

LAKE SUPERIOR TRANSPORTATION CLUB  
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



*Laker*

FALL 1991



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



# THE LAKER

FALL, 1991

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 incorporated under the laws of the State of Minnesota as a non-profit corporation for the purpose of operating and maintaining an excursion train and related activities.

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## COVER PHOTO

The Gordon Soo Line depot has been moved, painted, cleaned and now rests on a concrete block foundation near the CNW track. Some local folks are trying to preserve a bit of the town's history and could use some help. Photo is of the front side, turned away from the track.



## Editorial Comment

The covers of railroad publications quite often will display a nice photograph of a flashy passenger train bending around a scenic mountain curve, or a giant steam behemoth with a long drag behind, plumes of smoke and water vapor billowing from its stack, rails polished to a high shine. Those pictures are the glory part of railroading.

But how about the infrastructure that supports the flashy name trains and the long freights? The less glamorous aspects of the railroad industry — engine houses, fueling stations, depots, M/W facilities and equipment, locomotive and car shops and servicing facilities?

The last two issues of the Laker featured a depot on the front cover, and there will be more. The depot, especially those in small towns, was the community's connection with the outside before the motor car companies made the automobile the thing that everyone could not be without.

The DM&IR Endion station was moved and preserved and now serves as the Visitors and Convention Bureau. The Union Station is now the St. Louis County Heritage and Arts Center and home of the rail museum. The magnificent Soo Line station made way for a senior citizen's high rise in the Gateway Renewal area.

The near-by CNW station also disappeared, as has other Duluth depots. The West Duluth Soo depot is still standing but in sad shape and Superior's Soo station is also still standing as is the GN station and being used for other purposes and the former NP/DSS&A station in the East End is a senior citizen's meeting place.

A small group in Gordon is trying to preserve their former Soo Line depot and have spent thousands to move it, clean and paint it and are now looking for artifacts to furnish it with.

And there are other groups about the country doing much of the same thing of trying to preserve a bit of their town's history — some have been turned into restaurants, some into museums, and many have disappeared.

Thank goodness someone had the foresight to photograph some of these depots to help us remember what once was.

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"Brother, can you spare a dime or a quarter?"

Better yet, got any cash laying around, like some tens, a few hundred or thousand?

A request for help in funding the completion of D&NM Mikado No. 14 has gone out from the Museum's chairman of the board. A large amount has already been spent on the restoration of the steam locomotive, which is now back at the Museum and about to undergo a hydro test followed by the installation of appliances, driving rods, valve linkage, jacketing, the cab put back on and the tender reassembled. The tender tank and coal bunker has been rebuilt and needs to be mounted on its frame. A new ash pan has also been rebuilt.

Volunteers have been asked to donate their time and expertise, but there will always be some expense — new parts to be furnished, perhaps some professional help needed to supervise the work force and give directions.

It has been well over three years ago that work on the locomotive began at Museum. It then went to the Fraser Shipyard in Superior for welding in the firebox and new staybolts. From there the 14 went

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**Neal Foot, CEO, Soo Line Railroad, speaks to the banquet crowd at the Soo Line Historical Technical Society convention held in the rail museum on September 21.**

### Editorial Comment (continued from page 2)

to the LS&M shop in West Duluth where the suspension and spring rigging was completely gone over with new pins and bushings installed.

The lead and trailing trucks were removed and rebuilt with new tires installed on the trailing wheels. In short, a lot of time and money has been spent on the former Alger-Smith engine that is part of the history of the North Shore's logging industry. To stop now or even to halt temporarily the continued restoration of the locomotive would be a shame and foolish. And once halted, can the project be restarted? Would the interest come back? How about the help — volunteers and/or paid?

Once completed and with a fire in its belly, the steamer could be used for special excursions and could begin creating additional income for the Museum. Special excursions have been a great source of revenue since the Museum's beginning in addition to allowing locals and rail fans alike to experience the joy of travel by rail.

And once completed, the steamer is also going to need tender loving care, and the revenue generated could help to keep the Museum's chief mechanic on payroll, the position of which is now in jeopardy because of a lack of revenue.

The Museum has come to be known for many years as a good place from which to borrow passengers equipment and has derived a small income from the rentals. By the same token, because the equipment sees a goodly amount of mileage put on it during the tourist season, it behooves a railroad museum to keep a good mechanic on its staff to take care of the rolling stock, to keep it in repair and good working condition — this applies to any railroad museum. Almost like a "Catch 22" situation.

It is our hope and dream that funds will be forthcoming to finish the 14, that Duluthians will again hear the sound of a steam whistle and experience the smell of smoke and hot steam. What an experience for youngsters who have never seen a working steam locomotive, much less ride behind one. Or the senior citizens who remember the countless steam locomotives that moved in and out of the Depot and shuffled freight cars around in the Bridge yard.

"Brother, can you spare a di . . . er, ah, a few bucks? Inflation, ya know."

## SOO LINE FANS MEET IN DULUTH FOR ANNUAL CONVENTION

The Soo Line Historical and Technical Society held their annual convention in Duluth the weekend of September 20 with activities covered between the Radisson Hotel and the railroad museum.

Friday night was given to slide presentations in the Great Hall of the Radisson, with "A Picture History of Railroading in the Twin Ports" presented by **Wayne C. Olsen** and a pictorial tour of the Wisconsin Central as seen through the camera lens of **Otto Dobnick** of Waukesha, Wisconsin.

Dobnick's pictures showed much of the WC in northern Wisconsin and Michigan with four anchors in Chicago, St. Paul, Sioux Ste. Marie and Superior. Many of the depots, the various cargoes and pulp mills, with Wisconsin Rapids and its paper mill being the biggest customer on the WC were shown.

One interesting slide pictured a large magnetic board with a system map on it and small magnets with the numbers of the WC power units. The magnets are moved to show the location of the corresponding unit — no big dispatchers electronic panel with its lights, switches and buttons, but still a very simple and efficient system.

Also shown were the many types of freight cars and high-rail vehicles, some painted in the maroon and yellow paint scheme. The WC has many miles of welded rail and Otto's pictures portrayed the varied landscape of the WC — from cities to swamps to forests — a guide to how the viewer may want to build his own model railroad.

Dobnick stated the Soo has 14 degree curves in northern Wisconsin and there are track greasers to prove it. "The Soo never got rid of anything until they absolutely had to," he added, showing photos of old depots still standing, even octagonal crossing guard houses; and bridges — the most spectacular one being the 200-foot-high bridge near Somerset.

"The WC is often referred to as 'the box-car railroad' due to the large number of box cars needed to haul pulp and paper," said Dobnick as he briefly explained how paper was made, adding that 60 percent of WC's business comes from the paper mill industry and that the railroad has taken much of the log traffic from trucks.

In its short new life, the Wisconsin Central has also cooperated with several groups in sponsoring rail fan trips, a good example being the month of September, and a campaign trip for politicians.

Following Dobnick's slide presentation, our resident historian, **W.C. Olsen**, screened a collection of historic photos showing Duluth's railroad past — the Soo Line Depot, the Union Depot, the Soo Line tunnel under Michigan Street, the Bridge Yard, and many other historic photos — how downtown Duluth looked before the Gateway Renewal Project and the Interstate. He also had several photos of Soo Line trains in and around Duluth.

The Viking Room of the Radisson was turned into the Soo-Venir Store with switch lanterns, models, tee shirts, caps, knicknacks, books, mugs and other trivia for sale by which to remember the convention in Duluth.

The annual meeting was held on Saturday with sightseeing, tour of local rail facilities, a harbor cruise and train watching filling out the day.

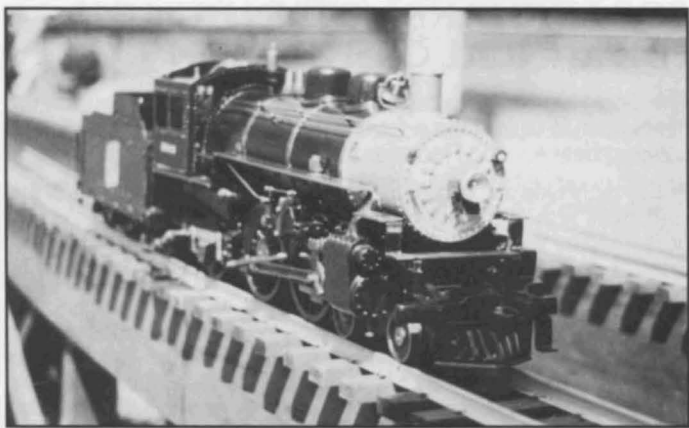
## NEAL FOOT, SOO LINE CEO, PRINCIPAL SPEAKER AT BANQUET

Saturday evening was highlighted by an excellent dinner served in the railroad museum — the Radisson and the Great Hall of the Depot were occupied by other groups.

**Jerry Thompson** started off the program, introducing **Nick Modders** who served as the master of ceremonies for the evening.

Modders introduced the principle speaker for the evening — **Neal Foot**, born in England, trained as a civil engineer, worked for the CP  
(continued on next page)





**Lloyd Berger's Soo Line Atlantic dropped its fire at the Esiko steam show when the flues became clogged.**

before moving on to the Soo Line and currently is its CEO.

Mr. Foot had glowing compliments for the Lake Superior Museum of Transportation, stating that it is "very phenomenal."

During his presentation which was accompanied by slides, Mr. Foot stated "The Soo line plans to remain independent from CP Rail, there is no truth in the merger of CP and the Soo," although in a later question and answer period, he said that ditch lights are being installed on locomotives to make them compatible north of the border. Also a numbering system is being devised to be likewise compatible with CP Rail.

