

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION

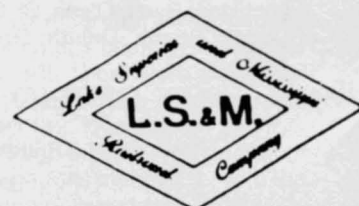


Laker

SPRING, 1990



Lake Superior and Mississippi Railroad



THE LAKER

Spring, 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

When the feline is absent, the rodents will party . . . or something to that effect.

That is what happened during the production of the winter issue of the "Laker." The editor, who had a paying job with local daily newspaper, had an angina, and spend a week in a very expensive hotel (that some call a hospital). Before leaving the coronary intensive unit, the Mrs. said "You are not to go back to work, take your retirement," Granted, newspapering can be stressful, but it paid a lot better than overseeing the staff of the "Laker" which has a tendency to slack off when the boss is not around. So your last issue of the "Laker" was delayed until the editor returned to his duties with the newsletter and whipped the staff back into shape. The pay is almost nonexistent and so are the fringes, but what counts is the experience.

But being that the editor has more time on his hands does not mean that the succeeding issues of the "Laker" will get out any sooner, because there is still plenty of work to do at the museum, so he may very well be found there helping to get LS&M's car 29 ready for the summer excursion season.

And not only the editor but other officers as well. The unique part of Duluth's tourist railroad, unlike that of the big conglomerates, is that the officers are not found in offices and board rooms, but in the shop with their grubbies on giving a hand where ever needed in the repair and maintenance of equipment. And the same could be said for many tourist operations and some "Mom and Pop" family operated short lines.

But for the editor, working at the museum is a break from having to ride herd over the newsletter staff. It sure would be nice to have a crew that would be self-motivated, but good help is hard to find.

And speaking of the LS&M, they are to be commended for their public spirit in the decision to temporarily suspend operations in West Duluth to be of service to the Rail Museum to help operate excursion trains out of the Depot. The LS&M and the

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CONTRIBUTING MEMBERS

Pursuant to action taken at the 1989 annual meeting of the Lake Superior Transportation Club establishing a new category of membership, the following have become contributing members for the year 1990.

Carl Ekholm
Gerald Dobey
Robert Sailstad
Steven Lorenz
J. J. Kreuzberger
Duane Benoit
Thomas Lamphier
Merrel Hendrickson
Tom Casper
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Tom Griffin

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David Bruns
Jergen Fuhr
Donald Weesner
Thomas Hoff
John Boutin

Don Shank

RULES CLASS HELD DURING MAY FOR LSTC/LS&M MEMBERS

Any members of the Lake Superior Transportation Club or the Lake Superior & Mississippi Railroad who would like to work on the excursion train that will be operating on the Lake Front Line will be required to pass a Code of Rules test. Four class sessions on the Code of Rules began on May 2 and were held the following three Wednesdays.

The Lake Superior Museum of Transportation plans to operate several excursion trips between Duluth and Two Harbors. In Two Harbors, the train will be on DM&IR tracks to get into the depot and the Missabe requires that all train personnel know the book of rules. Also because the LS&M excursion train operates on the BN tracks in West Duluth, it was suggested that all personnel on that train also know the book of rules.

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museum have had a wonderful relationship over the years and this move can only be for the better for the Museum, the Duluth and Iron Range Co., and the Rail Authority to provide a service for the tourists in downtown Duluth, albeit temporary.

The LS&M, Duluth's only excursion train, and the Museum have had good relations for the past ten years, sharing equipment, facilities and services. And the LS&M is still the only show of its kind in town and after all of the publicity and advertising that the North Shore Scenic Railroad has put out, someone would be very embarrassed if an excursion train were not available for the tourists in downtown Duluth. So enter the LS&M to help out the Rail Museum to furnish a new tourist attraction in the form of excursion train rides between the Depot and Lakeside on weekends to fill the void left by lack of any other excursion train operator coming forth to provide the services.

In so doing the LS&M is providing an important public service for the tourist industry, the Rail Museum, the Regional Rail Authority and the Duluth and Iron Range Company. It is not abandoning its operation in West Duluth, and plans are to return for some Fall foliage trips and possible benefits for the Zoo. Operating out of the Depot could also bring an increase in patronage for the Depot and the Museum which would benefit their financial picture greatly.

The decision to suspend its West Duluth operation came after considerable discussion and weighing the advantages with the disadvantages. The LS&M has operated in West Duluth and it seems the pros out-weigh the cons. People are used to seeing a train out there for the last ten years and will again. The brief hiatus will allow the railroad to upgrade its rail line with some much needed improvements making for a smoother and safer ride.

The Riverside Line has some very unique qualities that cannot be matched — the scenery, the isolated area, a minimum of grade crossings and the historical background of the line. The train will be back, the organization in better shape and the track in better condition.

In February, 1825, John Stevens ran the first locomotive in the United States on a half-mile of track in Hoboken, New Jersey as an experiment.

AT THE MARCH MEETING OF THE LSTC . . .

President **Steve Ruce** presided and Membership Secretary **Dale Carlson** reported that the club has 190 members, 22 new members and 168 renewals. Of the total 190, 140 are voting members, 50 are associate and there are two junior members.

After the usual treasurer's and secretary's reports, the group learned that the LS&M has contributed \$1000 for the air conditioning of the model building. **Tom Gannon** and **Ray Bushnel** are working to get the oredock finished and **Dale Carlson**, **Jim Morin** and **Ken Gerard** are working on the west end of the HO scale railroad in the model building to complete the rebuilding of two bridges and abutments and the nearby town in the southwest corner.

A rules class will be held for anyone who wants to work on the proposed excursion train for the Lake Front Line, being that the train will be operating in the DM&IR yard in Two Harbors. LS&M President **Mark Olson** stated that the LS&M wants anyone who works on that excursion train to also take the rules class—engine crew, car hosts— everyone, because the train does operate on the BN track "and we have to abide by the FRA rules that require everyone to have a rule book," stated Mark.

