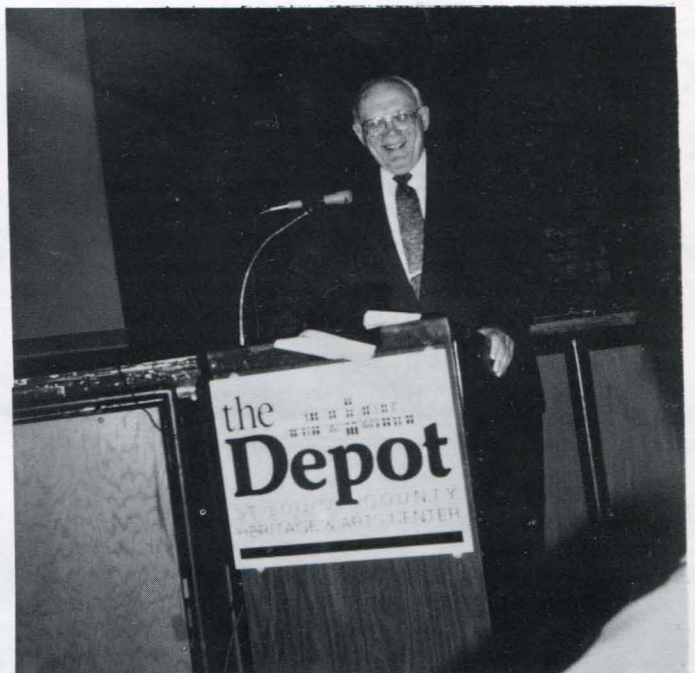
"Let's hang it up, guys!" The LS&M track crew, Keith Hanson, Dave Wood, Bob Bloomquist, Dave Schauer, Dave Carlson and Peter Fifield (l. to r.) put away the track tools after a Saturday work session. Dick and Jeff Hanson were also there with the tamper and regulator.







Marillyn Persch presents a set of DM&IR's observation car Northland china to Casey O'Neil at the second annual LSMT membership meeting held at the Depot on April 21. Mr. O'Neil has donated large sums to the museum for several restoration projects.



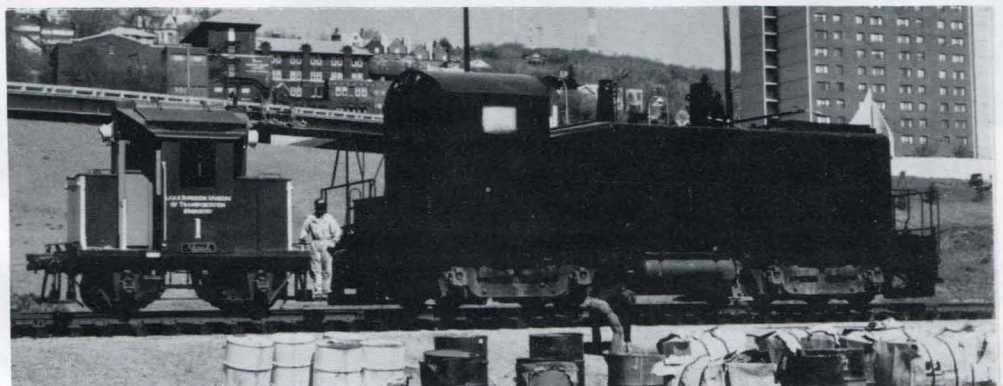
Clint Ferner, general manager of the DM&IR and president of the museum board, addresses the annual meeting of the museum membership.



A recent donation to the museum is this industrial switcher donated by Clyde Iron Works after the plant closing. Powered by a Cadillac V-8 engine fueled by propane and a four-speed transmission, the little car mover was made operable by Carl and Ed Symons last April.



The Mack, the museum's first operable locomotive, is pushing the ex-Minntac 935 into the museum after a new paint job in Missabe maroon. The little brown Mack No. 1 is often referred to as the "flying outhouse."





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## COMING EVENTS

LS&M excursions every weekday through August and September.

Aug. 29, 30 — Transportation Museum excursion trip on the E&LS from Green Bay, 8:30 a.m. and 2:00 p.m. on Saturday, 11:30 a.m. on Sunday.

Sept. 25 — First LSTC meeting of the season.

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## MEMBERS GRADUATE, MARRY

Greg Vreeland and John Wolf graduated from high school in June. The Vreelands held a graduation party in Ranier Club observation car for family and friends. The car was parked on track one. John is planning to go to the University of North Dakota at Grand Forks.

David Schauer graduated from the University of Minnesota-Duluth and will be looking for employment. Dale Carlson and Melissa Wick said their vows of marriage in Two Harbors in June. Melissa is a Depot staff person. Robert E. Bloomquist, son of Bob Bloomquist, was wed to Krista Kilpela in Superior in July.



The Duluth, Winnipeg & Pacific passenger train No. 1 is stuck in the snow at the West End of the West Duluth yard, awaiting rescue by a flanger pushed by a 2400 consolidation. The picture was taken in the winter of 1928-29 by the late Leo "Darby" McDonnell who was DW&P carman and father of Leo McDonnell, the LS&M's traveling engineer, legal counsel and vice president, administration.

Twenty years ago last April 28 the Interstate Commerce Commission approved the merger of the Chicago Great Western Railway Co. into the Chicago and Northwestern Railway Co. effective as of June 1, 1967.



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