He mentioned the CP Rail Change Out (RCO) machine that will change a mile of track per day and that detectors are being installed every 25 miles and are looking at talking detectors.

The Soo has 374 power units, 17 percent of which are 3800 h.p. SD-60s; covered hoppers make up 56 percent of their freight cars, the Soo being one of the largest grain movers on the continent.

"I see a brighter future ahead, a railroad with a first class physical plant . . . a railroad that realizes the value of employees as well as its customers," Mr. Foot stated.

A question concerning the candy-apple red color scheme of Soo power units was put to the speaker during the Q&A period to which the speaker replied, "The Soo red is like the CP units, but not quite and there are no plans to make Soo red like the CP red."

Q.: "Any plans to run CP trains south of the Great Lakes?"

A.: "Not possible in at least the next five years. A few did use the WC during the strike in Canada."

"The Soo may run up to 45,000 cars per year through Duluth over the BN," Foot added, and a question as to whether the Soo will buy any GEs, to which Foot answered: "It may be necessary to keep the other guy honest. You may see some GEs on the Soo in the near future."

Following his presentation, Jerry Thompson presented a painting to Mr. Foot — the painting is of train 117 at Mellen, Wisconsin.

The Soo drum head which graced the podium during the banquet was presented to **Larry Easton**, editor of the SLH&T's magazine, The Soo. Mr. Easton recently retired from his position as editor. He is also an avid model railroader and plans to go into the new G scale.

The evening's festivities finished up with presentations in the photo and modeling contest consisting of a variety of categories: First, second and third place for steam and diesel locos; freight, passenger, cabooses and M/W categories. There were also diorama and structure entries.

Three awards were also given in the black and white and color photo contest. Club member **Marvin Nielsen** of Rice Lake won a prize for his photo of Soo Line F units, Soo Line loco 2706 and one of a Soo Line tail sign. Door prizes for the evening were donated by Carr's Hobby of Duluth.

The 1992 Soo Line Historical & Technical Society Convention will be held in the Twin Cities, September 18-20.

## MEGA STORM, TRAIN CONVENTION ARRIVE TOGETHER IN DULUTH

Those people wanting to ride the train to Virginia as part of the TRAIN '91 convention on Halloween had to arrive in Duluth on Wednesday, ahead of the super snow storm. Getting out of town was another matter after the "storm of the century" dumped 36 inches — half of Duluth's annual snowfall — all in one day.

The Tourist Railroad Association, Inc. (TRAIN) held its annual convention Oct. 31 to November 3 with activities divided between the Radisson Hotel and the LSMT, a few minutes walk down the hill. Registration began on Wednesday from 2 to 5 but was extended to 9 p.m. due to a snow storm out west that delayed the arrival of some of the visitors.

Duluth was originally scheduled to hold the convention in 1992, but because a city in Florida backed out, Duluth was asked in 1989 at the Denver convention to host the meeting in 1991.

Registration opened at 7:30 on Thursday rather than the scheduled 9 o'clock to accommodate people who may have arrived very late on Wednesday and were to pick up their train tickets.

Buses left the hotel at 8 a.m. for the DWP Pokegama Yard and buses also met the conventioners at Virginia to take them to Iron World at Chisholm. The train ride to Virginia was the only activity planned for the first day.

The Museum used the five cars of the E&J — Budd-built commuters from the Boston & Maine. Each car is independent with its own diesel engine supplying heat and power. Some Museum equipment can be heated with the assist of a HEP car. The E&LS diner-lounge 1348, a completely independent car, was coupled on the rear for convention officials.

The big snow began about noon on Thursday and by sundown the situation was getting pretty nasty. By Friday evening over 20 inches had accumulated, forcing cancellation of the excursion train to Two Harbors where the conventioners were to have a dinner at the Legion Hall. Several seminars were also cancelled.

**Randy Schandel** was to talk on upgrading passenger coaches with HVAC. **R.M. McCord** of the FRA and **F.G. McKenna**, counsel for TRAIN were unable to make it, as was **Ron Erickson** who was to talk on air brakes. **James Burnham** of the Ford Museum was to do a seminar on restoration topics and was also unable to make his presentation due to the weather.

However, **Joe Minnich** made it to Duluth before the big snow and was able to present his discussion on management and finance and **Tom Gannon** held a seminar on professional interpretative exhibits. **Fred Bartels** was also there to present "Expanding Your Income Base." **Lindsey Ashby** also arrived safely and did his seminar on services to members.

**Nick Modders** also became a victim of the storm and like Randy Schandel, was stranded by the mega storm at the Twin Cities airport.

A ladies' tour to Glensheen Mansion on Friday, a luncheon at the Top of the Harbor Restaurant at the Radisson and a shopping tour were also cancelled.

Following the Thursday excursion, a reception was held in the railroad museum. By Friday morning, the storm was intense enough for all transit buses and schools to be closed down. Some downtown establishments closed early or did not open for business at all. But some intrepid souls saw to it that the Museum was open for the benefit of the people attending the convention. The short walk may have been a little difficult, but they didn't have to drive from the hotel to the Museum.

**Bill Mickelsen** was in charge of registration and not being able to get to the hotel on Friday, the GN 400, "Hustle Muscle," was dispatched to bring him in. He found that some ladies from the Georgetown Loop Railroad had taken over registration and were doing an admirable job.

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## GORDON'S SOO LINE DEPOT BEING RESTORED, ARTIFACTS NEEDED; TRAINS TOLD TIME OF DAY

Remember the words sung by Johnny Mercer years ago: "And the folks 'round here tell the time of day by the Atchison, Topeka and the Santa Fe."

In the days of yesteryear, the same could be said for the people of Gordon, Wisconsin. Residents who did not have a watch depended on the train. In a letter to a member of the Gordon-Wascott Historical Society from a Harry Smith of Gordon reminiscing about the old days, he wrote: "The train would go through Gordon at 7 p.m. to Chicago. A Soo Line passenger went north at 7 a.m."

"The CNW train north to Duluth at 6:30 a.m. In the morning, a mail train made up in Altoona just out of Eau Claire would arrive at 10:15. Later, the CNW train at 6:30 and the Soo Line at 7 for Chicago. The last train was the "Flyer" on the CNW going through at 9:30 p.m. south. This was the last whistle for the night except when the Soo switched the pulp cars."

Gordon is mile post 420.9 on the Soo and 422.8 on the CNW, measuring from Chicago about 50 miles south of Duluth on Highway 53. The Official Guide of August, 1954, has the Soo Line Laker passing through at 6:51 a.m. on its way to Duluth; 8:23 a.m. headed toward Chicago.

The CNW to Duluth, the "Fast Mail," went through at 10:32 a.m. The train would pick up passengers transferring from "The Victory" at Eau Claire and the "Arrowhead Limited" went through at 6 p.m. on its way to Chicago.

Gordon was named after a Frenchman, Antoine Gordon, 1812-1907. His grandson, Father Gordon, was the first Indian priest in the town. Antoine had built a trading post at the junction of the St. Croix and Eau Claire rivers in 1856. There is some discrepancy as to the actual birth date of the town, but they had celebrated their centennial in 1960.

Like other small hamlets, Gordon relied on the railroad for transportation — it was its lifeline for commerce and travel, passengers wanting to "go to town" in Duluth or Superior. Gordon was also big in the saw mill and pulp wood business.

A small group of people under the guidance of **Roger and Claudia Postl** and **Walter and Violet Mix** are trying to preserve some of the town's history. In 1990 they succeeded in raising enough funds to buy the former Soo Line Depot for \$50 and had it moved to a new location next to the CNW tracks. Gordon was a flag stop on the Soo Line.

They had tried unsuccessfully to get the depot on the National Register of Historic Places, being told it was too close to the tracks should a train derail and demolish the building. And moving the building from its original site nullifies any chance of it being on the Register.

**Al J. Platterer** or "Platt" for short, had been the depot agent for 36 years, working the night shift. He passed away recently at the Middle River Nursing Home at the age of 92, and being the night man for so many years, continued to stay up all night at the home, much to the annoyance of the nursing staff.

He was followed by **Craig Smith** and **Ron Finstad**, the last agent. The first passenger train through Gordon was in 1909, the last in 1965 and the station closed in 1967. Finstad remained in Gordon as a freight agent until 1981.

When the Soo Line was built through Gordon, it had to be up on an elevated fill starting south of town to get up and over the CNW track on the north side. The elevated track required the station to be supported by huge bridge timbers to be level with the track, giving the appearance of a two-story structure.

The lower portion was empty space. An elevator at one end brought freight up to the platform/track level. The elevator was accessible from the outside at the lower level through a garage-like door, opening up into the freight room on the upper level.

Outside stairs extended up the embankment from the parking lot at the other end of the depot, connecting with a wood platform

between the building and the adjacent single track.

The elevator was counter-balanced and operated by hand, the operator pulling a rope which ran up over a large sheave at the top of the shaft. Next to the elevator in the freight room was a coal bin used to fuel the stove which stood in the center of the waiting room which took up about a quarter of the building, the depot agent's office and ticket office taking another quarter and the freight room the other half.

The freight room also served as a motor-car shed and embedded flush with the floors were lengths of steel sign posts into which the wheel flanges would fit, preventing the coughing of the wood floor when the "putt-putt" was brought in.

Standing up against the wall on a recent visit were two odd-looking shovels — short handles, the spades being about three feet long and nearly the same width as a railroad tie. They were used by track gangs to deposit ballast under a tie that was jacked up.

In moving the building, hydraulic jacks were placed beneath it while the supporting bridge timbers were pulled out. The brick chimney was taken out to lighten the load. The building, supported by steel beams, was then gradually lowered onto bogey wheels for transporting to its new site a few blocks away.