He also reported that the gear case on locomotive 46 was taken apart. It was found that the secondary gear bearing is slightly pitted, but is very difficult to get out, so the bearing will be cleaned up and could be all right for many years. Both air compressors will also be overhauled.

Zeke Fields mentioned that work on LS&M solarium car 29 is progressing very nicely and that work on the Soo Line 2500 A has been put on hold because of the urgency to get car 29 finished and out of the way by mid-May so the Lisbon trolley can use track seven to operate on for the tourist season. Seats for the 29 have been located, coming from the Napa Valley Wine Train.

The LSTC has been invited to bring its HO module to Iron Gate Mall in Hibbing the last weekend in April for a hobby show sponsored by the RC Club from Hibbing.

Marvin Nielsen of Rice Lake presented the slide show with pictures taken of passenger trains in the Minneapolis area and many photographs of railroads around the Twin Ports area.

COVER PHOTO . . .

A two-car train from the United States Department of Transportation Federal Railroad Administration is parked outside the Lake Superior Museum of Transportation in this photo taken in October of 1979 by David Fuhr. The two tracks in the foreground are what is left of the former Bridge yard, the track next to the platform being track number one and the next was the Missabe's through track from the North Shore line.

In 1871 there were no fewer than 23 different railway gauges in use to a greater or lesser degree in this country, the widest being six feet, the narrowest three feet. There were a few two-foot gauges built later. The standardization of a track gauge was a major undertaking, due to the fact that locomotives and rolling stock had to be converted. Through a joint effort and team work the standardization of railway gauges in the U.S., with the exception of a few, became an accomplished fact in 1886.

HO MODELS TO AMUSEMENT PARK TRAINS, LIVE STEAMERS COME IN A VARIETY OF SIZES

In the June 1951 issue of *Model Railroader* is a picture of one of the most remarkable HO models ever built — a 2-10-10-2 Mallet compound built by A. A. Sherwood of England. It is a live steamer using meta fuel, a benzine compound, took 4000 hours to construct over a period of four years. The controls are oversized because they are operated with full-size fingers. The speed of the locomotive can be regulated down to a crawl with a full boiler pressure of 60 pounds and because of live steam connections for the front engine, it can not negotiate anything less than a six foot radius curve. And it is a true compound — the rear cylinders exhaust to the front cylinders.

A *Model Railroader* magazine also had an article about an O-gauge "live steamer" that used CO-2 from a tank in the tender and controlled by radio.

At the other end of the scale is the amusement park live steamers, not exactly prototype or built to scale, but a generic type locomotive that functions very well in an amusement park setting whose patrons may not be all that interested in the esthetics or accuracy of the locomotive.

A manufacturing plant in Wisconsin Dells had been in the business of constructing 15 and 24"-gauge locomotives for amusement parks and light freight and passenger service. The Sandley Light Railway Equipment Works had built many 4-4-0s, 4-4-2s, 4-6-2s and 2-4-2s in both gauges between 1936 and 1983. Adjacent to the Sandley Works is the one mile of main line track for the Riverside and Great Northern Lines. A preservation group is attempting to get the plant and the rail line back into operation and even extend the track at least another mile into downtown Wisconsin Dells. Plans are also to construct a museum and finish a partially built 2-4-4T in two-foot gauge.

In Duluth two amusement parks had a live steam locomotive to take the little kiddies and adults around a small loop of track.

The one at the end of Park Point used a 4-4-0 American built by Lester Attaway of Wichita, Kansas for a 12-inch gauge track. The locomotive burned coal and developed a 100-lb. steam pressure. Al O'Neil had bought the engine, then his son Casey had it for a while and ran it on their estate in Lake City, Minnesota before selling it to someone in Wisconsin.

The Duluth Zoo also had an amusement park and like the one at Park Point had a number of amusement rides, including a steam train. That locomotive was also an American built by Elmer Thornton in Des Moines, Iowa, and his son Bob ran the engine. It was acquired by Ray Hammer of Austin, Minn., for a while, then went to Blooming Prairie, Minn., where it is for sale. It has not run for some time. Ten Thornton engines, all Americans, were built alike. The Thornton engines burned coal and operated on 150 pounds steam pressure.

Zeke Fields is currently working on his live steamer at the Lake Superior Museum of Transportation to get it back into operation. He last ran it in Two Harbors during the Museum's 1984 DM&IR Centennial excursion trip, operating on 1100 feet of track on a cement slab near the depot.

Zeke's locomotive was built by H. A. O. Johnson of Minneapolis in 1968 with a Minnesota special boiler which conforms to the guidelines of the Minnesota state inspector. Zeke has three Great Northern coaches that he acquired from an amusement park railroad, the Como Comet, at Como Park in St. Paul. He has built an ore car, a gondola and caboose for his train. **Mike**

REFLECTIONS ON A TOUR OF DUTY ON THE DEPOT SQUARE TROLLEY

Wednesday afternoon it was my pleasure to operate the trolley at Depot Square. Pleasure? Yes. Although nothing spectacular happened there was a series of simple incidents and the more I reflected on them the more I felt the need to put my thoughts into words.

Contrary to what some may think the fun of operating the trolley itself fades rather quickly, but the fun of giving other people pleasure goes on and on. For example a couple of young ladies well dressed in sport clothes came aboard and they seemed so friendly and light hearted I began to wonder what they were about. It was a pleasant surprise when they left the trolley with more light conversation and handed me a brochure with the familiar smiling sunshine face and the words "Smile, Jesus Loves You."

A little later a lad of about six years old came aboard with his mother. He was loaded with questions and I managed to answer most of them. But I was in for another pleasant surprise. As he left the trolley he came up to me and wrapped his arms around my waist with a tremendous hug. That was all the "pay" one could imagine for a busy afternoon.

Late in the afternoon I had noticed the controls at one end of the trolley were not operating just the way they should, so I told **Tom Gannon** about it. In no time he and Zeke were there fixing it. They worked quietly and efficiently without complaint.

Just as I was ready to "tie up" for the day at about 4:40 P.M. a young couple came along with several youngsters in tow. They explained they were from Indiana and would certainly appreciate a trolley ride. When I granted the request their delight made my day.

