

**LAKE SUPERIOR TRANSPORTATION CLUB**  
**LAKE SUPERIOR MUSEUM OF TRANSPORTATION**



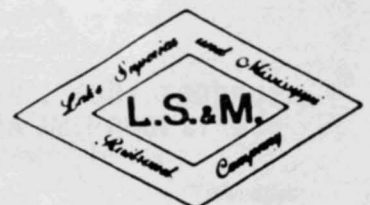
*Laker*



FALL, 1988



Lake Superior and Mississippi Railroad



# THE LAKER

FALL, 1988



## Editorial Comment

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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Treasurer ..... Chuck Jensen  
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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

The Great Northern's Train No. 20, the Gopher, arrives at Duluth's Union Station on track one with E-7 No. 511 on the point. To the left is the former Bridge Yard, now replaced with a freeway. In the background is the former Bridgeman-Russell creamery and to the right is the high-line that lead to the Great Northern freight shed and Railway Express station. W. C. Olsen Collection

#### CONGRATULATIONS TO:

Dave Schauer and Greg Vreeland who took first and second places respectively in the 1989 DM&IR calendar photo contest. This is the first year that LSTC members have been invited to contribute photos to calendar contest.

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

Our humble and red-faced apologies to all of you diesel aficionados. On page eleven of the last issue of the "Laker," and also under the "Editorial Comments" on page two, VIA Rail's new motive power was incorrectly identified as PH 40s. Close, and GM was correct. But the locomotives are F40-PH-2. And the B unit behind to supply steam heat for the train is an EMD FP-9B. VIA Rail used Alco FA-4s on the Canadien.

Our staff photographer who took the pictures submitted the photos and information to the editor who figured the photographer must know his diesels, because every reporter and photographer is given a copy of "The Train Watchers Guide and Pocket Reference to Steam, Electrical and Diesel Locomotives, Illustrated," when they are sent out on an assignment.

The editor overlooked the mistake, the keyboard operator let it go by. (There is an old adage in some print shops to follow copy, even if it goes out the window.) The make-up person didn't catch it, and worst of all, the proof reader missed it.

There were other typos and technical errors in the last issue as well: **Dan Kerelko's** name was spelled wrong (page two). The front cover picture is of D&NE's SW-1000 and the picture was taken by **Bernie Braun**. The museum's SW-9 (page three) is numbered 935. And it is **Tim Zager**, not Tom, and two names were left out from those who served on the D&NE special: **Greg Vreeland** and **Nick Wurzel**.

Also on page three, the FP-7, No. 2500 is getting a generator from a SD-9 and its construction number is 11012.

On page nine, the seats for car 85 were from an SP articulated, not a "Taledaga." And the LS&M radios are 25 watts for the base units in the ticket office and locomotive cab, and five watts for the hand-held unit on the train.

Well, so much for apologies and corrections. Our Staff has been reminded to be more conscientious and diligent about their work or they may have to work for a living. After all, this is a publication of quality and editorial excellence.

Your editor took some time off in September to visit some neighboring facilities:

Ironworld has put their train away for the winter and was just using the trolley for the trip around the open pit mine. Also visited was the Tobies Mill and Mission Creek Railroad at Hinckley, the Stillwater and St. Paul Railroad operated by the Minneapolis Transportation Museum and the Como-Harriet Streetcar Line, also operated by MTM. On the 18th of September, MTM was operating Duluth-Superior Transit car No. 265. It was a pleasure to ride and to operate the car and to check on the progress of another Duluth car No. 78, a single-truck car that has been undergoing restoration rebuilding for some years. MTM is to be congratulated and commended for the magnificent rebuilding and painstaking effort to make the two Duluth cars operational.





## FROM THE PRESIDENT . . .

As the winter winds begin to blow, it's time to look back on this past summer and note some club accomplishments. Club members started the long anticipated rebuilding of scenery on the model railroad. Model railroad director Dave Carlson hopes to have even more scenery completed by the new year. If anyone is interested in helping on the model railroad, Wednesday nights are the prime time to catch the action.

Another major accomplishment this past summer was the successful running of the LS&M. Thousands of volunteer club hours were logged this past summer during one of the most successful operating seasons ever! Every club member who dedicated some of his/her time on the railroad should be proud at the strides the little railroad has made in the past few years. When you have a train occupancy figure of 97%, you know you are doing something right. Club members this fall will be doing track work to prepare for what promises to be an even better 1989. In addition to the track work, another coach will be the winter project for members with a goal of completion by the 1989 operating season. Great job, gang!

As the LS&M took up a great deal of our time, some volunteers did, however, find time to help on Museum projects, such as the steam locomotive #14 and Soo Line FP-7 #2500A. It looks like our volunteers will have another F-Unit to enjoy, with the announcement of the Soo Line donation of an ex-Milwaukee Road rotary snowplow power car, or more simply put, a B-Unit.

Needless to say, this past summer, and in fact, this past year, has been an excellent one for the Museum, Club, and LS&M. I don't know of any volunteer that wouldn't be proud to say that they belong to the Lake Superior Transportation Club.

A few items for this fall. The Club meetings are held on the last Friday of each month, except December and during the summer months. Refreshments are served and an entertainment program is provided. I personally invite each member to attend at least one meeting a year. Who knows, you might see some old friends. See you there!

For the first time in a number of years the Club will be sponsoring a railroad and hobby flea market to take place on Saturday, November 19. All club members are encouraged to attend and help with the flea market. Also, the club officers will be working on a membership brochure to generate renewed interest in the club and its many activities. Be looking for the new brochure sometime in early 1989.

Just one final observation before I let you go. It involves local railroading and a story about double track mainlines. Did you know that both the Burlington Northern and Missabe have removed a sizeable amount of this area's scarce double track mainline? This past summer the BN removed the double track between Carlton and Borea (Boylston) and the DM&IR removed the north-bound (left hand running) mainline of the double tracked Proctor-Iron Range line.

The single tracking of the Missabe's line was only a matter of time, due to the low taconite tonnages in recent years and the fact that the current single track Iron Range Division (Two Harbors) handles more ore, thus making it obvious that the Proctor line could be single tracked to reduce maintenance cost without negatively affecting operations. It is sad to see single track for it brings home the fact that the "old" days aren't with us any more.

