

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



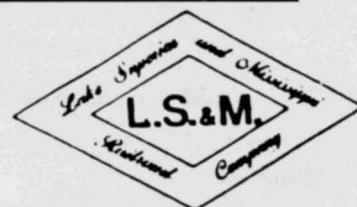
Laker



FALL, 1989



Lake Superior and Mississippi Railroad



THE LAKER

Fall, 1989

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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The Lake Superior & 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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David Schauer, Duluth; Aaron Isaacs, Minneapolis



Editorial Comment

So you want to start up an excursion railroad? You have the track, the equipment to carry passengers in and some type of motive power to pull it with. Better think again, and again.

How are your cash reserves, or the ability to generate some capital quickly for those unexpected repairs? How about insurance? How is the track? What shape is the equipment in? Would it pass a safety inspection?

How about the train crew? Are enough qualified personnel available to operate the train, do the switching? How about car attendants, ground people for crossing guards, ticket sales and other positions?

This has been the tenth year of operation for the Lake Superior & Mississippi Railroad, including the first year of 1980 when it operated under the auspices of the railroad museum prior to its incorporation as a non-profit organization. The LS&M was fortunate to have been able to borrow the equipment from the Museum to begin with and tracks belonging to the city. And the first year's schedule was to operate on the Fourth of July and Labor Day weekends as a trial basis to see how the new venture would be accepted by the public.

The group had to borrow \$5000 from the Museum for some needed track work and engaged the services of M&S Contractors of Minneapolis to bring their track machinery to Duluth for aligning and tamping the tracks.

As ridership increased over the years and the LS&M began to accumulate some working capital, it quickly repaid the loan to the Museum and began to acquire its own maintenance-of-way equipment. More recently it has acquired its own locomotive, two coaches and has leased a shop where repairs can be made to its equipment during the off season.

The group has come a long way since its beginning and has learned and accumulated valuable experience in operating an excursion railroad.

As the railroad began to accumulate enough working capital to cover its expenses and needed repairs, it found it was also able to make loans to the Museum when needed.

But it hasn't been without its frustrations and expensive and unexpected repairs, like the locomotive it acquired in 1985 "for the cost of trucking it to Duluth plus a few hundred to replace a wheel bearing." The locomotive needed a brake stand and

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COVER PHOTO

Some of the staff members of the excursion trip sponsored by the DWP and the Musuem from Duluth to Virginia on September 23 are pictured on the front of the DWP locomotive at Virginia. Going clockwise from Pat Dorin to the left of the coupler: Kurt Haubrich, Bill Mickelsen, Terry Mattson, Steve Olsen, Peter Fifield, Bob Bloomquist, Wayne Olsen, Nicki Hanson, Stu Beck, Kerry Beckwell, Bob Sailstad, Sherri Mattson, Jeff Hanson, Jay Wolfe, Duane Benoit, Frank Schnick, Tim Zager, Dave Schauer and Tim Schandel.

—Photo by Dan Mackey

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trainline brakes if it was to be used for passenger service. (It originally was used as an industrial switcher with engine brakes only.) Wheel bearings become expensive to replace when a special shop is required to press off the side rods and wheels from the axle.

The generator also had to be taken out recently and sent to an electric shop for repairs. This year a traction motor went out half way through the operating season, was taken out and will be sent to an electric shop to have the armature rewound. So far the locomotive that didn't cost much to acquire has cost the excursion railroad close to \$50,000 dollars in repairs and maintenance.

The group has also acquired used pieces of maintenance-of-way equipment. Again the price is right, but buying used equipment also means buying some of the problems associated with used equipment. And equipment does wear out, but thanks to a few very dedicated people, the equipment is kept in repair as well as finances and time allow. And then there is the matter of keeping everything up to FRA standards and making sure that everyone conducts themselves in a safe manner, whether they are working on the train, maintenance equipment or in the repair facility.

And then there was the gondola that was altered to accommodate passengers and painted, only to discover it will need extensive repairs which may be for naught in the future because of safety regulations and the discontinuance of which was a disappointment to some riders who liked the open air.

And what about passenger coaches? The LS&M has purchased three coaches: BN A-13, which was in very good condition; DM&N coach 85 which **LOOKS** in good condition, but it is not known what is going on inside the walls and inaccessible places.

Then there is coach 29 that originally was figured to cost about eight grand to put back into service. After removing the interior paneling to reveal the deterioration in the wall cavity, that estimated soared to \$18,000.

So while the LS&M essentially started out from scratch, it must have been the diligence, the determination and fortitude of the group to go into the new venture and tourist attraction with little knowledge of operating a railroad and a lot of faith to make it pay off. And thanks to our public, it has paid off in keeping up with the expenses, making capital improvements and the valuable experience gained by those persons who actively participate in the various operations of the railroad. And perhaps the most valuable lesson learned is: It is expensive to operate an excursion railroad, even a small operation such as the LS&M.

Still want to start up an excursion train?

MEMORIAL FUND CREATED AT RAIL MUSEUM

The Transportation Museum has now created a memorial fund to honor the memory of members and friends of the Museum. If you wish to honor the memory of someone send your check to the Museum office and state that it is a contribution to the memorial fund, the name of the person being memorialized and to whom notice of the memorial should be sent. You may indicate a particular project that you want your gift used for. The Museum will notify the family that a memorial has been made to the memory of the deceased and the use that will be made of the contribution. Contributions of sufficient size would include a plaque indicating the name of the person memorialized and the donor. All contributions are, of course, tax deductible.



The new director of the Lake Superior Museum of Transportation, Leo McDonnell, often takes a turn at the throttle of the LS&M's No. 46. Here he is with a work train in August, 1988.

— Photo by Dave Fuhr

LEO McDONNELL NEW HEAD OF TRANSPORTATION MUSEUM

Leo assumed his new duties July 1, 1989, as director of the Lake Superior Museum of Transportation replacing Larry Sommer who accepted an appointment as director of the Montana State Historical Society.

Leo has been an attorney with the law firm of Bruess, Bye, Boyd, Andresen and Sullivan and has practiced law since 1952 and will retire this fall from the law firm.

He brings with him a considerable amount of knowledge pertaining to railroads, having worked for the Duluth, Winnipeg & Pacific as a hostler and firing steam locomotives while going to law school. He has also been the administrative vice president for the Lake Superior & Mississippi Railroad as well as its legal counsel and was instrumental in drawing up the charter for the railroad in 1981.

Leo can be found working in the LS&M's engine house, or on a work train, or on the excursion train in a variety of positions.

In addition to being a board member of the LS&M, he has also been a board member of the LSMT for several years.

"I've spent a lot of time in the Museum and am very interested in its future. I hope to contribute to its continued success and be of service to the board of directors."

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.

HIGHLIGHTS OF THE MUSEUM BOARD MEETING OF AUGUST 31

The financial report showed substantial improvement over the past two months, according to the report given by **Robert Sederberg** at the August meeting of Lake Superior Museum of Transportation board of directors.

One difficult financial hurdle that the board discussed was the cost overrun on locomotive No. 14 which is having boiler work done at Fraser Shipyard in Superior. It is estimated that the bill will come to \$35,000. Once the boiler work is done and the locomotive returned to the Museum, there will be considerable amount of work necessary to put the steamer back together and bring it up to operating condition. That additional work is estimated to go as high as \$30,000. A financial agreement has been worked out with Fraser which will hold a mortgage on the locomotive.

It was reported to the board that there is a proposal pending before the Regional Rail Authority to have the museum do the restoration work of the Blue Mountain and Reading RDC that was acquired last summer.

