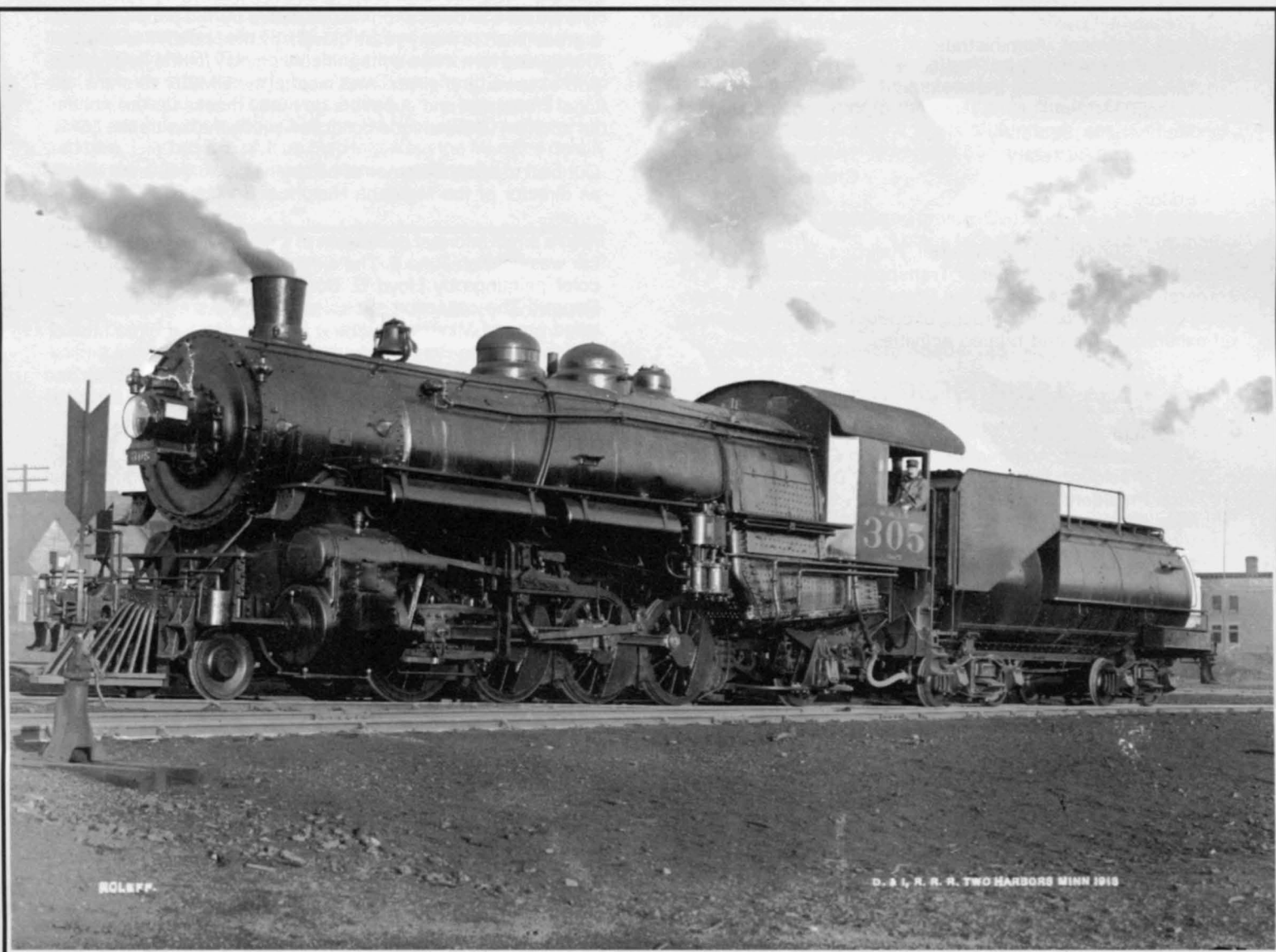


**LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION**



Laker

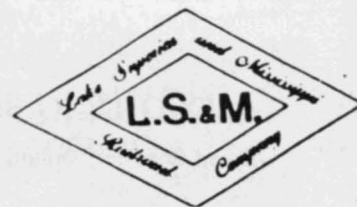
SUMMER, 1989



SOLEFF

D. & L. R. R. TWO HARBORS MINN 1918

Lake Superior and Mississippi Railroad



THE LAKER

Summer, 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.

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Editorial Comment

This certainly has been a year for special events and parties, starting in March with a party for **DeWayne Tomasek** on his making Journeyman air traffic controller. Then on May 11, the annual meeting of the LSMT and the dedication of the China Car. June 8th was the big party for the dedication of the North Shore Scenic Railroad and on July 7 a farewell party for museum director **Larry Sommer**. The following week saw back-to-back conventions of the Great Northern and the Northern Pacific Historical Societies with some of the activities held at the railroad museum. A planned excursion trip on the BN to Brainerd for the NP group was cancelled for lack of insurance.

The China Car dedication was attended by 180 people and was a great finish to many years of work by the NARBW to refurbish Car 68 and turn it into a magnificent display for the large collection of china and silver. And also to the DM&IR veterans, the local craftsmen and suppliers go many thanks for the wonderful addition to the unique collection which makes up the LSMT.

Our best to **Larry Sommer** as he begins his new duties in Helena as director of the Montana Historical Society.

Also a small informal dedication of a new exhibit in the baggage car was held on June 3. The exhibit is a collection of 30 water-color paintings by Lloyd E. Borg, entitled the "Disappearing Depot." The collection shows many of the small depots scattered around Minnesota during the hey-day of railroad travel. Members of the Borg family and relatives attended the dedication. Take the opportunity to view the wonderful collection and the masterful refurbishing of the interior of former NP baggage car 255.

Attendance of the dedication of the North Shore Scenic Railroad was by invitation only and it was done up in a great style what with speakers, the Hungry Five Band, Gerry Ouellette, lunch, ride on the RDC and a lot of hype and hoopla. The NSS has a big billboard saying "Coming in 1990" and also some very colorful brochures advertising the dinner train, the RDC and the steam train excursions.

The brochure says "tentatively scheduled for 1990." The steam train and RDC is also tentatively scheduled for June 16, 1990" and timetables and ticket prices are "to be announced." North Shore Star Clipper dinner trains are to have "300 departures per year. Reservations suggested."

Continued on next page

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

Continued from previous page

According to a highway report, the tracks between Mesaba Avenue and 32nd Avenue East, about four miles worth, are to be laid by the end of this year. But as of the end of July, the London Road Bridge work has not begun. The bridge will be rebuilt and lowered, meaning the tracks beneath have to also be lowered six to eight feet. It's nice to be optimistic and thinking positive, but . . .

And the figure of \$196,000,000 for the total cost of completing the freeway from Mesaba to 26th Avenue East, nearly four miles. Just think what that amount could do for say getting Amtrak back to Duluth or a light-rail transit system?

A picture taken by **Wallace Pease** appeared in the February, 1965 issue of *Trains* showing the D&NE 1907 Alco 2-8-0 No. 28 coming across the bridge over the Cloquet River during the weekend of August 29-31, 1964, commemorating the last days of steam on the D&NE. According to the picture caption, the trips were well-attended, with No. 28 pulling two solarium cars belonging to the DM&IR. The editor remembers that weekend as the last time he rode the rails between Cloquet and Saginaw, up until this past June. There was a time when one could buy a ticket and ride the caboose of the D&NE behind steam which ran on a daily basis to pick up pulp logs from the Missabe destined for the paper mill or match factory in Cloquet.

COVER PHOTO

What with SLRs, auto focus, self winding, computer chips, etc., technology has made picture taking very simple. But still there is something to be said about the excellent quality of photographs taken with cumbersome cameras and glass film such as this photo from the F. A. King collection. This is from a glass plate negative on file at U.M.D. showing a brand new 2-8-2 Mikado just delivered to the D&IR in 1918. Locomotive No. 305 is shown in the Two Harbors yard. The building at the right is the depot and the photo clearly shows the name at the top of the building: Duluth & Iron Range.

MUSEUM SPONSORS EXCURSION TRIP FOR CLOQUET LUMBERJACK DAYS

The Lake Superior Museum of Transportation and the Duluth & Northeastern Railroad cooperated to run a series of excursion trips from Cloquet's Dunlap Island to Saginaw as a part of Cloquet's annual Lumberjack Days celebration.

The D&NE's SW 1000 No. 35 provided the motive power, with the Ranier Club and the E&LS's Dolly Madison observations at either end. In between were the museum's coach 33, baggage car 66, Minnesota II, the LS&M's coach 85 and E&LS's commuter coach No. 100.

The weather was ideal, but the crowds were not a complete sellout as hoped, which some claimed to be due to inadequate advertising. Three trips were held on Saturday, June 24 and two on Sunday, June 25 over the 11-mile stretch between Cloquet and Saginaw.

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

CLASSES TO BEGIN IN THE FALL, PRE-REGISTRATION REQUIRED

Classes on the operation and maintenance of locomotives and rolling stock are planned to begin in early October at the museum, a continuation of a series of classes held last winter.

One subject to be covered will be injectors on steam locomotives, their operation and maintenance, according to instructor **Lee Tuskey**. It is also planned to give the students a hands-on experience in operating the two diesel locomotives in the museum and also experience in firing a steam locomotive when No. 14 returns.

Last January saw about 40 people begin a class which focused on the various parts and construction of steam locomotives and the operation of air brakes. During the eight weeks of instruction the number of students dropped to about half.