The building now rests on a concrete-block foundation at ground level closer to town and across the street from G-WHS museum. It was turned so its front faces the street, not the CNW tracks. Members of the society have painted the outside and scrubbed the inside. The building is devoid of any railroad artifacts and the society is looking for railroad items to put in there.

There may not be any trains going by the depot — the WC is in the process of buying the Soo and CNW tracks which are almost parallel, abandoning the Soo tracks between Superior and Solon Springs and using the CNW. Plans are to make a connection near Solon Springs between the two and use the Soo tracks from there on.

Monetary donations or items can be sent to the Postls or the Mixs at Gordon. Violet Mix's phone number is 376-4408, the Postl's is 376-4407, area code 715.

The G-WHS had a display at the Fairlawn Museum's first annual Railroad Day last August. A Channel 10 news crew with Karen Sunderman filmed the moving of the depot on June 14 and Brian Davenport did a Christmas special about the building from Gordon. Claudia Postl also filmed the move and has film clips from Channel 10 in her video.

A recent visit to Gordon also revealed that Solon Springs, the next town to the north, had a bottled-water plant with a siding on which to load bottles of spring water bound for Chicago and points south. The Postls have one of the bottles, with the name of the Solon Springs Bottled Water Co. cast into the glass. Solon Springs was first called White Birch.

In passing through Solon Springs, it was learned the Depot Restaurant has closed for financial reasons. It was the former CNW depot that had been moved across the highway. Solon Springs was a flag stop for the Chicago-bound evening train. A morning train that normally did not stop between Spooner and Superior, would make a special stop to disembark revenue passengers from Eau Claire and beyond.

The same train would also make a special stop in Gordon to let off revenue passengers from Madison, Milwaukee and beyond up until the middle of September — possibly summer tourists who were going to vacation in the area.

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Support your local museum with money or time - they need your help.

## LS&M FINISHES 11th SEASON OPERATION, SETS 1992 SCHEDULE

The Lake Superior & Mississippi Railroad Company wound up its 11th season of excursion trips along the scenic St. Louis River on the first of September — operating for nine weekends beginning July 6.

Duluth's first regularly-scheduled excursion train operated every Saturday and Sunday from West Duluth across from the Zoo, as they have done since 1986. The portable ticket office, a former concession stand built on a trailer frame, served its purpose for the first five years in West Duluth.

Time and weather has taken its toll, making the structure badly in need of repairs. Rather than repair the trailer, the LS&M used the more substantial Tappa-a-keg's concession stand.

**Elaine Ellian** managed the ticket booth taking phone calls about the train, answering questions from drop-ins, selling pop and tickets. Proceeds from the pop, kept cool in a refrigerator, went to the Tappa-a-keg restaurant.

The LS&M used its No. 46 and two coaches, the 85 and 29 to carry a total count of passengers for the 1991 season of 3,970. The total ticket sales amounted to \$16,243, which amounted to \$4.24 per passenger, up from previous years due to the price increase on children's tickets from \$2 to \$3. There were also 140 freebees — special passes given out to motel desk clerks for displaying the LS&M rack card and to special people who have donated money or materials to the railroad. The passes were exchanged for a ticket and good for one ride at any time.

The total passenger count and sales revenue was down from last year due to the fact that there were two excursion railroads operating in the city of Duluth, giving the LS&M some competition. During the 1990 season, the LS&M moved its operation along the lake shore, starting out from the rail museum. The move was to help the Regional Rail Authority get their operation off the ground and lay the ground work for any proposed operator. Being absent from their usual location for the one year may have hurt the ridership. The board hopes to build up the ridership to that of previous years.

With the cessation of the operating season, thoughts turn to repairs, restoration and the finishing of projects started previously. Car 29 will be brought into the Museum to finish its restoration — the partition between the solarium end and the coach proper to be installed, plus some finishing wood work.

The seats in the coach have all been re-upholstered. The car had some extra seats — all the walk-overs were from the California Wine Train — which were done first and then replaced a few at a time during the season to keep the coach in operation.

By the time of the Ladysmith trip on the Soo, all seats had been re-upholstered in a blue-green mohair at a cost of about \$8,000, giving the coach a much-improved look.

There had been plans to heat the car, putting a propane-fired water heater in a closet at the vestibule end of the car, a generator set slung beneath to power the circulating pump and baseboard heating panels installed. Some body work also has to be done on the coach to repair rusting window sills and coach 85 is also in need of work.

There were also plans to install a similar heating system in coach 85 and train-line the two coaches for electric power.

Meanwhile, back at the shop, the flatcar has been moved inside for rebuilding — needing new plumbing, sand-blasting and a new deck. The flat car will be used to carry rails when the LS&M track-replacement project begins.

The Museum's Mikado, former DM&N No. 14, has been moved from the LS&M shop back to the Museum to finish its restoration



**NEWS FLASH — DEPOT WAITS FOR TRAIN** — The Soo Line Depot in Gordon, Wisconsin, was about to cross the tracks when an approaching CNW train halted the proceeding. The tow truck had to disconnect from the building to get off the crossing. The building was soon in its new location to the right of the picture, next to the CNW track.

— Photo by Claudia Postl



**Roger Postl, one of the group attempting to preserve the Gordon Depot, stands at the ticket counter. The unique lattice-work wall separates the waiting room from the depot agent's/ticket office. Both were warmed by a coal stove in the center of the waiting room. The Gordon-Wascott Historical Society is looking for railroad items with which to furnish the now-bare interior.**

work and the LS&M's big tamper, the Electro-matic, will be brought in for repairs during the winter months.

At a recent meeting, the board set the schedule for the 1992 operating season — ten weekends beginning July 4th through September 6th. Departure times are to remain the same — 11 a.m. and 2 p.m. and \$5 for adults, \$4 senior citizens and \$3 for children 12 and under.

Other subjects brought up were the finishing work on the Fordson tractor, bringing No. 46 up to code, redesigning of the advertising brochure with a different format to include photographs of the operation and emphasizing the scenic aspect of the excursion line. Having a lease with the city in place for next year, the railroad will be able to get an earlier start on its advertising. A listing will be in the Steam Directory.



## WISCONSIN CENTRAL HAD BUSY MONTH OF SEPTEMBER HAULING PASSENGER TRAINS AROUND THE STATE

For three weekends in succession, Wisconsin Central motive power could be seen on the point of a passenger train somewhere in Wisconsin during the month of September.

On the weekend of the 14th, three WC power units, GP-40 Nos. 3002, 3004 and 3005 pulled the private cars of the American Association of Private Railroad Car Owners to their convention in Ashland.

On September 22, a WC Geep No. 3009 pulled a 14-car train from the Pokegama Yard in Superior to Ladysmith as part of the Soo Line Historical and Technical Society annual meeting in Duluth.

On the last weekend of the month, the WC was again busy in the Twin Cities area, pulling a train for the North Star Chapter, NRHS, to Amery on Saturday and to Stanley on Sunday.

### NORTH STAR CHAPTER SPONSORS WEEKEND OF EXCURSIONS ON WC

The weekend of September 28-29 dawned clear and cold with just a hint of frost as rail fans began to gather near the pole yard in New Brighton for the fall color excursions sponsored by the North Star Chapter, NRHS. Frost on the roofs of the cars began to melt as the sun rose higher in the clear sky.

Wisconsin Central locomotive No. 3014, a GP-40, idled on the point of the four-car train made up of X-BN coaches A-13 and A-14 from the LS&M and the Duluth rail museum, the Minnesota II from the Missabe and X-GN coach 1213 from MTM.

The men's room of 1213 was converted into a snack shop, dispensing coffee, cold drinks, rolls and sandwiches. The smoking lounge of the Minnesota II became a souvenir shop with hats, T-shirts, pins, mugs and other items by which the rail buffs can remember their weekend excursion on the WC.

The Saturday trip was to Amery, mile post 62.9 on the Barron sub. The four-car train left New Brighton on the Soo tracks, switching on to the WC at Withrow, then heading north on the narrow ledge skirting the east side of the scenic St. Croix Valley between the soft sandstone cliffs on one side and the river far below on the other.

The photographers took advantage of several photo run-bys at the Osceola and Dresser now-abandoned depots, good places for the train to back up around a curve, behind some trees and come charging full-tilt for the benefit of both video devotees and shutter bugs.

The fans witnessed a Soo rock train departing Dresser with ballast material from a quarry about a mile north of Dresser on the old Duluth line. Also at Dresser, the locomotive was wyeed and run backward to Amery, being there is no place to wye at Amery.

By lunch time the weather had warmed up considerably and the passengers were treated to a picnic lunch (for \$5) catered by Wayne's Cafe of St. Croix Falls. Hamburgers, brats, cole slaw, apple crisp, chips and other condiments, punch and coffee served in the park next to the tracks where folding tables and chairs had been set up.

Again more photo stops at Dresser, mile post 47.7, and at Maple Island, MP 28.2, on the return trip.

On Sunday, the fall color trip was to Stanley, MP 327.2 on the Marshfield sub, turning off at Withrow through Somerset, New Richmond, Colfax, Cadot.

Also on Saturday, the train laid over for lunch about two hours. In Stanley, everyone was on their own with four restaurants within one block of the depot.

### LADYSMITH CROWD TURNS OUT TO GREET SPECIAL EXCURSION TRAIN

What may have been the longest passenger train seen in Ladysmith

drew a large crowd of people to the station on September 22, including the Ladysmith High School band, who along with the others waited at the station for an hour, braving a chill wind.

The special 14-car train was about a half-hour late leaving the DWP Pokegama Yard in Superior due to some difficulty in coupling the locomotive to the train on a curve. The power unit had to run around to the rear of the train, push it forward so the front end was on a straight track, then go up to the front, couple on and pump up the air.