As for the BN single tracking of the Carlton line, there doesn't seem to be much logic in the decision. This line has seen a recent increase in both coal and taconite traffic between Carlton and Boylston (South Superior). Taconite trains are on a somewhat tight time frame to complete their run in the prescribed 12 hours, and this single tracking has caused more than one taconite delay. As

## STEAM OPERATIONS IN MINN.

There were two opportunities to ride behind a steam locomotive this past summer and fall in Minnesota.

Beginning last Memorial Day, Tobies Mill and Mission Creek Railroad operated a tourist train around its new 1894 theme park in Hinckley. Passengers board the narrow gauge train at a depot for a short ride to Mission Creek, a small village of reconstructed specialty shops where shopkeepers and craft people wear period costumes. Visitors may listen to various musical groups that perform on an outdoor stage, or they may visit several eating establishments, browse and shop the small stores all built to resemble a village of 1894.

The train leaves the depot every half hour, stopping at Mission Creek and the animal park. Passengers may either stay on the train for the round trip, or may leave for a visit to the village or the animal park and catch a later train back to the depot.

The TM&MC railroad has two steam locomotives, Number three which is a 2-6-0 Mogul type and Number six, a 2-4-0 American, both small plantation-type wood burners. The train consists of four flatcars, three of which are covered. The cars have full-width benches and are entered from the side. A chain keeps passengers in. The last, uncovered, has a public address system from which an attendant points out the different items in the park.

The Mogul, a 1909 Porter, was smuggled out of Guatemala, changed hands several times in the U.S. and once owned by the Huckleberry Railroad in Michigan.

The Minnesota Transportation Museum was finally able to get out their N.P. 328, a ten-wheeler that once operated on the Skally Line. Because of the dry summer, MTM did not use the steamer until in September after sufficient rainfall had dampened the wooded area through which it operates. They had used LST&T switcher 101 and Rock Island commuter 2604 built in 1928.

In July they had brought out their Empire Builder coach 1213, in which they had installed an ice engine for air conditioning. The 2604 and 1213 were used behind 328 to carry capacity crowds along the six miles of track that the MTM uses for their excursion trips.

The Stillwater and St. Paul railroad departs from downtown Stillwater, heads north, crossing north over Highway 95, then turns west, following Highway 96 along a former NP branchline built in 1870 that connected Stillwater with the St. Paul and Duluth main line at Duluth Junction near White Bear Lake.

The line is also used by the Minnesota Zepher dinner train. The MTM train took to the siding on the way out to let the Zepher pass on its return luncheon trip. The MTM train continued to the end of the line, and returning to Stillwater, had caught up to the Zepher with brakes squeeling as it descended the grade into Stillwater. The Zepher, made up of six cars and a F-7 at either end, travels much slower to allow the passengers time enough to enjoy their lunch or dinner.

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a funnel for all western BN traffic in and out of the Twin Ports, it seems only natural that the Carlton stretch of track should be double tracked, as God and the GN intended. Oh, well.

This leaves only the BN stretch of track from Borea to Superior and the DM&IR's Proctor hill as the only "True" stretches of non-yard limit double track. What will 1989 bring?

Here's looking forward to 1989!

Dave Schauer



The Tobies Mill & Mission Creek locomotive No. 6 approaches the station in Hinckley's 1894 theme park.

## SEPT. CLUB MEETING NOTES

Oct. 29, 1988 and Oct. 30, 1988, Saturday and Sunday, at the Mariner Mall of Superior, WI will host the annual railroad hobby show, formerly intended to be at Miller Mall. Despite reservations a year in advance, Miller decided to sponsor a midnight-madness sale at the same time, so the LSTC leadership decided to move the show to Superior at that date. We need help setting up at the beginning and tearing down at the end. Also Saturday night will be the traditional banquet for members and exhibitors, Carr's Hobby sponsoring the bar. LSTC is seeking slides of past events in its history for a slide show that night.

Nov. 11, 1988, Friday evening, will be an LSTC and LS&M appreciation banquet dinner for the volunteers of both groups. The subsidized food will be \$5.00/single and \$8.00/couple.

Nov. 19, 1988, Saturday, 10:00-3:00 at the First United Methodist Church, Duluth, copper-topper church at the top of Missabe Avenue will be the site of a railroad and hobby flea market. Admission is \$5.00/table or \$7.00 at the door. We need members' help for this except for the concessions.

There is some talk about a possible bus trip to Northtown in the Minneapolis area.

Chuck Jensen reported savings account of \$492.62 and checking account of \$0.49.

Mark Olson reported that the Lake Superior & Mississippi had a successful season. The Minnesota Safety Council held a special trip two weeks ago with 1200 people. Last week volunteers dumped five carloads of ballast, cheaply purchased at 1/3 normal rates because slightly dirty, which of course blends in quite well with the LS&M normal ballast. In the future are other projects with maintenance of way equipment and track maintenance.

Bill Mickelson reported an LS&M safe and successful season — 11,653 passengers, 97.1% occupancy. Another coach is needed and much work is needed this winter by volunteers on the heavily-used passenger cars.

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\$37,194.73 ticket sales  
\$ 4,525.63 baggage sales  
\$41,720.36      \$35,004.99 cash balance.

Tom Gannon reported on lots of projects. The 2500A Soo Line F Unit needs more paint, but the weather hasn't cooperated. Steam engine 14 is stripped down to the boiler. The FRA paid an unofficial visit to inspect the boiler; there were no surprises about what was to be worked on — the engine is in nice shape. Next week the engine leaves for 5 weeks to Frasier Shipyard. They have the expertise for working on the boiler.

The second trolley for Ironworld needs to be worked on. The McGiffert log loader needs cab work, the old wood has rotted. The Depot Foundation has donated \$2,000 for ventilation for the art-display baggage car. A new display will be planned for next season. Snowplow 19 lettering is finished. The Escanaba railroad will rebuild the dining car — its sides crumbled upon jacking up last year. Fortunately, the main body bolster is OK. Soo Line will give us an F-9 type B unit, originally Milwaukee RR. We are still trying to figure out what colors to paint it, if it should go along with the Soo A unit, or be Milwaukee.

