

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION

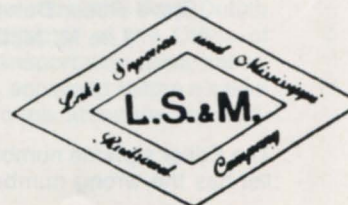


Laker

FALL, 1990



Lake Superior and Mississippi Railroad



THE LAKER

Fall, 1990

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

The weekend of October 6 and 7, passenger equipment from the Lake Superior Museum of Transportation in Duluth was seen in the Midway Amtrak station in St. Paul, later in Winona and parts in between. They were used on the Victorian Express sponsored by the Winona County Historical Society as part of their Victorian Fair. The following weekend the coaches were seen in Abilene, Kansas, as part of a special excursion for the Eisenhower Centennial.

The nine coaches at the front of the Victorian Express were former CB&Q and AT&SF stainless steel, fluted-side cars with Indiana Transportation Museum on the letter boards. The coaches behind read Great Northern and BN. One read Duluth, Missabi & Iron Range, Minnesota II, so it was obvious where that one came from. But there was no indication where the BN cars A-13 and A-14 or the GN cars 1213 and 1096 came from.

The 1213 and the 1096 looked resplendent in their Omaha orange and Pullman green paint scheme with gold lettering and a person familiar with the Minnesota Transportation Museum might know where they were from.

The A-13 and 14 still sport the BN green and white with the BN logo at the end and a person familiar with the Lake Superior Museum of Transportation may realize where they are from.

The Museum and the DM&IR has a good reputation for being a source of passenger cars for various excursion operations. The cars have been east to Michigan for use on E&LS excursion trains. They have been south to the Twin Cities, Wisconsin and now Kansas and west to Montana. Excursion trains have been run out of Duluth in all directions.

When the cars were sent to Montana, a newspaper stated, "How nice of the BN and the Great Northern to loan their cars out." The Great Northern? Come on! They haven't been around for twenty years.

If a railroad museum can take pride in being able to supply needed passenger equipment, then it should also have enough pride to put its name somewhere on the outside of the equipment to let trackside viewers and shutter bugs know where the equipment comes from.

The LS&M has put its name on the letterboard of cars 29 and 85 and should put its name or logo on the A-13 and the Museum should do the same. Ditto for MTM. When the E&LS borrowed the Museum's CNW lounge car 6700, they had put a sticker across the letter board with their name. A museum can get a little publicity out of having their name somewhere on excursion equipment as it travels around the country.

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COVER PHOTO . . .

Tim Schandel captured on film the west-bound Canadian leaving Thunder Bay on January 14, the next to the last train. The next day would be the last as the east and west bound trains leave Montreal and Vancouver respectively on their way to Thunder Bay and beyond, leaving the Lakehead city without VIA rail service in a cost-cutting move.



Leonard Levine speaks to a special group of interested citizens on the aspects of high speed trains at the Duluth International Airport.

MANY GROUPS ACROSS COUNTRY CONSIDERING HIGH-SPEED RAIL, AMTRAK LOOKS AT IMPROVEMENTS

Super-speed trains in Minnesota? Duluth to the Twin Cities in half an hour? By train? You're kidding! It was just about 20 years ago that the railroad industry quit running passenger trains and Amtrak had to be created to preserve the nation's passenger train system. (Amtrak will observe its 20th anniversary on October 30.) It was 1976 that Amtrak began its service to the Twin Ports with an inaugural run to Duluth, then having to stop in Superior until a depot was built in Duluth. Amtrak continued its service for about ten years.

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We have heard from our roving reporter, **Reginald Robert Mahl**, otherwise known as "Spike," who called from the Twin Cities asking if there was an assignment he could cover.

"Sure, cover the Victorian Express."

"Is food served on board?" "Yes!"

"Can I go first class and take my family?"

"Well, uh, um, I suppose. We may have to up our subscription price or advertising rates to cover your expenses." Tickets were \$160 and \$89.

Spike likes to cover special excursions, especially if he can go first class and eat. So he covers the Victorian Express in a special report in this issue of the "Laker."

In the last days of Great Northern passenger service in the late '60s, the Badger and the Gopher also terminated their runs in Superior, transporting Duluth passengers by bus to the Greyhound terminal in an effort to reduce operating costs. And now you're talking about high-speed rail service?

It's true. There are people, agencies, committees and transportation departments of several states looking very seriously at high-speed trains.

The passenger service in the United States for the past two decades has not been something to write home about. In some cases, almost a tragedy, a disgrace to the once glorious days of crack passenger trains, elegant dining cars and luxurious travel accommodations. The U.S. boasted the biggest rail system in the world with passenger traffic actually peaking in 1918 when the railroads generated 98% of intercity revenue passenger miles. Today's Amtrak trains account for a miserable amount of less than two percent.

There are signs that the long sleeping giant is stirring. Local and state governments, business people, entrepreneurs, foreign investors and even the federal government are looking at railroads in a different light. The renewed interest has been brought on by the congestion of airports and air traffic, the difficulties and congestion of road travel and astronomical costs of building new roadways and expanding airports.

"There is a transportation revolution going on — but we are not even in the race," and "there is a race to get a high-speed rail system, and we are not in the race," stated Leonard Levine, transportation commissioner for Minnesota.

Levine stopped in Duluth on July 17 and with John Bray, Duluth office of MinnDOT, Cecil Selness, director of the Office of Railways and Waterways within the transportation department, and Mark Steen, city council president, appeared before a select group of people at the Duluth airport to talk about the possibility of high-speed trains in Minnesota.

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The city council passed a resolution on July 23 supporting a proposed link to the Twin Cities. MinnDOT is prepared to spend \$10,000 for a study of the Duluth link. "It's a first-phase study to see if people want to fly over the ground," stated Levine.

A video had been shown to the gathering about the various high-speed systems in Europe and Japan presently undergoing tests. In the video were also interviews of people who live in Duluth and work in the Twin Cities and would like to see some sort of fast rail service and eliminate the need to drive.

Levine had made a tour of some of the European HSTs. Germany, France, Italy, Spain and Japan have high-speed trains and Japan and Germany are currently testing magnetic levitation systems. In France he rode the Train a Grande Vitesse, or TGV, Atlantique which since 1981 has maintained speeds of up to 186 mph and has set a record of 317 mph. The TGV has a locomotive at each end, gets its power from overhead catenary with a dedicated track. Advanced technology since the Japanese bullet trains have given the TGV sophisticated wheel sets. The success of the TGV can best be stated by the number of people that have opted for the HST over air travel and those who have chosen to go by TGV rather than by bus and automobile. A recent documentary on television stated that the average vehicle speed in Paris is 6.5 mph due to congested streets.

The load factor on the French TGV has been 75% and the on-time arrivals 100%. Nearly 33% of the rail passengers have come from the airlines, 25% from autos and the rest are citizens who would not have traveled at all except for the train.

The French are planning to expand their HST lines and plans are also under way to connect Paris, London, Amsterdam, the Ruhr and Frankfurt by HST lines. Between Paris and London, the trains would use the new tunnel under the English Channel, nicknamed the Chunnel, currently being built. One problem that has arisen with the HSTs is that when entering a tunnel, the train meets a solid block of air. To prevent any adverse affects on the passengers, the trains are to be pressure sealed, adding to the cost of building, but still less expensive than widening the tunnels.

In Germany, Lufthansa did not want to get into the rail business, but it had no choice due to chronic air traffic and terminal congestion which was playing havoc with its short-haul domestic routes and bleeding its finances. The flag-carrier now "flies" between Frankfurt and Dusseldorf at speeds up to 125 mph. "In the next ten years, no German airport will be without a railway station beneath its terminal," said Lufthansa chairman Heinz Ruhnau.

The Germans have also been testing a maglev system. Transrapid is being tested by a conglomerate comprised of Krauss Maffei, MBB, Airbus Industrie and Thyssen Henschel, and has attained speeds up to 258 mph in tests.