The Tourist Railway Association annual convention is to be held in Denver the first part of November and **Tom Gannon** would be willing to go if expenses were paid. However, the Pennsylvania Historical Commission had scheduled a meeting the last weekend of September dealing with techniques for maintenance and restoration of Museum equipment and it was voted to pay Tom's expenses to attend that meeting in Lancaster, Pennsylvania.

Tom reported on developments on restoration work and that the Great Northern locomotive "Hustle Muscle", an SD-45 prototype, was taken to LaGrange, Illinois to take part in the 50th anniversary of the Electro-Motive Company.

The BN agreed to replace a broken spring in coach A-14 providing the museum finds a replacement spring and the USX corporation will make its first contribution to the Depot Fund Drive in the amount of \$2,500.

MUSEUM, D&NE AND DWP SPONSOR EXCURSION TRIPS

The Lake Superior Museum of Transportation sponsored two different excursion trips this past summer in cooperation with the D&NE and the DWP.

The weekend of June 24-25 saw five trips on the D&NE from Cloquet to Saginaw. On September 23, the DWP ran an excursion trip to Virginia. The 13-car train departed from the Museum, traveled through West Duluth, crossed the Grassy Point Bridge to Superior and continued on through the DWP's Pokegama Yard. It then crossed the St. Louis River a second time by way of the Oliver Bridge, following the DM&IR tracks past Proctor, then the DWP tracks to Virginia. The train was turned at the Minorca Mine.

While in Virginia, the passengers were bussed to Ironworld, USA, at Chisholm. Admission to Ironworld was included in the price of the train ticket - \$35 for coach, \$50 for first class.

The Museum figures to have a profit of about \$6000 from the Virginia trip on which 388 passengers rode, 355 of which were paying customers. The profit will be used to restore a base for preservation purposes. The DWP train crew donated their time which helped to cut down on the expenses. Many thanks and appreciation go to both the DWP and the D&NE for helping out with the 1989 excursions.

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CONTRIBUTING MEMBERS

Pursuant to action taken at the annual meeting of the Lake Superior Transportation Club establishing a new category, the following have become contributing members.

Gordon Mott	John Larkin
Oscar Lund	Dave Mikelson
Dave Bruns	Lenard Draper
Jeffrey Lemke	Otto Dobnick
Dan Mackey	Jergen Fuhr
Dave Schauer	John Magill
Tim Zager	Donald Wessner
Valley Models	Robert Ball
DeWayne Tomasek	William Graham
Don Shank	Stephen Olmstad

ELEGANT DINING ON THE RAILS GROWING IN POPULARITY

A recent issue of the Triple A Home & Away magazine had an article on some of the excursion trains around the country. A side-bar listed nine dinner trains, two of them in Minnesota and perhaps a third may be added. Plans are for Trains, Unlimited to operate the North Shore Star Clipper, which would make Minnesota unique in the dinner train business. The train would operate between Duluth and Two Harbors.

The dinner trains listed are:

- Cadillac & Lake City Railway. Mystery and dinner train. P.O. Box 2415, Colorado Springs, CO 80901. (719) 495-2223.
- Quad City Rocket. Entrees re-created from railway recipes. Also evening runs and brunches. Butterworth Tours, 1801 - 7th Street, Moline, IL 61265. (309) 764-1367.
- Pathfinder. Saturday evenings, two locations: Council Bluffs, (402) 391-5100; Des Moines, (515) 282-7245. 7701 Pacific St., Suite 19, Omaha, NE 68114.
- Star Clipper. Piano entertainment. P.O. Box 1917, Waterloo, IA 50704. (319) 232-7558 or (800) 432-4243.
- My Old Kentucky Dinner Train, P.O. Box 279, Bardstown, KY 40004. (502) 348-7300.
- Minnesota Zepher, 601 North Main, P.O. Box 573, Stillwater, MN 55082. (612) 430-3000.
- Dakota Rail Hiawatha. Operates between Wayzata and Hutchinson, 4700 Sunset Drive, Spring Park, MN 55364. (612) 587-9018.
- Red Hill Dinner Train, Watonga Chief, P.O. Box 29, Watonga, OK 73773. (405) 623-5477.
- Scenic Rail Dining. Train departs from depot at 11340 West Brown Deer Road, Milwaukee, WI 53224. (414) 354-5544.

EVER WONDER . . .

what the GG1 designation of Pennsylvania's famous electrics stood for? The G, in steam parlance, meant a 4-6-0 type Pennsylvania locomotive. So two Gs meant two ten-wheelers back to back, which was the wheel arrangement of the electrics, 4-6 + 6-4. Two 385 continuous horsepower motors were mounted on each driving axle enabling the big electrics to reach speeds of over a hundred miles an hour. The one meant the first of this standard class.

It was rated at 4620 continuous horsepower and when pushed to its limit, a GG1 exceeded 10,000 drawbar horsepower. The two Gs did not stand for George Gibbs, consulting engineer for the Pennsylvania electrification project.



The DWP and LSMT-sponsored excursion train on September 23 at the DWP Virginia yard.

— Photo by T. Schandel

LS&M DECALS, PENDING FRA RULES, PITCH FOR VOLUNTEERS AMONG TOPICS DISCUSSED AT LSTC MEETING

The Lake Superior Transportation Club held its first meeting of the new season on September 22 in the Ruth Maney Room of the Depot.

Mark Olson made a pitch for volunteers to become involved in the mechanical work being done at the Hallett Dock repair facility and to learn and become experienced in the repairs of railroad equipment. He also reported that a recessed work area is being installed to facilitate repairs on the underside of locomotives and rolling stock.

Mark stated that there was not a lot of track work done this past summer. Plans are to hit the track improvement hard next summer, to buy more ballast and to begin laying heavier rail on some curves.

Bill Mickelsen emphasized that coach 29 has to be finished this winter to be ready for use the next operating season on the LS&M.

A report on the upcoming flea market at First Methodist Church on October 21 was given by **Dave Carlson** who also reminded the members of the model railroad show to be held at Miller Mall on November 4 and 5.

Grant money has been allocated to the Depot for the application of insulation to the large doors at the west end of the rail museum. There are cracks between the boards that let a lot of cold air and snow in. **Tom Gannon** and **Zeke Fields** will be doing the work.

The opportunity for members to acquire decals of the LS&M was reported by Mark Olson. A minimum order of 25 would be needed to have the decals made up.

The new director of the Rail Museum, **Leo McDonnell**, gave a pitch for more volunteers to become active in the various projects of restoration. "This museum lives or dies on the work by the volunteers. So I invite you all to add to your railroad enjoyment by coming to work on various projects," stated Leo.

A brief discussion on proposed FRA regulations was had. The planned regulations will be to have the windows in all post-war passenger equipment replaced with bullet-proof glass and tight-lock couplers. Such a ruling could cost the Museum a fortune to replace the windows in the CNW 6700, the Ranier Club, and coaches A-13 and A-14. The topic will be discussed at the TRAIN convention in Denver and hopefully the association can lobby against the proposed FRA laws.

For the program, a video tape was shown. "Snow on the Run" was filmed in the winter of 1951-1952 on the Southern Pacific's Donner Pass which had the heaviest snow fall on record up until that time at its 7000 foot crest. The video also reported that the SP once had 32 miles of snow sheds in 1945, and reduced to 5½ miles in 1952.

A second video was on the operation of a steam locomotive, how to light off, build up pressure and the operation with a passenger train. The film was taken on the Monticello & Sangamon Historical Society Museum Railroad.

AT THE OCTOBER MEETING . . .

Treasurer **Jensen** reported a savings account of \$1500.55, checking account of \$125.24, cash received since September of \$1205.93 and bills paid amounting to \$128.86.