But once under way, the single turbo-charged GP-40 had no difficulty in wheeling the long train of both heavy-weight and light-weight cars.

The consist was made up of the E&LS coach 100, diner-lounge 1348 and power car 254; the Missabe's Minnesota II and W-24, the Museum's observation-lounge Ranier Club, lounge car 6700, coaches A-14 and 33, diner 1250; the LS&M's coaches A-13, 29 and 85 and a Budd car from the E&J. The train was put together at the Duluth museum and brought to Superior by the BN.

HEP car 254 is a former NP baggage car traded to the E&LS by the Duluth museum for a former VIA power car. One half of the car contains a diesel-generator set, the other half used for making and dispensing coffee and distributing rolls, doughnuts and other condiments which were brought to other sections of the train.

The baggage section of the W-24 was also used as a commissary with the Soo Liners displaying tee-shirts, books and other souvenirs for sale to help memorialize the special trip in the minds of the purchasers.

Although the Soo Line convention drew about 230 attendees, the special excursion train was sold out with over 600 riders. Three bus loads from Ladysmith arrived at the Pokegama Yard 15 minutes prior to the scheduled departure, stopping along the highway on their way to Superior and picking up riders for the train.

Arriving in Ladysmith, some of the locals then gave their return tickets to a friend, husband or wife, allowing them to ride the train back and return on the bus — two for the price of one and giving other family members and friends the opportunity to experience the joy of passenger train travel.

The passengers were fed a hot lunch in the near-by fire hall and were very impressed with the efficiency and orderliness of the service. Everyone had plenty of time to eat and get back to the train without rushing. The train was wyeed at Ladysmith for the return trip while the staff had a box lunch served in the diner, the lunches being supplied by the Greenery Cafe in Duluth.

A contributing factor to the sell-out may have been due to the fact that the Soo Line track between Ambridge and Gordon will soon be abandoned; the last chance to ride over that section of track. The WC is purchasing the parallel CNW line between Ambridge and Ladysmith and will use the Soo track from Gordon to Ladysmith, abandoning the CNW line. A connection from the CNW to the Soo will be made somewhere between Solon Springs and Gordon.

The delayed departure in the morning from Pokegama set the day's schedule behind, but no one seemed to mind — "forget the schedule, we're here to have a good time."

As the special roared through the little towns in between, there were rail fans and photographers at grade crossings and back yards and the usual motorized train-chasers who were seen at every grade crossing and vantage point, photographing or videotaping a sight that may not be seen again.

The special pulled into the Pokegama Yard as the last vestiges of daylight were fading following a dull overcast day with a chill wind, necessitating having to train-line some of the coaches to provide power for interior lights.

The Ladysmith people headed for their buses, the convention attendees headed for their motels, or home if they lived nearby

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while the train staff did a quick clean up and secured the train, everyone satisfied and pleased for a great day of railroading and a good way to end the three-day convention of the Soo Line Historical and Technical Society Convention.

## WC POWERS ELEGANT TRAIN OF PRIVATE CARS INTO ASHLAND

The three successive weekends of WC powered passenger trains began on September 13 when the American Association of Private Railroad Car Owners held their 14th annual convention in Ashland. About 25 of the 170-member group had brought 28 private cars to Chicago where the special string of high-priced varnish equipment was assembled for its journey to the convention.

The private cars occupied three tracks adjacent to the former Soo Line Depot, now a restaurant, near downtown Ashland. The elegant cars were open to the public on Saturday afternoon for a fee of \$5.

The Soo Line had done some quick repairs on the tracks to accommodate the convention and plans are to remove the tracks soon.

The car owners, their families and guests held their meetings and activities in the arena adjacent to the Depot. Some are retired near-millionaires who like to travel in an elegant style while others have formed small groups that look for a profit from their hobby — letting their luxurious railroad palaces out for charters.

Some of the private cars are valued at close to a million; some have been kept close to their original condition while others have had extensive remodeling. There was a variety of cars — both open-end and closed, round-end observations, some mid-train lounge-sleepers.

Some were once used by railroad executives for business trips, others were first-class cars found in some of the country's name trains of by-gone years. Some were stainless-steel lightweights, some of the older heavy-weight variety, but all meticulously maintained in excellent condition. As one member stated: "It's like getting married — it's not the initial expense that kills you — it's the upkeep."

While Friday was sunny and mild, Saturday turned out to be cold and wet, necessitating the need for someone to cut up strips of used carpeting to lay on the ground for the public to walk on, keeping the dirt out of the expensive cars with their plush carpeting.

The E&LS had their x-VIA diner-lounge No. 1348 in the consist, along with their HEP unit, x-NP baggage car 254, plus the LSMT's x-CNW lounge car 6700. Other cars came from as distant as Texas and California, being towed behind Amtrak for \$1.75 a mile.

**Dirk Lenthe** brought his two private cars from Fargo, the Tucson and the Prairie Rose. The Prairie Rose is a former Milwaukee business car with four bedrooms, a secretary's room and dining room and kitchen. His Tucson, a former Southern Pacific business car built in 1926, is an open-end observation with a small lounge area in the rear, a dining room, kitchen, bedrooms and a shower/bath. The car has a Waukesha plant for power and air conditioning, using propane for heating.

The cars were sent to Chicago on the end of a freight train with part of the trip on a special move on the WC.

Being that Dirk could only ride on one car, the Prairie Rose, he had **Dave Rushenberg**, his wife and dog ride in the Tucson. Dave also has several private cars, including x-NP observation-lounge 391, the Arlington Club, companion car to the LSMT's x-NP 390, the Ranier Club.

## MODEL ENGINEERING EXHIBIT HELD IN GALLERY 255

Gallery 255 had photo and painting exhibits and the last two months has branched out to a different kind of exhibit — model engineering, a collection of locally built stationary steam engines, "hit and miss" engines, locomotives, stationary engines under construction, rail freight and passenger cars, buildings and dioramas in various scales from HO to G. The exhibit closed on November 19th.

The largest model was **Ralph Andres'** 1/3 scale working model of a Case steam tractor that is transported on a trailer. The smallest was an HO scale model of the Museum's little Mack switch engine. The model, built by **Mike Oswald**, is not much over an inch long.

Some of the other models were the Brown Bear Brewery, a scratch-built building by Oswald, Carr's Hardware by **Martin Carr**, a G-scale LS&M passenger combine and a locomotive by **Mark Olson**, a stationary vertical steam engine by **Wally Halvorson**, and a "hit and miss" engine by **Dennis Halvorson**. Several HO models displayed their owners expertise in painting, detailing and weathering.

Gallery 255 is a former Northern Pacific baggage car, one of two that were acquired by the Museum years ago. The other, 254, was converted into a power car by the E&LS who installed a diesel-generator set and is in the process of being exchanged by the E&LS for a former VIA power car.

Baggage car 255 has a medium gray carpeting on the walls and floor, has track lighting and can be air-conditioned or heated when plugged into a power source.

The car has been inside the Museum on track seven since the trolley operation closed down for the winter. Track seven becomes a work area during the winter for restoration of equipment and Gallery 255 will have to be moved outside. It is the dream of some that if a separate building could be erected for repair and restoration, then Gallery 255 could be left inside the Museum during the winter, making it more accessible to visitors — outside in the summer — inside for the winter.

A longer exhibit season could also entice more artists and photographers to display their works, and possibly some of those from the Duluth Art Institute, an agency connected with the Depot.

In the past, paintings and photographs have been displayed without any protection. **Tom Gannon** has built several shallow display cabinets with tempered glass. Some exhibits may require such arrangements and with the addition of the cabinets, it may be possible to attract those exhibits that require the guarantee of a locked display case.

The model engineering exhibit is the first to make use of the new cabinets. Plans are also to have some display cases in the center of the car. The wall and center display units will be removable depending on the type of exhibit.

Mr. Gannon arranges for the various exhibits. The model engineering display was the brainstorm of Gannon and **David Carlson**. Local people who spend many hours on building models like to have a place to display their work. Carlson, being frustrated in attempting to find space in which to set up a model railroad show at any of the local shopping malls, came up with the idea and working with Gannon, was able to contact two dozen exhibitors to show off their handiwork and craftsmanship.

Those who had models exhibited were: **Dave Woods, Kent Rengo, Dave Carlson, Donald Dass, Pete Kilen, Mark Olson, Dennis Halvorson, Tom Gannon, Jim Morin, Mike Oswald, DeWayne Tomasek, Dan Mackey, Martin Carr, Larry Poulter, Bob Viau, Steve Ruce, John Dexter, Harry Rush, Dale Carlson, Walt Fulton, Ken Gerard, Lloyd Berger, Ralph Andres and Wally Halvorson.**

Being that the model engineering exhibit was on display for such a short time, Mr. Gannon said he hopes to have another such exhibit in the near future, giving visitors to the Museum a greater chance to view the craftsmanship and skill that goes into each railroad car, building, steam engine or diorama.

## SMITHSONIAN COMES TO DULUTH; WITHUHN SPEAKS ON RAILROADS

"In the 1800s, American railroading was at its peak, with an extensive system of train tracks crossing the country. The railroad opened frontiers, expanded industry and revolutionized travel. But what does the future hold for rail transportation? Join Withuhn as he explores railroading from its early years through today and into the future."

So read part of a flyer sent out by the Smithsonian Institution of Washington advertising a series of lectures, a workshop and concert on the weekend of November 8 to 10 on a variety of subjects.

**William Withuhn**, National Museum of American History and curator of the transportation division of the Smithsonian, spoke in the Depot theater to a small gathering on the history, the impact that railroads had on the development of the U.S. and what the future holds.