Maglev trains use a mono-rail type of roadway, ride on a cushion of air as the train is suspended above the roadway by opposing magnets. The maglev system has been under development for many years in both Germany and Japan. The Japanese envision a linear motorcar, or maglev, that can top 500 mph. Researchers have tested maglevs since 1977 and have obtained speeds of up to 500 mph on a 7-km test track. Because of the short distance, sustained speeds have not been more than 2 minutes. They plan to build a 40 to 50 km test track that eventually will become a part of the maglev system.

The Japanese Shinkansen has been operating the bullet trains for a quarter of a century without any fatality. But because of

a recent fare decrease for air travel, the cost incentive to go by rail has diminished. Airlines post schedules which do not reflect the actual time between city centers, which returns some of the incentive to take the train on short trips. There is enough time savings to make air travel worth the while on longer routes. And airlines are not the only competitor for trains in Japan. Road improvements have helped the bus companies to lure passengers away from the bullet trains with a fare 50% less than the rail fare.

The bullet trains run at an average speed of 198 kph. The record speed is 277.2 kph last February on the Sanyo Shinkansen. Some operators plan to cruise at 275 kph and eventually reach 300 kph, but beyond that, the lines will not yield any more spectacular gains. There is a limit to speed when a steel wheel meets a steel rail.

Rights to sell the TGV, designed and produced by a British-French conglomerate, in North America are held by Bombardier of Canada. Another producer is the Asea Brown Boveri (ABB) Fast-Train, which has been making test runs between Stockholm and Goteberg, Sweden of 125 mph and is expected to begin operations next year. The Swedish part of ABB designed the AEM-7 electrics that power the Metroliners on the East Coast and also the monorail at Walt Disney World. ABB is also developing a tilt car that can take curves at higher speeds.

U.S. GROUPS SERIOUSLY CONSIDERING HST

Meanwhile back at the ranch, interested people in several states are seriously looking into HST. A German group is planning a 230-mile route between Las Vegas and Los Angeles. The German system of magnetic levitation is favored in the U.S. The train's magnets curl under the T-shaped track and are pulled to within three-eighths of an inch of the track by electromagnets which then lift the train above the top of the track. While it takes 7½ hours to drive from LA to Vegas, the fast train could make it in 80 minutes.

The Japanese system differs in that they use low-temperature super-conducting magnets that must be cooled with liquid helium to near absolute zero. The magnets in the train push it up off the tracks, while coils in the roadway pull the train forward. The coils then change polarity as the train passes to push the train ahead. The push-pull system has allowed the test train to reach speeds of 260 miles per hour, and on a longer test track, should reach 310, says developers.

Florida is also planning a high speed rail system to link the Orlando airport with Walt Disney World which could be the first of the new generation of high speed rail systems in the U.S. They have also set a date and time for the inaugural run, 10 a.m. on October 1, 1994.

Nineteen states are contemplating a high speed rail system with connections to the Canadian cities of Vancouver, Sarnia, Ottawa, Toronto, Montreal and Quebec.

In his presentation to the special group of interested citizens at Duluth International Airport, Levine said that HST developers will be looking for private investments. A mile of freeway can cost up to \$40 million in suburbia, up to \$60 million going through cities. HST roadways can be built for \$5 to \$10 million plus the cost of buying the rolling stock. New airports would cost billions and to expand many of the existing fields would be near to impossible because of the encroaching suburban development that hem in an airport on all sides.

The U.S. has funded research on maglevs in the early '70's, but were cancelled because of federal budget woes. The cost of building the German maglev system has been estimated at \$10 million a mile or more, cheaper than building a freeway,

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which in Minnesota, some estimate to be anywhere from \$8 to \$22 million per mile and some say could go as high as \$60 million a mile in the cities.

AMTRAK HAS PLANS FOR EXPANSION

While all the planning and speculation is going on for HST, Amtrak is doing all it can to improve service and as of its 20th birthday, has never been in better shape. Much of the credit for its improvement can be directed toward its president and chairman, 78-year-old W. Graham Claytor, who has set a goal of a subsidy-free system by the year 2000.

Amtrak has been scorned by politicians and presidents, particularly Ronald Reagan who called it a "mobile money-burning machine." The Bush administration has been more polite, but not a booster. "This year's White House proposal has been a kinder, gentler zero," said an Amtrak official.

While Amtrak still operates in the red, Congress has been more friendly and funding has been provided to continue the service. Over the past five years, Amtrak has seen a 53.6% increase in its revenue and 14% decrease in its operating loss. Much of the credit for the improvement has been credited to its president and chairman, W. Graham Claytor, coming to Amtrak in 1982.

Claytor was president of the Southern Railway, one of the most successful railroad companies in the country prior to its purchase by the Norfolk and Western.

Amtrak handles some of the nation's heaviest rail traffic in the Northeast Corridor between Washington and Boston, a distance of 456 miles and has demonstrated that it can compete effectively with air service. The Metroliners make the Washington-New York turn in two hours, 35 minutes, reaching speeds of 125 miles per hour in two hours. The route is the former Pennsylvania Railroad, which was one of the best and one of the first to be electrified in the 1930s.

A big plus for the Metroliners is that it has stations in the downtown area at both ends. The beautiful Union Station in Washington has just recently been renovated, to which Amtrak contributed \$70 million. The air shuttles have a hard time doing it any faster when one considers the time to get from downtown to downtown even in decent weather.

On weekdays, Amtrak runs 17 Metroliners each way with a normal compliment of six cars, four 60-seat cars, one for smokers, a dinette and 32-seat club car. The motive power was designed in Sweden and built in this country under license by EMD/GM. Prices are comparable with air service, \$74 coach fare between New York and Washington, compared to \$73 for the economy air fare and \$119 for one way during weekdays. There is also a slower train that offers economy fares as low as \$59 one way and \$83 round trip. The Northeast corridor produces 50% of the total passenger traffic and one third of the revenue for Amtrak.

Amtrak is also experiencing success on the West Coast between Los Angeles and San Diego with nine trains daily over the 130 mile route with plans to expand the service. Between Los Angeles and San Francisco, it's the Starlight that makes the all-day 400-mile-plus trip and the traffic is mostly pleasure.

Over much of the nation's passenger rail system, it is the usual one-train-a-day service and one of the biggest problems is the lack of equipment. Amtrak is using new Superliners in the West. The double-deckers cannot be used in the East because of tunnels and the cars are designed for the long haul in the wide-open spaces of the West rather than the fast, short hauls in the East.

Because of the curvy track between New York and Boston, the Metroliner speed is reduced. Amtrak says tilt cars are needed and plans to bring a train set over from Europe which were built by Asea Brown Boveri (ABB). The cars will tilt into a curve, lessening the centrifugal force and allow for higher speeds.

Claytor is very optimistic about Amtrak's ability to become subsidy free and about the system's role in the future. He also sees the nation's passenger train system playing a major role in the new technology of high speed rail service. "Amtrak can and should be the primary public transportation carrier in the high-density corridors," to ease the traffic congestion on highways and free up limited airport capacity. He also notes that one third of the passengers flying out of Boston and one fifth of those flying from New York are traveling only between Boston and New York.

In addition to the Orlando-Walt Disney World HST, Florida is also proposing a Miami-Orlando-Tampa HST system using the European electrically powered Fast-Train tilt-cars over the 325-mile route at speeds up to 150 miles per hour.

California is said to be on a "rail binge," and appears to be another area ripe for the infusion of much improved rail service, including expanded Amtrak and high speed rail facilities. A bond issue was recently up for election that totaled at least three billion for trolley lines, expanded Amtrak service and three new commuter lines for Los Angeles. A group also wants to begin construction in 1993 of a HST route between Anaheim and Las Vegas which could be privately funded. Another group is also proposing a HST connecting Reno with San Francisco by way of Sacramento.

In Canada, a consortium has been named that will build a HST between Quebec City and Toronto using the French TGV technology.