Membership secretary **Ruce** reported there are 25 new members, 161 renewals for a total of 186, with 20 contributing members.

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Zeke Fields mentioned that the first pouring of concrete for the recessed work area at the LS&M shop was made on Thursday.

The Northshore Scenic's RDC will come inside the museum for the winter to have some work on it as well as an E&LS car, it was stated by **Leo McDonnell**.

The flea market held on Saturday, October 21 at First United Methodist Church took in \$472 with some bills to be paid. The response was not as good as last year, with 35 tables reserved as compared to 50 the previous year, and the public attendance was down, possibly due to the summer-like weather. Last year it was snow.

Dave Carlson also reported on the upcoming model railroad show to be held at Miller Hill Mall on November 4 and 5 with a dinner at the Depot on Saturday night catered by Sammy's with spaghetti and meatballs. **Carr's Hobby** will supply the wine and cheese for a social hour. Dave also reported that about \$160 was raised from the sale of models at the Woodbury flea market. The models were donated by various individuals to be sold by the LSTC and the proceeds to go to the improvement of the club's model railroad.

The ore dock on the club layout is nearly finished and the southwest corner of the model building is also nearing completion with the addition of a small town and new scenery.

Several gondolas filled with rails were spotted just west of the Depot yard and grading has begun for a cross-over track that will connect the Depot yard lead to tracks along the bay front. The work is being done by an out-of-town contractor who may also put in a tail track at the east end of the Museum to lengthen track one. The track will extend through the parking lot beneath the Fifth Avenue ramp and will perhaps be paved to allow parking when not needed for excursion train service.

Following the meeting, a slide presentation was given by **Steve Glischinski**, consisting of photographs taken in many parts of the country and Canada of steam excursions with the 4449, the 8444, excursions in Texas, the southeast states, short lines, VIA Rail and many others. It was a great show.

Union Pacific Railroad



The North Star Chapter of the NRHS sponsored two excursion trips on the Wisconsin Central on July 8, 1989. The train is shown here on the St. Croix River bridge on its way to Chippewa Falls, Wisconsin. Sunday's excursion went to Dresser, Wisconsin. The first coach is E&LS commuter 100; BN A-13 and A-14 and Grand Trunk 5327 on the rear from

the LS&M and the LSMT, Duluth. The Grand Trunk uses ice for air conditioning and was the coolest coach in the consist. This photo shows one of several special excursions about the area requiring the use of equipment from the Duluth Museum and the LS&M this past summer.

—Photo by T. Schandel

Laker Extra!

LAKE SUPERIOR TRANSPORTATION CLUB

BURLINGTON NORTHERN OPENS ITS DOORS

Saturday, August 12, marked an important day for the Burlington Northern in the Twin Ports. On that day the BN got back into the high visibility local public relations efforts that had been standard up until a few years ago when the railroad shunned any rail-passenger PR events.

That August Saturday saw the BN put on an open house with tours of the taconite and coal facilities, 28th St. Yard office, as well as the high-light, short trips by train from the 28th Street Yard to Saunders and return. Approximately 1,000 people rode the special shuttle trains while enjoying free hot dogs.

Although the BN day was a success, the LS&M operation in West Duluth suffered from the loss of equipment.



LAKER EXTRA! FALL 1989

The Laker Extra is published no less than four times per year by the Lake Superior Transportation Club. Its intent is to preserve railroad history as it is made in the Twin Ports and surrounding area. Contributions are welcome and can be sent to the Club in care of David Schauer, President, 506 W. Michigan St., Duluth 55802

The BN event drew on the LS&M coach 85 which left the tourist railroad with only one open window coach, the 33. The Grand Trunk coach was substituted but an air-conditioning failure sidelined the car, leaving only 78 seats available for that Saturday. The LS&M had to turn away an estimated 300 passengers.

Cars used for the BN event included one of our BN coaches, DM&IR's "Minnesota II", E&LS coach 100, and the LS&M 85. Thanks to club members Bill Mickelson, Bill DeRoche, and Pat Dorin for providing help for the successful open house.

The locomotives for the shuttle trains consisted of a experimental paint E.M.D. GP-38-2 #2100 on one end, while the other end saw rebuilt GP-20 #2000 in yet another new BN paint scheme. The GP-20 is the first production unit released from the Babbitt rebuild shops of Ziegler, Minnesota's Caterpillar dealer. The locomotives worked push-pull for eight round trips.

The BN is planning on repeating the event for 1990, based on the success of this years. Many favorable letters to the editor were seen in the Superior paper following the event. Welcome back BN! (Photo at 28th Street by Tim Schandel)



DM&IR

The big news for the DM&IR is the mass exodus of old ore cars. The C&NW has purchased 500 for use in gravel hauls from southern Wisconsin to the Chicago area. The cars were moved to the C&NW via the interstate branch and were seen in Itasca Yard awaiting movement to a shop for minor maintenance. At one point Itasca looked more like Proctor than a freight yard! The cars all had their DM&IR markings whitelined, but with their numbers still intact.

In addition to the sold cars, the Missabe has been shipping cars to Azcon, the scrapper in Duluth. At least 100 cars were seen in the scrap yard with more on the way in Rice's Point. Some of the cars have been seen being moved on flat-bed trucks down I-35 from Proctor. Obviously these cars were in too poor of shape to be moved by rail. The Missabe must now have very few surplus cars system wide.

On September 10th, the DM&IR operated a special train for invited guests from Iron Junction to (through) the Fairlane and Minntac taconite plants using two rebuilt SD-9's, Museum and E&LS passenger equipment, and the Missabe's private car Northland. The above photo was taken by Tim Schandel at Iron Junction. The train is facing south.

The business outlook continues to be bright with Minntac operating all five lines and producing 41,500 tons of flux pellets daily. Weekly output has been averaging 30 inter-divisional trains for Two Harbors and three all-rail trains for Geneva, Utah via the C&NW.

Production levels at Eveleth's Fairlane plant were down slightly as production on one line was suspended the last week of September. Output averaged six trains for

Duluth and two all-rail trains to Fairfield, Alabama each week.

Inland Steel's Minorca plant operated at normal levels with one train per day going to Duluth.

For the year, dock shipments have exceeded 12 million tons, which is comparable to shipments over the same period in 1988.

The Missabe has seen some natural ore movements this fall. The natural ore movement started early this fall with the first load moving out on October 1. During the first week of shipment, there were approximately 3 trains loaded. The loads consisted of 94 to 130 cars of fines per train. The consist was moved with the Keenan Yard crew going up to the Rana mine near Buhl with empties and then moving the loads over to Sparta just south of Gilbert. From

DM&IR continued

Sparta the trains were moved to Two Harbors for shipment. The fines were loaded out in two ship cargos which were mixed (combination pellets and natural ore in separate cargo holds).

The last shipment was made on October 16th with the boat scheduled to arrive in Two Harbors that night. The ore shipments were made from the Rana Mine stockpile. The material was screened and then loaded into the cars with the use of front-end loaders. These shipments supposedly exhausted the stockpile at the Rana.

The typical engine consist was either three or four locomotives with the use of rear end devices. Two years ago when the Rana Mine was working and shipping, the train was shoved up towards Buhl with a caboose at the headend. It was observed this past October 7 that the Keenan job did not bring up any empties due to the fact that the mine run-around tracks were full of loads, with no place to spot the empties.

Along the lines of strange loads, the Duluth docks saw such a shipment on August 30. The material is a mixture of pellets and reclaim fines that came from Minntac. This material would be sold at natural ore prices. It would be used as sinter feed (natural ore fines also go for sinter feed). It is interesting to note that this material is also being used by the same company that bought the Rana Mine natural ore. This strange cargo was also shipped in a mixed cargo and was loaded aboard a Blackstone Great Lakes Fleet vessel.