Wayne Olson reported that the city of Cloquet and the Duluth & Northeastern RR were much impressed by our 5 trip excursion this summer, particularly the safety aspects which our club has become famous for. Informal talks are starting about such excursions in the future.

A question to Tom Gannon about enclosure of the back of the museum: Tom replied that no money was available at the present. When this question was studied in the past they discovered that even the most rudimentary enclosure would run \$175,000-\$200,000. In addition, a simple engine house would cost \$500,000.

Allen Anway



Written by Zeke Fields  
Senior Equipment Restoration Specialist  
Lake Superior Museum of Transportation

## Happiness - What is happiness?

Happiness is riding a passenger train in the Duluth area pulled by an old-fashioned honest-to-goodness steam locomotive. And to top it all off, this train load of happiness will begin its trips right here at the Depot!

The locomotive that is the "Star" in this little story is the LSMT's Duluth and Northern Minnesota #14. The locomotive was constructed by the Baldwin Locomotive Company in 1913 for the D&NM Railroad at Knife River, Minnesota (between Duluth and Two Harbors). Its primary duties were to take empty log cars inland to the logging sites and return with log laden cars to Knife River for interchange with the Duluth & Iron Range Railroad or transfer the logs to waiting ships right at the Knife River harbor.

In 1919 when the timber depleted, the #14 was sold to the Lake Superior and Ishpeming railroad in upper Michigan to haul iron ore.

In 1959 it again changed hands going to Inland Limestone Division of Inland Steel to work in a quarry near Gulliver, Michigan.

Nineteen seventy-six was the year yet another new owner brought the #14 back to Minnesota, now going to the DM&IR making the #14 the last steam locomotive on the DM&IR (not active). The DM&IR cosmetically restored #14 and presented it to the Museum where it has been on display resting peacefully.

Following several inspections, a carefully planned budget, and locating funding, #14 has been removed from retirement and has been dismantled for major overhaul.

On Sept. 21 and 22 the boiler was given hydrostatic tests and an internal inspection preparatory to boiler repairs. The locomotive will be moved to Fraser Shipyard in Oct. and is expected to return to Duluth about the second week of Nov. It should emerge next spring ready for test runs, giving Duluthians their own steam engine to promote tourism and jobs in the area.

When the Lakefront Line opens in 1990, #14 will become an active, educational Museum piece and give the younger generation their first chance to see what used to be and a touch of nostalgia for the older generation. It will shuttle to and from Glensheen and take trains to Two Harbors and back, once again ringing its bell and blowing its whistle while chugging through Knife River some 77 years after answering its first assignment in that little town where it started out shiny new.

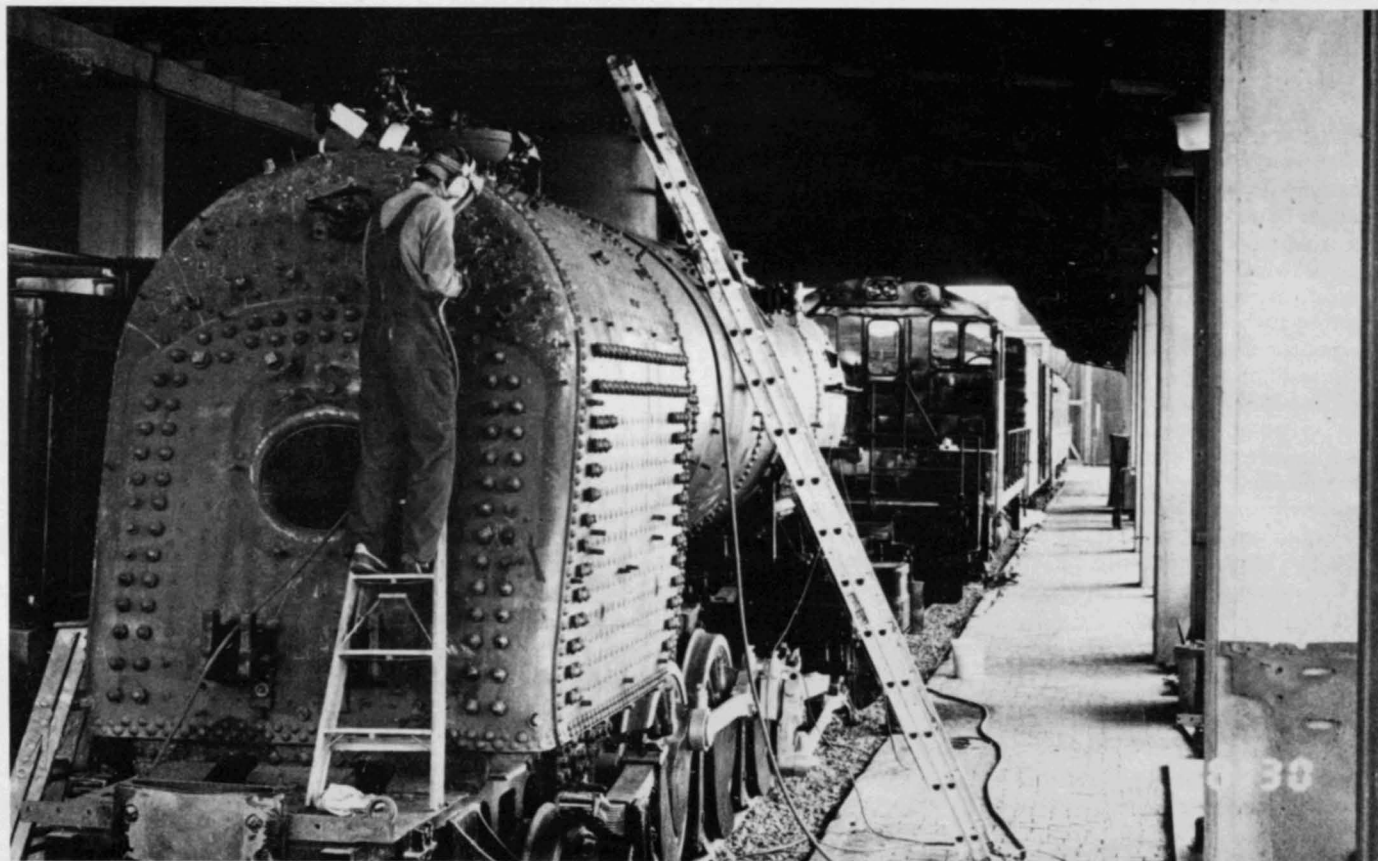
## PROGRESS ON REPORT OF SOO LINE 2500A F-7