Texas also joined in the movement when its governor signed legislation creating the Texas High Speed Rail Authority and another group, the Texas High Speed Rail Corporation is also pursuing a project linking Dallas/Fort Worth, Houston, San Antonio and Austin.

Other states have also been looking seriously into establishing HST routes: Ohio between Cleveland, Cincinnati and Columbus; Pennsylvania between Harrisburg, Pittsburgh and Philadelphia with a 19-mile extension to the airport; Washington between Seattle and Moses Lake; Georgia between Atlanta, Savannah and Macon; and the Chicago-Milwaukee-Madison-Minneapolis HST proposal.

And don't forget the slower every-day, every-man type of rail travel that's been around for the last century and just beginning to reawaken from a too-long nap, the commuter trolley system. Portland, Oregon, has just initiated a new light-rail commuter line. It had a choice of either adding another lane to the over-taxed highway or installing a trolley line along side the highway. It opted for the latter, spent less money and soon four times the number of people estimated were taking to the new rail service.

San Diego built a 16-mile trolley line to ease traffic congestion and soon built another 16-mile line and are expanding the line and municipalities and customers are discovering anew that electric light-rail transit systems are non-polluting and quiet. Cities from Long Beach to Baltimore are putting in new trolley systems. "Sometimes the old system works better."

It is difficult to say whether all the proposals for high-speed rail service will come to fruition, but it is all too evident that the U.S.

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STU BECK NAMED TO LSMT BOARD; LAND ACQUISITION, FINANCES STUDIED

The board of directors for the Lake Superior Museum of Transportation met on September 14 and elected **Stewart Beck** to replace **Thomas Lamphier** who has been unable to attend meetings. Stu is a court administrator, a Museum and LS&M volunteer, qualified engineer and had been employed by the Northern Pacific Railroad.

An informal report stated that the Fraser shipyard bill for work done on locomotive No. 14 has been paid and the steamer will be moved back to Duluth to complete its assembly. All other bills have been paid and there is \$1,500 in the bank.

The LSMT has a \$7,000 debt to the Depot that will become due by the end of the year. It was moved by the board to use funds from a certificate of deposit to pay off the debt.

Board member **Wayne Hatton** stated that the BN is willing to consider some arrangements for the Rail Museum to acquire property to the west for a maintenance and restoration facility. The Museum was asked to fill out information sheets concerning the needs and requirements. The BN property was vacated upon the removal of the Bridge Yard due to freeway construction and is located between the Museum yard lead and the tracks along the bayfront.

A \$1500 contribution was made by an LSMT member toward the replacement of the sound system for the DM&IR mallet No. 227. The automated tape system narrates the history and statistics for the big articulated and recreates the actual sounds as it pulls a train of 180 to 190 cars of iron ore to Proctor. A video next comes on giving actual sound and sight of the big locomotive.

President **Wayne C. Olsen** plans to organize a budget and finance committee, a personnel committee and a Museum operations committee and is also looking to have someone serve as a liaison to the Depot development board.

Zeke Fields and **Leo McDonnell** will be attending the Tourist Railway Association, Inc. (TRAIN) convention in West Virginia in November. The board authorized \$300 toward travel expenses and \$45 for registration for Zeke.

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is far behind Europe and Japan. Still, the movement has begun out of the frustration with the worsening airport and highway problems with no foreseeable solution in the near future. And the Middle East crisis, the rising cost of fuel may just add some needed incentives to further pursue both high-speed rail service and light-rail-transit commuter systems.

The two largest competitors in the mass transportation field geared to getting people from here to there fast are the rail system and the airlines and the question comes up as to what kind of impact the HST will have on the airlines. HST could be a threat, but in reality, it could be a compliment. It could free up the airlines from the short-haul passenger service, allowing the equipment to be used on long-haul domestic and overseas routes and alleviate some of the congestion at air terminals. It is possible that HST planning groups and airline executives could work together, as in the case of the Minnesota group, where Northwest Airline executive Al Checchi is a member of the committee.

As we get into the decade of the nineties, there should be some interesting developments in the future of rail travel. Stay tuned!

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INTERESTING VIDEO, SLIDES SHOWN AT SEPTEMBER MEETING OF LSTC

The Lake Superior Transportation Club held its first meeting of the new season in the Ruth Maney Room of the Depot on September 28 with a good attendance and President **Steve Ruce** presiding. Following the reading of the minutes by Secretary **Allen Anway**, Treasurer **Chuck Jensen** reported that the savings account has \$2,174.28; checking account \$229.57, receipts to date totaled \$508.43 and expenditures to date, \$746.08.

Membership secretary **Dale Carlson** notified members that 1991 dues will become payable on January 1. The LSTC currently has a membership of 238 — 201 of which were renewals and 37 new memberships. The total is broken down to: 133 voting, 37 contributing, 64 associate and 4 junior members.

- It was reported that passenger cars A-13, A-14 and the Minnesota II will be sent to St. Paul to be used as part of the Victorian Express, a special excursion train to be run on October 6 and 7 from Midway station to Winona for the Winona County Historical Society. From there they will be going to Kansas to be a part of the Eisenhower Centennial for the following weekend.

- **Mark Olson** informed the group that the rail joints on the West Duluth line are getting bad and that some angle bars will have to be replaced. The line also is in need of a tie and track replacement program. Arrowhead Blacktop will be donating a Brown Hoist rail crane. LS&M members are currently doing some servicing on it to get it ready for transport. Mark also reported that plans are to have the seats in car 29 reupholstered.

- **Dale** also informed the meeting that work is progressing on the city scene in the southwest corner of the model railroad. It is urban renewal in reverse in that buildings are going up. And **Allen Anway** got the computer operating again. Ceiling work was done in the model building by **DeWayne Tomasek** who spent several hours redoing the tiles. They were not fastened securely when the building was constructed and some were beginning to come loose.

Mike Buck of the Minnesota Transportation Museum presented a very interesting program of slides and videos. Mike joined MTM in 1976 and was in charge of the traction division at Lake Harriet from 1979 to 1984. He began the program with a slide show of Trolleys on Post Cards, produced by Joel Hutchinson, showing the street car system of several Minnesota cities between the years of 1894 and 1931, including Duluth and the Twin Cities.

The slide show was followed by two short videos on the Cumbres and Toltec and the Durango Silverton tourist trains. Next came a longer and spectacular video of an O-scale narrow gauge model railroad, the Idaho Midland, located in St. Louis Park.

The layout and rolling stock were all hand built by an architect, Gene Hickey, who spared no details in constructing the scenery, buildings or rolling stock. Real rocks were used and the overhead power lines of the fine copper wire actually carried the electricity into buildings for the lighting system. Details were complete right down to the trash on the floor of a railroad shop.

Visitors were allowed to operate the model layout but were required to operate under train orders using remote control on the end of a fifty-foot cable. If the cable could not reach a certain location, then the control was unplugged and moved while the train kept its set speed.

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Laker Extra!

LAKE SUPERIOR TRANSPORTATION CLUB



LAKER EXTRA! FALL 1990

The Laker Extra is published 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 always welcome and can be sent to Tim Schandel, LSTC, 506 W. Michigan St., Duluth, MN. 55802. Editor: Dave Schauer

THE NORTHLAND LOSES A FRIEND

After more than 100 years of trans-Canadian passenger service, the Canadian Pacific station in Thunder Bay (Fort William) is now quiet. The silence comes as a result of a 52% reduction in VIA Rail Canada that took effect on January 15th, 1990. The net result of these cuts in our area is the loss of VIA Rail trains number 1 and 2, *The Canadian*, which provided Thunder Bay with daily service to eastern and western Canada.

In the last year or so, eastbound train number 2 arrived at 8:40p.m. and

departed at 9:00p.m., its westbound counterpart train number 1 at 11:25a.m. and 11:45a.m. respectively. This schedule allowed twenty minutes of station dwell time to permit railroad personnel to water the equipment and service the motive power. It was not unusual during most seasons of the year for the Canadian to arrive early in Thunder Bay, however, winter weather would sometimes wreak havoc with timekeeping. Our cover photo illustrates this cold weather problem as train #2

See Canadian, page two

Canadian from page one

arrived at 5:00a.m. on January 14, 1990 having lost more than 8 hours in its journey east from Vancouver. The end came just days later on January 17th with the departure of the final number 2 from Thunder Bay.