**Tom Gannon**, curator of the Lake Superior Museum of Transportation, introduced the speaker who had been in Duluth in 1984 for a railroad historical meeting, arriving by Amtrak. He commented that the LSMT "is one of the finest in the country for its size."

He began his presentation with a slide show, the first picture being of a printed page declaring the horrors and dangers to life of the new-fangled fire-breathing steam engine, many people viewing it as "over-weaning and destructive." Successive photos like the one of No. 999, the first locomotive to go over 100 miles per hour, the driving of the golden spike at Promontory, Utah, connecting the East and West by rail, illustrated the change that railroads brought to America.

"It laid down more than tracks — cultural and social change," said Withuhn as he began his lecture. He related how the first mobile steam engine was created in 1825 and put to commercial use between Stockton and Arlington, England, while in the U.S. canals seemed to be the thing for transportation in the 1820s. (The Delaware & Hudson Railroad was originally named the Delaware and Hudson Canal Company.)

"The steam locomotive was more important in the industrialization of the U.S. than in Europe," Withuhn went on, describing the development of American railroads. He continued:

"The first locomotives came from England, clunky, ungiving, heavy and often derailed on American light rails. A John Jervis built the first American locomotive in 1832 and added small wheels in the front — the lead or pony truck — which made all the difference.

"Our communication systems began with the railroad telegraph, national time zones, our music — the railroad played an important part in many of our cultural and social changes.

"The Civil War was an important turning point in the development of our rail history. After 1865, the railroad began the growth of the booming West, running immigrant specials — not much more than box cars with hard benches.

"1869 (May 10) saw the physical joining of the East and the West by rail with much celebration across the country, while some citizens feared that the two halves would split apart as the North and South wanted to do a few years earlier. As a coincidence, it was 100 years almost to the day that Apollo 11 landed on the moon with a like amount of celebration.

"Eighty-five percent of all travel was by rail in the 1880s, '90s and early 1900s. Many big businesses got their start by following railroad practices. 1887 saw the beginning of the Interstate Commerce Commission due to public demand for regulation of the railroads and to ride herd on the "robber barons" of the industry.

"Our diet was determined by the railroads. Basic food came from nearby. That changed. The meat industry grew as a result of the railroad; fresh lettuce, apples, fruits could be transported in refrigerator cars over long distances.

" 'Brass pounders' came into as much importance as engineers. Every city had its own "sun time." In railroad offices, the clocks were timed according to the master clock in the home office. The

confusion soon resulted in the establishing of standard time zones.

"The rail network made Sears possible — being able to ship retail packages over long distances to customers. Social Security is a result of and patterned after the railroad retirement program and railroad engineers were held in high esteem — 'a figure of grandeur.'

"1887 and 1894 saw the greatest railroad strikes which spawned the railroad brotherhoods, setting a pattern for more of the nation's labor unions. Black workers, especially the dining car porters, began the movement to ban racial discrimination. They also paved the way for immigration of share croppers and the black poor from the south to the north. The porters knew the best way to go, who to see and where to go, often putting their own jobs in jeopardy.

"The railroads were a social leveler," continued Withuhn. "The whistle of a steam locomotive also meant tragedy to the American Indian as the rails encroached upon their land and settlers invaded their territory.

"The railway station was a gateway where you could pick up your Sears package, say good-bye or hello to someone." He referred to how the railroads also forged the patterns for much of our music — "Casey Jones" and Jimmy Rogers, the "singing brakeman," as two examples.

"In 1988, railroads carried more freight than ever before. Are railroads dead? A lot of track has been abandoned — about half of all the track that existed in 1929. Also about half of the people employed in 1929 are gone. Yet freight transportation by rail is undergoing a drastic change — intermodal — going to containerization, where goods are put in a box that can go on rails, on wheels, on a ship and across the ocean."

Withuhn mentioned that Amtrak economics are the greatest of anywhere in the world and that subsidies continue to drop every year as operating revenues increase — "the metroliners between Washington and New York carry more passengers than the airlines."

"What does the future hold?" asked the speaker as he went into the last part of his presentation. He had traveled on the French TGV which is "punctual to within a half minute." He related how a recorded message announces the arrival at the next station within a few minutes, then another reminder, and finally, a ten-second warning prior to the train's arrival to stand clear of the doors.

"Though the TGV has dedicated rail lines on which they travel at 170 m.p.h., they often use other rail lines, slowing to 130. And in 25 plus years of high speed trains in France and Japan, there has not been one fatality.

"No brakes, no wheels, no working parts except the air conditioning and doors — very smooth and quiet," said Withuhn in describing the mag-lev trains. "Strange how we can muster up the cost of an eight-lane freeway, but not the same cost for a mag-lev system which would be much more efficient."

Withuhn ended his presentation with some slides of the TGV, mag-lev and American railroads.

Mr. Withuhn has a background of professional railroad management, having served with several companies. His visit to Duluth was part of the Smithsonian's National Associate Program of 1991. The Smithsonian's 15 museums make up the world's largest museum complex, dedicated to public education and scholarship in history, science and the arts.

## RAIL MOTOR CAR ENTHUSIASTS ENJOY TRIP ALONG SCENIC ST. LOUIS RIVER

A small group of rail motor car enthusiasts endured the cold blustery wind and rain on October fifth to take a trip along the LS&M tracks from Gary-New Duluth to Riverside and back. In spite of the weather, they voted to take a second run on the 12-mile round trip.

Purpose of the outing was to introduce the newcomers to the hobby

(continued on next page)





The Bergers, Wagners and Arnolds (l. to r.) start out on their rail motor car tour of the LS&M on a very cold and wet Oct. 5 from the New Duluth end of the line.

of motor car operation and collection to a structured organization and activity, group insurance, acquainting them to the rules of the road, flag rules, safety and maintenance of their vehicles, along with enjoying the vistas of the scenic St. Louis River.

The group consisted of three motor cars. **Mark Arnold** of Stacy, Minnesota, organized the outing and was joined by **Joan and Roger Wagner**, son **Steven** and **Mary** and **Bob Berger**, all from Duluth. Mark was accompanied by his son. A motor car from Rollag did not come due to the weather.

All three motor cars are Fairmounts. Mark's vehicle is an ex-Soo Line that has had some modification. The one-cylinder engine was replaced with a two-cylinder opposed Onan plant with electric start. The car is closed in with canvas, has a CB, four seats, head, tail and ditch lights and for cold weather, a small propane infrared heater. A beacon is mounted on the roof.

The 20 horsepower Onan power plant runs very quiet compared to the familiar "putt-putt" of the one-lungers, often referred to as "putt-putt cars." With the modifications, Mark's vehicle weighs in at 1470 pounds, compared to 700 to 800 pounds for other "putt-putts," depending on whether it has an enclosed cab.

Mark is also into model railroading — naming his HO pike the Northeast Minnesota and Ontario Railroad.

The Wagner's machine from the DM&IR has an enclosed wood cab, while the Bergers braved the elements seated on their open car, an x-NP machine No. 94292, carrying umbrellas for some protection from the rain.

The single-cylinder machines are started either by cranking or giving it a push start.

Mark is a member of the Mississippi Valley Region of the North American Rail Car Owners Association (NARCOA) with a total membership of about 500. Another national group in the motor car hobby is the Motor Car Club Collectors Association (MCCCA) with a membership of about 700.

Mark, along with a dozen other NARCOA motor cars last August, made the longest trip by motor car from Sault Ste. Marie to Hearst, Ontario on the Algoma Central, a distance of 296 miles. The north-south rail line is often referred to as the "world's longest Y," having connections at Hearst with the east-west transcontinental line. In theory, a train 296 miles long could be "Y'd" on the AC.

The group had two high-rail trucks from the Algoma Central for escorts, one leading, one following. They have also traveled the lines of the Escanaba & Lake Superior and other rail lines in Northern Wisconsin and Michigan, preferring to focus their excursions on rather remote and scenic rail lines in the Midwest.



Doug Kilen of Esko rides behind the 3/4" scale of a Tom Thumb on a loop of track at the Esko steam show. Built by Pete Kilen, the little engine is coal fired with a 60-pound working pressure on its vertical boiler, safety valve set at 100 pounds. The two-cylinder vertical engine uses a chain drive connected to the wheels.

It has been suggested in the past that the LS&M and the city of Duluth extend an invitation to either of the motor car clubs to hold their convention here in the future. The group carries a hefty liability insurance and signs waivers protecting the owners of the rail lines.

Mark is familiar with the LS&M line along the river, but it was the first time for the others and they thoroughly enjoyed the short but scenic excursion. Mark had toured the line on Friday, cleaning out the flangeways at grade crossings and checking for any obstructions. He had approached another railroad in the area for a possible longer trip, but without success.

The first excursion trip over the LS&M was made by motor car on the Memorial Day weekend of '79 when a group from the Minnesota Transportation Museum (MTM) toured the line using the Museum's large X-CNW four-cylinder motor car pulling a trailer, and X-DM&IR speeders No. 500 and 530. The tour stopped at Smithville, just short of the Clyde Avenue grade crossing (Munger boat landing) due to a burned-out timber trestle that was later replaced with a steel and concrete structure.

The rail line had been abandoned by the BN, turned over to the city in 1978 and was in the process of being rehabilitated into an excursion line. The LS&M has used motor cars for track work and maintenance and at one time used a vehicle to proceed before the excursion train to check for obstacles on the track.