The Missabe has become aggressive with track removal. The Biwabik west yard is almost totally removed and the mainline yard is also seeing signs of track thinning. Just how long will the roundhouse and service structures continue to survive?

The passing siding at Wales on the Iron Range Division has also been completely removed. Taconite Junction has seen the last remains of its wye removed as well as the storage tracks. Bovey has not escaped the removal either. The oil spur and the

depot track have been removed.

In a more positive note, the Scenic Highway bridge near Bovey has been repainted by the Missabe. Looks good.

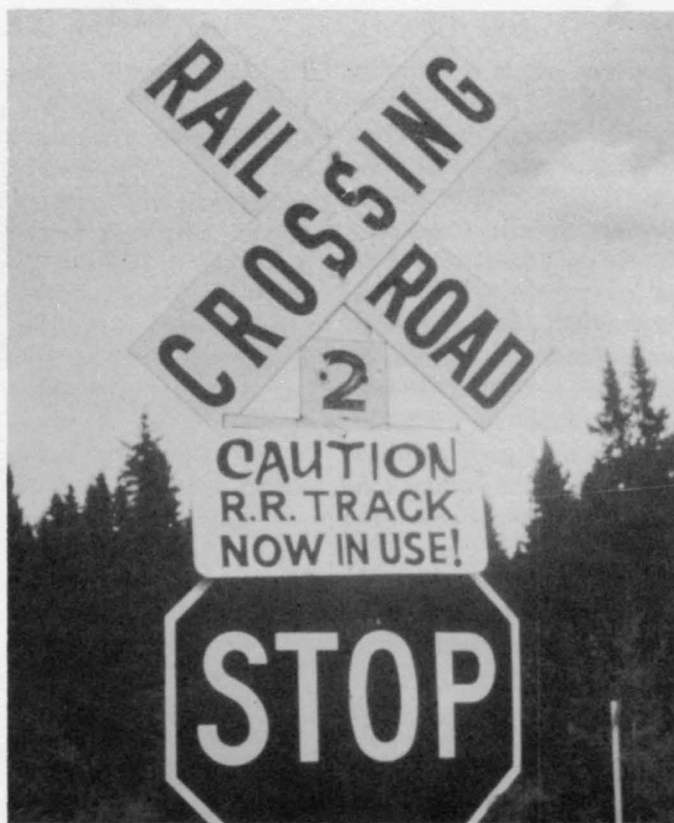
Congratulations to the following Club members for placing in the DM&IR's photo contest:

Dave Schauer - 1st
Greg Vreeland - 2nd
Bob Ball - 4th
John Gilbert - 6th

Way to go!

SPECIAL THANKS

To Charles Corwin, Tim Schandel, Dan Mackey, Burlington Northern, and the DM&IR for providing information for this issue of the Laker Extra. Your help is greatly appreciated! Thank you.



CYPRUS NORTHSHORE

Work continues on the modernization of the Cyprus Northshore taconite plant in Silver Bay with hopes of operating by the first quarter of 1990. The railroad has seen signs placed on its crossings that tell of use by trains. However, the main crossing on Lake County Highway 2 still does not have its crossing flashers working. (see photo)

Word had it that Kyle Railways is going after a contract to operate the 47 mile railroad for Cyprus. Should they win the contract, it is doubtful if Generation II (Ziegler) would be allowed to remain at the Babbitt shops and continue their work on re-engining locomotives for the BN. Kyle, interestingly, has also submitted a bid to operate the Northshore Scenic Railroad.

Rumor also has it that a locomotive was being repainted by Generation II for Cyprus, in their blue/red paint scheme.

Soo Line

The Soo has moved out of its terminal offices located in the former passenger station on Winter Street in Superior. The depot was last used for passengers in the early 1960's when the "Laker" served the Twin Ports from the Superior side. The offices have been moved to Stinson Yard, far removed from the former Depot location. The railroad had a two day sale at the Depot to remove most of the items remaining on the property that were not needed for continued railroad operations. As you recall, the Museum has the neon sign off the depot and plans to restore the sign to working condition some day. The Superior depots future is uncertain.

Speaking of depots, the West Duluth facility still stands but is looking in tough shape. The yard adjacent to the depot is now seeing storage of loaded pulpwood gons with Soo and Wisconsin Central markings. The reason why they are now using the yard is unknown. The Michigan Street local was spotted on October 27 hauling four loaded cars towards the West Duluth yard from Rice's Point.

The line to Glenwood is still seeing train traffic. The rails continue to be polished with the seasonal movement of grain. This line is subject to abandonment by the Soo in the near future. Should the line be removed, this would leave Moose Lake without any rail service. At one time the NP/BN also served the town.

CONTRIBUTING LSTC MEMBERS

Lenard Draper	Dan Mackey
Otto Dobnick	Dave Schauer
Jergen Fuhr	Tim Zager
John Magill	Valley Models
Donald Wessner	DeWayne Tomasek
Robert Ball	Don Shank
William Graham	John Larken
Stephen Olmstad	Dave Mikelson
Jeffrey Lemke	Dave Bruns
Gordon Mott	Oscar Lund

Thank You!

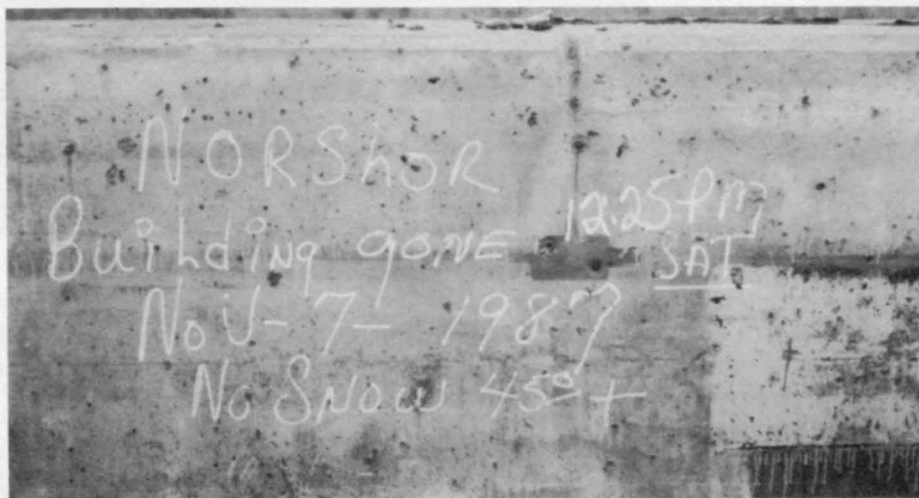
BURLINGTON NORTHERN

The taconite traffic through Allouez remains strong. Through August, 1989, 7.6 million tons were received with 6.9 million tons being shipped. The taconite all-rail trains destined for Granite City, IL are lagging slightly, however the all-rail tons to Birmingham, AL more than make up the difference. Power on some of the all-rail trains has included Soo Line units equalizing mileage as well as cableless BN SD-40-2's. A typical all-rail train will have as many as four units on the front. The most common power being SD-40-2's and GE B-30-7's cableless.

The Nemadji River bridge has now been totally removed. All traffic must now use

the former Soo bridge downstream. The ore dock approach over highways 2 & 53 has also been totally removed to allow for the widening of the highway.

The two BN SW-1500 switchers that were employed in local chores for the better part of 1989 have been removed from the terminal. The units were unique in that they were the first of their model to work the Twin Ports for any length of time. They will be missed. Almost all of the local BN switching is now performed by EMD SW-1200's or SW-1000's with some help from the remaining SD-9's or rebuilt GP's. Power continues to be exciting with LMX GE's being seen at the Superior facility. The grey and red units do stand out!