VIA has replaced the Canadian by upgrading service on the CN's transcontinental line from bi-weekly to tri-weekly and giving it the Canadian's name and equipment. Unlike the former Canadian Pacific routing that followed the north shore of Lake Superior, the CN route passes over 150 miles to the north of Thunder Bay and serves a more remote part of Canada. Those of us who took the opportunity to ride VIA's trains will sorely miss the convenience that the Canadian provided for Duluth and northern Minnesota. You must now travel to Winnipeg to get a good taste of Canadian passenger trains. The Canadian will be missed!

Photo and story by Tim Schandel

BROOTEN FAREWELL

One of the most significant stories of 1990 for the Twin Ports area has to be the Soo Line's decision to abandon their line between Superior and Brooten. The Brooten line gets its name from the small junction town where the line from Superior connects with the mainline west from the Twin Cities. Brooten is located just south of Glenwood, in central Minnesota. For most of its life, the Brooten line was a major Dakota grain feeder to the Twin Ports. At Moose Lake, a branch left the Brooten line and headed up to Bemidji and Thief River Falls. It was from this line that the Soo hauled iron ore from the Cuyuna Iron Range. That line was removed just a few years ago with the Soo deciding on trackage rights over the BN from Bemidji.

Early this year the Soo, faced with declining grain traffic, decided that they could handle the grain going to the Ports over trackage rights on the BN, both from Bemidji and Minneapolis. With the decision made, the Soo and their contractors began to remove the valuable rail from the line in April. The line was built between 1907 and 1909 and was surprisingly rebuilt with new rail and ballast in the early 80's. Some of the western portion of the line will remain intact from Brooten to Genola to serve a handful of on-line customers. The last trains to use the eastern portion of the line were the rail trains used in the salvage effort.



With the abandonment of the Brooten line, the Soo is no longer left with any of its own trackage into the Twin Ports. The original line from Ladysmith, Wisconsin is now used by the Wisconsin Central exclusively (although the Soo still owns it). The Soo's own Minneapolis line was taken out of service in the early 80's and hence removed, leaving the Brooten line in 1990 as the Soo's only "true" entry into Superior. With the recent removal, the Soo is down to only trackage rights to reach what once was a major terminal - Duluth/Superior. It is sad to see a railroad that was a major player in Twin Port's railroading quietly slip out the back door. See the Soo news

column for more information about current Soo activities in the area. A number of photos have been included in this issue of the LAKER EXTRA! depicting the last days of the Brooten line.

ABOVE TOP: May 12, 1990 at Moose Lake, once an important service and junction facility for the Soo, finds rail hardware piled up awaiting loading in the ex-Milwaukee Road boxcars in the background. The removal crews were only a mile away to the east. **ABOVE:** Two ex-Milwaukee Road and one Soo boxcar await loading of salvaged material.



BROOTEN FAREWELL

ABOVE LEFT: End of track for the Brooten line on May 12, 1990 is just east of Moose lake, under the Interstate 35 overpass. The valuable relay rail has already been removed, but the ties remain on the side of the roadbed.

ABOVE RIGHT: Once important mile-post signs litter the right-of-way in Moose Lake near the depot. Note the contractor's truck in the background and the Soo's rail crane on the far right. Remember our 1985 Moose Lake excursion at this depot!

RIGHT: The removal equipment rests on the sidings at Borea (M.P. 15.9 for BN). The track just west of this site has been removed. Borea had been a long used site for the Soo to store grain loading boxcars and covered hoppers.



REGIONAL RAIL REPORT

SOO LINE

As mentioned on the two previous pages, the Soo has undergone some significant changes in the region. More interesting news comes from a recent confirmation of rumors that the company may shut down its Stinson Yard in Superior and contract with the Burlington Northern for local switching. The closing of the Soo's largest Twin Ports yard may come as soon as this winter. The Soo sited declining shipments of grain through the Ports as the principle reason for the decision. The Soo would continue to serve the area via trackage rights on the BN. It is assumed that the Soo would use BN's 28th St. yard to dispatch trains from. The local Soo employees are not excited about the plan because although the BN said it would hire the local Soo employees, those new hires would lose their seniority they had on the Soo. Get your photos of Soo trains in the Ports as soon as you can.

In other Soo news, one of the more familiar local landmarks has been removed. What was very possibly the last standing example of a typical interlocking tower has been torn down. The tower, located under the Missabe ore dock #5 approach in West Duluth, has been long abandoned but did remain standing long after all other examples in the area had been removed. The tower had been used to protect the Soo Line mainline through western Duluth with the Northern Pacific's line to Carlton via Shortline Park. The BN and Soo still cross here, but the level of traffic is now almost non-existent, hence the simple stop signs used to protect the crossing.

The latest group of SD60's delivered to the Soo includes five units equipped with the North American Cab (6058-6062). The new cab features increased sound deadening insulation, air-conditioning, small refrigerators, heated glass windows, and a completely redesigned engineers control stand. These new General Motors locomotives cost 1.4 million dollars each and are meant to run system-wide. The new power has shown up at the Soo's 21st street facility in Superior as illustrated by Kent Rengo's photo of the 6060.

The Minnesota DNR will purchase 35 miles of the former Soo Line grade between Duluth and Minneapolis in Carlton and Pine counties. The DNR is seeking input on possible uses for the grade.

BURLINGTON NORTHERN

Delivery of the rebuilt GP-20's from Generation II continues in 1990 with the 2008 being delivered in early March. After the DM&IR delivers the units to Rice's Point Yard, they are transferred to the BN's Superior roundhouse and inspected for defects before being placed in service and shipped to Northtown (Minneapolis) where they are assigned.

BN's new 9200 series SD60m's are being used in the Twin Ports on Detroit Edison coal trains from Montana mines. These units are numbered 9200-9299 and are equipped with EMD's new North American Cab for improved crew comfort. When first seen in the area, the units were used as trailing locomotives until the crews could become familiar with the controls. The locomotives also feature a new chime horn for the BN, similar to the five chime version used by Amtrak. You can tell the difference when hearing one of the new SD-60's blow for a grade crossing.

A Cloquet landmark disappeared before the first of the year as the BN depot was dismantled by a contractor hired by the railroad. As reported in the Summer 1989 issue of the Laker Extra, the depot had been closed for a number of years and the BN decided to close it before it became a hazard. In addition, almost all of the yard tracks that serviced the area near the depot have been removed and the main yard has been reduced in size.

BN continues to operate ARES test trains from time-to-time. On October 29 of last year two GP-38-2's and the business cars Yellowstone River and Meremac River were operated from 28th street in Superior to the Range and back to demonstrate ARES capabilities to BN executives and their guests. As a result of ARES performance in 1989, the railroad this year will install Rockwell's Locomo-

tive Analysis and Reporting Subsystem (LARS) on 100 locomotives. LARS monitors 33 different parameters of locomotive performance and transmits that information via a digital data link to maintenance centers so problems can be diagnosed before they become breakdowns.

Another section of the former NP Twin Cities mainline has been removed. The "Skally" between Forest Lake and North Branch exists no more having been removed in the first quarter of 1990.

An interesting lumber re-load operation is happening in West Duluth. It seems the Owens Forest Products company on Grand Avenue in West Duluth (near Porky's) is receiving Louisiana Pacific wood product from the Two Harbor's plant by truck and then loading it onto center sill flats on the old NP main line. A number of cars have been loaded at this site over the summer. It was not uncommon in years past for this lumber distributor to receive loads of lumber on its small siding. This new re-load adds a twist to the operation.