One of the requirements for attending any future classes will be that a student must have donated an adequate amount of time in volunteer work to the museum or the LS&M. As it has been stated previously, "It is not all fun and games. Running a railroad or a museum is serious business and there is always work to be done."

Pre-registration is asked and prospective students are to indicate their interest in joining the class by notifying the editor by mailing a post card or letter to:

Jergen Fuhr, Editor
4301 Jay Street
Duluth, Minnesota 55804-1457

RAIL AUTHORITY DEDICATES LINE, PURCHASES FIRST PIECE OF EQUIPMENT

What looked like a political rally with red, white and blue bunting, politicians, dignitaries, a band, speeches, and everybody wearing a red neckerchief was really the dedication of Duluth's newest tourist attraction and business enterprise.

The North Shore Scenic Railroad was formally dedicated on June 8th at the Lake Superior Museum of Transportation with a press conference at 11:00 a.m. and a dedication program at noon for invited guests. A stage was set up in front of tracks four and five complete with flags and bunting. Some of the equipment on track six had to be moved to make room for a flat car, also draped with bunting, from which a band performed. Speakers for the occasion included Governor Rudy Perpich, Don Shank, and Liz Prebich, chairperson of the Rail Authority, and others.

It was announced that the Rail Authority had signed a contract with Jack Haley to operate a dinner train on the new railroad and Mr. Haley also spoke at the dedication. He operates the Cedar Valley Railroad and the Star Clipper dinner train, Waterloo, Iowa.

As guests arrived at the Depot, they were given a red neckerchief imprinted with the railroad name and logo and telephone number, 726-2455. Each guest was also given a box lunch and could eat in the former Amtrak depot or on tables set up under a dining fly in the adjacent parking lot to protect the guests from the almost constant drizzle that fell during the day.

Continued on next page

Those attending the dedication were also treated to a short ride on the first piece of rolling stock purchased by the Rail Authority, rail-diesel car purchased from the Blue Mountain and Reading Railroad. The Budd car operated from near the parking lot to where the freeway crosses over the track at the far end of the depot yard.

The museum's Rainer Club (NP observation-lounge 390), GN diner 1250 and the Missabe's observation car Northland were coupled together and spotted on track one for inspection by any of the guests.

The RDC arrived at the museum a week before and members of the Lake Superior Transportation Club quickly cleaned the interior and exterior of the car and did some repairs to get it into a presentable condition for the dedication. Upon its arrival in Duluth, three side windows were found smashed, an end window frosted over and two end windows cracked, all of which were replaced. Three seat cushions were also missing, requiring the quick construction of new ones by a club member.

Handles for the brake valve, throttle and reversing controls were missing and had to be replaced with whatever could be found around the museum. Members also worked on the diesel engines and controls to get the RDC into operating condition.

Present plans are to operate a tourist train from the Depot to Glensheen on a daily basis. A run-around will be built near 40th Avenue East. The RDC will operate between Duluth and Two Harbors, leaving Duluth in the morning, going from Two Harbors to Knife River, back to Two Harbors and leaving for Duluth in the afternoon.

Plans also include the operation of freight trains over the abandoned DM&IR tracks, possibly hauling pulp and wood products and supplying the new paper mill in West Duluth, and the publicly-funded rail line hopes to begin operations next summer.

The Regional Rail Authority is seeking management proposals from potential operators and hopes to receive \$600,000 from the Economic Development Administration. It is also looking to receive \$200,000 from the City of Duluth and an equal amount from Two Harbors.

Duluth wants the Rail Authority to allow an easement along the lake shore for a Lakewalk trail and there seems to be some dissension between the Rail Authority and the City Planning Commission as to who is going to move first.

According to the local press, Duluth's contribution is contingent upon the Rail Authority's receipt of funds from the EDA, and Two Harbors' matching funds is contingent upon Duluth's commitment, without which the city won't get the easement for its Lakewalk trail. Minnesota has appropriated \$1.5 million for the purchase of the abandoned rail line.

The last train to operate over the line was a special excursion train sponsored by the Lake Superior Museum of Transportation and the DM&IR to commemorate the 100th anniversary of the former D&IR in 1984. The train operated between Duluth and Two Harbors on Saturday and Sunday, July 28 and 29 with a side trip to Waldo, about five miles north of Two Harbors, to benefit the residents of Two Harbors. Sell-out and near sell-out crowds patronized the two-day event on both the short and long segments of the trip and it was also the best in financial returns for the museum among the many excursion trips that have been sponsored over the years. The former DM&IR line was last used for freight at least two years prior.

When freeway construction began in Duluth many years ago, the first plans were to relocate the DM&IR line from Proctor and going north of the city to connect up with the present line

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LARRY SOMMER LEAVES DULUTH FOR POSITION IN MONTANA

The director of the St. Louis County Historical Society and the Lake Superior Museum of Transportation has left Duluth to take up a similar position in Helena, Montana.

Larry Sommer has been with the Historical Society for the past dozen years and upon the retirement of Don Shank from the DM&IR in 1981, Larry became a part-time director of the railroad museum. Up until then the museum was operated by board officers.

A farewell party was held for Larry at the museum on Friday, July 7 with speeches from members of the Minnesota Historical Society, St. Louis County Historical Society, farewell gifts, the Mike Meier Duo and a light supper served from the baggage carts and plenty of beverages.

The Laker's staff photographer was asked by the museum office staff to photograph the event. The photos would be put in an album as a pictorial remembrance of the museum and the many people, board members and office staff that have helped to make our railroad museum one of the top museums in the country.

Larry leaves us with this message:

To all Members of the Lake Superior Transportation Club,

Just a note as I get ready to leave for Montana to personally thank all of you for your outstanding support of the Lake Superior Museum of Transportation and all of the projects the Lake Superior Transportation Club members have assisted with.

Although I am looking forward to my new assignment, I'll miss my association with the Museum and the Transportation Club members.

Best wishes to everyone.

Sincerely,

Lawrence Sommer
LSMT Director

somewhere up the shore and letting the highway department have the right-of-way along the shore for the freeway. But the Missabe was still using the North Shore Line and to relocate the line would have been a very costly undertaking. The plans to use the right-of-way were then scrapped and the railroad remained in tact.

But freeway construction did require the removal of portions of the North Shore Line . . . from First Avenue East to Fitger's and one of two tracks through Leif Erickson Park and a portion of the former Endion yard. Also a deluge following Grandma's Marathon in 1986 washed out portions of the line in the Endion yard and other isolated parts further along the shore.

Further freeway construction will again require the removal of a section of track . . . the lowering of the London Road Bridge, often referred to as Lemon Drop Hill after the name of the restaurant located adjacent to the bridge. Lowering of the bridge to remove a blind spot will also require lowering of the tracks beneath.

Some grading of the right-of-way has been done, but there is

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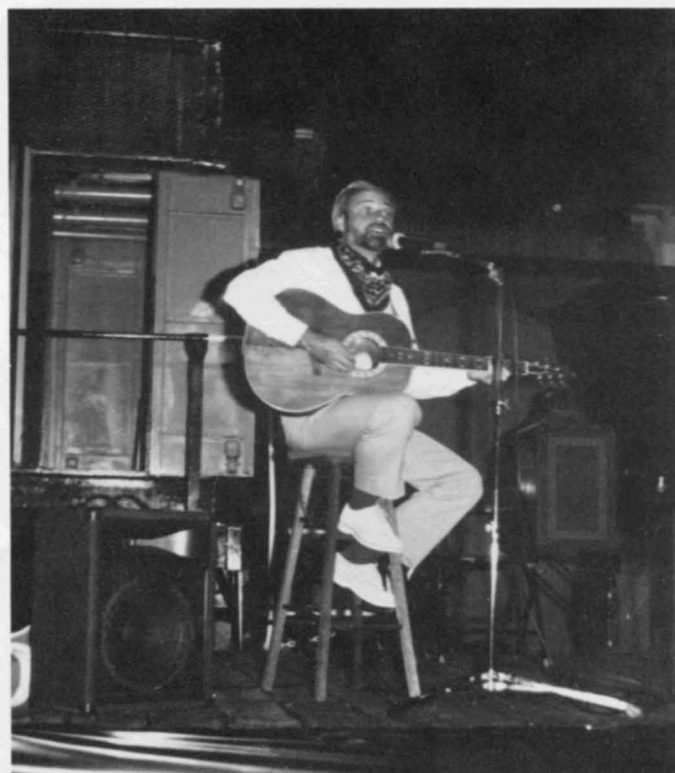
still a lot of track that has to be replaced. Construction of the new bridge on London Road is expected to begin in late 1989.

Some other dates taken from the I-35 fact sheet:

- The freeway to Mesaba Avenue was opened to traffic in 1971.
- Construction of the Lake Avenue Interchange began in August, 1983.
- Railroad relocation of the Bridge Yard which served the DM&IR, DWP, BN, CNW, and Soo was in 1983 and 1984.
- Construction eastward from Mesaba Avenue began in 1985 after removal of the Bridge Yard.
- I-35 was open to Lake Avenue in November of 1987.
- It is expected to have I-35 open to 10th Avenue East by November of this year and opened to 26th Avenue East by late 1992.

Also, according to a highway department list of projects, the railroad track replacement between Mesaba Avenue and 32nd Avenue East is valued at \$720,000 and expected to be finished between September and December of this year.

Landscaping from Mesaba Avenue to 1st Avenue East will cost \$1,800,000, and on London Road from 29th Avenue East to the Lester River, \$23,000 for tree planting and landscaping. The total cost of I-35 from Mesaba to 26th Avenue East is expected to be \$196,000,000.