ABOVE: The writing on the wall tells the story of the final days of the Reserve Mining Norshore Jct. maintenance facility. All that remains is a concrete foundation. BELOW: A former Reserve Mining Jordan Spreader sits at Wales on the DM&IR waiting to be moved BACK to Cyprus Northshore Mining. Cyprus will use the spreader in railroad operations.





Remember when...This photo shows the last train to operate over the Burlington Northern's line to Ashland, WI. The train went as far as Poplar to remove the last cars from the line and is photographed as the GP-30 is waiting to leave Poplar with its three cars and caboose. The crew is posing in front of the station sign for some local photographers. Date: 8/22/85

RIGHT: Our Museum's September excursion train on the DW&P to Virginia is about to pass over Winter Street in Superior on its way back to the Depot. The 12 car train looked impressive as Jay Wolf snapped this photo in the late afternoon sun. **BELOW:** One of the two BN SW-1500's assigned to the Twin Ports this summer idles at Rice's Point Yard. Photo by Tim Schandel.



ESCANABA & LAKE SUPERIOR LOCOMOTIVE ROSTER

<i>Number</i>	<i>Builder</i>	<i>Model</i>	<i>Built</i>	<i>b/n</i>	<i>Notes</i>
101	Baldwin	DS-4-4-660	11/47	73367	
102	Baldwin	S-8	8/52	75700	
201	Baldwin	DS-4-4-1000	8/48	73956	ex Calumet & Hecla 201
202	Baldwin	DS-4-4-1000	8/48	73957	ex Calumet & Hecla 202
204	Baldwin	DS-4-4-1000	5/50	74777	ex Calumet & Hecla 204, ex USA L4
207	Baldwin	RS-12	5/52	75475	ex OC&E 7908, ex SCL 207, ex SAL 1466
209	Baldwin	RS-12	5/52	75477	ex OC&E 7909, ex SCL 209, ex SAL 1468
210	Baldwin	RS-12	5/52	75478	ex OC&E 7910, ex SCL 210, ex SAL 1469
211	Baldwin	RS-12	5/52	75479	ex OC&E 7911, ex SCL 211, ex SAL 1470
212	Baldwin	RS-12	5/52	75480	ex MN 212, ex SCL 212, ex SAL 1471
213	Baldwin	RS-12	1/53	75765	ex MN 213, ex SCL 213, ex SAL 1472
214	Baldwin	RS-12	1/53	75766	Acq. from Birmingham Rail & Equip., ex SCL 214, ex SAL 1473
300	Baldwin	RS-12	1/53	75767	ex MN 215, ex SCL 215, ex SAL 1474
400	EMD	GP-38	5/70	36459	former E&LS 401, ex Conrail 7843
401	EMD	GP-38	10/69	35438	former E&LS 400, ex Conrail 7809
402	EMD	GP-38	9/69	35401	ex Conrail 7772
1200	EMD	SW-8	6/52	16925	ex Reserve Mining 1200
1201	EMD	SW-8	6/52	16971	ex Reserve Mining 1201
1220	EMD	SD-9	6/55	19989	ex Reserve Mining 1220
1221	EMD	SD-9	6/55	19990	ex Reserve Mining 1221
1222	EMD	SD-9	6/55	19991	ex Reserve Mining 1222
1223	EMD	SD-9	5/56	21066	ex Reserve Mining 1223
1224	EMD	SD-9	12/56	22417	ex Reserve Mining 1224

Remarks: Baldwin locomotive No. 201 and 202 and all EMD locomotives currently in service. Baldwin locomotive No. 300 in service, but used only for company specials. Roster current to October, 1989. Roster and photo courtesy of Tim Schandel and the E&LS.

Abbreviations:

OC&E - Oregon, California and Eastern
 MN - Michigan Northern
 USA - United States Army Corp of Eng.
 SAL - Seaboard Air Line
 SCL - Seaboard Coast Line

Photo at right shows one of the ex Reserve Mining SD-9's that the E&LS purchased. The locomotive is sitting inside the Wells (Escanaba) roundhouse.



NEWS SHORTS

The C&NW removed its Garfield Avenue Yard in Duluth this past summer. The small yard was located west of the Soo and BN yards between Garfield Avenue and the elevators. The yard had been used in years past to store grain cars. Along those same lines, the BN did track work on their small grain yard adjacent to the removed C&NW trackage. This small BN yard compliments the much larger Rice's Point facility. The Omaha still does serve Duluth with a turn out of Superior perhaps once or twice a week.

Work has started on the connecting cross-over between our Museum lead track and the Lake Front Line trackage near Huron Cement west of the Arena. The cross-over will run alongside the freeway to make the connection. A private contractor is doing the work. This same contractor is also ballasting the Lake Front Line to the steam plant as well as installing the trackage alongside the Museum that was torn up to make way for a municipal parking lot. This track will extend into the parking lot east of the Museum approximately 3 car lengths.

The Escanaba and Lake Superior has signed an agreement to ship pulpwood from sites on the E&LS to Lake Superior Paper in Duluth VIA the WC and Soo. E&LS "Super Flats" will be used in the new service and will be handled by regular WC and Soo trains. Be looking for the interesting E&LS cars around the paper mill! This pulp shipping plan might also help explain why loaded pulp cars are in the Soo's West Duluth mini-yard. The yard is only a short distance from the mill. Interestingly, the paper mill has put off an expansion that would double production siting poor market conditions.

New crossing signals have been installed by the DM&IR along Michigan Street on "Soo Curve", an interchange point between the Missabe and the Soo's Michigan Street line.

Interesting news from Michigan's Upper Peninsula has the Wisconsin Central removing the ex-Duluth, South Shore & Atlantic trackage between Sidnaw and Bergland. This trackage had seen limited use after the

WC took over the Soo operations two years ago. No longer will a train be able to travel directly between Ashland and Marquette. A sad moment in UP railroad history. The Soo had ceased operations over this line a few years before the WC took over.

Speaking of the Wisconsin Central, they have assigned a switch crew to the Twin Ports. This crew uses the road engines to perform switching and train make-up before a separate road crew takes the train to Stevens Point. Previously, the WC road crew had to handle all switching. A recent sighting of a WC train had two GP-30's handling 80 cars!

Late breaking news has the Lake Front Line being operated in 1990 by a group of investors led by Don Shank of Duluth. The Regional Railroad Authority announced the selection of an operator on November 1. The investor group has expressed interest in using some Museum equipment. Start-up date of excursions is June 16, 1990. Kyle Railways and the Wisconsin Central had also bid on portions of the LFL operations. The WC wanted only to handle the freight traffic.

Below: A surprise visitor to the DW&P's Pokegama Yard was the Canadian National's track geometry car. The car is called TEST III (Track Evaluation Systems) and is one of the most advanced designs of its kind in the world. Along with the TEST III car is a passenger car for crew members. The geometry car was photographed by Tim Schandel.





Time exposure photo taken in Marquette, Michigan by Tim Schandel as the vessel *H. Lee White* discharges its cargo of low sulfur coal from Superior (SMET) into a conveyor hopper that will take the coal to an adjacent power generating station. The *White* will then load taconite at the LS&I dock to which it is moored. The photo was taken on the warm summer evening of August 16 as the Marquette area was treated to an eclipse of the moon (note white speck above the ship's unloading arm).