Last year's open house was such a success that the BN repeated the event this year on September 9. The railroad set-up safety displays at the Head of the Lakes fairgrounds and used that location to bus visitors to the roundhouse area. Once at the roundhouse, the guests were treated to a display of an SD-40-2, boxcar, grain hopper, tank car, and a few other assorted examples of freight equipment. For excitement, train rides were offered between the roundhouse and Saunders using two BN GP-38-2's (2108-2109-International Falls power), and five coaches from the museum, DMIR, and E&LS. Officials said approximately 1,200 visitors took advantage of the ride, tours, and displays. It is quite possible that the event will be held again next year.



BN continued

As of October, the BN had not yet started running its Road-Railer trains from International Falls to Minneapolis. The BN would use the service to handle Boise Cascade paper products. Once in Minneapolis, the trailers would be integrated into the BN's standard intermodal system for delivery to large parts of the United States. BN has an intermodal hub in the Twin Cities. Boise subsidiary Minnesota Dakota & Western (MD&W) has drifted away from using boxcars, as a number of them have shown up in Duluth resting on the former NP mainline under the DM&IR ore docks. The cars had been sold to the BN. What one sees today are highway trailers bearing the MD&W logo. These truck trailers can be seen on intermodal trains throughout the country.



The photo above was taken by Tim Schandel in Superior and shows a mid-train air repeater car. These cars are used by the BN in cold weather territory to maintain air pressure in the train line during cold snaps that cause air leaks.

The BN will once again be called on to handle a very large shipment from the Port of Duluth to Canada. The shipment, consisting of two petroleum reactors, will arrive by ship in early October and will be hauled separately in December and January to a Husky oil refinery in Lloydminster, Saskatchewan. The shipments will utilize a special 36-axle heavy rail car that has been stored at the Port Terminal for the past few years.

MISSABE ROAD

The shipping season closed early in 1989 due to cold weather. Final production shipments for that year saw Minntac produce 12.5 million tons with 11.3 million of those tons going to the docks and 1.2 going to Geneva. Minorca produced 2.3 million tons, Fairlane 4 million tons, 800,000 tons from Fairlane via the BN all-rail, and 300,000 tons of natural ore for a grand total of 19.9 million tons for 1989. Not a bad year.

The shipping season for 1990 got off to a start in Two Harbors on March 19 with the loading of the EDWIN H. GOTT, five days earlier than 1989. The Duluth season started with the arrival of the KAYE BARKER on April 3. As of September 25, shipments for 1990 are at 11.8 million tons, 4.7 at Duluth and 7.1 million tons at Two Harbors.

September 5-6 saw a very heavy rain hit the Twin Ports area, depositing at least four inches of rain in Duluth/Superior and a reported seven inches in the Carlton area. The DM&IR suffered from two major washouts, one on Proctor Hill near Spirit Mountain and the other on the approach to the Oliver Bridge on the Minnesota side. The photo on the right shows an empty hill job rolling by the washout near Spirit Mountain. Crews were hard at work to repair the storm damage. During the height of the storm, this washout forced the closing of both tracks on the hill line.



MISSABE ROAD CONTINUED

Proctor shop has been installing secondhand conveyor belting to the slope sheets of the crude ore cars. This conveyor belting is being used as a shock absorbing material to reduce slope sheet deformation and wear. Other maintenance projects include the replacement of bin front doors on the north side of dock #2 in Two Harbors, and installation of ties on the Iron Range Division at Allen Junction. Programming continues on computerized track warrant system.

Production at the USS Minntac plant was steady through the summer, with an average of 24 trains per week to Two Harbors and 3 trains per week to Geneva, Utah all-rail.....Tonnage at Eveleth Mines Fairlane plant for September required an average of nine 176 car trains per week to the Duluth Docks. Usually there are two all-rail trains per week to Fairfield via the BN.....Production at Inland Steel's Minorca plant remained constant at 5 trains per week to Duluth.

One 95-car train of filter cake was loaded at LTV on September 20 for shipment via the C&NW to the St. Paul river terminal. Twenty cars of filter cake were also moved to the Soo Line for shipment to St. Paul to test an alternative terminal.

One hundred fifty cars of ballast were loaded at the Thunderbird North Mine and delivered to the DW&P at Shelton on September 13 for use by that railroad in resurfacing projects.

The DM&IR locomotive rebuilding program continues in 1990 with the following units being rebuilt:

SD-9 #162 rebuilt in March to #314

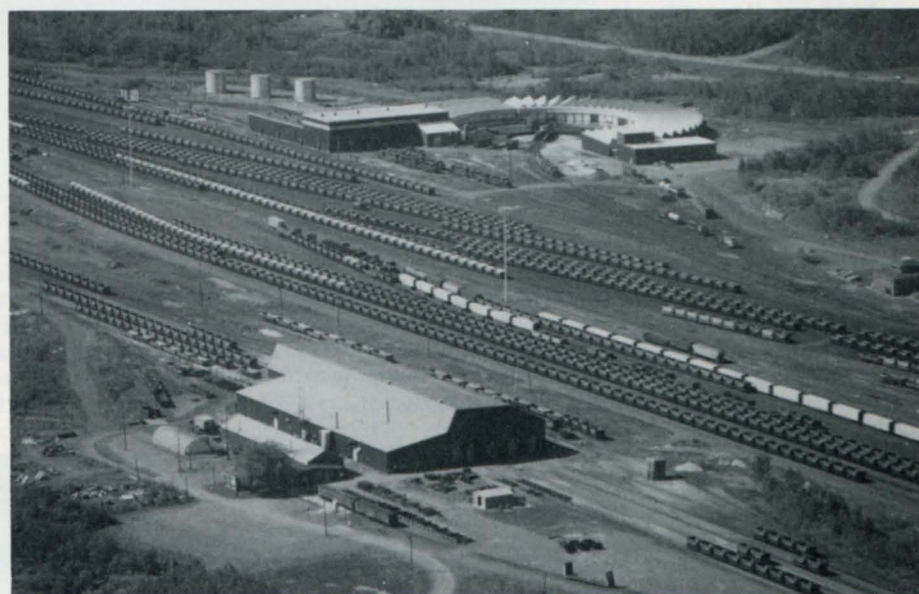
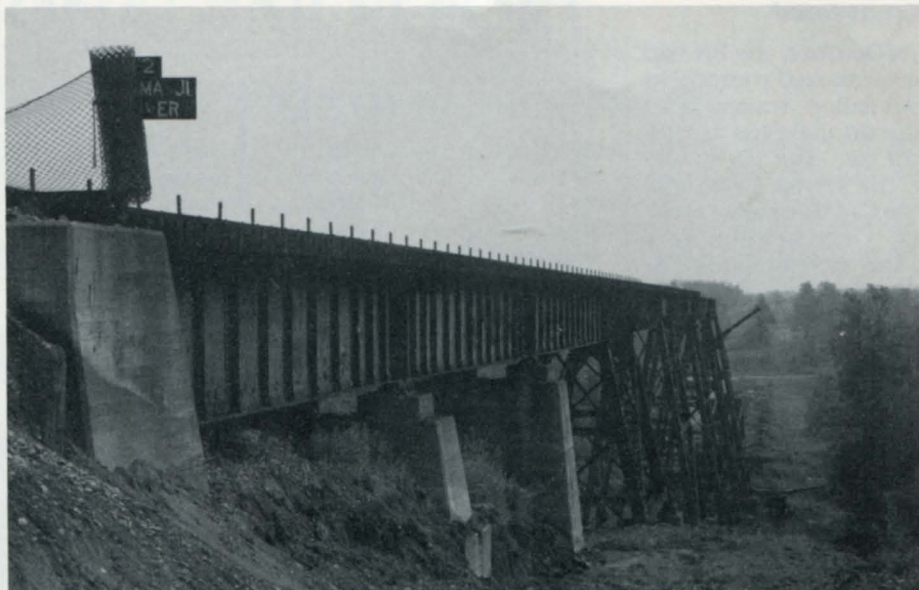
SD-9 #163 rebuilt in April to #315

SD-18 #186 released July 6 as #316.