It was later that I realized something rather unusual. In my lifetime of paid employment I have worked for about four major enterprises. All of them were decent employers with no more than their fair share of foibles. However, there is something about the "Depot" that tops them all. I have never been associated with more pleasant people . . . smiling faces . . . eager to please . . . considerate . . . kind. Pleasure? Yes indeed!

Jim McDougall

Oswald, Museum maintenance, is building a St. Paul and Pacific box car for Zeke, modeling the one at the Museum.

Zeke says his locomotive, an American named the William Crooks, is not exactly a scale model nor is it an amusement park locomotive, but somewhere in between. It is fired with wood and works on 100 pounds steam pressure. He says he gets more heat out of wood because of the size of the heating area in the firebox and flues. Like the Attaway and Thornton engines, Zeke's is a 12-inch gauge engine.

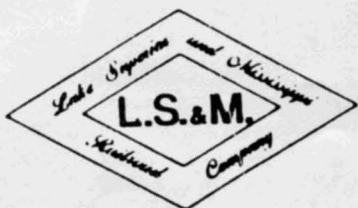
The Soo Line had 14 Atlantic type locomotives, (4-4-2 wheel arrangement), and **Lloyd Berger's** 3/4 inch scale Atlantic is similar but not a real prototype of any of the Soo Line's engines. He has lettered it Soo Line and numbered it 2915, uses coal and works on 80 pounds steam pressure, runs on 3 1/4 inch rail. Lloyd has two flat cars and operates his engine at the Lakehead

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Bill Mickelsen wipes the steel wall covering of car 29 while Duane Benoit, Bill DeRoche and Dave Wood (behind the

scaffolding, l. to r.) get ready to clean and paint the other side of the car.



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Harvest Reunion in Esko each summer, and also takes it down to the St. Croix Live Steamers near Hudson, Wisconsin.

Dennis Andres has five live steam locomotives, two Raritans (2-4-0), one of which is in operating condition, an American, A Tom Thumb and a 0-4-0 B&O switcher, all in 1½ inch scale.

A 4-6-0 Mogul was built by **Don Fobear** in 1½ inch scale which runs on tracks 7¼ inches apart. The Mogul is built close to scale, runs on 100 pounds steam pressure. Don has about 80 feet of straight track that he runs the locomotive on.

Two other live steam enthusiasts in the area are **Pete Kilen** of Esko who has a Tom Thumb and an American, both in ¾ inch scale, and **Phil Runser** of Superior with his 4-8-4 Northern in ¾ inch scale. For those who like to catch some live steam in action, plan to visit the Lakehead Harvest Reunion in late August in Esko. There one can see a variety of steam engines of all sizes, miniature stationary engines to full-scale steam tractors, plus many other antique pieces of farm equipment and tractors.

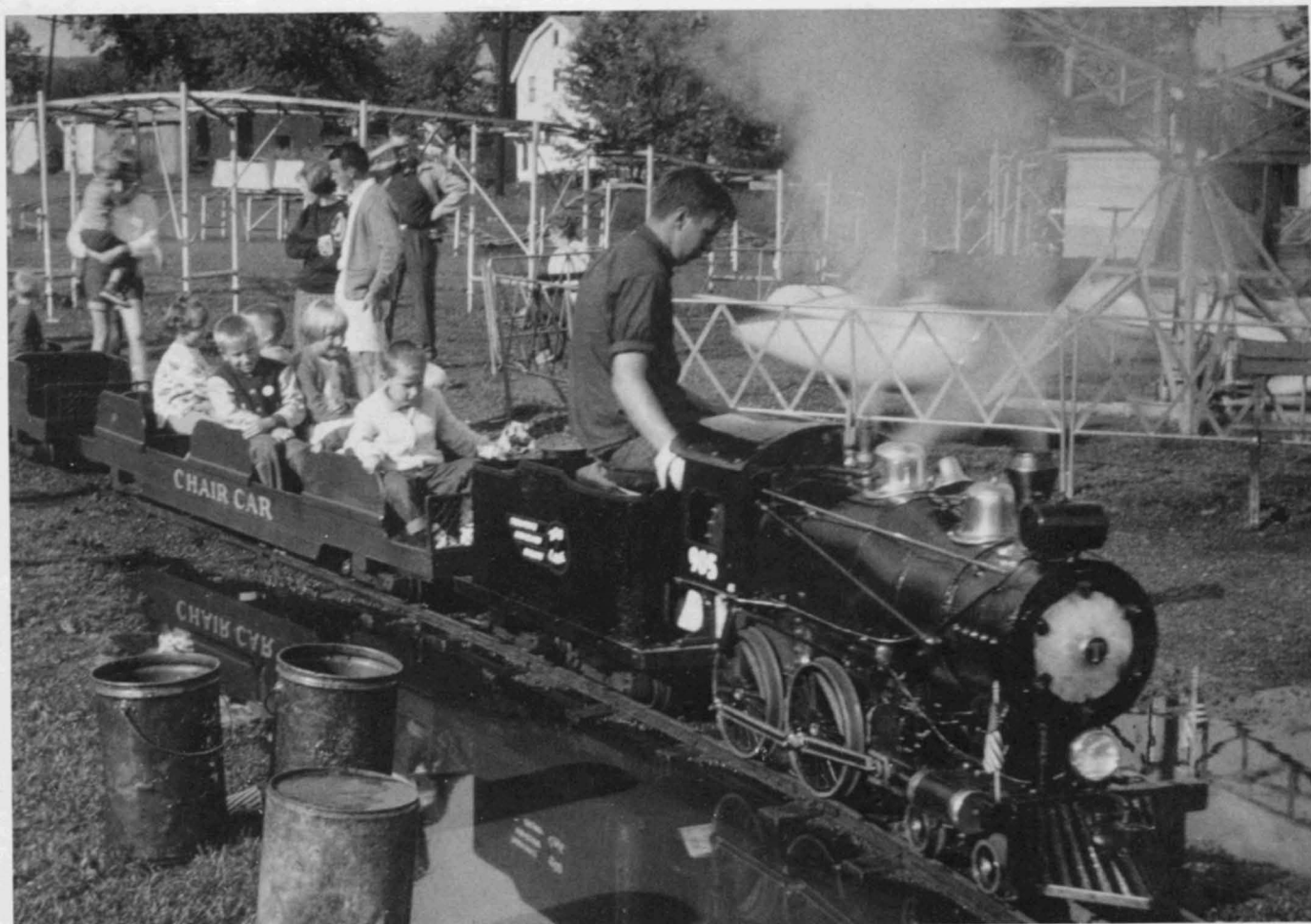
WORK ON SOLARIUM CAR 29 PROGRESSING NICELY

The ceiling of car 29 has finally been painted and a gold strip has been added around each ceiling panel and curved portion of the roof just below the clerestory windows and with the spring green and gold striping together with the mahogany woodwork will give the car a rich looking interior.