Work on the 2500 has slowed down for the summer months (as winter projects tend to do), but by no means is at a standstill. The cab interior is ready for a final coat of light green paint. The brake cylinders are ready for assembly. The body has two coats of primer on it, but needs a coat of red oxide primer to give the maroon a nice "rich" tone. Tom Gannon has painted the cooling fans black and the rest of the roof gleaming with maroon.

The main generator donated by the DM&IR has been set in place but not yet coupled (winter project, you understand). The main generator has been the biggest stumbling block on the 2500. We are on our way now.

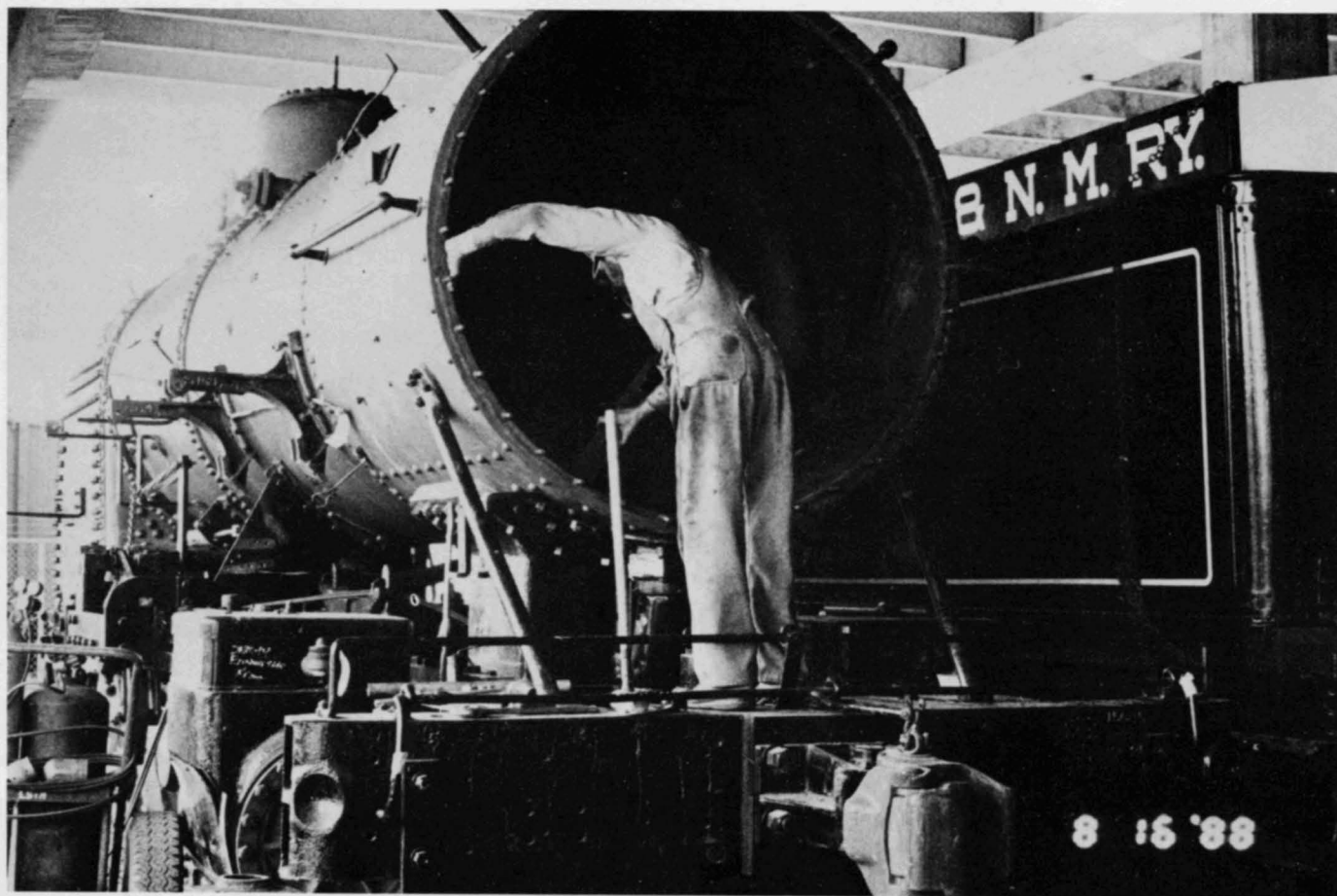
The work pace will pick up now and the sounds of a 567 should be heard sometime this winter or early spring.

*Zeke Fields*



Lee Rushenberg is using an air chisel to clean out the rust and scale around the stay bolts of D&NM No. 14 prior to inspection. The boiler was in good shape, requiring little repair. Some welding was

needed in the fire box due to the corrosive action of ashes left in the fire box.



Zeke Fields is knocking the rust and scale loose from the smoke box of No. 14 and examining the sheeting to determine how much

repair will be needed.

## MILES RACKED UP ON MUSEUM CARS IN '88

The summer of 1988 saw Museum and LS&M coaches used on a number of nonmuseum related excursions. The first of these trips occurred when the Soo Line agreed with sponsors of the Mid-summer Music Festival in the Twin Cities to operate a number of special passenger train movements in connection with the 350th anniversary of Swedish settlement in the United States. Equipment used on the specials included BN A13, A14, DM&IR 33, and LS&M 85 in addition to the Northland and Minnesota II borrowed from the DM&IR. On the evening of June 17, a special trip for dignitaries and invited guests was run from the St. Paul Amtrak station to the Music Festival site in suburban Bloomington. After the train was unloaded, several short (2 mile) parking lot to concert shuttles were operated for the general public. These parking lot shuttles continued for another week using BN A13, A14, and the Missabe's Minnesota II with the other three cars deadheading back to Duluth on June 18.