## AGAIN DULUTH SUPPLIES EQUIPMENT FOR SPECIAL EXCURSION TRAINS

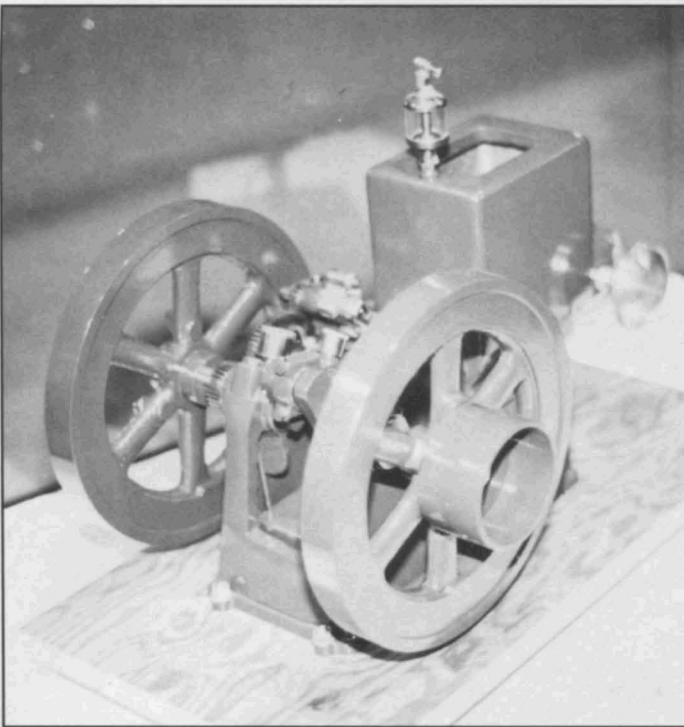
Passenger equipment from Duluth and Wells, Michigan, (the E&LS) see a lot of miles put on them during the summer tourist season for various railroad excursion trips throughout the Midwest.

The Museum usually sends out its coach A-14, the LS&M its A-13 and the Missabe its Minnesota II for excursions far removed from the area. The Museum's Ranier Club observation-lounge, the 6700 lounge car and diner 1250 are used for excursions originating in the Twin Ports area. The heavy-weights are likewise reserved for trips originating in Duluth or Superior.

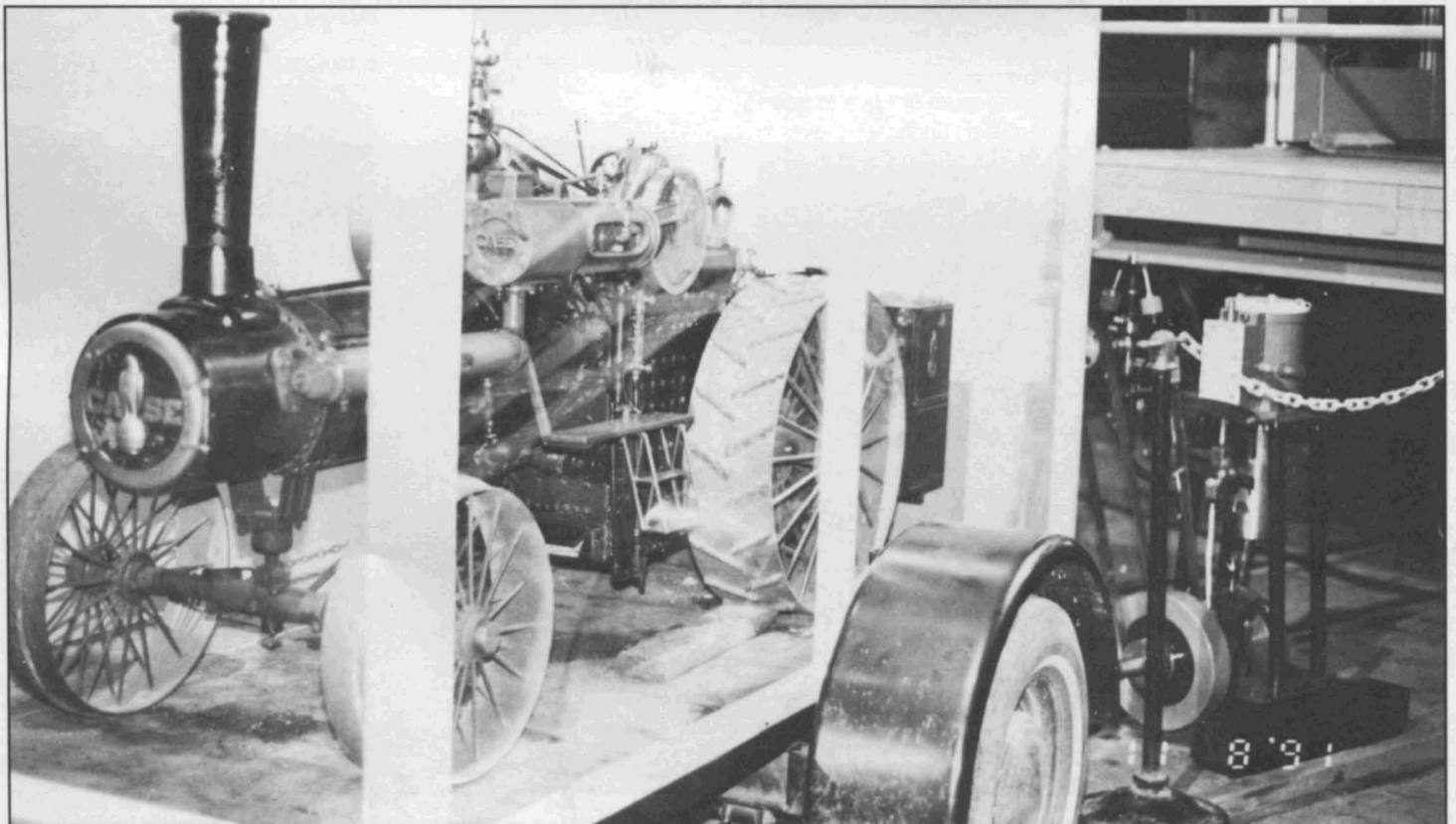
On occasion, one may see the E&LS diner-lounge 1348 or their heavy-weight observation Dolly Madison being used for special excursions out of Duluth and the 1250 and 6700 being used in northern Michigan.

Places and dates where our equipment has been the past season are:

- May 21-22 — A special BN excursion in Missouri.
- June 22 — Special excursion train for Grandma's Marathon.
- June 29 — Open house at the BN in Superior.
- July 5 — Amasa, Michigan, special trip on the E&LS.
- July 13 — Northern Pacific Historical convention, Jamestown, N.D.
- July 17 — Great Northern Historical convention, Minot, N.D.
- Aug. 13-14 — DWP to Ranier, Minn., for Minnesota Agri-Growth Council promotional.
- Aug. 31-Sept. 1 — Ontonagon, Mich., E&LS Labor Day special.
- Sept. 14-15 — Private Car Owners Convention in Ashland, Wis.
- Sept. 22 — Soo Line Historical Convention to Ladysmith, Wis.
- Sept. 28-29 — North Star Chapter, NRHS, New Brighton to Amery/Stamley, Wis.
- Oct. 5-6 — Winona County Historical Society, Rochester to Winona (used only DM&IR Minnesota II).
- Oct. 17 — LTV Steel, Hoyt Lakes to Taconite Harbor.



A "hit and miss" engine, so called because without a load, it does not fire on every turn, was built by Dennis Halvorson and was on display at the Model Engineering Exhibit. The tank above the fly-wheel is the cooling water for the engine.



Ralph Andres' 1/3 scale working model of a Case steam tractor needed its own trailer for transportation to the model show. Behind it is a scratch-built model of stationary steam engine by Wally Halvorson. Ralph has operated his tractor at the Esko steam show.



A Wisconsin Central GP-40 No. 3014 does a photo run-by past the abandoned Osceola depot on September 28. The fan trip was for the North Star Chapter, NRHS from New Brighton to Amery, Wisconsin, with the A-13, A-14, Minnesota II and MTM's 1213 in making up the consist.



The LSMT's x-CNW lounge car 6700 was in the consist of the American Association of Private Rail Car Owners that met in Ashland, Wisconsin for its annual convention on a very wet September 14. The special train was powered by WC GP-40s Nos. 3002, 3004 and 3005. The former Soo Line depot is in the background behind E&LS diner-lounge 1348.

## NEWS FROM THE MUSEUM . . .

By Leo McDonnell

### STEAM LOCOMOTIVE NO. 14 NOW AT MUSEUM

The Duluth and Northern Minnesota steam locomotive No. 14 has been brought from the Hallett Dock shops of the LS&M down to the museum for completion of its restoration.

First the locomotive will be subjected to a hydrostatic test of its boiler, and after it has been determined that the boiler is now in satisfactory condition, work will go forward to complete the locomotive, including the installation of the lagging and jacket, mounting the cab, pilot and applying the air pump, injectors, lubricators, etc. The tender is almost completed and ready to be mounted upon its trucks.

A number of volunteers have been working on the cab and the tender at the museum and more volunteers are invited to come to the museum to work with **Zeke Fields**, Master Mechanic, to complete the locomotive. Particularly those persons who plan on being in the 14's crew are reminded that familiarity with the locomotive can best be obtained by working upon it.

### F-7 PROJECT GETS UNDERWAY

Work has now started on the Soo Line F-7 project. Installation of new flooring in the cab is presently going forward. Later the locomotive will be repainted, but at this time putting the cab in shape to be available for inspection by museum visitors is being done. We presently permit museum visitors into the cab of the DM&IR 227 and it is planned to permit them to see the cab of a road diesel engine by setting up a stairway and platform so visitors can enter the cab.

The present project is primarily to restore the appearance of the locomotive. It is still hoped that work can later go on forward to make the locomotive operable.