New members have been coming to help get the car finished and the goal is to have it in service for the coming tourist season. Much work has gone into the windows — like the interior of the car, the windows have been stripped of paint, the hardware removed and cleaned up and the window frames re-varnished. New windows for the solarium end have been built as well as three of the clerestory windows.

The coach part of the car will have its woodwork varnished but the solarium end will be painted because of the pine woodwork. As soon as the windows are in, the car will have to be moved outside because it occupies track seven which is used for the operation of the Lisbon trolley during the tourist season.

The steel wall covering below the windows has yet to be primed and painted, a new plywood underlayment to be put down and tile installed. The last thing will be to install the seats expected from the Napa Valley Wine Train. A new comfort station was added at the coach end of the car as well as an electrical and storage closet, both of which were removed when the car was converted into a work car. A few minor details may be left to finish up next winter, but the goal is to get the car finished and mechanically conditioned to be used for the 1990 season.



The Thornton Zoo Line locomotive No. 905 is steamed and ready to depart on a ride around a small loop of track at the Duluth Zoo in September 1964. The 12-inch gauge 4-4-0 American and its train was a popular ride for children. Puddles surround the locomotive from a heavy rain. In the background are the Little Dipper roller coaster and the airplane ride.

DSR NO. 78 TO BE IN OPERATION AT LAKE HARRIET

The Minnesota Transportation Museum plans to have Duluth Street Railway car No. 78 in operation this summer. It will be the second Duluth street railway vehicle to be restored and operated on its Lake Harriet line and the third such operational trolley at MTM.

The car is a 1893 LaClede that was retired from service in 1911 and used as a dwelling, a children's playhouse and storage shed near the Zoo. A false roof over the car body had protected it to some extent, although it was pretty much a basket case upon its arrival in St. Paul in 1972 or '73. The car remained in the former Como shop until the mid '80s while its fate was resting upon whether an under carriage could be found.

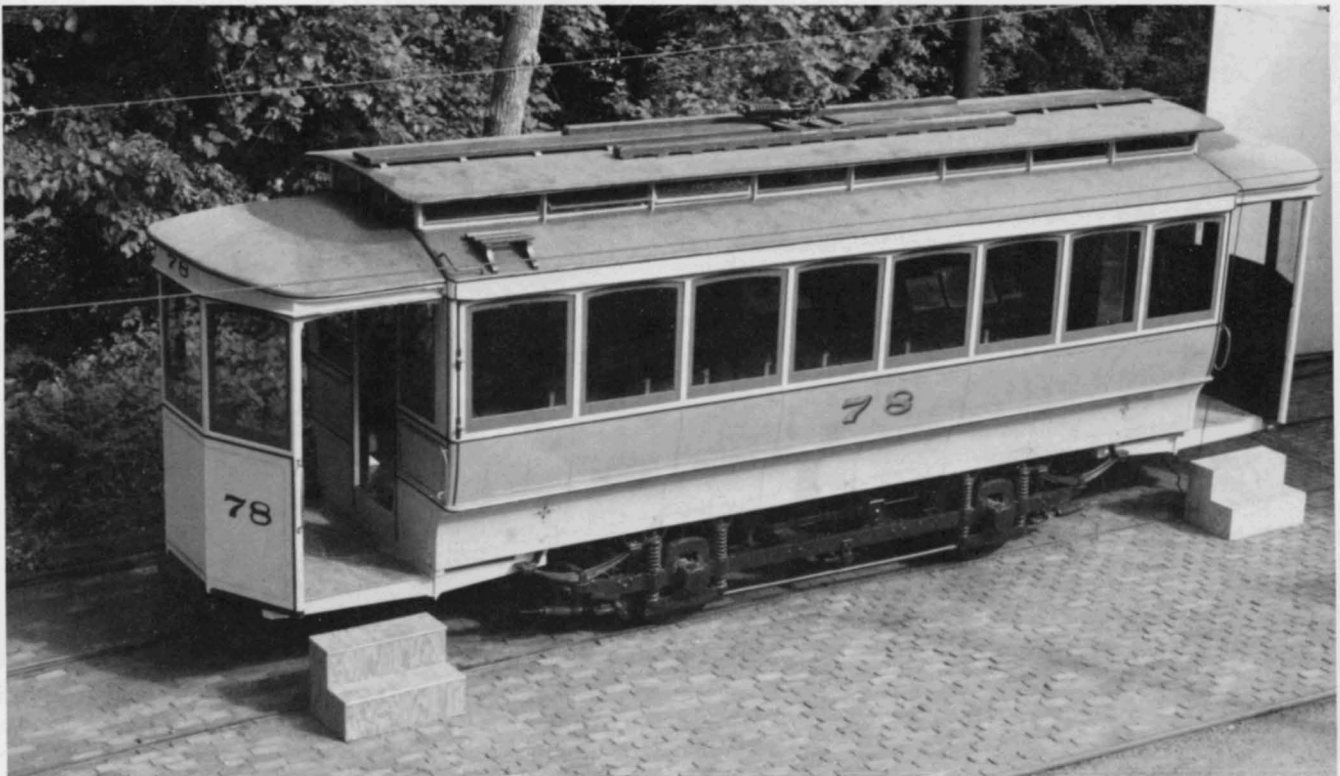
A Brill 21-E underframe was found in Brussels, Belgium where it was manufactured by way of the East Troy Electric Railway and the wheel sets and traction motor came from a TCRT steeplecab electric locomotive. Restoration on No. 78 has taken five years with the cab controls and resistor grids being installed last Fall along with the gates and steps. Electric fixtures have yet to be added though the car originally did not have electric fixtures nor air brakes. (Imagine coming down a Duluth hill with only hand brakes!)