Gerry Ouellette composed a special song for the NSSRR and presented it at the dedication of the new rail line.



The RDC purchased from the Blue Mountain and Reading Railroad is the first piece of equipment for the new North

Shore Scenic Railroad.

CHINA CAR ARRIVES

June 16th saw a new car delivered to our property. The car was built for the Duluth Missabe & Northern in 1908 and numbered 68. When built by American Car & Foundry, the car had hot water heat, commonwealth trucks and could seat 78. The car was rebuilt in 1927 by the railroad into a coach/baggage with a seating capacity of 40 people. After the 1927 rebuilding, the car was renumbered 114. The car in this form lasted 21 years until 1948 when it was again rebuilt. This time the car would be converted into a wrecking crew car: bunks, stove, heater and lockers were installed during this time. This is the form the car was in at the time of DM&IR's donation.

The car will be used by the Twin Ports Chapter of the National Association of Railway Business Women for their large collection of dining car china and silver. The chapter began collecting dining car china and silver for display at the Museum in 1978. The collection has long since outgrown display cases in the Museum according to Marilyn Persch. Much work needs to be done to the car but Mrs. Persch feels that with the help of the DM&IR Veterans Employees Association and NARBW members, the car will become an excellent location to display the fine collection.

— Summer issue of the "Laker," 1982



Jack Halley, owner of the Cedar Valley Railroad which operates the Star Clipper dinner train announces plans for the operation of a dinner train on the North Shore from Duluth to Two Harbors.



Bill Mickelsen served as conductor for the Budd car rides as part of the dedication of the NSSRR on a wet June 8, 1989.

DAVID L. KOONTZ . . .

passed away on May 2 in Duluth. A lifelong resident of Duluth, he served in the Air Force during the Korean conflict, later working for the DM&IR as a locomotive engineer on the Proctor hill until a serious auto accident in 1965. He was instrumental in getting Amtrak services to Duluth and was active in many other civic organizations. May God bless his memory.

CHINA CAR IS FINISHED!

It was seven years ago in June that DM&IR car 68 arrived somewhat weather-beaten and in a state of disrepair having been exposed to the elements for many years.

The first order of work was to clear out the fixtures used by the wrecking crew. Then came the long and tedious task of trying to replace the missing stained-glass, the woodwork that had been damaged by remodeling or the elements, inside and out and careful planning to convert the interior into a suitable display environment for the fine collection of railroad and steamship china and silver that the ladies had accumulated over many years.

The car was originally under the parking ramp on its arrival for the gutting and cleaning phase and was later moved inside the museum for the remodeling, followed by many hours of painstaking work to remove paint, repair damaged woodwork, rebuild the windows and stained-glass, build cabinets and display cases for the china and silver.

The wood exterior with its vertical slats was also repaired and painted a Pullman Green, the underside of the car was cleaned and painted black. Local craftsmen were employed in the cabinet-making, replacement of the windows and woodwork and carpeting, while members of the NARBW and the DM&IR Veterans Association spent many hours in the tedious task of stripping paint and refinishing the interior woodwork.

Over the years, from what seemed an almost impossible task of renewing a piece of equipment better suited for the scrap yard, emerged a beautiful addition to the museum's unique collection. (The car had actually been slated for scrapping after remaining unused since the late 1940's.) Last September saw a sneak preview of the nearly finished car during the NARBW district conference held in Duluth. The china car is located on track two next to the south wall of the museum and is coupled to the DM&IR car 19 which holds a pictorial history of the D&IR.

Continued on next page

Laker Extra!

LAKE SUPERIOR TRANSPORTATION CLUB

THE TWIN PORTS COAL CONNECTION

If you had to take a guess, which single rail customer in the Twin Ports receives more cars and tonnage than any other? If you said the Superior Midwest Energy Terminal (SMET) you are correct. With just over 10 million tons of coal shipped per year, this Superior facility easily stands out among all others found along the Duluth/Superior waterfront.

First time visitors to the Ports will not miss the facility, located on the Superior side of the St. Louis bay between the Blatnik and Bong highway bridges. When entering Duluth on Interstate 35, one of the first views is of the huge coal stock pile that stands out as a black mass among blue and green during the summer. It is not hard to miss a seven million ton capacity storage pile!

LAKER EXTRA! SUMMER 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

Facility Identity

The Superior Midwest Energy Terminal was commissioned in March of 1976 to provide for the low sulfur western coal needs of the Detroit Edison Company power plants located in southeastern Michigan. The terminal is located on what was formerly the site of three coal docks that were previously used for inbound eastern coal.

Midwest Energy Resources Company, a wholly-owned subsidiary of the Detroit Edison Company, has the responsibility for overseeing the mine, railroad, terminal, and vessel components of Detroit Edison's 1,700 mile rail/vessel transshipment system. Over the last 12 years, a number of facility additions and operating modifications have allowed for well over 10 million tons of western coal to be shipped annually. Today, SMET is one of the world's highest capacity coal transshipment facilities.

Rail Connection

Burlington Northern provides SMET with the transportation of the coal that originates in the Powder River Basin. Nine Detroit Edison owned aluminum unit train sets of 115, 108 ton capacity cars transport the low sulfur sub-bituminous coal from the Decker/Spring Creek mines to the terminal. The unit trains travel the 1,037 mile route in approximately two days carrying 12,500 tons of coal each trip. An average of just over two trains per day are required to supply the needed tonnage to the facility.

The unit trains enter the 200 acre terminal

SUPERIOR MIDWEST ENERGY TERMINAL

MIDWEST ENERGY RESOURCES COMPANY



- PRIDE IN OUR PEOPLE
- PRIDE IN OUR PRODUCT
- PRIDE IN OUR SERVICE

site via a 3.5 mile perimeter track. Two trains can be accommodated on the property at one time. Movement and unloading of each unit train is accomplished using a remote controlled car indexer and rotary car dumper. The car indexer pulls the entire train forward to position each railcar onto the rotary dumper. Special rotary couplers on each aluminum car allow the individual car to be turned upside down and unloaded without uncoupling. One car per time is dumped. The trains are unloaded at a rate of 3,500 tph. The average unloading time is just under 4 hours.

The Burlington Northern usually powers the unit trains with three EMD SD-40-2's with an occasional GE unit thrown in. When the new Oakway SD-60's were being delivered, the BN tried out a number of them on the Detroit Edison (DE) trains, usually two per train, thus replacing the three SD-40-2's. This experiment lasted only a few short months as the railroad replaced the newer units with the three unit set of older locomotives. Some problems the Oakways ex-

SMET continued

perienced included trouble fitting the big locomotives through the dumper as well as some slipping on the road. BN also uses two empty BN coal cars on the head-end of each train to allow for proper positioning with the indexer. The empty cars are usually picked-up and set-out west of Carlton.

The Detroit Edison (DE) trains are some of the easiest to photograph in the Twin Ports simply because of their number. Chances are good that during daylight you will see a unit coal train leaving or arriving at the facility. The trains travel over the ex-GN line to Carlton and then over the former NP line to the Dakotas. Some of you might recall the head-on crash between two DE trains near Motley a few years back.

Shiploader

The shiploader is a single traveling gantry type fed by a 96 inch tripper conveyor. The shiploading facility can accommodate vessels of up to 1,100 feet in length with a 105 foot beam and 28 ft draft. Vessel loading rates can be controlled to range from a minimum of 2,500 tph to a maximum of 11,500 tph. A typical 70,000 ton net coal loading on a 1,000 foot lake vessel requires approximately 9 hours of loading time, with the vessel loading rates averaging 7,500 tph. Coal is received at SMET on a round-the-clock basis approximately 350 days per year and loaded on ships approximately 280 days per year. The vessels calling on SMET most frequently include the Belle River, St. Clair, and William J. Delancy.

Today

Today SMET has an employee count of 53, 21 management and staff employees and 32 bargaining unit employees.

The recent coal strike in the east has given SMET some new market potential. Unfortunately, the lack of lake vessels has hampered the new market penetration. SMET does ship/sell coal to Marquette, Michigan by lake vessel and is also exploring the Canadian market. There are plans to expand the storage area at the facility to handle the anticipated goal of shipping 18 million tons in the future.

(Thanks to the Superior Midwest Energy Terminal and Dan Mackey)



ABOVE: A Detroit Edison coal train unloads at the Superior Midwest Energy Terminal in Superior. The train is being moved through the dumper automatically by an indexer. Note the two empty BN spacer cars behind the locomotive. **BELOW:** The motor vessel Belle River takes on a load of coal at the dock facility. On the left of the photo is the unit train dumper while on the far right is the rail ferry Incan Superior at its dock. (Midwest Energy Resources photo)



BURLINGTON NORTHERN

On June 6, 1989, the final abutments and bridge of the ex-GN ore dock approach in Allouez were removed, thus forever limiting the Allouez dock system to conveyor fed taconite. The approach and bridge had to be removed to allow for the widening of Highways 2 & 53 through Superior.

In other BN bridge related news, the impressive Nemadji River structure began to be dismantled in mid-June and is now almost totally removed. The BN, as you may recall, abandoned the former GN structure in favor of the Soo Line bridge located downstream. Interesting enough, the BN is now finding out that the "new" bridge is starting to see some of the settling problems that the GN bridge experienced. Never in its life had the old Soo bridge seen tonnage levels like those being run over it today. Should the BN have kept the ex-NP line to Hinckley?

Speaking of removal, part of Saunders Yard has been removed. The track involved was on the far east side towards highway 35. The importance of Saunders yard as an interchange location has diminished greatly in the past few years and the future of the yard in its present configuration is uncertain.