In addition, six locomotives will "power-packed" during 1990. This work includes changing out all 6 of EMD's older model 567 power assemblies and replacing them with the newer 645 assemblies. This type of project updates the locomotive diesel engine and standardizes parts inventories.

Late breaking news has the DM&IR SD-9 #129 being released from its "powerpacking" on October 6 without its steam generator and in the original DM&IR diesel locomotive paint scheme! Be sure to look for this specially painted locomotive!

PHOTOS: The BN removed the Nemadji River Bridge in 1989...Aerial views of the Proctor and Two Harbors facilities taken in June, 1990. Dave Schauer



AIME FALL FIELD TRIP

The annual mining engineers fall field trip was held on September 8 and ran from Babbitt to Silver Bay and return on Cyprus (Reserve Mining). **Right:** The train in Babbitt behind two recent DM&IR rebuilds. 11 passenger cars from the museum, E&LS, and DM&IR made up the train. **Below:** The passenger extra passes the NSSR's budd car in east Duluth while on its way to Babbitt, 9/7/90. **Below Right:** Two Cyprus SD-18's idle at the Babbitt engine facility while an ex-Conrail Geep waits for a Generation II Caterpillar rebuild for the Soo Line. All photos by Dave Schauer.



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THANK YOU!

EDITOR'S NOTE

This issue of the Laker Extra! is the first issue since the Fall 1989 publication. Thank you for your patience while your editor adjusted to editing this publication from Colorado. We should be back on track and have the Winter 1991 issue out on time.

I would like to give special thanks to **Tim Schandel, Kent Rengo, Doug Buell, and Dan Mackey** for providing information for this issue of the Laker Extra!. Please send or tell of any information you might have on local railroading to Tim Schandel at the Club, or write to me directly: Dave Schauer, 4501 Boardwalk Dr. I-80, Ft. Collins, CO. 80525. Thanks go to all of the Transportation Club contributing members for providing funding for the Laker Extra!.





HERE COMES CYPRUS! In these two photos courtesy of Doug Buell we see Cyprus Northshore Mining's first crude taconite ore train at Dunka near Babbitt. The date is a snowy January 5, 1990. Note the traditional pine tree in the first car. This train of 100 cars was followed later in the day by yet another train with three locomotives. Cyprus had planned on producing 1.8 million tons, but through mid-September they had already produced 1.7 million tons and were projecting 1990 production to finish at 2.5 million tons. This higher production has caused a slight motive power crunch, and Cyprus is reportedly looking for more locomotives. Cyprus currently runs approximately three trains a day each way, depending on plant requirements.



LOCAL EQUIPMENT SEEN MANY PLACES, ROLLS UP THE MILES AND USERS

With the help of the LS&M and the DM&IR, the Lake Superior Museum of Transportation continues to improve its reputation as a source of passenger equipment for various excursion trains about the Midwest. In addition to the weekend excursion trips along the lake shore and the 14 special charters and excursions between Duluth and Two Harbors, passenger cars from Duluth have been seen on nine other special trips.

In May, the LS&M's A-13 and the Museum's A-14 traveled to Escanaba, Michigan to have some additional work done on the electrical system. Thanks to the Escanaba and Lake Superior Railroad, the coaches have had partial HEP for lights and air condition installed. The installation will also make it very easy to add heat to the cars by inserting heating elements in the air conditioning system. In the past, diner 1250 and lounge car 6700 have also had HEP added, thanks to the E&LS.

Other special trips on various railroads around area included:

- June 15 — Midsummer Music Festival in Bloomington with transportation by the Soo Line.
- June 16-17 — North Star Chapter, National Railway Historical Society special excursions to Owen and Amery, Wisconsin.
- Sept. 1-2 — Special excursions on E&LS to Ontonagon, Michigan, sponsored by the Rotary Club with proceeds going to a fund for foreign exchange students.
- Sept. 8 — American Institute of Mining Engineers special excursion on Cypress-North Shore Mining from Babbitt to Silver Bay.
- Sept. 9 — BN open house in Superior with special excursions operated from Belknap Street car shop to Saunders.
- Oct. 6-7 — Victorian Express on Soo Line from St. Paul to Winona.
- Oct. 13-14 — Eisenhower Centennial in Abilene, Kansas, on the BN.

Continued from preceding page

Mr. Hickey passed away shortly after Mike took the videos in the winter of 1989. Being so meticulously and intricately built, if the house were to be sold, the layout would have to go with it. Mike informed the group that Kalmbach has a copy of his video.

Another example of exquisite detail was shown in a video taken of the Twin City Model Railroad O-gauge layout in Bandana Square, St. Paul. MTM member **Ray Norton** has built three train sets, a Chicago & Northwestern, Northern Pacific and the Hiawatha, exact to the number of cars. In looking in the windows of the diner, one could see scrambled eggs on a plate.

Mike also showed videos of MTM's 1943 Mack and a 1954 GM bus once used on the Twin Cities Line. When dignitaries come to town and are given a tour of the city, they often request the old, sturdy and reliable vehicles from MTM rather than the glitzy new models of the MTC.

Jensen informed the meeting that **Dan Karelko** had been hospitalized for stomach surgery to remove a tumor. We were glad to hear it was benign. **Andy Anderson** had also been hospitalized for surgery to remove a tumor on the colon and is currently undergoing chemotherapy treatments. Our wishes to both for speedy recoveries and the blessings of Almighty God, our Father.

On the 26th of September, the E&LS needed an extra car for a VIP excursion trip and borrowed the Museum's observation-lounge No. 390. In exchange the E&LS installed a partial HEP and a 7½ kw. Waukesha generator set to supply 32 volts for lights, battery charging and air conditioning. One of the compartments in 390 that had been used as a galley by the former owner was converted back to a bedroom compartment to increase the seating capacity of the car. The car also has a Waukesha ice engine.

The Museum has had a good working relationship with the DM&IR and the E&LS when it comes to borrowing passenger equipment. The LSMT had borrowed the Missabe's coach Minnesota II on numerous occasions, the combination sleeper-baggage W-24, and the E&LS observation Dolly Madison and diner/lounge Edith Cavelle.

FIRST YEAR OF LAKEFRONT LINE BUSY WITH EXCURSIONS, CHARTERS

Since the first passenger train in six years rolled along the Lakefront Line on June 19, the line has seen several charters this past summer in addition to the regularly scheduled excursion trips beginning with Grandma's Marathon Special on June 23.

The last passenger train was in 1984 when the Railroad Museum and the Duluth, Missabe and Iron Range Railroad co-sponsored a special excursion trip to commemorate the 100th anniversary of the first ore train into Two Harbors. The special was operated on both a Saturday and Sunday in July with a side trip to Waldo for the benefit of Two Harbors residents.

The line had remained unused until this year, having been abandoned by the DM&IR and recently purchased and now owned by the Lake and St. Louis County Regional Rail Authority. The track adjacent to the Museum, the crossover and the track along Bayfront Park and a short segment adjacent to the Two Harbors depot is also part of the Authority's property with running rights reserved by the DM&IR and the BN.

The June 19 trip was a trial run on the segment of track newly laid along the side of Interstate 35 through the east half of Duluth between the Museum and Lemon Drop Hill. The tracks had been taken up for storm sewer work and freeway construction. The trial run was also for publicity for the upcoming Grandma's Marathon and the beginning of the Lakefront Line's summer excursion schedule.

Fourteen special charters and excursion trips had been scheduled up through September 29, along with weekday trips in Duluth, Friday trips to Two Harbors and weekend excursions between the Museum and Lakeside.

Beginning with Grandma's Marathon Excursion Special on June 23 for the general public, the other charters and special excursions using Museum, DM&IR, LS&M and E&LS passenger equipment were:

- June 29 — Minnesota State Bar Association convention, first passenger train into Two Harbors station in six years.
- July 4 — Special picnic train for LS&M volunteers and families. The train went to Marble Siding and back to Knife River for a picnic catered by Emily's Knife River Inn and General Store.
- July 14 — Two Harbors Heritage Days with special excursion train from Duluth.