The other operational DSR car is 265, originally built in 1915 in the TCRT Snelling shop as TCRT No. 1791. After six months

of service in the Twin Cities, it went to Duluth and renumbered 265. When sold in 1939, 265 served as a summer home near Solon Springs, Wisconsin. When the car body was acquired by MTM in the Fall of '73, trucks were obtained from the Chicago Rapid Transit. Nine years were needed for the restoration of DSR 265, going into service in the Fall of '82, just in time to finish the season as TCRT car 1300 lost its air compressor.



Jim Morin and Dale Carlson work on installing a new bridge at the west end of the HO model railroad in the Museum's model building.



A LaClede Duluth Street Railway car 78 is rolled out into the sunshine after being freshly painted in the Minneapolis Transportation Museum shop at Lake Harriet. This photo

taken in May of 1989 by Bill Graham shows the car still has to get its trolley pole, gates, steps and lighting system.



Two former Duluth Street Railway cars rest just outside the MTM shop and car barn at Lake Harriet. The one on the left is DSR 78, still needing a few finishing touches to be ready for service. The car on the right is DSR 265 which has been

in operation since 1982. It shows a Woodland destination sign. Notice the chimney on the left side of the car for the coal-fired hot water heater. The number 7 in the front window indicates the car is going to Woodland Avenue and Austin Street.

LS&M VOTES TO TRANSFER ITS OPERATION FOR THE 1990 SEASON

Members of the board of directors of the Lake Superior & Mississippi Railroad voted on April 16 to temporarily suspend operations on the West Duluth line and make themselves available to the Lake Superior Museum of Transportation to operate excursion trains out of the Depot for the 1990 tourist season. The board proposed an operating season beginning June 30 and covering ten weekends, every Saturday and Sunday through September 2nd. The move is to help the Museum to provide an excursion train service and to fill the void caused by the lack of any other operator coming forth.

The offer will also help to alleviate some embarrassment on the part of the Rail Authority that has advertised and promoted the beginning of excursion train service out of the Depot. The excursion train will use equipment from both the Museum and the LS&M. Scheduling, prices and a host of other details have to be agreed upon by the board of directors of the Rail Museum at their meeting on May 3, prior to the annual meeting of the Museum membership. The transfer is also contingent upon the acceptance of an insurance package and the cost of liability.

The decision was made after considerable discussion at the LS&M board meeting, weighing the pros and cons. The offer is expected to be approved by the Museum board of directors. It would not do for tourists and local people to come to the Depot and ask, "Where's the excursion train that was advertised." The Rail Authority has worked for the last five years to get some sort of excursion train service going on the Lake Front Line and advertised last summer with billboards, news releases and brochures.

The 1989 season was the tenth year of operation for the LS&M along the shores of the St. Louis River, using the tracks of the original Lake Superior & Mississippi Railroad, the first railroad to enter the city of Duluth. The excursion train uses the last remaining section track between New Duluth at the foot of Commonwealth Avenue and Riverside (Spring Street), then uses the BN track to get to the West Duluth terminal across from the Zoo, which was also a part of the original LS&M mainline between Duluth and Minneapolis but has been improved and upgraded to heavier rail since the demise of the original LS&M.

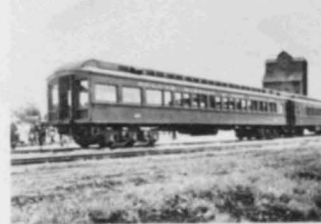
When the LS&M began its operation in 1980, it started from the New Duluth terminal, ran to Riverside and returned, a trip of about nine miles. A caboose served as a ticket office and the location was hard to find for some people that tended to stay on Highway 23, Evergreen Memorial Highway, and end up in Fond du Lac, rather than go straight down Commonwealth Avenue toward the river. The train was not very visible and people often complained that they could not find it.

The move to West Duluth improved that situation, being across from the Zoo and very visible to anyone going by on Grand Avenue. The change also added another three miles to the round trip and a half hour to the total running time. The LS&M also purchased a used concession trailer to serve as a ticket office and allowed the train to be stored over night at a nearby private facility. Prior to 1986, the train was kept in New Duluth on weekends, requiring some one to stay with the train for safety reasons.

Duluth's first regularly scheduled excursion train has had a good working relationship with the Burlington Railroad, the city, the Museum and other railroads, contractors and business people who have helped the excursion line to become what it is today, a viable and valuable asset to the city and the tourism industry.

And now comes the opportunity to help the Rail Museum to pro-

LAKE SUPERIOR & MISSISSIPPI RAILROAD
COACH #29



A poster made up of five interior and exterior views of car 29 and a car diagram with statistics show museum visitors how the car looked while in service on the DM&IR.

vide excursion train service from the Depot until a permanent operator is secured for the 1991 season.

The former Amtrak station will be used as a ticket office and waiting room, complete with rest rooms, and in the event of inclement or hot weather, also gives shelter for the passengers. The platform canopies also will provide shelter on their way to board the train. There will also be facilities for watering the train and charging the batteries and be very accessible to downtown hotels and the Port Town trackless trolley.

The board of directors plan to run some excursions in September and possibly have a fund raiser to help the Zoo in its efforts to complete the expansion projects. And depending on the finances available, tentative plans for the Zoo expansion include the building of a small depot for the railroad across the street. Also the track department will have the summer season to get a lot of maintenance work done which include the relaying of some sections of track with a heavier rail, especially on curves that get more wear, reballasting of the roadbed, replacing ties and track alignment.

The move to West Duluth gained the LS&M more visibility and better operation. The board feels that the temporary move to downtown will also enhance its operations and a chance to greatly improve the tracks and road bed for a much safer and smoother ride.