Motive power news for the Twin Ports has been interesting since the last issue of the *Laker Extra*. Two EMD SW-1500 switchers have been assigned to handle some of the local chores. The units, 315 & 317, are rare to the Twin Ports. This could very well be the first time ever that this locomotive model has been assigned to this terminal by the BN for any length of time. The weaker sisters to the SW-1500s, the SW-1000s, have been assigned to the Ports for some time (444, 431, 445, to name three). Enjoy these 1,500 horsepower locomotive models while they still are assigned here.

SD-60's on taconite? Yes. BN tried the power combination of two Oakway SD-60's on various taconite trains during May. The units were numbered 9097 and 9092. After the experiment, BN went back to the standard SD-40-2 consist.

An occasional DM&IR unit is showing up on the BN to equalize power generated by the new all-rail taconite trains from Eveleth Taconite. BN power is used for the trains while they are on the DM&IR, hence the need to let the BN use a Missabe unit. DM&IR SD-9 # 150 was spotted at 28th St in Superior on June 17.

The first production Ziegler Generation II GP-20 rebuild was spotted in Rice's Point yard on Friday, June 30 being inspected by the railroad after being delivered by the DM&IR. The cat equipped diesel will be assigned out of the Northtown pool. The previous week saw the unit testing on the former Reserve Mining trackage near Babbitt (see photo page 8).

Northtown assigned rebuilt GP-30's and GP-35's are showing up in Superior on the Twin Cities trains. A number of the units in fresh paint have been spotted laying over between trips. In the mid-1980's, unrebuilt GP-30's were seen frequently in the Twin Ports. In fact, the last train to travel on the Ashland branch was powered by a GP-30. It is nice to see the unique locomotives back in the area.

Possible good news for the BN was recently heard when a Canadian firm announced plans to build a wood products based plant in Deerwood along the former NP Superior-Staples line. It is yet to be seen how many cars the railroad will get from the plant, but hopefully it will be enough to make the Brainard local busier. An expansion at Blandin Paper in Grand Rapids might be enough reason to start the Grand Rapids local again. The local has not run in the last year or so.

The former LST&T depot in Superior has reopened as an antique shop with various other small shops. Also, near the depot, work has begun on the City of Superior supported ice rink. The rink will be just south of the Depot. Workers digging the foundation for the rink had trouble with a number of buried railroad ties. Well, it was a railroad yard! Amtrak had used the Superior LST&T depot for most of its running, that is up until the last few years when it was decided to bypass the Superior stop. The

depot was then closed and put up for sale. The adjacent yard was removed after the BN assumed most of the Terminal's duties.

BN varnish does appear from time-to-time in the area. Take for example the business car *Yellowstone River* which was spotted at 28th St. on May 16. The car was in the area for a demonstration of the A.R.E.S. satellite tracking/dispatching system. The BN is testing this advanced technology on the "captive" Iron Range taconite trains and the trains that travel in the ore district. The A.R.E.S. system has undergone many improvements since its introduction a few years ago.

Also in town were a number of business cars for the Great Northern Historical Society Convention July 11-13. The cars were used to haul former BN dignitaries from Minneapolis to the convention. The cars were hauled behind BN trains 835/836.

In the miscellaneous category, new station signs for Superior have been installed at 28th St. The new signs are the standard BN issue, white with black lettering.

The Cloquet depot is still standing, yet quite run down. Some groups in the area want to save it, the BN considers it surplus. Get your photos now!

The railroad open house planned for Saturday, August 12 is going to be quite the event. Tours of Allouez, SMET, and short train rides using museum equipment are just some of the activities planned. The train rides will be from 28th St. to Saunders. This promises to be a must for local railfans.

There is renewed talk of abandoning the far western portion of the BN's Iron Range trackage. Taconite and local trains would use the Brookston line both ways. Now, trains can make a giant loop, leaving the Grand Rapids mainline at Brookston and rejoining it at Gunn. A number of old trestles along the line are the main reason for abandonment. Another historic line disappears?

DM&IR

Locomotive news: The most recent SD rebuild, #310 has been released. The unit was spotted switching at Keenan yard in early June.

The former Bessemer & Lake Erie SD-38-2 #892 has emerged from Proctor sporting a new number and paint job. The unit is numbered 215 and was seen fresh out of the paint shop on May 20. The Bessemer unit had come to the DMIR in 1980 wearing its bright orange paint. This was the most easily recognized unit on the roster, now it simply becomes one of the fleet. It has been generally assigned to the Two Harbors' pool.

Three USX Minntac engines (943, 947, & 936) were spotted at Keenan yard. They sat there for several days before being shipped to Wilson in Des Moines for rebuilding and eventual shipment to USX's Fairless plant. Several more, eight or nine, are also going.

Last summer the Missabe tried a slug (#500, ex BN {NP} ET-3) on the Thunder Bird to Fairlane crude ore trains for Eveleth Taconite. The unit consist was also used as the dock switch in Duluth. It was mated to the 163 on the short hood end. The slug was placed in storage later in the year...Another attempt with a slug has been tried using the 149 wired as a slug and not running the diesel engine and generator. It was hooked between the 163 and the 186 and used on road trains to the pellet plants. Most recently the 163 and 149 have been working as a set out of Keenan.

Just what railroad is this? Both C&NW and BN power have been running thru on all-rail taconite trains. The C&NW trains go to Geneva, Utah via the UP and the BN trains are a new development to Alabama. BN hauls Eveleth Taconite while the Northwestern handles Minntac pellets. The standard power for these trains are SD-40-2's. Expect to see DM&IR units on the BN and C&NW as mileage equalizers.

Speaking of Eveleth Taconite, earlier this Spring a northbound empty ET train was traveling just south of Zim along county

highway seven when it started six separate grass fires along the right-of-way. The DNR fire crew had to be called out to quench the flames that were threatening to get out of hand on the windy day. Those non-turbocharged units do throw off sparks from time-to-time.

The Biwabik west yard has been extensively removed. This yard was located on the west end of town and hadn't seen much use since the area mines closed. Also in Biwabik, the branch line that headed out of town to the east has been removed. The branch served a mine near the Giant's Ridge ski area.

An interesting site was 45 loaded taconite cars on the pulpwood loading tracks at Skibo, south of Allen Junction. It is not known why they were there. Speaking of pulpwood, there are still some good numbers of pulpwood loads going out of Embarrass. Embarrass is the end of track of what used to be the Ely main line. The roundhouse in Ely still stands and is used by a local contractor. The abandoned roadbed is used as part of the cross-range Taconite Trail snowmobile route.

Two Harbors continues to be the largest shipper of taconite on the Great Lakes. Allouez is not far behind. Most all of the Minntac tonnage goes out of Two Harbors, with Eveleth and Minorca pellets filling the docks at Duluth.

Look for the Missabe to begin shipping all-rail with the Wisconsin Central this fall. Last year saw limited trains in cooperation with the WC. As with the BN and C&NW trains, WC power will most likely run-thru, so expect to see WC SD-45's on the Range. During 1985 the BN used SD-45's in Tac service but soon pulled them in favor of more modern power.

A major Missabe customer, Inland Steel and their Minorca mine, recently announced the obtaining of new taconite reserves that will allow for continued supply of that mineral for another 15 years. The current Minorca pit was scheduled to be exhausted in the year 1992. The new reserve will be called the Biwabik-West Taconite Reserve and will be known as the Laurentian Mine. The site is located near Gilbert about six miles southeast of the Minorca pit.

(Thanks to Doug Buell and Tim Schandel)



ABOVE: Three ex-UP GP-30's sit in the small yard at Wales on the DM&IR's Wales Branch on July 4. The units are numbered 805, 828, & 832. The three EMD's have new running gear and underframes but are gutted above the running boards. They are going to Ziegler in Babbitt for installation of cat engines reportedly for the Soo Line! The ex-UP units had been stored at Shoreham shops (Soo) for some time before being worked on and shipped to Babbitt. Note the ex-Reserve Mining side dump cars on the adjacent track.



June 8, 1989. The North Shore Scenic Railroad gets off the ground at the Depot. Free Budd car rides and tours of the DM&IR's Northland were offered to the press and invited guests. The rain did not seem to detract from the event.

DW&P

It's not every day that you hear about a train hitting a herd of buffalo in northern Minnesota. But that is exactly what happened to a Peg train on July 11. The train struck and killed three of 12 buffaloes that had congregated on a bridge near Melrude. The engineer put the train in emergency but could not stop in time. The buffaloes were part of a group of 100 that escaped from a ranch in Cotton, 8 miles from where the accident occurred. Just like the wild west!

An interesting cargo was handled by the DW&P on July 7. Approximately ten 86 ft. flatcars loaded with military trucks and light vehicles were picked up in Virginia by a southbound freight. The cargo was most likely the local reserve unit being transferred to Camp Ripley for summer training.

The ok has been given to the Museum to run a September excursion between Duluth and Virginia. This trip will be the second passenger extra this year, the Peg is planning their employee picnic train for August 6. The Museum trip will be September 23.

It appears that the DWP has sold their truck hi-rail wrecking rig. The Holmes wrecker was spotted under the ownership of the contractor removing the Nemadji river bridge.

LAKE FRONT LINE

Thursday, June 8, marked an important milestone in the Twin Port's newest railroad, the North Shore Scenic Railroad. It was on that day that the deed for the DM&IR trackage between Duluth and Two Harbors was signed over to the Regional Rail Authority of Lake and St. Louis Counties.