The Labor Day weekend saw BN A13, A14 and GT 5327 being used on the annual Maxwell Street Days excursion on the Escanaba and Lake Superior Railroad in Ontonagon, Michigan. These trips are sponsored by the Ontonagon Rotary Club and all money raised is used to fund their foreign student exchange program. Volunteer conductor Bill Mickelsen reported that 1,532 passengers were carried over the two-day period in a series of nine trips.

On Saturday, September 10, the Duluth, Missabe and Iron Range Railroad operated its usual fall special train for the Minnesota section of the American Institute of Mining Engineers (AIME). The trip originated at Biwabik and was run to the Eveleth Mines Fairlane

Plant and Inland Steel's Minorca Mine before returning to Biwabik. Utilized for this trip were the same three coaches used at Ontonagon, plus the Missabe's W-24, the Northland, and Minnesota II.

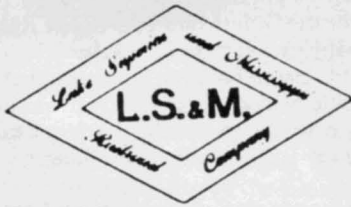
## DEATH TAKES MEMBERS, FRIEND OF LSTC

Three members of the LSTC have recently passed away. Lester Seger, a club member for many years and a volunteer at the Depot, passed away this past summer. He lived in West Duluth.

Bill Burmeister of Spooner, also a club member and a former CNW employee, passed away in September in Sun City, Arizona. Henry Nichols had been an employee of the St. Louis County Historical Society, a club member and had helped on the LS&M as a coach attendant. He passed away Oct. 16 at the age of 86 in Duluth, where he had lived.

A friend of the museum, Tony Partika, also passed away recently. He had been a great help in getting the seats of DM&IR coach No. 33 re-upholstered, chairs and curtains in the dining car, "Lake of the Isles," and CN coach seats. He was employed as a mechanic for the Duluth Transit Authority.





## LS&M NEWS

### LS&M Experiences Good Year, Improvements in Operations

The Lake Superior & Mississippi Railroad had a very good year during its 1988 operating season, beginning its excursion train schedule on July 2 and ending on September 5 for 10 consecutive weekends. Duluth's only regularly scheduled excursion train offered three round trips from West Duluth to New Duluth three times on Saturdays and Sundays.

The board of directors, in setting the schedule last winter, had decided to go with a 10-weekend schedule, rather than the 13-weekend schedule the railroad had in 1987 to avoid burn-out for its staff and train crew.

The LS&M carried over 15,000 passengers on its 13-weekend schedule of 78 trips. The 1988 season with 60 trips totaled 11,653 passengers boarded which averages out to 194 passengers per trip, which at least ties the 1987 season if not bettering it, with a 97% capacity for the season.

The ticket office limited sales to 200 for each trip to guarantee each passenger a seat. That figure was reduced by subtracting the seating capacity of the open gondola on one rainy weekend. The improvements made this past season on the LS&M include:

- A brush cutter purchased and **Dave Wood** made good use of it to cut back much of the brush along the right-of-way.
- A radio communications system installed with 25-watt base stations in the locomotive cab and the ticket booth and a 5-watt hand-held portable unit for use on the train. The system operates on a frequency of 160.380 which is the same frequency for Amtrak in the Twin Cities, but because of the distance has no interference with Amtrak. **Mike Mazzitello**, a member of both the LSTC and MTM, did the paperwork and was very instrumental in getting a frequency assigned to the LS&M.
- Another big improvement that benefited the passengers was the installation of a public address system on the train. **Don Granholm** and son **Keith**, along with **Mark Olson** and son **Matthew**, installed the system. A written narrative calling attention to points of interest and bits of history was used by a member of the train staff, making for a more interesting trip. Many passengers commented and were appreciative of the information given over the PA. At the beginning of each trip, passengers were also made aware of certain rules regarding their safety and were thanked for their patronage at the end of the trip.
- Many loads of crushed rock were obtained from Arrowhead Blacktop at a price that was virtually "dirt cheap." Using both 'Peg and Missabe cars, the ballast was brought to Riverside where an LS&M crew then brought the cars out along the line and dumped. **Dick Hanson** has been keeping the tamper and regulator in running condition and spent many hours spreading the ballast from New Duluth to the middle of Mud Lake. The Morgan Park curve was also ballasted and raised as well as a straight stretch of track from Blackmere curve to the new bridge. President **Mark Olson** says the line is in good shape and looks like a main line. The last of the crushed rock was dumped on the weekend of October 29.

### LS&M PARTICIPATES IN 2nd ANNUAL RAIL EXPO

The area's five major railroads in cooperation with the Minnesota Safety Council participated in Rail Expo '88 and the LS&M again was used to transport the public from its West Duluth terminal across from the Zoo to Mike's Yard, about a mile east, where the rail exhibit was held. Because of a lack of parking space at the yard, people were able to park at the Western Waterfront Trail and Tappan Keg Inn parking lot and get a free ride to Mike's Yard, about 63rd Avenue West.

The Soo Line, Burlington, Missabe, CNW and the 'Peg had various pieces of equipment on display. The Soo had a SD-60, the CNW a GP-7 in the older color scheme and a SD-45 in the newer bright yellow. The BN was represented with a SD-40-2 equipped with the new Ares Satellite System and the 'Peg brought a box car that was used for displays of "Operation Lifesaver." Nearby was a flat car with a wrecked vehicle to demonstrate who loses in grade-crossing accidents.

The Missabe had a mini-quad on display. The National Association of Railway Business Women had a tent set up from which they dispensed coffee, hotdogs, souvenirs and coloring books for the kids to promote their on-going safety campaign of "Operation Lifesaver," which warns children about playing around railroad equipment and to watch for trains at rail crossings.