A very rare and special passenger extra was operated on September 9, 1989 over LTV steel (formerly Erie Mining) trackage between Hoyt Lakes and Taconite Harbor and return. The train consisted of cars from the E&LS, Museum, and the DM&IR. The photo shows the extra passing a westbound empty taconite train at Trow siding, mid-way between the plant and dock. Note all of the Northstar Chapter NRHS members hanging out of coach 85's windows in anticipation of the meet.





LS&M NEWS

BURNED OUT TRACTION MOTOR PROMPTS SHOP IMPROVEMENTS

If necessity is the mother of invention, then owning a locomotive must be the father of necessity. Since the acquisition of a locomotive by the LS&M over three years ago, this has become very evident as the locomotive No. 46 has needed repairs. Board members realized that some day a recessed work area is going to be needed. The recent loss of a traction motor helped to determine the necessity for some shop improvements **NOW!**

The spunky little engine lost a traction motor on the first weekend in August, half-way through the operating season. No. 46, a 45-ton GE industrial switcher, has two Cummins truck diesels, two generators and two traction motors, one for each truck. The motor is geared to one wheel set; side rods transmit power to the other wheel set of each truck.

During the month of August, the locomotive ran with one traction motor. Both diesels were operated to provide enough air for the train, but the little engine handled the train very well with 50 per cent power and leaving the baggage car behind. On the weekend of September 30-Oct. 1, it handled the two heavy-weights and the lightweight Minnesota II very nicely. The difficulty was coming up out of Hallett Dock and needing to take one car at a time up the steep grade.

The traction motor was removed by digging a hole between the ties and crawling under the locomotive to pull the traction motor out.

It was decided then that a recessed work area was needed to facilitate any repairs on the underside of the locomotive without having to raise the body. Work was begun by members of the LS&M cutting the rails inside the repair facility at Hallett Dock, removing the ties and digging out the recessed work area. The area is about ten feet wide by 24 feet long.

After the concrete is cured, I-beams will be set up on end, bolted to the floor of the recessed work area and 138-pound rail will then be laid across the top of the I-beams. Such an arrangement, similar to facilities found in many diesel repair shops, enable a mechanic to work at shoulder height on locomotive trucks or car trucks.

After disassembly of the traction motor, it was found that the brush holders had burned which in turn had caused damage to the armature winding. The motor was sent to a local electric shop for rewinding and if the LS&M needed it right away, it would be cost much more than if the work could be done during a slack time in the winter. It was decided to risk going through August on one traction motor and have the repairs done during a slack time to help keep down the cost.

With this latest repair project on No. 46, it is estimated that the locomotive has cost the LS&M close to \$50,000 since its acquisition. The latest repair project and installation of improvements in the repair and maintenance facility prompted the need for a special weekend of operation at the end of September to help with the expenses.



Dan Mackey operates the jack hammer while Stu Beck handles the shovel in the digging of the recessed work area in the LS&M repair facility. The building was built on a former slag dump. Dan is breaking up the slag.

1989 PROVED TO BE INTERESTING SEASON FOR LS&M EXCURSION TRAIN

A Rabbit, geese, alcohol, air conditioning, mal-functioning traction motor and the need for equipment elsewhere made for an interesting summer of operation for the Lake Superior and Mississippi Railroad, its tenth year. That is if you count the first year of 1980 before its formal incorporation as a state-chartered non-profit entity when it operated on the 4th of July and Labor Day weekends only.

As Conductor Bill Mickelsen told the passengers on one weekend, "One never knows what's going to happen on this line." He then related how on one weekend the locomotive had to pull a Volkswagen Rabbit along the tracks to where a wrecker could get a cable on it to pull it away. It seems that someone was going to party on Friday night, drove the Rabbit along the track, tried to turn around and become hung up crossways on the tracks some distance from the nearest road.

(Continued on Next Page)

(Continued from Previous Page)

A pickup truck going to the assistance of the VW also became stalled on the tracks and had to be assisted by the locomotive to get it off.

And then on another weekend, as Bill related it, the train was stopped by a flock of geese that were on the tracks and seemed totally indifferent and unimpressed by the approach of the train. The train stopped and the crew had to practically throw the geese off of the tracks.

Then there was the weekend when a body was seen lying along side of the track as the train headed toward New Duluth. On its return trip, the train stopped to let the train crew examine the body. It turned out to be an individual who was very intoxicated and was out cold. Unable to awake the person, the crew rolled him away from the track. On the next trip out he was gone.

As Bill said, "One never knows what's going to happen on this line."

The excursion railroad had a change in its consist for 1989. Since its beginning, the train has used a baggage car, two coaches and a caboose. SP&S baggage car #66, Coach DM&IR coach #33 and CN coach commuter coach #5375 and NP caboose 1311. Last year, LS&M coach #85 (formerly DM&N) replaced the CN coach and since operating from West Duluth, a gondola was added.

Last spring, a safety inspection of the gondola revealed a cracked bolster and coupler pocket. An estimate on the cost of repairs was set at no less than \$6000 which would involve partial disassembly of the gon, welding by a certified welder and reassembling. An inspector said it may not be worth it because the FRA may put a ban on the use of any open type equipment used to carry passengers in the near future. The car can be used as a work vehicle.

The NP caboose #1311, built in 1911, was one of the first pieces of equipment to come into the Lake Superior Museum of Transportation in 1973, was used on the first fan trip sponsored by the Museum in that year on the D&NE and has remained in good condition during its nine years of use on the LS&M. And the Museum wants to keep it that way and decided it should not be used any more.

So with the loss of the gondola reducing the seating capacity of the train from 200 to 150, the board of directors sought to lease the Minnesota II from the Museum, which in turn is leasing the coach from the Missabe. Minnesota II, built in 1947 as part of a train set for the NP's Northcoast Limited, was purchased by the Missabe and painted a Pullman green.

With the addition of the Minnesota II, the seating capacity was back up to 200 and the month of July went off without a hitch.

And then came August.

On the first weekend, a traction motor gave out, so the consist was changed to coaches 33 and 85, leaving the baggage car and Minnesota II behind to lessen the strain on the remaining traction motor, and reducing the capacity to 154.

Then on August 12, coach 85 went to Superior for the BN's Superior Day celebration in which the BN gave train rides from 21st Street to Saunders. So the LS&M used coach 33 and Grand Trunk coach 5327. The Grand Trunk was iced, used on the first trip on Saturday only. The circulating fans would not operate and the car was getting to warm inside to be used. So the seating capacity was now down to 78 in coach 33.

On the following weekends, coach 33 and 85 were used through the Labor Day weekend and running with one traction motor in Locomotive No. 46.

The 45-ton GE performed admirably with its one motor with both Cummins diesels running to provide enough air pressure for the train. The only difficulty was in getting the train up out of the hole at Hallett Dock. The train had to be pulled out one car at a time because of the grade.

On September 2, the last weekend of the regular summer schedule, enough disappointed passengers could not buy tickets because of a sell-out, so it was decided to run an extra trip at 6:00, the first time that has happened. It made for a long day for the train crew but it made a lot of people happy.

At the September board meeting the LS&M officers decided to go with a special fall colors trip to help raise needed cash for repairs to locomotive No. 46 and some improvements at the shop. Coaches 33 and 85 and the Minnesota II were used on the September 30-October 1 weekend, with the single traction motor handling the train well on a very warm weekend for the end of September. The natural air conditioning was sufficient for the open-window coaches and the Waukeshaw ice engine in the Minnesota II kept that coach comfortable.

Elaine Ellian had done her usual magnificent job of minding the concession counter in the baggage car during the month of July but with no baggage car during August was not needed. For the Special weekend in September, the smoking lounge in Minnesota II was converted into a concession place by removing the furniture and putting in a folding table from which Elaine could again dispense soft drinks, snacks and souvenirs.