The signing took place at the museum with the full complement of invited guests and press. Plans call for the excursion, freight, and dinner trains to begin operation by June of 1990. Jack Haley, of Trains Unlimited, will be operating the dinner trains. Jack currently runs the very popular Star Clipper service in Iowa. His firm will be providing their own equipment.

The freight and excursion trains have yet to find an operator. The Rail Authority has a commitment from Louisiana Pacific in Two Harbors to haul their wood product to Duluth. The DM&IR still retains trackage rights for use between their two dock facilities. The LS&M was asked to submit a proposal to operate the excursion portion of the operation but declined the offer for a number of reasons.

The railroad has already purchased a Budd car for the Duluth-Two Harbors trips. The

car is currently stored in operating condition at the museum. The car was last used by the Blue Mountain & Reading line in the east. The RDC is thought to have a C&NW heritage.

Some large problems loom for the scenic railroad. They include having the east Duluth trackage in place by June. The track is currently removed for the extension of Interstate 35. Another concern is a battle between the Authority and the City of Duluth over easements near the City's proposed lake walk. It seems that the Authority will not give an easement along the right-of-way to the City for their lake walk until the City pops for \$200,000 in funding for the railroad. This problem could become heated.

A lesser problem comes from the use of the railroad's logo (see below). Does that look familiar? The Norfolk Southern might think so!

Initial plans also call for the use of the Museum's steam locomotive #14 on some of the short trips. The 14 should be under steam by early 1990 if not sooner.

NORTH SHORE SCENIC RAILROAD



NS NORFOLK SOUTHERN

MINNESOTA'S TACONITE TREASURES

Minnesota is blessed with two private taconite hauling railroads, LTV Steel and Cyprus Northshore. One railroad is currently operating and the other hopes to be shipping by the start of next year.

CYPRUS NORTHSHORE

As mentioned in the last issue of the Extra, Cyprus Minerals of Colorado had submitted a bid to purchase the former Reserve Mining Company of Babbitt and Silver Bay. Soon to follow Cyprus' bid came a similar one from North America's largest producer of taconite, Cleveland Cliffs. After a short bidding war, Cyprus was awarded the right to purchase Reserve for \$52 million.

The new name for Reserve will be Cyprus Northshore. Cyprus hopes to have the Taconite plant and mine in operation by the first quarter of 1990. Production will be low at first, around 2.5 million tons. Eventually they hope to have 4 million tons being produced on a yearly basis.

LTV STEEL

LTV operates a taconite plant in Hoyt Lakes and hauls finished pellets over a 75 mile mainline between the plant on the Iron Range and their private dock at Taconite Harbor. LTV (formerly Erie Mining) runs an average of four trains per day over their railroad, not to mention numerous crude taconite mine runs from their isolated Dunka Mine.

The plant in Hoyt Lakes is a large producer of pellets and employs a large number of people on the East Range. Incidentally, LTV taconite operations are managed by Cleveland Cliffs, the same company that was unsuccessful in buying Reserve.

None of the locomotives have yet been repainted or relettered for LTV steel. Four locomotives were acquired last year with two, BN 4190 and 4186, going into service as the 7215 and 7216 and the other two units (BN 4185 and Alliquippa & Southern 700) supplying parts for the Alco fleet.

Five of the Baldwin S12 switchers are running and all of the fleet of f-units are on the pellet run to the Harbor. Access to the plant and dock grounds is not possible.

On September 9, LTV will run a rare passenger extra from Hoyt Lakes to Taconite

Harbor and return for regional mining engineers (A.I.M.E.) using museum equipment. A coach will be added for paying customers to help offset the insurance costs. The N.R.H.S. will be handling those arrangements.

(Thanks to Doug Buell)

RESERVE MINING ROSTER, FEB. '89

Number	Builder	Model	BUILT	NOTES
1200	EMD	SW8	6/52	Sold to E&LS
1201	EMD	SW8	6/52	Sold to E&LS
1211	EMD	SW9	6/53	
1212	EMD	SW1200	12/62	
1220	EMD	SD9	6/55	Sold to E&LS
1221	EMD	SD9	6/55	Sold to E&LS
1222	EMD	SD9	6/55	Sold to E&LS
1223	EMD	SD9	5/56	Sold to E&LS
1224	EMD	SD9	12/56	Sold to E&LS
1225	EMD	SD9	6/59	
1226	EMD	SD18	11/60	
1227	EMD	SD18	11/60	
1228	EMD	SD18	5/61	
1229	EMD	SD18	5/61	
1230	EMD	SD18	5/61	
1231	EMD	SD18	12/62	
1232	EMD	SD18	12/62	
1233	EMD	SD28	7/65	
1234	EMD	SD28	7/65	
1235	EMD	SD28	7/65	
1236	EMD	SD28	7/65	
1237	EMD	SD38-2	10/78	Sold to GATX
1238	EMD	SD38-2	10/78	Sold to GATX
1239	EMD	SD38-2	10/78	Sold to GATX
1240	EMD	SD38-2	10/78	Sold to GATX
1241	EMD	SD38-2	10/78	Sold to GATX
1242	EMD	SD38-2	10/78	Sold to GATX
1243	EMD	SD38-2	10/78	Sold to GATX
1244	EMD	SD38-2	10/78	Sold to GATX
1245	EMD	SD38-2	10/78	Sold to GATX

Compiled by the Erie Mining Historical Society

LTV STEEL ROSTER, January, 1989

<i>Num</i>	<i>Builder</i>	<i>Model</i>	<i>Built</i>	<i>B/N</i>	<i>Notes</i>
4210	EMD	F9A	5/56	20830	
4211	EMD	F9A	5/56	20831	
4212	EMD	F9A	5/56	20832	
4213	EMD	F9A	5/56	21048	
4214	EMD	F9A	7/56	21049	
4215	EMD	GP38	1/67	31949	ex 7250
4216	EMD	GP38	1/67	31950	ex 7251
4218	ALCO	C420	12/65	3437-02	ex 7220
4219	ALCO	C420	12/65	3437-01	ex 7221
4220	EMD	F9B	7/56	21050	
4221	EMD	F9B	7/56	21051	
4222	EMD	F9B	7/56	21052	
4223	EMD	F9B	8/56	21053	
4224	EMD	F9B	8/56	21054	
4225	EMD	F9B	8/56	21055	
7200	ALCO	RS11	6/56	81914	
7201	ALCO	RS11	6/56	81915	
7202	ALCO	RS11	6/56	81918	
7203	ALCO	RS11	6/56	81919	Wreck Jan 89
7204	ALCO	RS11	8/56	81929	
7205	ALCO	RS11	8/56	81930	
7206	ALCO	RS11	8/56	81932	
7207	ALCO	RS11	8/56	81933	
7208	ALCO	RS11	10/56	82036	
7209	ALCO	RS11	10/56	82037	
7210	ALCO	RS11	10/56	82038	
7211	ALCO	RS11	10/56	82041	
7212	ALCO	RS11	10/56	82042	
7213	ALCO	RS11	12/56	82050	
7214	ALCO	RS11	12/56	82051	
7215	ALCO	RS11	7/58	82954	ex NP 910
7216	ALCO	RS11	7/58	82950	ex NP 906
7222	ALCO	C420	12/65	3437-03	
7230	ALCO	C424	10/64	3382-03	
7241	BLDW.	S12	10/55	76117	
7243	BLDW.	S12	10/56	76125	"Last" Baldwin
7244	BLDW.	S12	7/53	75846	ex Monongahela 415
7245	BLDW.	S12	6/54	76016	ex Monongahela 425
7246	BLDW.	S12	2/53	75821	ex GN 27
7247	BLDW.	S12	2/53	75818	ex GN 24

UNITS REMOVED OR SCRAPPED

GN 26	Bldw.	S12	2/53	75820	Acquired for parts
UP 628	Alco	RS27			Acquired for parts
BN 4165	Alco	RS11	7/58	82949	Acquired for parts
AS 700	Alco	RS11m	7/57	82370	Acquired for parts
7240	Bldw.	S12	10/55	76116	Dispossed 2/88
7242	Bldw.	S12	10/55	76118	Dispossed 1/73
7248	Bldw.	S12		76013	ex Danuabe Mine 2.

Roster compiled by the Erie Mining Railroad Historical Society

BURLINGTON NORTHERN TRAINS

#

835 * Northtown to Superior, Daily

836 * Superior to Northtown, Daily

893 * Superior to I. Falls, Su-Tu-Thr

894 * I. Falls to Superior, M-W-F

897 * Grand Forks to Superior, Daily

898 * Superior to Grand Forks, Daily

33615 * Superior to Brainard, M-W-F

33616 * Brainard to Superior, T-Thr-Sat

141 * From Northtown to DWP, Daily

142 * DWP to Northtown, Daily

NT 401 * National taconite empty from
E. St.Louis.

NT 400 * National taconite loads to E.
St. Louis.

NT 600 * National taconite loads for dock

NT 601 * National taconite empty for
Keewatin from Allouez.

HT 800 * Hibbing taconite loads for Allouez

HT 801 * Allouez empty taconite to Hib-
bing.

HT 420 * All rail taconite from Hibbing
Taconite to Birmingham, AL.

HT 421 * All rail empty from Biringham to
Hibbing Taconite.

ET 420 * All Rail loads to Birmingham
from Eveleth Taconite (DM&IR).

ET 421 * Empty all rail taconite from
Birmingham to Eveleth Taconite.

DD 226 * Decker mine to Superior, alumi-
num cars for SMET. (Coal)

DD 227 * From SMET to Decker with
aluminum cars (Detroit Edison)

DD 126 * Decker coal loads from mine to
Superior with steel cars.