Additional support for the project is promised by the Soo Line Historical Society.

### ESCANABA AND LAKE SUPERIOR 1100 RETURNS TO MUSEUM

Escanaba and Lake Superior's sleeper car No. 1100, former VIA Rail Mount Edith Cavell, has returned to the museum for the winter. **Randy Schandel**, passenger car foreman for the E&LS, is continuing the work on the car to change it over to electric heat and other modifications.

### MUSEUM CATALOGING PROJECT UNDERWAY

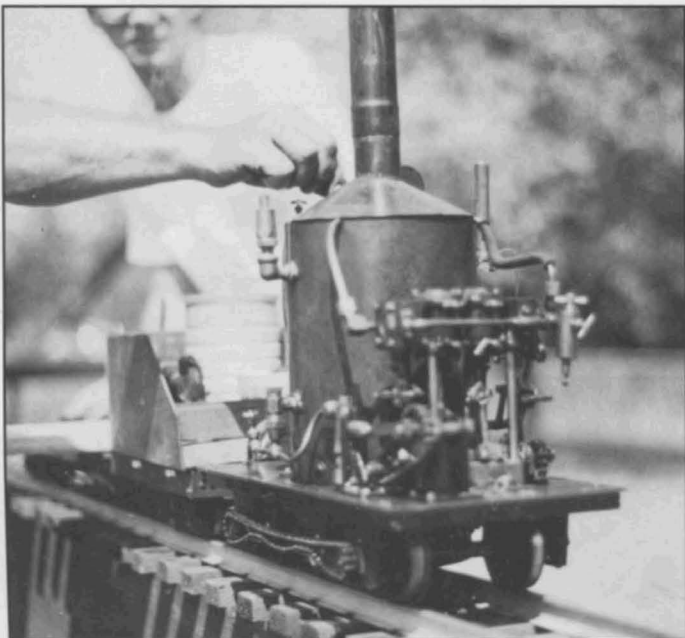
The museum has employed **Ms. Sally Solomon** to undertake the cataloging of the museum's collection. This project is funded by a grant from the Minnesota Historical Society. Ms. Solomon is a qualified cataloger and will bring all the museum's collection records up to date under the direction of Curator **Tom Gannon**. It is expected that the project will take approximately 14 weeks.

### CONSERVATION ASSESSMENT STUDY COMPLETED

**Dr. James A. Burnham**, Assistant Curator of the Henry Ford Museum at Dearborn, Michigan, has completed his Conservation Assessment of the museum. The study was funded by a grant from the Institute of Museum Services. The primary purpose of the study was to determine if the museum is performing its mission in the term of conservation of the items in its collection.

Dr. Burnham made several recommendations as to methods to be employed by the museum and the restoration and preservation of its artifacts. Carrying out the recommendations of course is limited, because of the unavailability of funding for these projects, which Dr. Burnham recognized.

Persons interested in reading the entire report are invited to get a copy of it at the museum office.



The hand of Pete Kilen adjusts the water level on the Tom Thumb at the Esko steam show.



Zeke Fields describes the workings of steam locomotive No. 14 and how it is being restored to a class of machine shop students from the Duluth Technical College. The class toured the museum and LS&M shop.



## DONATIONS FOR COMPLETION OF D&NM MIKADO NO. 14 BEGINNING TO ROLL IN; ENGINE PART OF AREA'S HISTORY

In a response to a plea from the chairman of the board of the Lake Superior Museum of Transportation sent out to museum and LSTC members, funds have begun to trickle in for the continuation of restoration work on the former D&NM Mikado No. 14.

The logging locomotive played a significant part in the development of Northeastern Minnesota, beginning with its operation for the Alger Smith Logging Company of Knife River. The Duluth & Northern Minnesota Railroad was the common carrier for Alger Smith, the largest of three Michigan firms to produce lumber.

The D&NM began life on May 30, 1898, under the laws of Minnesota and became the most important logging railroad in the state, with over 99 miles of mainline and about 350 miles of logging roads, branches and spurs, all constructed in the 20-year life span of the railroad.

Alger Smith also had logging operations near Pigeon River on the Canadian border and rafted the logs, up to 5 million board feet, to Duluth.

In the late 1800s and early 1900s, logging railroads covered much of Northeastern Minnesota, from Bemidji on the west to Clearwater Lakes north of Grand Marais in the east, and from Duluth to International Falls. The D&NM eventually extended their tracks to north of Tofte.

No. 14 was built by the Baldwin Locomotive Works in 1913 and during the next sixty years, would keep the same number under three different owners. It was last used as a stationary boiler by the Gulliver Sand & Gravel Co. of Michigan and was traded to the DM&IR for a 2000-class coal tender. The Missabe then donated the Mike to the museum with a vision, many years ago, that it would again see its boiler hot and pulling excursion trains in the area.

Some of the rail and equipment used at the Alger Smith facility in Knife River came from the Manistique Railway in Michigan, another A.S. operation. Failure to sell the property in 1910 prompted the move.

In 1909, the D&NM operated a mixed train to Finland, with connections to a stage line to many points along the shore of Lake Superior — the only method of transportation from the North Shore to Duluth until the road was built.

Purchase of six Mikados was considered as dreams and hopes began by the D&NM to connect with the Port Arthur, Duluth and Western Railway near the Canadian border, providing direct rail service between the Canadian Lakehead and Duluth. Only two were ordered when the hopes were dashed by the completion of the DW&P between Duluth and Fort Frances, Ontario. The Alger Smith Company also began investing in timberlands in Alabama and Florida and the up-and-coming auto industry in Detroit.

The D&NM rostered ten rod engines and one shay in 1911. It had also contemplated extending its tracks from mile post 99 to Grand Marais to supply a new proposed mill. The tracks did get to mile post 99.25, then the logging show was all over.

The D&NM was nicknamed the "Gunnysack line," and the up-and-down hill D&NE was called the "Damn Narrow Escape."

Another rail line, the Duluth and Ontario, had been planned to connect Duluth with Fort William and the abandoned D&NM was to be a nucleus in its construction, but nothing ever materialized and

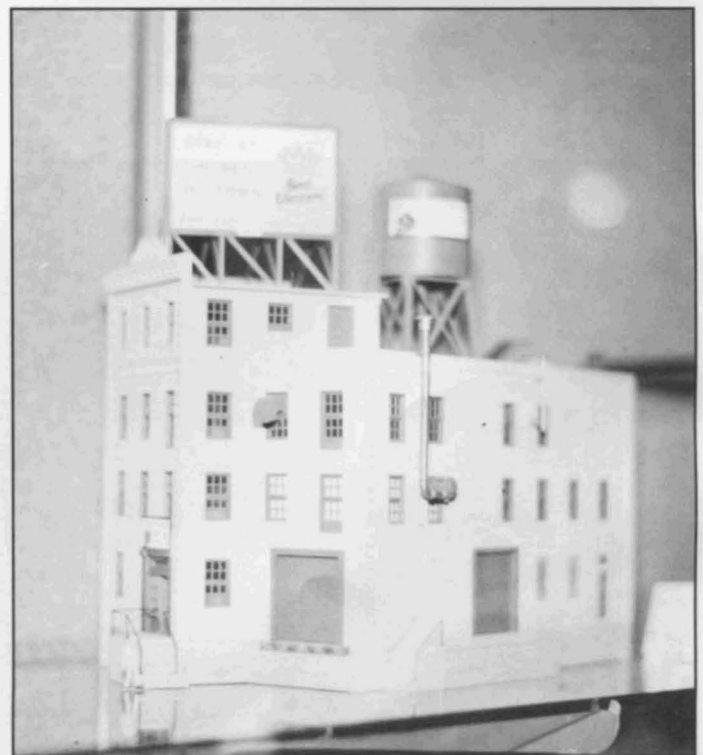
the ICC authorized the abandonment of the entire D&NM railroad, July 15, 1921.

**Frank King's** book, *Minnesota Logging Railroads*, has many pictures and stories of a once glorious industry which helped to develop Northeastern Minnesota. (Long log pilings cut near Highland north of Two Harbors were used to build the Milwaukee Road's ore dock at Escanaba, Michigan.)

Now all that's left are over-grown right-of-ways and a former logging engine at the Duluth rail museum, still in pieces, its fate to be determined by the amount of donations and the willing hands to put it back together and build a fire in its inards. Then it has to be given a lot of TLC to keep it in good operating condition.

Join the growing list of those who have donated a total of \$3,375 — a beginning — but still a very long way to go.

**Lester Otterson, Richard Killien, John Herlick, Clarence Sherman, Elaine Ellian, Mr. and Mrs. Wilfred George, Mr. and Mrs. Don Forbear, Ed Ettinger, Warren Mielke, Art Anderson, Allen Anway, William Goesch, Thomas Lamphier, Dr. Dale Amundson, Gordon Mott, Rowland Nelson, Joseph Renaud, Harlow Sires, William Van Evera, Carl Ekholm, Marilyn Persch, Wesley Harkins, Rolf Erickson, Ted Fransk, J.J. Kreuzberger, Douglass Buell, Claudia Busch, Minnesota Power, Donald Plotkin, Gene Shores, Tim Schandel, Phil Budd, Leo McConnell.**



**The Brown Bear Brewery** — a scratch-built building by Mike Oswald was one of several buildings on display in the Model Engineering Exhibit recently held in Gallery 255. A billboard on the top of the building advertises: "Stay at the Best — Best Western."

## DULUTH'S RAIL MUSEUM UNIQUE, CONTAINS VERY HISTORIC PIECES

The Lake Superior Museum of Transportation is unique in that it is located adjacent to the former Union Depot that served several railroads. The exhibits are located on the tracks that have seen many arrivals and departures in the 99 years since its erection. And the cobblestone platforms are still in place, as are the butterfly canopies over the platforms built to protect the passengers as they walked to and from their trains.