A total of 847 passengers came out for the special fall colors weekend, bringing in a gross of \$3,445 in ticket sales plus whatever Elaine took in. The return per ticket sold was higher than the regular operating season due to the fact that schools are in session and there are more adults out in the fall compared to the summer months when children are included in family outings. The weekend return averaged \$4.08 per ticket compared to the regular operating season return of \$3.87. Fares are \$5 for adults, \$4 for seniors and \$2 for children under 12. Toddlers being held go free. The load factor the special weekend was 70.58 per cent of the total 1200 seats available.

It was hoped to get some sell-out trips because of the number of tourists in town. In distributing the brochures to the various motels around the city, it was discovered that many motels had no vacancies for that weekend and some were booked solid through the month of October. But there are many other tourist attractions that compete for the tourist dollar.

Though the tourist railroad spent more money than it took in, 1989 was considered a good season. Total expenditures up through the Labor Day weekend were \$40,308 while income was \$38,668. Nearly half of the total expenditures went toward the repairs of the locomotive and the restoration of coach 29. The load factor for the season was 74%, compared to last year's figure of 97%, again because of a burned-out traction motor and having to cut down the number of seats available on the train. The total number of passengers carried was 8,650 for the regular operating season.

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



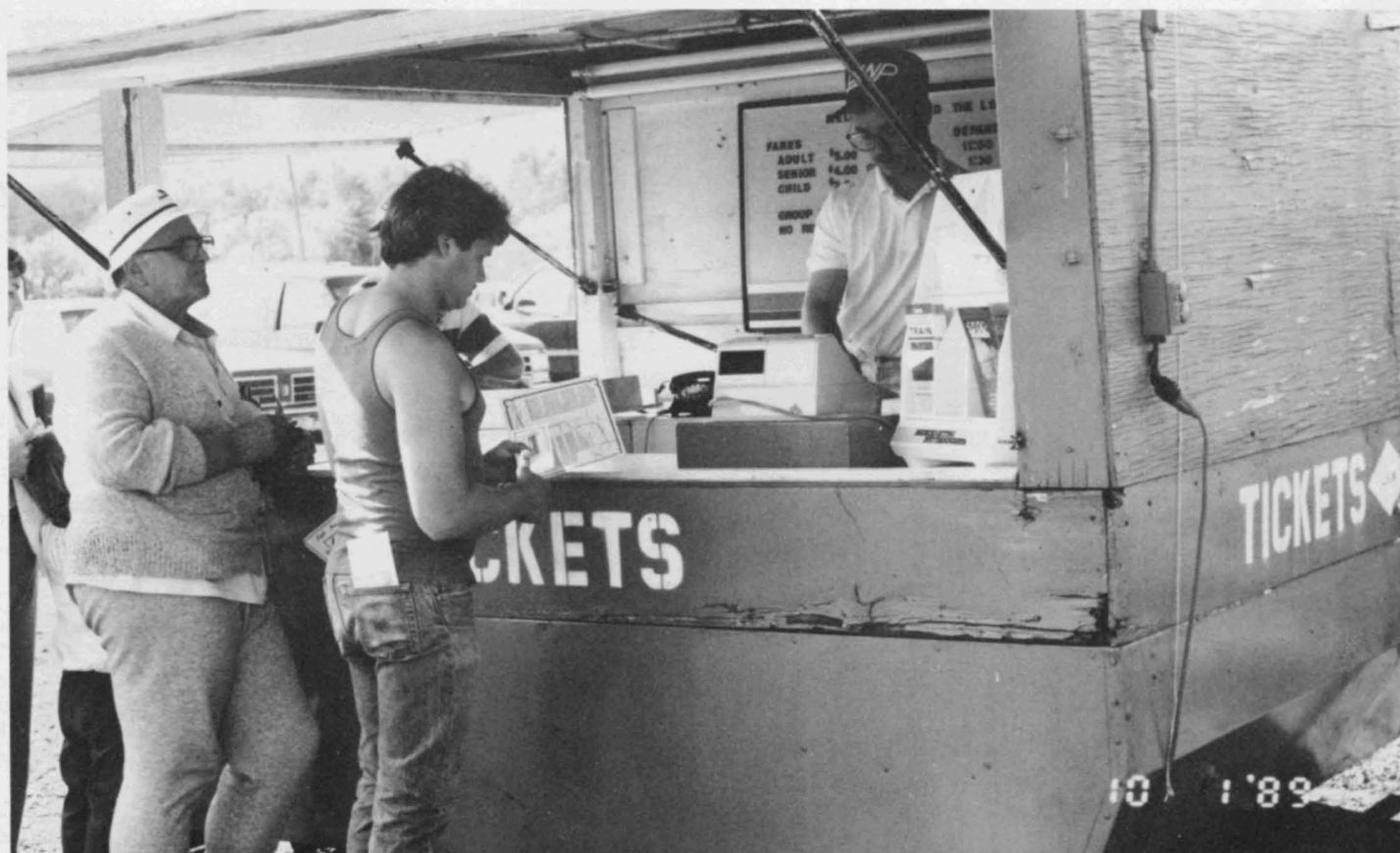
The E&LS Rotary Club Special awaits departure at the Ontonagon Depot on September 2, 1989. The special hauled 1390 passengers over the Labor Day weekend on six round trips between Ontonagon and Mass, Michigan, a 38-mile round trip. All of the proceeds from the ticket sales are

used to fund the Ontonagon's foreign student exchange program. Equipment for the Rotary Special came from the E&LS, Wells, Michigan, and the LS&M and the LSMT of Duluth.

— Photo by T. Schandel



Mark Olson operates the Fordson diesel backhoe to dig out the recessed work area being constructed in the LS&M repair facility.