Continued on next page

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The Wisconsin Central operated a special excursion train for the North Star Chapter, NRHS, to Amery, Wisconsin, June

Continued from preceding page

- July 19 — Special DFL campaign train to Two Harbors with picnic supper in parking lot adjacent to Two Harbors depot.
- July 26 — Norwest Bank charter for its employees.
- August 16 — Shrine convention charter which included a dinner in the Two Harbors American Legion Hall.
- August 23 — Rotary Club charter with catered meal in the Legion Hall.
- September 6 — Charter trips for the United Way campaign kickoff using the RDC between the Museum and Leif Erickson Park.
- September 14 — Special dinner train for the Minnesota Historical Society with hors d'oeuvres in the Two Harbors depot.
- September 20 — Special excursion train sponsored by the Lake Superior Museum of Transportation for all Depot volunteers with catered dinner at the American Legion Hall, Two Harbors.
- September 25 — WDIO-TV charter to Marble Siding.
- September 29 — Special fall color excursion trip for the public, Duluth to Two Harbors.

In addition to the charters and special excursions, there were the Monday through Thursday RDC operations between the Museum and Lester Park, stopping on the Lester River bridge to give passengers a view of the river. The Budd car, formerly Blue Mountain and Reading No. 9169, was purchased by the Rail Authority and operated by the Duluth and Iron Range Company for the North Shore Scenic Railroad.

The RDC was first scheduled to operate once between Duluth

16-17, using cars A-13, A-14, and Minnesota II from Duluth, and GN 1096 and 1213 from MTM. — Tim Schandel photo

and Two Harbors on Fridays, with side trips from Two Harbors to Knife River for the benefit of the local residents while Duluth passengers shopped, had lunch or visited the Lake County Historical Society Museum in the former Two Harbors depot.

When the ticket office began selling more tickets than the seating in the RDC, the North Shore Scenic Railroad decided to rent the train set from the Museum and LS&M. The set consisted of the Museum's coach 33, baggage car 66 with LS&M's coach 85 and solarium car 29 bringing up the rear with the Great Northern Historical Society's SD-45 No. 400, "Hustle Muscle," supplying the power.

Two scheduled trips were operated between Duluth and Two Harbors on Fridays, with the first one leaving Duluth at 10:00 a.m., arriving Two Harbors at 11:30 for a layover and lunch and arriving back in Duluth at 3:00 p.m. The train then made a second trip to Marble Siding at 4:00 p.m. with no layover.

On weekends, the RDC operated between Two Harbors and Palmers while the LS&M took over the local operation of running excursion trains between the Museum and Lakeside, using the Lakeside Siding at 47th Avenue East to run the locomotive around for the return trip. The Lakeside Siding was the eastern end of the depot yard limit area set by the North Shore Scenic Railroad. Any train operating beyond the Lakeside Siding was required to have a track warrant allowing it to operate between Lakeside and Marble Siding.

At Marble, the engine crew was to radio the Missabe dispatcher for clearance before entering DM&IR territory. The passenger trains then proceeded up the south-bound Missabe track and backed into the Two Harbors depot. The locomotive then ran around the train at the depot for the return trip, pushed the train up the south-bound Missabe main and headed for Duluth. If there was an ore train coming, the passenger train would have to wait at either Marble Siding or at the depot.



The Soo Line's Victorian Express is headed by GP-30 No. 4301 and SD-60 No. 6617, both in the new bright red color

scheme. The units were substituted for the Frisco 1522 when the 4-8-2 broke down on its way to St. Paul from St. Louis.

A Special Report

THE BIG ENGINE THAT THOUGHT IT COULD, COULDN'T AND DIDN'T

By R. R. "Spike" Mahl

The Pride of St. Louis was tarnished a bit when ex-Frisco 1522 failed to show up for the Victorian Express on October 6 and 7 for a special excursion between St. Paul and Winona. The trip was a joint venture between the Winona County Historical Society, Iron Horse Limited, Inc., Twin Cities, the Soo Line and operated in conjunction with the Victorian Fair.

The 1522, a Mountain-type, 4-8-2, was built in 1926 for heavy passenger use on the main lines of the Ozarks. It was built as a coal burner, converted to oil in the '30s. After being retired in 1951 and donated to the National Museum of Transport near Kirkwood, Missouri, it was restored to operation by the volunteers of the St. Louis Steam Train Association over a 31-month period and has been in operation since April 1, 1988.

The locomotive has performed flawlessly, up until now. On the way north from St. Louis, a bearing in the pony truck ran hot. The 1522 stopped at Augusta, Illinois, for repairs. Sensors have been added in its restoration to pinpoint troubles immediately. "They get to a certain temperature and you know when it's time to stop," said an official. Repairs were made, the steamer continued on its way and got as far as LeClair, Iowa, when the pony truck bearing ran hot again. A special crew was called in to see what could be done, but concluded that the amount of work to be done would not allow the 1522 to be used for the Victorian Express.

There was a slim chance that the locomotive might be able to make the Sunday run, but Sunday came, the 1522 did not. The Soo Line loaned the group a SD-60 and GP-30, both in their new bright red color scheme, to pull the 20-car train, made up of 15 coaches and five first class cars.

The Indiana Transportation Museum supplied nine Budd-built

cars, one ex-CB&Q 1608 (1948) and the rest ex-AT&SF stainless steel (1937). The LSMT lent its ex-BN A14, the LS&M its A-13 (both 1950 ACF models) and the Missabe its Minnesota II (Pullman, 1947). Ex-GNs 1096 (Pullman 1947) and 1213 (ACF, 1951) came from MTM; the CB&Q "Silver Garden" (Budd, 1952) and a 1947 Pullman C&NW coach.

Former Milwaukee Road Super Dome 58 (Pullman, 1958) was on its home tracks as the Victorian Express traveled over the route of the Hiawathas along the Mississippi River. At 112 tons, the Super Domes were the heaviest passenger cars built.

A former VIA car, CN-Chouteau Club (Pullman 1954) was the former parlor car Lake St. Joseph and had been rebuilt and renamed several times.

This reporter and family traveled in the C&O Chessie Club (Pullman, 1950), a former Amtrak bar-lounge, later restored to its original C&O colors of two-tone gray and yellow.

Another dome car, ACL-PPX 257, had its observation end squared off so it could be used mid-train and was a Budd product in 1947. Bringing up the rear was the former California Zephyr Silver Solarium (Budd, 1948), a sleeper-dome-lounge observation. The first-class cars were loaned by a group called the Eagle Canyon Passenger Car Service. Former LSTC member **Charles Wiesner** is a member, was a part of the train crew. Including medics, security, car hosts and mechanics, food service and communications personnel, there were over a hundred volunteers, most of whom were from the Winona area. **Zeke Fields** accompanied the Duluth equipment as a mechanic and **Elaine Ellian** made herself available as a go-fer in the first-class section.

WE USED FORMER ROUTE OF HIAWATHAS, 119th ANNIVERSARY OF FIRST TRAIN

The Victorian Express traveled along the west bank of the Mississippi River, the route of the famous Milwaukee Road Continued on next page



The C&O Chessie Club 1903 on the Victorian Express. The bar-lounge was used on the George Washington which is shown in the photograph on the end wall of the club car.

Hiawathas. The line began life as the St. Paul and Chicago, the first passenger train going through Winona October 7, 1871. The line was soon expanded to LaCrosse and Milwaukee.

What most people remember are the Hiawathas, modern streamlined cars such as the Skytop Observation and the Super Domes, designed and built by the Milwaukee Road. The Soo Line acquired the Milwaukee Road in 1985 and operates more than 20 trains a day through Winona with grain, coal, fertilizers, autos, lumber, paper, steel and other goods.

The Victorian Express departed St. Paul's Midway Station about a half hour late (8:30) and arrived in Winona, mile post 108.3 at 11:00, an hour early. The Empire Builder was in the station and the VE was broke into two sections, with the first class cars on a siding, the coaches on one of the through tracks behind the station. Four hours were allowed for the trip each way, possibly for photo run-bys, water stops or meets.