DD 127 * Empty steel cars to Decker mine
from Superior.



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!

LEFT: An loaded LTV Steel taconite train approaches isolated Reserveon its way to the dock at Taconite Harbor. Four F9's provide the power on this day, May 22, 1989.

RIGHT: Ziegler rebuild #2000 is shown testing on the former Reserve Mining trackage East of Babbitt. The unit is equipped with a caterpillar engine and is assigned to Northtown for the BN. Zeigler is leasing the former Reserve shops in Babbitt for locomotive rebuilding.



LEFT: Special duty for one of the BN SW-1200 switchers assigned to the Duluth/Superior area was handed down in June of this year when #180 was called on to handle a special passenger train for the dedication of Duluth's Western Waterfront Trail expansion. The switcher pulled the LS&M's coach #85 between the start and stop of the trail expansion in West Duluth. The LS&M's locomotive 46 was being repaired, so it was unable to provide the power for this special train.

Continued from previous page

Together the two display cars make an interesting combination depicting an important part of the area's railroad history.

As the visitor enters the china car, he passes an enclosed area on the left displaying three tables with linen, silver and china place settings.

Display cases on either side of the car are between the enclosed tables and a mid-car partition. On the other side of the partition are glass-enclosed wall cabinets which display the various pieces of silver and china and dining car uniforms. Storage drawers below hold other pieces of china and silver for rotating the displays.

The big day finally arrived on May 11 for the formal dedication of Car 68 during the annual meeting of the Lake Superior Museum of Transportation with a social hour held in the museum, and dinner and program following in the Great Hall of the Radisson-Duluth.

Donald B. Shank gave the opening remarks at the dedication ceremony, with acknowledgements and presentation by Marilyn Persch, Project Coordinator, and Lorraine Jenkins, President of the Twin Ports Chapter of the NARBW. Wayne C. Olsen, president of the LSMT gave the acceptance remarks. Hors d'oeuvres were served on the baggage cart catered by Susan Poupore and music supplied by the Mike Meier Duo.

Following the dedication ceremony, guests were invited to walk through the china car and then proceed to the Radisson Hotel for the dinner and program.

After a welcome and introduction of special guests by Lorraine Jenkins and the invocation of by Dr. Tim Zager, a dinner of baked breast of chicken with apricot sauce was enjoyed by all. Mrs. Persch then introduced the guest speaker, Richard W. Luckin of Golden, Colorado, who appeared in an attendant's uniform of the European International Pullman. In her introductory remarks, Mrs. Persch stated:

"This gentleman has been involved in the railroadiana hobby since the 1960's, when he started as a collector of RR dining car china and related items.

His interests expanded in 1977 when he founded and organized Mile High RAILFAIR — now one of the largest quality railroadiana shows in America. And during this period he served as National Director of the National Railway Historical Society.

In 1983 he published his first book, "DINING ON RAILS, AN ENCYCLOPEDIA OF RAILROAD CHINA." This 320-page volume is considered the best reference in the hobby, and has certainly been my bible. It is now out of print — if you are looking for a copy, and are lucky enough to find one — it currently sells for \$175! I'm sure Dick wishes it had originally sold for that price!

A companion book, "TEAPOT TREASURY" was published in 1987. And he is currently compiling data for his third book, "COLLECTING RAILROAD CUPS AND SAUCERS."

In addition to publishing, he writes two columns, "CHINA CORNER" for the RAILROADIANA EXPRESS, a quarterly magazine of the Railroadiana Collectors Association — for which he also serves as National Vice President; and "AIRLINE DINNERWARE" for the CAPTAIN'S LOG, a magazine for members of the World Airline Historical Society.

His interests have expanded to collecting china that represents all forms of mass transportation. His collection of airline china is considered to be one of the most complete and varied in the

country. I suppose that after his visit, we shall have to expand our collection to include a CHINA CORNER for AIRLINE DINNERWARE!

While most people would be content with just collecting, Dick has designed and supplied china for the RIO GRANDE business cars, and most recently has been the distributor of china for UNION PACIFIC's executive aircraft fleet.

In addition to these myriad accomplishments, he also finds time to work! After all, he has to support his expensive habit - or hobby. He is an employee of Adolph Coors Company, Golden, Colorado. In his 15-year career with the Coors Company, he has served in many capacities, currently as Media Resource Specialist in the Employee Communications Department.

He has a degree in Audiovisual Technology, and many of his media productions have won national awards, he has been named to WHO'S WHO IN CORPORATE COMMUNICATIONS, and WHO'S WHO IN CORPORATE TELEVISION."

Mr. Luckin had seen many museums and had high praise for the Duluth railroad museum. He spoke of the many patterns and makes of railroad china and the progress that dining cars had made through the years, stating that it was in 1863 that the first dining car food was prepared "on shore." "It was George Pullman who built the first real dining car . . . and the dining car was the ambassador of the railroad. If a railroad fed well, it usually got the customers."

The NARBW and the museum expressed their deep gratitude and appreciation to those volunteers who spent countless hours during the seven years of restoration and to the loyal members who gave of their time, energy and very special talents to see the project through to completion.

Acknowledgement for their assistance and support was also given to Abalan Interiors, Bubbs Woodworks, Burlington Northern Foundation, Casey O'Neil Foundation, DM&IR Veteran Employees' Association, DM&IR, Minnesota Historical Association, Twin Ports Chapter of the NARBW and the United States Steel Foundation.



Dick Luckin presents a dish from the Rio Grande to Marilyn Persch.

THE LITTLE TRAIN COMPANY THAT COULD

A TURNAROUND AT LIONEL

Richard P. Kughn, a Detroit investor, retrieved his first Lionel train set from a neighbor's garbage can at age seven. He took it apart, cleaned the brushes and armatures, and it worked just fine. Years later his collection of Lionel trains grew so large that his friends jokingly suggested he buy the company. Two and a half years ago he took them up on it, paying an estimated \$25 million for control of Lionel Trains Inc.

For Kughn, 59, it was a little like finding that first train. A few years before, then-owner Kenner-Parker Toys Inc. had moved Lionel production to Tijuana, Mexico, with disastrous results. As the new plant struggled to maintain quality, it missed delivery dates, irritating retailers. It also vexed model-railroad hobbyists such as Kughn, now Lionel's chairman. Once he decided to buy the company, he insisted on moving manufacturing back to its prior base in Mount Clemens, Mich. He rehired many of the plant's former workers, reemphasized product quality, and spread the word among enthusiasts that Lionel was back on track. He also got active in product development—a natural for a train buff.

To keep up with the times, Lionel is launching one nontrain toy, a board game called Double Crossing, and test-marketing another, a group of Power-Masters action toys. Yet Kughn still believes trains are where real growth lies.

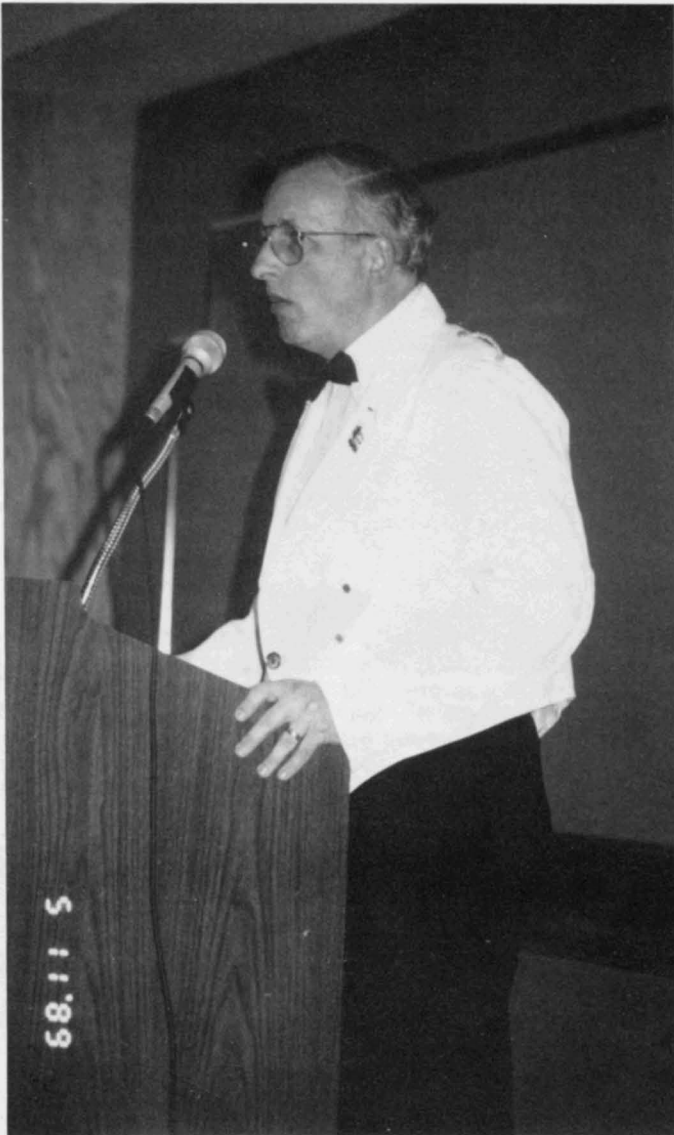
Since Kughn led a group in buying Lionel, its sales have climbed 150%, to \$50 million a year. And that could be just the start. Standard & Poor's Corp. toy analyst Paul Valentine notes that Playskool's train line for preschoolers has been a success, and Lewis Galoon Toys, Inc. plans to launch an electric-train set under its hot Micro Machines label. Both should help instill new interest in trains among children. "The train market really is poised for a major revival," said Valentine.