MUSEUM MEMBERS ATTEND RAIL PRESERVATION SYMPOSIUM

During the weekend of March 30 - April 1 the California State Railroad Museum was host to the second symposium dealing with the subject of Rail Preservation in the 90's. The idea behind this series of meetings of the rail preservation community is to discuss what philosophies and methods are used to preserve railroad history in this country. There were approximately 125 in attendance representing museums from around the country. **Tom Gannon** along with **John Larkin** and **Randy Schandel** were among those attending.

The first speaker was **John W. Peck** from York, England and he gave an overview of the preservation movement in England discussing some of what had been saved and ideas followed in deciding how to go about saving an artifact. In a country the size of Minnesota there are almost as many railroad museums as there are in the whole of the U.S. There has been a great number of engines and other artifacts preserved and a discussion of their methods was very interesting. Mr. Peck also spoke on the second day and described the restoration of a specific engine, The Duchess of Hamilton.

John Gruber of Mid-Continent Railway presented a profile of a museum solidifying its position and trying to develop new programs to make sure that it had a future. Explaining that the museum was not merely coasting on its past successes but trying to find a way to improve itself in all aspects of operation so that the museum could continue to grow.

A presentation by **Gary Anderson** from Cranbrook, B.C. showed a group trying to recreate the Trans Canada Limited, an all Pullman type train. This group has been able to track down most of the cars that made up this train as well as an engine that pulled it. While the equipment is an important part of the museum the emphasis is on people using the train, the crew and the passengers, not just the technical aspects of railroading.

During the middle part of the program on Saturday three different workshops were scheduled. These workshops dealt with specific museum concerns and practices. The topics covered were restoration documentation, research, and care in the movement of rolling stock. These workshops were very practical and informative.

The last speaker on Saturday was in some ways the most interesting. **Merri Ferrell** was a good speaker who was able to clearly express the philosophies and methods that are generally accepted ideas that most museums follow in attempting to protect artifacts. Secondarily she showed some very interesting methods of conservation as applied to horse drawn carriages. The methods of conservation were very interesting and showed how an artifact can be saved without major changes.

On Sunday morning **Mark Smith** of **Locomotive and Railway Preservation** magazine made the final presentation. The title of his talk was "The Future is a Funny Place." In this talk he gave an overview of railway preservation presenting a philosophy of how and why preserving our railroad heritage is important and some general ideas on how to get the message out about what the museums are trying to do. The future is a funny place because rail preservation needs to find a way to chart a much clearer course, develop leaders, visions and attend to many details that will hopefully make for a stronger railroad preservation movement. After a brief discussion of future ideas for more symposiums, including possibly having a session in York, England at the National Railroad Museum, the meeting was adjourned.

Tom Gannon

GIFTS, EXCURSION TRIPS, LONG RANGE PLANNING DISCUSSED AT MUSEUM BOARD MEETING

A donation from **R. N. McGiffert** is to be used for current Museum projects such as the restoration of steam locomotive No. 14 and the SW-9 935, it was announced at a March 19 board meeting of the Lake Superior Museum of Transportation. The Rail Authority said it would advance \$30,000 toward the restoration of former DM&N No. 14 with the stipulation that the Museum permit the Rail Authority to designate the lessee who would operate the locomotive on the Lake Front Line. Considerable discussion followed.

The board was also informed that it is possible the completion of repairs to No. 14 may not be completed until Labor Day because of the pressure on Zeke to complete repairs on the RRA's Budd car, leaving little time to supervise volunteers on the completion of the steamer once it comes back from Fraser shipyard. The locomotive has been at the shipyard since last summer to have the boiler work done and to be hydroed.

Duane Benoit has taken a series of photographs along the Lake Front Line and the board learned that a brochure is being prepared using some of the photos. The slides will also be used in presentations to the various groups in promoting the Lake Front Line.

Plans for the May 3rd annual meeting of the Rail Museum membership were made and John Minnich of Tourist Railway Association Inc. (TRAIN) will be the speaker.

Considerable discussion was had on the need for long range planning to construct a maintenance building for Museum equipment. A resolution was passed by **Gordon Jonasson** to create a long range plan that would "include facilities and operations to enhance the anticipated further growth" of the Museum.

Leo McDonnell, director of the Rail Museum, attended a seminar in St. Louis on grant writing. He also asked the board for permission to increase his secretary's time from three to four days because of the increased work load. Claudie Busch is the Museum secretary and now has her office at track level next to the Director's office where they can be close to the action.

Gordon Jonasson of the Soo Line stated that plans were being made for a VIP trip June 15th on Soo Line tracks in the Twin Cities and asked that the Museum furnish the cars for the 45-minute trip. The Soo Line would furnish the motive power and return the cars in time for Grandma's marathon.

The VIP trip is the Minnesota Mid-Summer Music Festival in Minneapolis where the public could take the train to the Festival, eliminating the need for parking on festival grounds. While the Museum equipment is in the Twin Cities, it may also be used by the North Star Chapter, NRHA. The group is making arrangements for insurance and looking for equipment to be used for fan trips on June 16 and 17. Museum equipment will also be going to Sault Ste. Marie for the annual Soo Line Historical Society Convention August 1 to 5.

The Shriners will hold a convention in Duluth and tentative plans are to run an excursion trip for them to Two Harbors. There could be as many as 5000 Shriners attending on August 15-16.

The Minnesota Bar Association is having a convention in Duluth on June 29 and plans are to operate an excursion train to Two Harbors. The Museum Railroad Days will be held June 30 to

Continued on next page

MEMORIAL FUND

The NARBW Railroad China Exhibit Car has now created a Memorial Fund to honor the memory of NARBW members and friends. If you wish to honor the memory of someone, please send your check to the Lake Superior Museum of Transportation, 506 West Michigan Street, Duluth, MN 55802, and state that it is a contribution to the Railroad China Exhibit Car Memorial Fund, the name of the person being memorialized, and to whom notice of the memorial should be sent. The Museum will notify the family that a memorial has been made to the memory of the deceased, and the use that will be made of the contribution.

Memorials will be listed in a special area in the Railroad China Exhibit Car.