The train had a seating capacity of 1200 and it was a sell-out. The first-class passengers were treated to a gourmet continental breakfast of assorted fruits, sliced and luncheon meats and cheeses, bagels and cream cheese, sweet breads, an assortment of jams and jellies, fruit juice and coffee.

On the return trip the evening dinner consisted of chicken veronique, wild rice, baby carrots, vegetable relishes, a cranberry/apple salad, bread sticks and a choice of old fashioned apple pie, German chocolate cake or angel food cake with cherry topping. An assortment of beverages were available as well as most anything in the line of spirits. There was no diner in the consist; passengers were served on fancy clear-plastic dinner trays which they could keep as souvenirs. Some of us were fortunate to get a table in the lounge car.

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The George Washington ran out of the nation's capitol. Around the corner to the left is the bar.

The Victorian Fair in Winona is a series of events commemorating the beginning of the riverside town, long and narrow as it is wedged between the hills and the river. The Julius K. Wilkie steamboat museum, the Bunnel house, the Armory Museum were focus points of numerous activities displaying the heritage and arts and crafts of the region. The Red Wing-based 2nd Minnesota Battery of Light Artillery had set up a Civil War encampment, complete with canon and musket firing.

A steam caliope, numerous food vendors, boat rides, horse and buggy tours and historic displays were all part of the two-day affair. Some of the food service personnel aboard the train were dressed in Victorian costumes. Passengers were also invited to dress Victorian style and a few did. They were free to roam about the town or take chartered buses to various locations as the train made a side trip to River Junction with local businesses and sponsors and was wyeed for the return trip to St. Paul.

Duluth had received compliments on the condition of its three cars in the Victorian Express consist as to their cleanliness and mechanical condition.

There were numerous rail fans and photo bugs at grade crossings, track-side fields and pacing the train. They may have been disappointed not seeing the 1522 on the point, but then the Soo Line's SD-60 and GP-30 double header in their bright red colors was equally impressive as the special roared by at close to highway speeds.

The Soo Line, the Winona County Historical Society, Iron Horse Limited of Mendota, and the many sponsors are to be congratulated for such an undertaking. The logistics and handling of 1200 passengers were handled with ease and efficiency.

DFL CAMPAIGN TRAIN, MHS DINNER TRAIN MAKE USE OF LAKEFRONT LINE

Reminiscent of the old days of whistle stop campaigning from the open observation platform at the rear of a train, the E&LS Dolly Madison was used for a Governor Perpich campaign trip to Two Harbors, complete with political rhetoric, a bean feed and DFL supporters waving campaign signs. The governor and Paul Wellstone, candidate for the U.S. Senate spoke from the train.

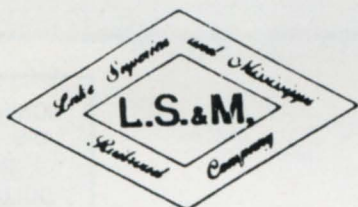
Passengers on the July 19 campaign special were DFL supporters and campaign workers. In addition to the Dolly Madison, coaches 33, 85 were used with refreshments served in baggage car 66.

Another special was the dinner train for the Minnesota Historical Society on September 14. Nearly one hundred members were invited to visit the Rail Museum, after which they boarded the seven-car train for a trip to Two Harbors. Special guests and Missabe VIPs rode in the private observation car Northland. The three coaches were the A-13 and A-14, Minnesota II and Missabe's baggage-sleeper W-24. The two diners were the Museum's Lake of the Isles and the E&LS Edith Cavelle which can be arranged for either a lounge car or a diner.

The guests were kept in the coaches for the first leg of the trip while dinner was being prepared. At the Lake County Historical Society in Two Harbors, they were treated to smoked salmon, crackers and coffee. Many took advantage of bus rides to the Two Harbors lighthouse.

On the return trip, the MHS members feasted on a scrumptious dinner prepared by **Susan Poupore**. The menu consisted of fresh green salad, chicken marbella, wild rice pilaf, a vegetable and layered torte for dessert. Wine was also served with the dinner and music supplied by the Strollers, **Gerald Thilmany** on accordion and **Ray Leiva** on violin.

And nothing was spared in serving the dinner; linen tablecloths, fine china and silverware, dinner music — truly a night reminiscent of the glorious days of rail travel and elegant dining.



LS&M NEWS

EX-D&NM MIKE No. 14 MOVED TO LS&M SHOP FOR HYDRO

October 16 saw the move of Mikado No. 14 from the Fraser shipyard to the LS&M shop in West Duluth where it will receive a hydro test and have its driving boxes inspected. No. 14 was disassembled at the Museum over a year ago and has resided at the shipyard since where it has had the bottom portion of the firebox rebuilt and new staybolts installed. New tubes had been installed in Gulliver, Michigan, prior to its return to Duluth, but it had never seen a fire. The shipyard had inspected the tubes and were found to be good, the name still on the tubes.

The cab, jacketing, appliances, main rods and valve gear were removed. The tender shell was also lifted from its frame and rebuilt. Locomotive parts and the shell are at the Museum.



Resembling the whistle-stop campaign trains of yesteryear, Governor Perpich speaks from the rear of the E&LS Dolly Madison in Two Harbors at a DFL rally. Paul Wellstone, Senate candidate, left, also spoke. Dave Battaglia is between the governor and Wellstone. The campaign train was operated by the LSMT from Duluth.

— Tim Schandel photo

The LS&M has an inspection pit in the shop built to facilitate work on the underside of its equipment. The 2-8-2 will be moved back to the Museum after the hydro and inspection, providing the weather cooperates. Once the winter snow comes and the switch points freeze up on the shop lead, the 14 could be marooned in West Duluth until the spring. The LS&M is also hoping to make some needed passenger truck maintenance on its coaches before the onset of winter.

Along with the 14, the BN also towed a Mack diesel locomotive that has been donated to the Museum by the Harvest States Cooperative. The Mack is a twin to Mack No. 1, the "flying outhouse," which has been the Museum's mainstay in switching operations. The second Mack which is in operating condition, has been altered in the past. Mack No. 1 has a Detroit diesel. Mack No. 2 a Caterpillar diesel and levers installed on the outside of the cab that enable the operator to lift the knuckle pins and uncouple without leaving the cab and eliminating the need for a person on the ground.

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



Mr. and Mrs. Peter Thompson, Great Northern Historical Society, make their acquaintance with the GN SD-45 No. 400, which was donated by the BN to the GNHS. It was repainted in former GN colors in Grand Forks. The 400 was used on the Grandma's Marathon Special last June 23.

LSTC MEMBERS WIN IN PHOTO CONTEST

David Schauer won first and fifth place in the DM&IR Veteran Employees' Association photo contest for their 1991 calendar. Second place went to Marvin Nielson. It is the third successive year that David has won first place and had his photographs used for the calendars. Congratulations to both.

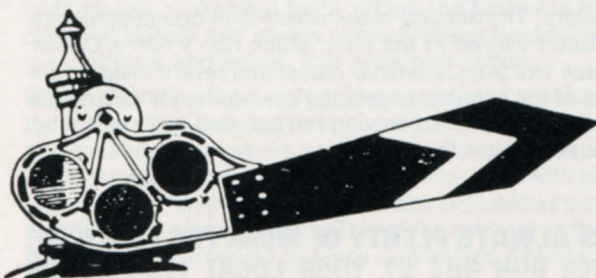


Mr. and Mrs. Don Drewett rode the special excursion train operated by the LSMT for all Depot volunteers on September 20. Nearly two hundred were treated to a dinner in the Legion Hall in Two Harbors. The yearly event is the Depot's way of saying "Thank you" to the many volunteers in the various agencies which are housed in the former Duluth Union Station.

Remember? . . . The Minnesota Railfans Association sponsored a fan trip on Great Northern freight trackage to Hutchinson for a 138-mile round trip for \$5 on July 4, 1963, leaving the Great Northern station at 10 a.m.

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