ADS FOR DADS. Lionel leads the pack with a 60% market share. But now Kughn is opening the company's marketing throttle. Advertisements aimed at fathers who grew up with their own Lionel sets stress the tradition of model railroads. For the Christmas season, Lionel's most important sales period, ads tell dads: "No child should be without a Lionel train," and "Help him follow in your tracks. Lionel—Training ground for the future."

Kughn considers himself living proof of the educational value of train sets. He credits his youthful model-building days for his interest in construction, which he later parlayed into a fortune as the right-hand man for Detroit-based mall developer A. Alfred Taubman. After retiring from Taubman Co. in 1983 as vice-chairman, he founded Kughn Enterprises, an investment firm that now owns stakes in some 80 small companies.

Little trains, however, are clearly Kughn's first love. Over a lunch of six White Castle hamburgers and Perrier water, he happily discusses his personal collection. Housed mainly at Carail, a Detroit warehouse, Kughn's toys are displayed on floor-to-ceiling shelves of cars, engines, and cabooses. There are thousands of trains—so many, in fact, that he has lost count. There's a rare "pumpkin" train set done in black and orange, estimated to be worth as much as \$20,000. A silver and brass Lionel set could fetch \$8,500. And then there's an unusual 1967 pastel model, supposed to appeal to girls. In all, the collection is worth nearly \$1 million.

Continued on next page



Dick Luckin, dressed in the uniform of the European International Pullman attendant, addresses the annual meeting of the LSMT membership in the Great Hall of the Radisson-Duluth hotel following the dedication ceremony for the China Car.



Don Shank served as master of ceremonies at the dedication of the China Car on the May 11 annual meeting of the LSMT.

HIGHLIGHTS OF THE MAY LSTC MEETING

President **Dave Schauer** presided over the last meeting before the summer recess held on Monday, May 26. Treasurer **Jensen** reported \$1,717.49 in savings, and \$14.48 in checking. Membership secretary **Steve Ruce** reported the club has 180 members: 20 contributing, 90 voting, 5 junior and 65 associate members.

Tim Schandel reported that 180 museum members attended the annual meeting and dedication of the China Car on May 11. The Melbourne trolley has finally been sent to Ironworld by truck.

New photo kiosks have been finished. The lighted three-sided displays have photos of the early days of railroads in Duluth, the original LS&M, the construction of an articulated locomotive, the William Crooks under steam, and other photos.

Dave Carlson reported that Wednesday nights are work night at the museum and the approach to the ore dock will soon be finished and the southwest corner of the model railroad display is being redone to resemble a small town.

Zeke Fields reported that the fire box on No. 14 is done, but the stay bolts will have to be replaced.

DeWayne Tomasek reported that the generator in the Soo Line 2500 has been dialed in and the F-7 should be ready for a start soon.

LS&M's solarium car No. 29 is outside, reported **Greg Vreeland**. The windows are back in to protect the interior from the weather. The car had been on track seven inside during the winter. Track seven is needed to operate the Lisbon trolley during the summer season.

Locomotive No. 935 will have new batteries and will be started after being idle for many months. It will be used for switched in depot museum. Track six has to be cleaned out to make room for a flat car for the North Shore Scenic Railroad dedication. The Crooks cars, Hustle Muscle and the Minnetonka will all have to be moved. The little Mack switcher doesn't have the power to move heavy stuff like the Hustle Muscle.

Mark Olson reported that the LS&M's No. 46 is coming along nicely, truck repairs being made, new air tanks and brought up to FRA specifications. He also reported that he drove **Dick Hanson's** high-rail truck on the North Shore line with some FRA personnel, saying "The track looks good."

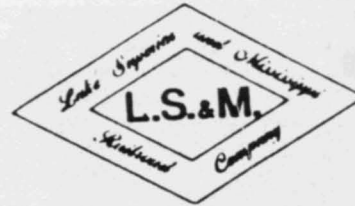
For the program **Tim Zager** introduced **Todd Lindahl** from Two Harbors who showed videos of wrecks on the DM&IR in 1939 and into the 1940s. He also had some slides taken from photographs going back to 1898 and up to 1950, most being from the Iron Range Division and a few from the DM&N.

That figure pales in comparison with his other passion: antique cars. His hoard of 180 classics includes a 1934 Duesenberg SJ Boattail Speedster, the one-of-a-kind 1939 V-12 Lincoln in which the Queen Mother toured Canada in 1957, and the Chrysler Imperial limo used by Ambassador Joseph P. Kennedy in Britain from 1938 to 1940.

Although Kughn calls owning Lionel "an affair of the heart," it's not just a hobby. "He's a collector, but he's running it as a business," says Lionel President Arthur M. Peisner. On the one hand, Kughn is eager to release old favorites, such as an updated version of Lionel's brightly colored "Hiawatha" train set from the 1930s. But he's also encouraging innovation. An example: a model train with a video camera inside the locomotive that gives an engineer's-eye view of the track. At over \$400 retail, don't look for that one in the trash.

By James B. Treece in Detroit

—From Business Week of Dec. 26, 1988



LS&M NEWS

LS&M BOARD ASKED TO OPERATE NORTH SHORE SCENIC RAILROAD

Following the June 8th dedication of the North Shore Scenic Railroad, the Lake Superior & Mississippi Railroad board of directors had been invited to participate in the operation of the NSSR. President **Mark Olson** met with **Bill Bieberbach**, consultant to the Rail Authority which indicated an interest in negotiating a proposal. Six options were given: operating a freight train, operating a tourist steam train, maintaining the tracks and equipment, providing equipment, storage of equipment, any or all of the above.

John Ongaro of the Rail Authority appeared at the board meeting of the LS&M on June 12 with the proposals, stating that the Authority would prefer not to purchase any passenger cars but rather lease or rent from the LS&M or the museum. Considerable discussion with questions and answers followed.

The question of whether the LS&M would lose its non-profit status upon its entry into a commercial operation arose, and also if there would be enough volunteers to operate both the LS&M and the NSSR. Also the question of equipment was brought up. The LS&M is attempting to acquire enough of its own rolling stock to replace the cars it has been using from the museum. The LS&M and the museum have some air-conditioned, closed-window cars that are not adequate for a slow-moving tourist train. And the older open-window cars are needed for the West Duluth operation. Museum-owned cars like coach 33, the CN coach 5375 and the SP&S baggage car 66 have seen a lot of service on the LS&M and various excursion trips about the area and soon may be in need of some extensive refurbishing and repairs. With so many uncertainties, the board elected not to take the Authority's invitation.

In other business, the city had asked the LS&M to participate in the dedication of an extension of the Western Waterfront Trail from near the Zoo eastward to 63rd Avenue West on June 14th. The excursion train acted as a shuttle to bring people to the end of the trail and letting them walk back or visa-versa. The BN supplied the motive power due to repairs being made on the LS&M's locomotive.

A request for a charter trip from the Lake Superior Paper Industries on August 14th was received with 100 to 200 passengers expected. The BN has approved the request being that it is on a Monday, rather than the usual weekend operation. The request was approved by the board.

The LS&M has purchased two DM&IR cabooses numbered W-184 and W-187 to replace the NP caboose 1311 belonging to the museum. The 1311 has been used on the LS&M for the

Continued on next page

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the past nine years and because of its heritage and relatively good condition, the museum desires it to be kept at the museum. The excursion railroad has also leased the Minnesota II from the museum which in turn has leased the former NP coach from the Missabe. The added seating makes up for the loss of the gondola car which has been side-tracked for some needed repairs. The consist for the first two weekends of operation included the LS&M coach 85, and the museum's baggage car 66 and coach 33, for a seating capacity of 150. With the addition of the Minnesota II, the seating capacity is 200, which is what it was with the gondola car.

Extensive work has been done on No. 46 this past winter and spring. The air tanks were found to be in bad shape and unable to pass a test, which required the making of two new tanks. Also one truck was pulled out and new bearings put on the axles. The brake valve has been tested and guards have been put on driving belts under the hood in compliance with safety standards.

A Honda generator fueled by propane will soon be installed under the baggage car. A certified welder will be needed to weld the rails for the generator on the underside. The generator and its fuel tanks are mounted in an ice-engine frame with wheels so it can be rolled out from under for servicing.

The LS&M is going into its tenth year of operation since its inaugural run on the Fourth of July weekend, 1980, starting from the New Duluth end. The last four years, including 1989, the railroad has been starting from West Duluth and has tried a new form of advertising — billboards. Ten billboards have been placed around the Twin Ports which picture the bright yellow No. 46 pulling a coach and saying "Train rides, every weekend July 1 to September 3. Across from the Zoo."

EXCLUSIVE TO THE LAKER!