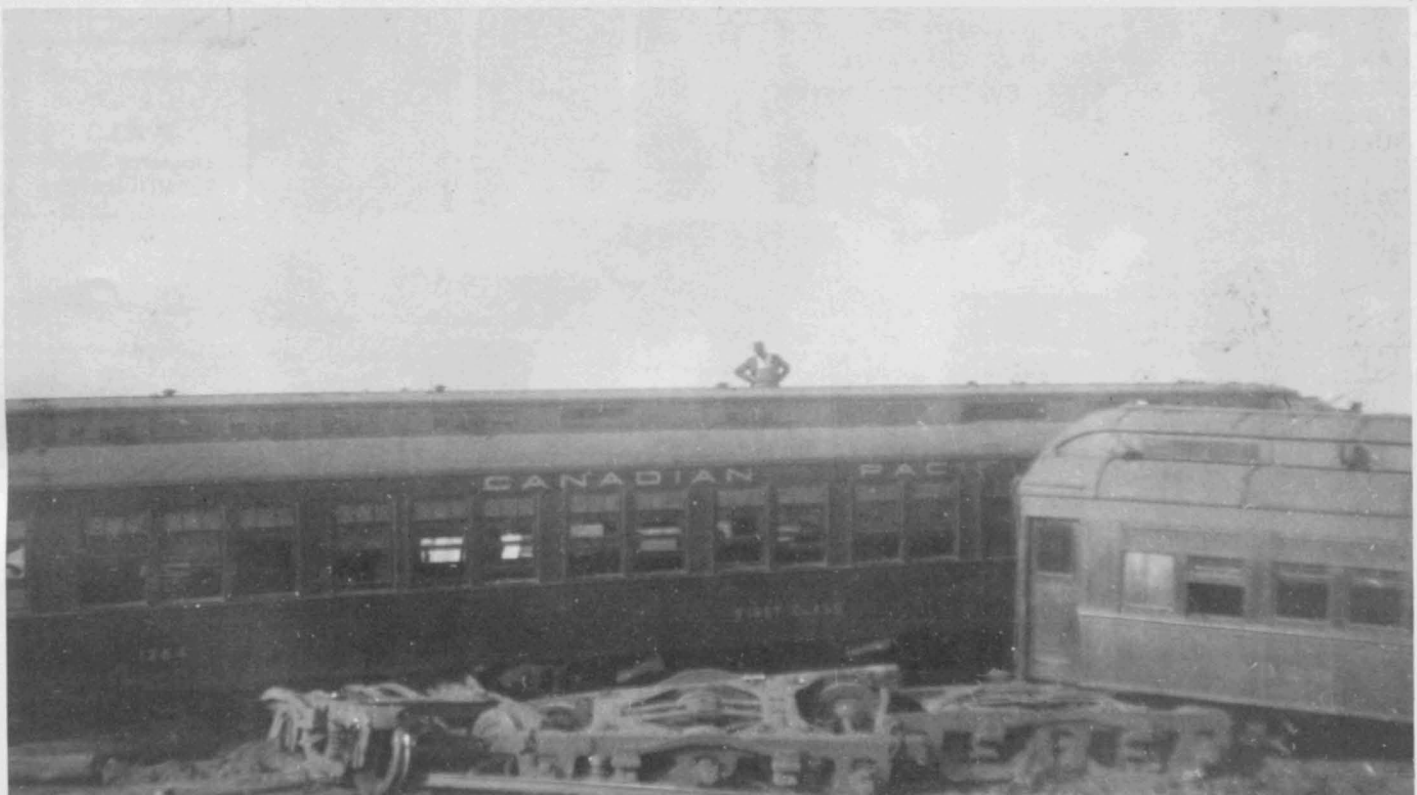
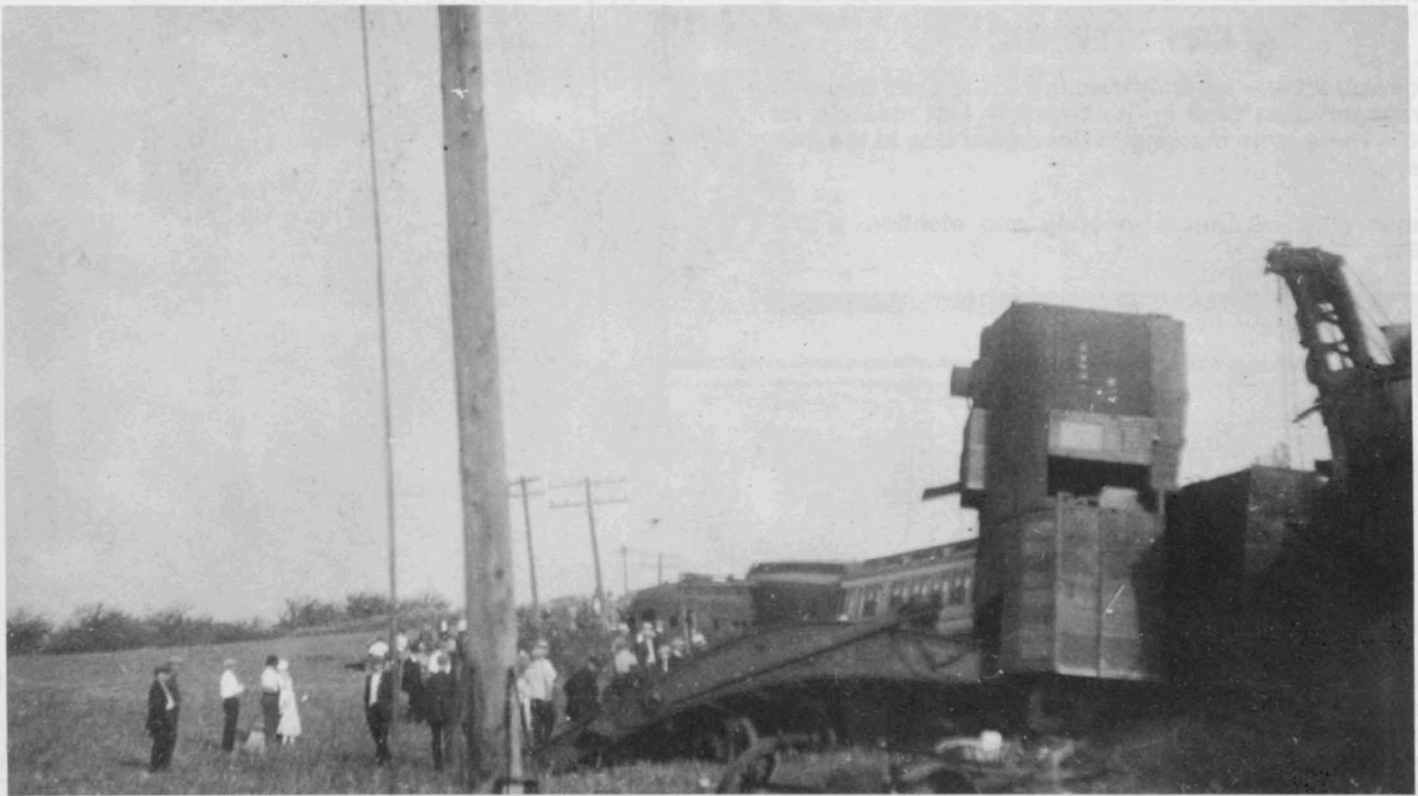
The LS&M ticket booth is being manned by Dave Schauer. The former concession wagon bought by the LS&M in 1986

for its West Duluth terminal is in need of repairs. The railroad hopes to build a more substantial ticket booth.



Concession operator Elaine Ellian converted the smoking lounge of Minnesota II for the sale of refreshments and
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souvenirs during the special weekend of Sept. 30-Oct. 1 on the LS&M.



A freak accident happened on the Soo Line near Eden Valley, Minnesota in 1919 or '20. The Winnipeg Limited hit a tank truck at a grade crossing, the locomotive and first baggage car stayed on the main line with only the rear truck of the baggage car derailing. As the tank truck was dragged along the tracks, it flipped a turn-out, sending the rest of the train into a siding and a standing freight. The impact reduced one

box car to a few feet in length, and scattered the CP coaches about like match sticks. It was during the national rail strike and non-union labor operating a crane caused it to tip up on end. N. Edward Johnson was working at a nearby grocery store and took the photographs. He later worked for three years with a GN wrecking crew.

COMING EVENTS

November 24 — Monthly meeting of the Lake Superior Transportation Club in the Depot — last meeting for 1989. There is no meeting in December due to the holidays.

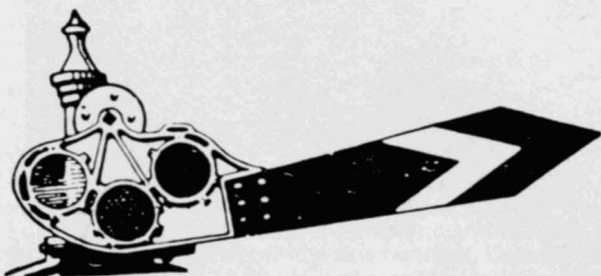
January 26 — Annual meeting and election of the LSTC.



The DM&IR tunnel under London Road will soon disappear as work begins to lower the overpass to eliminate a blind spot. The area will also be the interchange from London Road to I-35 which is being extended along the Lake Shore from downtown Duluth to 27th Avenue East. Several buildings in the vicinity will be eliminated for the road construction, including the Lemon Drop Restaurant, Flamette Motel, Duluth Veterinary Clinic and Wright's Nursery and the ICO London Square.

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