All contributions are, of course, tax deductible.

Recent Memorials are:

IN MEMORY OF:

Marie O'Connor
Clara Wilke
Alice Marie Killion
Marie Case
Deloris Roebke

Rose C. Gray

A. C. "Neil" Hanson
Margaret "Peggy"
Korenchen

BY WHOM:

OMAHA Chapter-NARBW
OMAHA Chapter-NARBW
OMAHA Chapter-NARBW
OMAHA Chapter-NARBW
TWIN PORTS
Chapter-NARBW
TWIN PORTS
Chapter-NARBW
Marillyn Persch
Marillyn Persch

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July 2 and the Two Harbors Railroad Days are to be held on July 14 with an excursion train planned to go from Duluth to Two Harbors.

The board approved expenditures of approximately \$3500 to provide auxiliary power for BN cars A-13 and 14, in the event they are needed for use on the Lake Front Line. The auxiliary power would provide light and air-conditioning on any excursion trip that does not go fast enough to keep the batteries charged.

The coming summer season is shaping up to be a very busy one again for the Museum and its equipment, which demonstrates the importance for the Museum to have a maintenance facility to keep the present rolling stock in good operating condition and to acquire additional passenger equipment. The Museum, along with help from the E&LS and the LS&M, is the supplier for passenger equipment for many rail excursion trips about the area.

LSTC President **Steve Ruce** also attended the board meeting and brought the group up to date on various projects in the Museum, as well as Curator **Tom Gannon**.

Union Pacific Railroad



REGIONAL RAIL AUTHORITY REACHES AGREEMENT, APPROVES OPERATOR FOR LAKE FRONT LINE

"We did it," exclaimed **Liz Prebich**, chairwoman of the Regional Rail Authority, on April 19 following a meeting at which the RRA had approved an agreement with the Duluth and Iron Range Co. who will operate the North Scenic Railroad for one year. Chairwoman Prebich said that when Trains Unlimited of Waterloo, Iowa, cancelled a contract to operate a dinner train on the Lake Front Line for 1990, it was a real blow and had her doubts about the rail line up until a few months ago. With the acceptance of the agreement between the Rail Authority and DIRCO, operation of freight and passenger trains between Duluth and Two Harbors becomes a reality.

The Duluth and Iron Range Co. was formed by **Donald Shank** and members of the Transportation Planning Associates to operate freight trains and an RDC. No dinner train will be operated in 1990. Trains Unlimited pulled out of the deal in late February of this year. Plans are to find a dinner train operator for 1991 and permanent operators for the freight and passenger trains after the first "demonstration year," and agreements and resolutions that were passed on April 19 allow the RRA, DIRCO, the rail unions, Lake Superior Museum of Transportation and other rail groups to work together in the operation of the Lake Front Line. Along with the freight service, DIRCO will also operate rail diesel car, or Budd car, out of the Duluth Depot Mondays through Thursdays, going as far as Lakeside and return, with schedules set with departures set at 9:30, 11, 12:30, 2, 3:30 and 5 with evening charters available.

On Fridays, a five-hour round trip to Two Harbors is planned, leaving Duluth at 10 a.m., arriving in Two Harbors at 11 a.m. to allow passengers two hours to shop or have lunch before departing for Duluth at 1:30 p.m. During the stay in Two Harbors, the RDC will make a trip to Knife River at noon on Fridays, and 10, 11:30, 1, 2:30 and 4 on Saturdays and Sundays. Schedules are subject to change once operations begin.

The RDC is the only piece of passenger equipment purchased by the Rail Authority and its use in Two Harbors, could leave Duluth without any excursion train service from the Depot on weekends. DIRCO will sub-lease to the Lake Superior Museum of Transportation for the operation of excursion trains on Saturday and Sundays between the Depot and Lakeside. The agreement has to be ratified by the Museum's board of directors prior to the annual meeting of the Museum membership on May 3. Fares and schedules will be set after the initial agreement is approved by the board.

The RRA had spent considerable sums of money on advertising and in the form of brochures and billboards and had numerous articles in the print media. Several billboards about the area showed an almost head-on view of a steam locomotive with its centered headlight actually lighted and large letters saying "Coming in 1990," and at the bottom the name, "North Shore Scenic Railroad." Through the cooperative efforts of DIRCO and Rail Museum, there will be an excursion train "Coming in 1990," but without the steam locomotive. It is hoped to have a former DM&N locomotive No. 14 begin trail runs later in the year.

On the RDC, purchased from the Blue Mountain and Reading, a cellular phone will be installed as well as a tape deck, radio and public address system. Strobe lights will be mounted on both

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ends of the car to warn motorists at grade crossings. Whistles or horns cannot be used by trains within the city limits of Duluth.

To begin with, the excursion train to Lakeside will use a run-around siding at 47th Avenue East. Plans are to put in a run-around at about 38th Avenue East to eliminate several grade crossings in the Lakeside area. The siding at 47th will handle a five-car train.

Work has begun on the refurbishing of the tracks along the lake shore and seven contractors will be or have been hired by the Rail Authority to repair bridges, embankments, replace ties, tamp and align the rails and to replace a section of track that was removed due to freeway construction.

George F. Cook Construction of Minneapolis is repairing the tracks between 28th Avenue East (Lemon Drop Hill, where the former DM&IR tunnel under London Road will be replaced to eliminate a blind spot) and Two Harbors. Kraemer Construction of Duluth will be repairing the bridges over Knife, Lester, Sucker and French Rivers and Hoover Construction of Duluth is repairing embankments along the track.

A Jackson tamper with light buggies, operated by Railroad Services of Lakeville, Minnesota, has ballasted and tamped a newly laid section of track west of the Museum that will be the cross-over from the Museum lead to the Lake Front Line that is on the opposite side of the freeway from the Museum. Tracks as far as Duluth Steam Corporation plant near Lake Avenue have been ballasted and tamped. Work has begun on the relaying of tracks between Leif Ericson Park and Lemon Drop Hill.

Steve Fecker of the Rail Authority stated at the April 19 meeting that "museum will operate six to eight special trains to Two Harbors," also weekend trips to Lakeside pending agreement with the museum board.