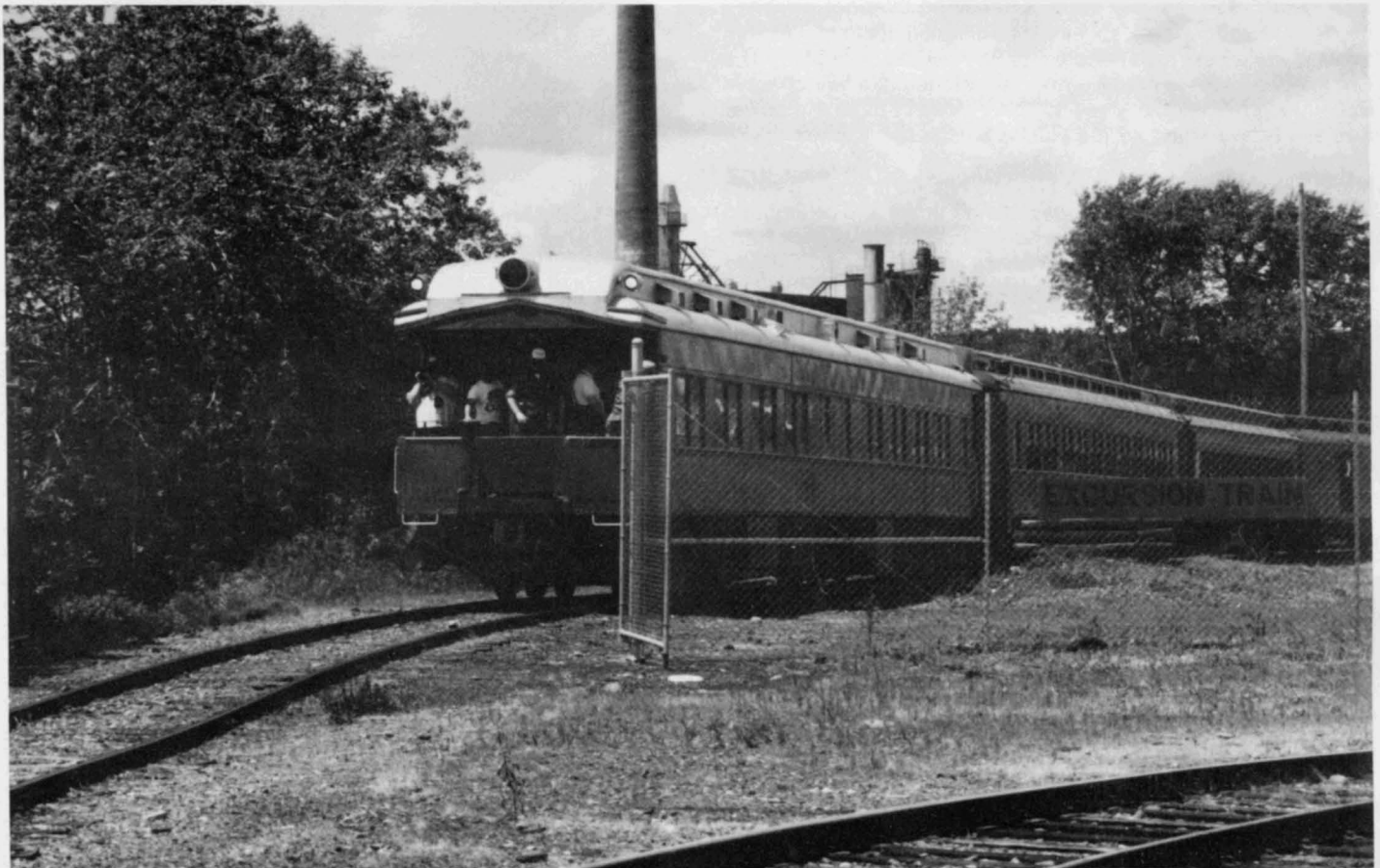
**IT'S GOTTA BE A FIRST!
TRAIN STOPPED BY RABBIT,
LOCOMOTIVE PULLS RABBIT**

Strange things often happen when operating an excursion train, but this incident has to be the first.

On July 8, as the LS&M excursion train was heading out on its first trip of the day, it was stopped by a four-wheel drive pick-up truck with over-sized tires stalled on the tracks, due to a vapor lock in the fuel line. After the locomotive uncoupled from the train, gave the truck a nudge and the driver was able to start the engine. In attempting to drive off the tracks, the truck became stuck across a ditch at an angle with its right-rear wheel hanging down and not enough traction to get anywhere. A tow-truck was waiting to pull the pick-up away from the track.

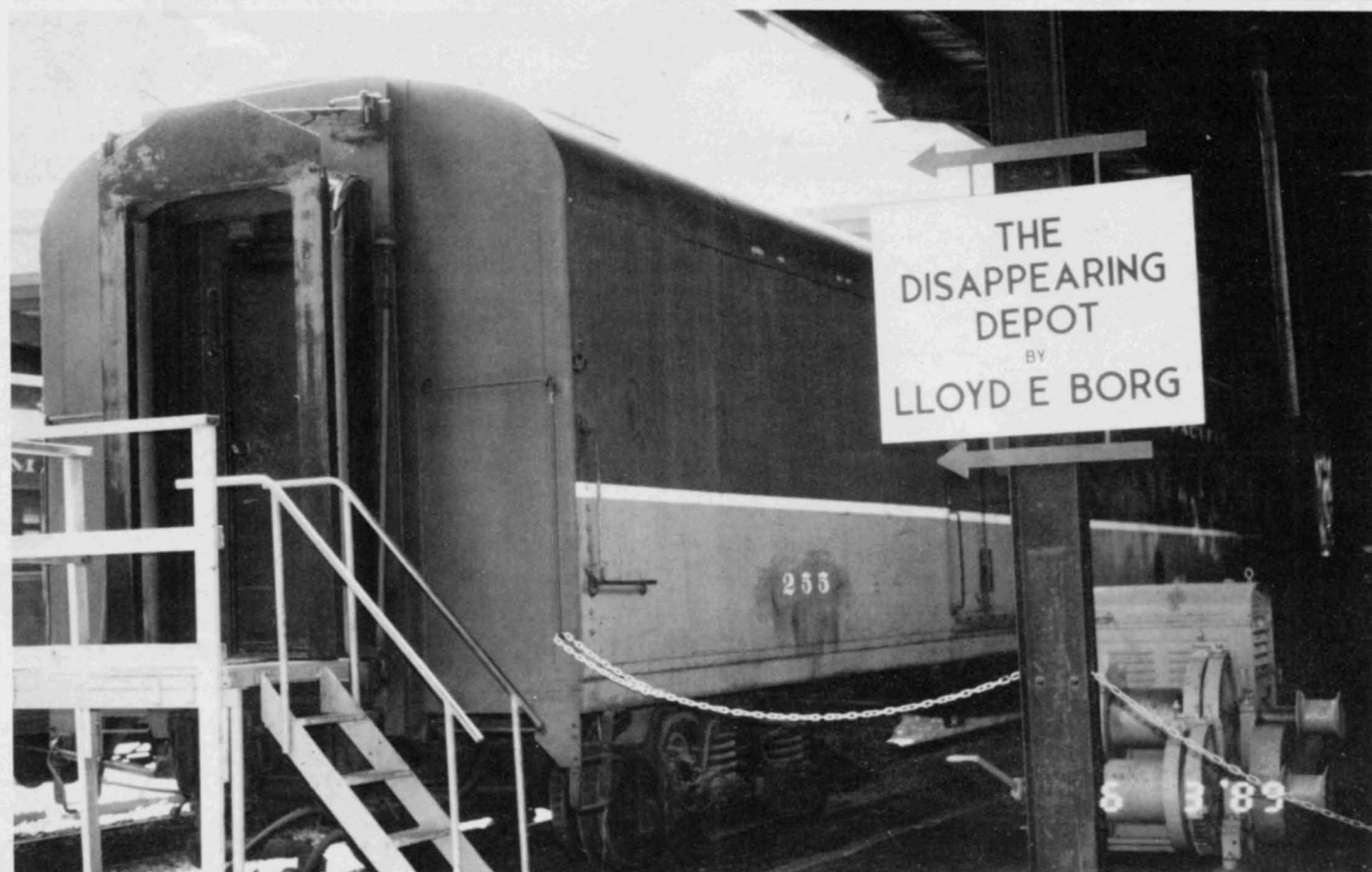
What was the truck doing on the tracks? It was on its way to help a VW Rabbit that previously had tried driving along the tracks and in attempting to turn around, had become hung up across the tracks. After getting the truck out of the way, the locomotive went to pull the Rabbit back to where the tow-truck could get a cable on it. And being dragged over the rail wasn't to kind to the underside of the VW Rabbit.

The police and tow-truck had been called and were there before the train arrived. The train was delayed about 45 minutes.



The D&NE "Lumberjack Special" backs out of the yard on Dunlap Island, June 24, with the E&LS Dolly Madison at the

rear of the train.



The Lloyd E. Borg family appeared at the Depot on June 3rd for the dedication and opening of an art exhibit in baggage

car 255 entitled "The Disappearing Depot," a collection of 30 water color paintings by Lloyd E. Borg.



Mr. and Mrs. Carroll Mattlin donned waiters uniforms to serve refreshments and add some class to passengers riding the Ranier Club on the Cloquet trip. The Mattlins were former owners of the NP 390 observation. Dave Schauer is on the right.



Dakota Rail's Hiawatha dinner train pictured here at Spring Park on June 11. The train consists of three cars, a power car and an F-unit at each end. The middle car, converted from a baggage car, serves as the kitchen, bar and lounge with a full-length dining car at either end. The trip is about eight miles from Spring Park, just west of Minneapolis, to Lake Waconia where the train parks while the main course is served. The entrees consist of prime rib of beef, seafood or chicken, \$39.50 plus gratuities and the bar. The equipment is former Milwaukee Hiawatha.

COMING EVENTS

- Aug. 6 — DWP employees picnic
- Aug. 12 — BN Superior Days with trips to Saunders
- Aug. 14 — Charter trip for Lake Superior Paper Industries
- Labor Day weekend — E&LS Ontonagon excursion trips.
- Sept. 9 — AIME and North Star Chapter, NRHS excursion trip
- Sept. 29 — First meeting of the LSTC, the Depot

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