Soo Line employees also had a tent at which Soo Line souvenirs were sold. The Mike Meier band provided musical entertainment with railroad songs.

Members of the Shrine Clowns were on hand at Mike's Yard and on the train to add to the festivities. Some 1200 people took part in the rail expo, down from the 1800 of last year, but members of the LS&M and others who helped put on the show felt it was a success. The weather was perfect and there was good cooperation between the various groups participating.

The exhibit was open to the public from one to four o'clock on September 17 with the LS&M providing shuttle service using LS&M coach 65, DM&IR coach 33, Grand Trunk coach 5327, BN coach A-14 and the Missabe's Minnesota II.

#### A BIT OF HISTORY:

The founding fathers of Duluth decided that their new city had to have a railroad. The Lake Superior and Mississippi Railroad was organized and Duluth's first rail line had a terminal near Fourth Avenue East and the lake shore, along with an accompanying dock and breakwater. But the city fathers soon learned that the lake can be a formidable foe against any structures built on its shore, so they sought a means of access to the harbor.

A canal was dug across Minnesota Point. The folks in Superior were concerned that the new canal would divert the water from the St. Louis River away from its natural outlet on the Wisconsin side. A federal injunction was asked for to stop the digging, but a feverish weekend of work with a dredge and many picks and shovels completed the trench before the federal man arrived.

In an attempt to allay the fears of the Superiorites, Duluth built a dike across the bay from Minnesota Point to Rice's Point in 1871 to prevent the diversion, part of the \$80,000 project paid for by the LS&M. But the dike also cut off any access from Superior to the railroad in Duluth. The dike was mysteriously blown up in April, 1872, storms took out more of it and when the harbor was taken over by the government in 1887, the last remaining portion of the dike was removed.

Moral: Sometimes you just can't win for losing.



A member of the Shrine Clowns adds color and humor on the LS&M shuttle train used for Rail Expo '88. The folks in LS&M coach 85 are returning to the parking lot after visiting the exhibit.

## McCUEN STREET BRIDGE TO BE REPLACED

At a board meeting of the LS&M last August 22, **Bill Majeski** and **Mic Dahlberg** from the city planning commission discussed the need to replace the McCuen Street bridge that crosses the LS&M tracks in Gary. McCuen Street is the Minnesota approach to the Oliver Bridge over the St. Louis River.

The bridge is very old and built for much lighter vehicles and is beginning to deteriorate badly. The city planning department has asked for some input from the LS&M as to what to replace it with: a grade-level crossing or a new bridge.

A grade-level crossing may be less costly, but because of the differences in elevation, would require starting the street grade a considerable distance back from the crossing to minimize the dip in the street, and could pose some problems in the winter with slippery road surfaces. Also the need for a grade-crossing signal would be necessary, even though the rail traffic is seasonal, and would add considerably to the expense in installation and maintenance.

Bill and Mic stated that state funds could be had very quickly for a grade-level crossing, but a bridge would take much longer. The board favors a separated crossing because of the potential dangers of grade crossings. A bridge would be much more expensive and would need more time to design and build.

LS&M president **Mark Olson** suggested an alternate plan of using a pre-cast concrete underpass that could be dropped in place, filled in and rebuilt the road over the top which could be less costly than a bridge. The views of the board were passed on to state officials.

## WORK ON SOLARIUM CAR BEGINS

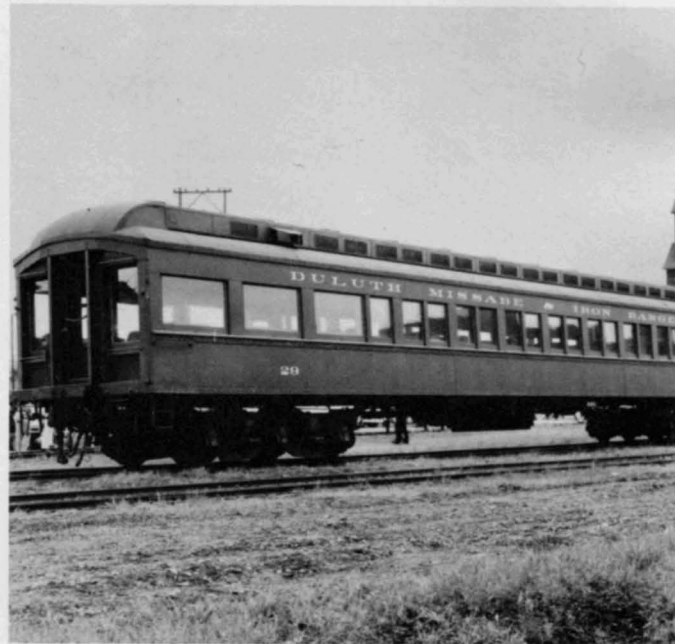
Members of the LS&M have begun the restoration of former DM&IR solarium car 29. The car was obtained from the Missabe several years ago and stored at the marine terminal.

The exterior of the former coach which was used in work-train service in its later years is in good shape. The interior will need considerable work, especially the windows, some of which will need new frames and a lot of glass replacement. It is planned to have the metal ceiling sandblasted to remove the flaking paint and rust and repainted. Considerable work will have to be done to the vestibule end, and when the interior is finished, seats will have to be found for the car.

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The car was originally built as a coach in 1912 by the American Car and Foundry for the Duluth and Iron Range Railroad. It was remodeled in 1939 into a solarium for DM&IR by removing the vestibule at one end, installing large windows at the end of the car and on either side of rear door. The rear quarter of the car was partitioned off from the rest of the coach and equipped with lounge chairs. The car is 78 feet, 5 inches long.

It is hoped to have the car ready for use on next year's excursion train, but judging from the amount of work, that may be expecting too much.



Solarium car 29 of the DM&IR while in service. The car is now owned by the LS&M and is undergoing restoration.

— Photo from W. Olsen collection



Another improvement for the LS&M last spring was to have the gondola repainted in black and lettered with the LS&M logo.