Plans are to have the Lake Front Line up and operative by the 15th of June and four special trips to Two Harbors are scheduled:

- June 23 — Grandma's marathon at which the train will pace they runners for the first few miles where the tracks and Highway 61 parallel.
- June 29 — a charter trip for the Minnesota Bar Association.
- July 14 — Two Harbors Railroad Days.
- August 16 — Shrine Convention.

"This will be a demonstration season for 1990. We agree to operate for one year and we'll try to find a permanent operator," stated **Don Shank**. Five members of the Lake Superior and Mississippi Railroad, along with Tom Gannon from the Museum were at the Rail Authority meeting. LS&M president **Mark Olson** presented a tentative schedule for excursion train operation and in a letter to Duluth Mayor John Fedo stated that the LS&M would be willing to suspend operations in West Duluth to help the Rail Authority get its operation off the ground and to give some indication as to what kind of schedules, prices and the public response that a permanent operator could expect in 1991. "Because of monies, time and effort put into the Lake Front Line, the LS&M is willing to help in providing weekend excursions in Duluth," The proposed schedule follows the same operating season as last year, beginning on June 30 through September 2 for ten weekends. In complementing the LS&M and the Rail Museum, Don Shank stated "They will run a class operation."

Laura Novak, weather lady from KDLH and a communications and history major at UMD will be the hostess on the Budd car, making a running commentary on points of interest along the Lake Front Line.

Motive power for the excursion train has not been decided on.

NEWEST ENTRY IN DINNER TRAINS SERVES 30 KINDS OF WINE

The Napa Valley Wine Train uses five cars and travels over a 36-mile route from Napa in the lower valley to St. Helena, California, about a three hour round trip at an average speed of 10 to 15 miles per hour. The cars are very carefully restored 1915 Pullmans with an abundance of dark mahogany and etched glass. Two of the cars are spacious lounge cars with comfortable chairs and a wine bar.

A part of the trip is a peek into the ugly back yards of commerce, but the scenery soon becomes sweeping vistas of world-famous vineyards of Napa Valley. Lunch is a \$25 fare plus \$20 for the meal. Dinner is a \$12.50 fare for a minimum of two plus \$45 for dinner. For reservations call 707-253-2111. In California, 800-522-4142.

It is from the Napa Valley Wine Train that the LS&M is purchasing seats for its solarium car 29. The walk-over seats are said to be in near perfect condition and will be used in the coach section of the car. Lounge chairs will be used in the solarium end.

LS&M's No. 46 may be underpowered and is not designed to go much over ten miles an hour. The former SW-9 from Minnetac, No. 935, is the best bet for excursion trains and it is possible the Great Northern 3,600 HP SD-45, "Hustle Muscle," built in 1966, may be used for the special train to Two Harbors that will use every available piece of equipment in the Museum.

A number of details have yet to be worked out before the Lake Front Line is totally operational. Final agreements between the various parties involved have to be approved.

The Rail Authority's Budd car will be leased to the Duluth and Iron Range Co. DIRCO will contract with the Rail Museum for operation of the excursion train, which agreement must be approved by the RRA. DIRCO will also be responsible for the maintaining of the line and all associated facilities and keeping the rail line in no less than class II FRA standards. DIRCO will also be responsible for all rail movements and schedules.

The RRA plans to spend up to \$25,000 for improvements and fixtures in the former Amtrak station. It is proposed to move the Jacques model exhibit to Two Harbors.

Contracts also have to be let for signalling the various grade crossings: Harbor Drive, 23rd, the temporary London Road crossing, 40th, 45th, 47th and 60th Avenues East and the Highway 61 crossing. Also final agreements on insurance have to be approved by the RRA.

It was stated at the RRA meeting that the track work between Two Harbors and French River has been completed and judging from the progress being made on other parts of the line that it is very possible the work will be completed by June 15, when the bulk of the tourist season begins.

During World War I, the government took over the railroads and operated them at a loss of approximately \$2,000,000 a day. In World War II, the railroads were operated by the owners and contributed more than \$3,000,000 in taxes to the support of the government and the war effort.

COMING EVENTS

- May 31 — Last LSTC meeting until September
June 15 — Minnesota Mid-Summer Music Festival,
transportation by the Soo Line, Minneapolis.
June 23 — Grandma's marathon.
June 29 — Minnesota Bar Association convention.
June 30 — LS&M begins its summer schedule of ten
weekends through September 2.
July 14 — Two Harbors Railroad Days.
Aug. 1-5 — Soo Line Historical Society convention,
Sault Ste. Marie, Michigan.
Aug. 15-16 — Shriners convention.
-

Prior to November of 1883, each railroad ran its trains by the local time of one or more cities on its line, and usually the one city where the railroad had its headquarters. There were at least 100 different local times by which trains were operated. On November, 1883, through the joint action of the railroads, these local times were resolved into four standard time zones in the U.S. (Eastern, Central, Mountain and Pacific), with a one hour difference between them. This orderly method of time was instituted by the railroads in 1883, adopted and used by the Federal Government and states, cities and towns throughout the country, but was put into effect without any legislation. It was not until March 19, 1911 that Congress passed the Standard Time Act.

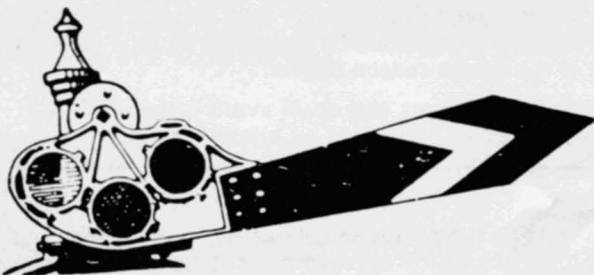
**THERE IS ALWAYS PLENTY OF WORK FOR EVERYONE,
WE NEVER RUN OUT AT YOUR LOCAL MUSEUM OR
TOURIST RAILROAD**



Mark Olson, Keith and Dick Hanson start up and check out the Kershaw "slam-bang" track aligner at the LS&M shop.

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