## HELP WANTED

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



## DINER GETS NEW SIDES, FORMER GN COLOR SCHEME

Work on repainting Museum dining car GN 1250 Lake of the Isles got under way this August in Escanaba, Michigan. The car will be returned to its 1951 vintage Empire Builder orange and green paint scheme in the paint shop of the Escanaba and Lake Superior Railroad. D&LS supervisor Randy Schandel stated that the first step in the process was the repair of all damaged side sheet material. (The 1250 had sideswipe damage near the kitchen loading door received prior to Museum ownership.) Once the side sheets were removed it became evident that repairs to the internal structure of the wall, side sill, and floor would also be necessary due to severe corrosion. Most of these structural repairs had been completed by late September and the whole project should be done by some time in October. Funding for the painting and repair of the Lake of the Isles was provided for in a grant received from the Casey O'Neil Foundation in 1986.

— T. Schandel



E&LS welder Mike Pratt and Tom Gannon examine corrosion damage uncovered during the early phases of the repair/painting of Museum dining car GN 1250, Lake of the Isles.

— Photo by R. Schandel

## BN EXECS VISIT DULUTH

On August 15 and 16 the Transportation Museum played host to a Burlington Northern executive train from St. Paul. The special train arrived late on the evening of the 15th and departed the following morning at about 11:00 a.m. after Richard Bressler and several other BN officials received a tour of the Depot given by members of the Transportation Museum Board. Following the train's departure from Duluth it proceeded up the BN line to the Iron Range while those on board observed a demonstration of ARES (Advanced Railroad Electronics System) tracking equipment. This experimental system permits locomotives equipped with special transmitters to be tracked by satellites and will allow train dispatchers to keep close tabs on train movements.

— Tim Schandel

## LETTER FROM LS&M PRESIDENT ON INAUGURAL RUN, 1870

A copy of an original letter from the office of the president of the Lake Superior & Mississippi Railroad sent to special guests inviting them to take part in the inaugural run and formal opening of the railroad between Duluth and St. Paul, dated August 11, 1870, reads as follows:

Dear Sir: The honor of your company is requested to formal opening of the LS&MRR from St. Paul to Duluth. Trains will leave Depot at St. Paul on Monday, 22d inst. at 8:30 a.m. Returning, will leave Duluth on Wednesday, 24th inst. at 7:30 a.m.

Hoping to have the pleasure of your company.

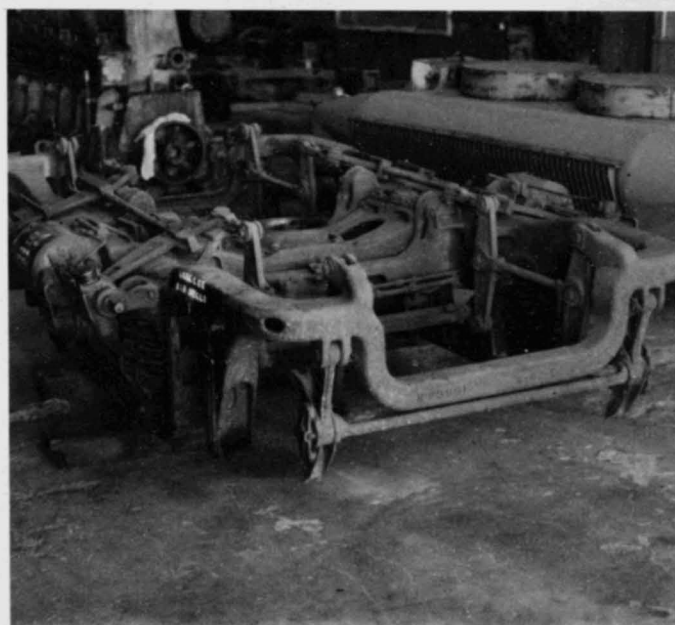
I am yours truly,  
W.L. Banning, President

This will be received by conductor as PASS from St. Paul to Duluth for this excursion only and return until 25th inst., and only for the persons named hereon and not transferable.

## THANKS . . .

Thanks go out to Clint Ferner of the DM&IR and John Larkin of the E&LS for a number of repair and upgrade projects completed on Museum and LS&M coaches this summer. The DM&IR car shops in Proctor spent several weeks modifying the brake system on CN 5375 replacing the obsolete LN style brake valve with a modern ABD freight valve.

In a cooperative effort with the DM&IR, the E&LS car shop in Escanaba performed the biannual air brake maintenance on the BN A13 and BN A14. The E&LS provided all the labor and parts for one car and the DM&IR provided the parts for the other. The E&LS also replaced four wheels on BN A14 that were thermally damaged when the old brake valve malfunctioned. This damage occurred on the Wisconsin Central while the car was being ferried to Michigan.



The truck from the vestibule end of BN A14 rests on the shop floor awaiting new wheels.

— Photo by R. Schandel



BN executive special consisting of GP38-21, 2108, 2109 and business cars Yellowstone River, Columbia River, Kootenai River and Canadian River await departure on track one.

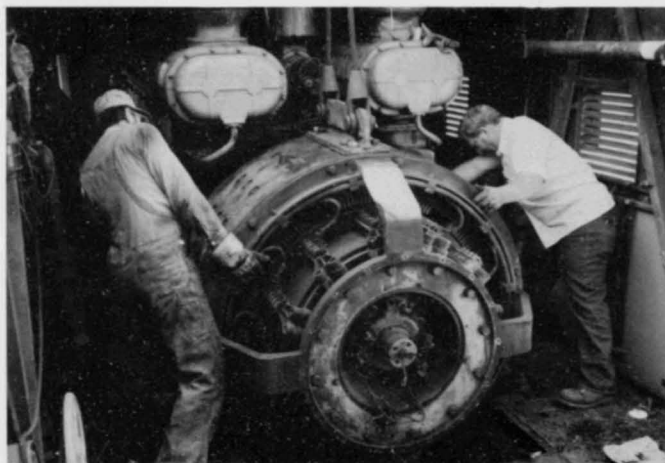
— Photo by T. Schandel



The SD-45 recently donated to the Great Northern Historical Society has been repainted in the Omaha orange and Pullman green color scheme of the GN with the familiar mountain goat logo. The painting was done in Grand Forks and the prototype locomotive is now

housed in the Duluth rail museum. This photograph was taken upon its return to Duluth on the approach to the museum.

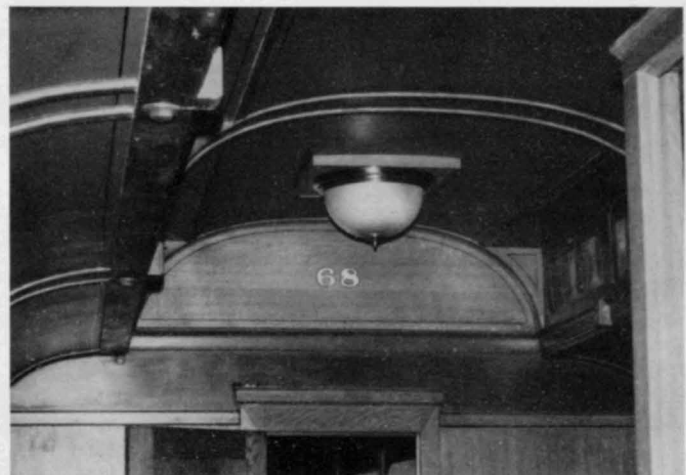
— Photo by T. Schandel



Zeke Fields and Marty Fair muscle the main generator into place in the Soo Line F-7A that is being restored in the museum. The air compressor was lowered into the body after the generator was in place.

— Photo by K. Rengo

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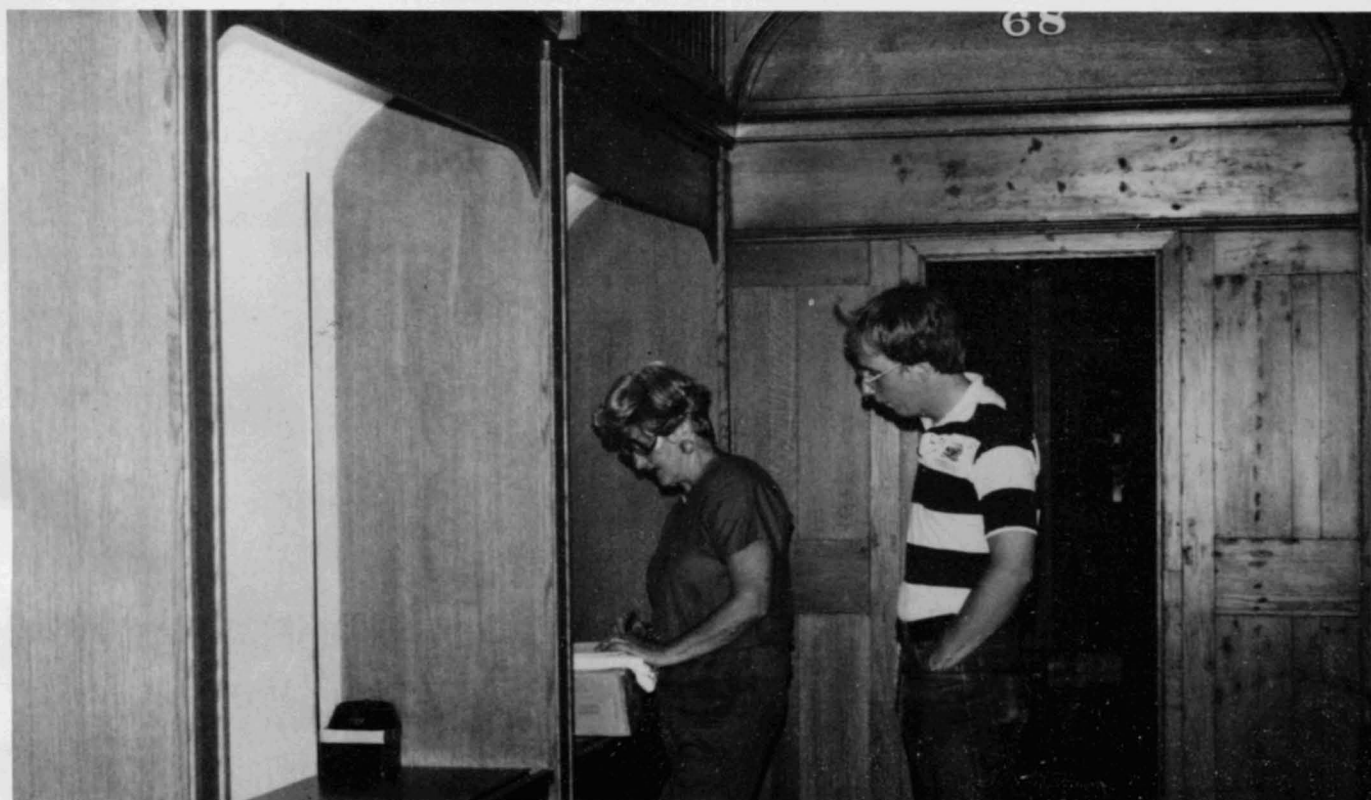
The NARBW china car 68 is nearing completion with a formal dedication expected in the spring. The car number has been redone in gold leaf above the door and light fixtures installed to closely resemble the original light fixtures.





A temporary table setting of NP china and silver was set up for the NARBW meeting. Carroll Mattlin donated the one original table for car 68 and Matt Bubb made copies for the other two tables

that will have table settings from various railroads. The tables are behind a glassed partition.



Marilyn Persch and Tim Schandel discuss the displays to be used for the NARBW district convention held on Sept. 17. The china display cabinets to the left have a back wall covering of Anaglyp-

ta vinyl, an embossed material that resembles tooled leather. The cabinets will have glass fronts.



REMEMBER . . . Back in October of '76? A crew from the museum takes a break on the second weekend of moving the NP 2435 from

the Zoo to the museum.

## COMING EVENTS

Nov. 25 — Monthly LSTC club meeting to be held at the Depot. This will be the last business meeting of 1988 with refreshments and a program. No meeting in December.

Jan. 27 — Annual meeting and election of officers to be held in the Depot.

LAKE SUPERIOR TRANSPORTATION CLUB  
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