Originally the seven tracks were covered with one huge train shed. As the traffic grew and more and more steam locomotives used the facility, the train shed was dismantled and replaced with the butterfly canopies, leaving the space over the tracks open to the sky, allowing the escape of smoke and steam.

In 1973, with the help of a federal grant, a new train shed was built over the seven tracks to protect the equipment that would soon be coming in. Huge doors were installed at one end to enable the exhibits to be moved in and out -- the whole area being enclosed for year-round protection from the weather and allowing visitors to use the museum in all seasons.

The museum is unique in that it contains railroad equipment which identifies with the immediate area and the local railroads, save for the Milwaukee electric that worked in the Cascades.

The museum houses the first two locomotives that operated in Minnesota -- the William Crooks and the Minnetonka. The Minnetonka was the first locomotive on the NP and was used to begin the construction of its transcontinental line from Carlton.

The Crooks was purchased by the St. Paul and Pacific in September of 1861. Built by Smith and Jackson in Patterson, N.J., it was shipped by rail to Prairie du Chien, Wisconsin, then by river boat to St. Paul where it operated over ten miles between St. Paul and St. Anthony, now Minneapolis.

A giant in its day, it contained 90 two-inch flues nine feet long, had a working pressure of 110 pounds to feed steam to its 12x22 inch cylinders through the Stephenson valve gear and turn the 63 inch drivers.

When delivered, it did not have a water glass, air brakes, lubricators or an injector. Water was fed into the boiler by means of a cross-head pump -- water could be fed into the boiler only when the locomotive was moving. When waiting on a siding for a passing train, the Crooks would often be separated from its train and run along the siding to fill the boiler.

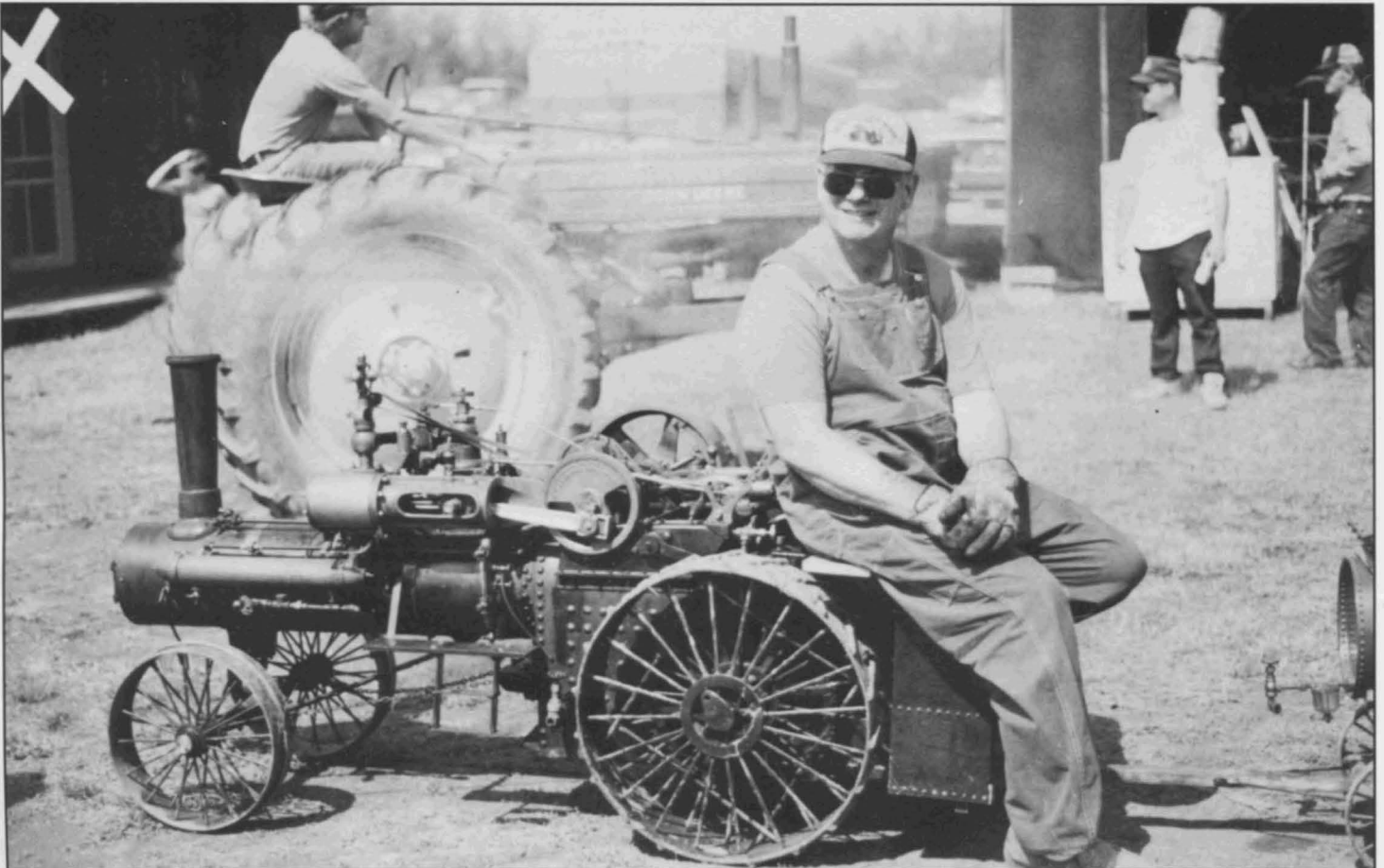
Descending a long grade was equally tricky -- the fireman would apply the hand brake, the engineer would work the reversing lever and the rest of the crew would have to set as many hand brakes on the cars as possible, sometimes having to walk on top of the ice-covered cars.

The American-type locomotive, 4-4-0, was named in honor of Colonel William Crooks, commander of the Sixth Minnesota Volunteer Regiment and the company's chief engineer.

When James J. Hill acquired the railroad in 1879, the name was changed to St. Paul, Minneapolis and Manitoba and again in 1890 to the Great Northern Railroad and the Crooks became engine No. 1 and served its purpose until 1900.

It was about to be scrapped when rescued by Mr. Hill, restored and used for exhibition purposes. It appeared at the Fair of the Iron Horse in Baltimore in 1927, the New York World Fair in 1939 and the Chicago Railroad Fair in 1948-49. It was also used in bond drives during WW II and had appeared in Duluth and under steam.

The 40-ton engine and tender spent many years in the waiting room of the St. Paul Union Depot until its abandonment. It was dismantled to get it out through the front doors, shipped to Proctor where it was reassembled and now occupies a space in the Duluth museum, a tribute to the Empire Builders.



Dennis Andres operates his 1/3 scale working model of a Case steam tractor. Dan Mackey drives Jerry Heath's John Deere tractor in the background at the Esko steam show.

(continued from page 4)

Wholesale vendors of gift shop items and souvenirs set up shop to display their wares in the Viking Room of the Radisson, displaying caps, T-shirts, mugs and glasses, pins, toys, books and many other items.

The Saturday night banquet was held as scheduled but without the principal speaker, **Edward Burkhardt**, CEO, Wisconsin Central Railroad. **Walter Gray** of the California State Railroad Museum stepped in to fill the vacancy on short notice.

Those attending the convention did not have to venture outside except to visit the Museum while some of the locals were snowed in with huge drifts blocking driveways and streets and burying automobiles if they were left out. The Train '91 convention will not be one soon to be forgotten.

The Spring '92 meeting will be hosted by the Canton Agency/ESP Administrators (Gene Shores) and the Midland Railway at Kansas City, Missouri April 2 to 5.

The next fall convention will be held at the Feather River Railway Museums, co-hosted by Nevada State Railroad Museum at Reno.

The Spring '93 meeting will be hosted by the New Hope & Ivyland Railway at New Hope, Pennsylvania, and the Fall '93 convention at the Illinois Railway Museum at Union.

### HELP WANTED...

Local railroad museum offers excellent opportunities for learning, on-the-job training. Pay is low but benefits are great. Apply at 506 W. Michigan St. or call 727-0687.

### A REMINDER ...

No meeting of the LSTC in December. The annual meeting will be the last Friday of January with election of officers. The office of president, vice-president public relations, director-model railroad, recording secretary and editor are up for election. Meetings will be the last Friday of every month through May at the museum.



"Zeke's Cream Puff," the little Mack diesel switcher, gets a ride on a low-boy to Wells, Michigan, where it will be used by the E&LS to shuffle cars around its facilities. The locomotive was hoisted by Kraemer Construction of Duluth at the Hallett Dock. The low-boy is from R. Becker Enterprises of Wallace, Michigan.

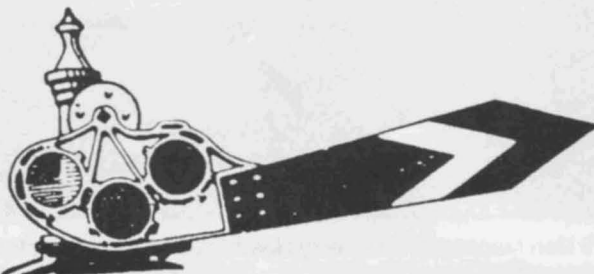
### LS&M SOLARIUM CAR 29 ...

is now inside the museum on track seven for continued repairs and restoration. Window sills are in need of rust removal and repainting, plus the partition at the solarium end and other minor work. Willing hands are eligible to join the lunch bunch at Nick's on Saturdays. The LS&M has on-the-job training. Pay is small, but the benefits are great.

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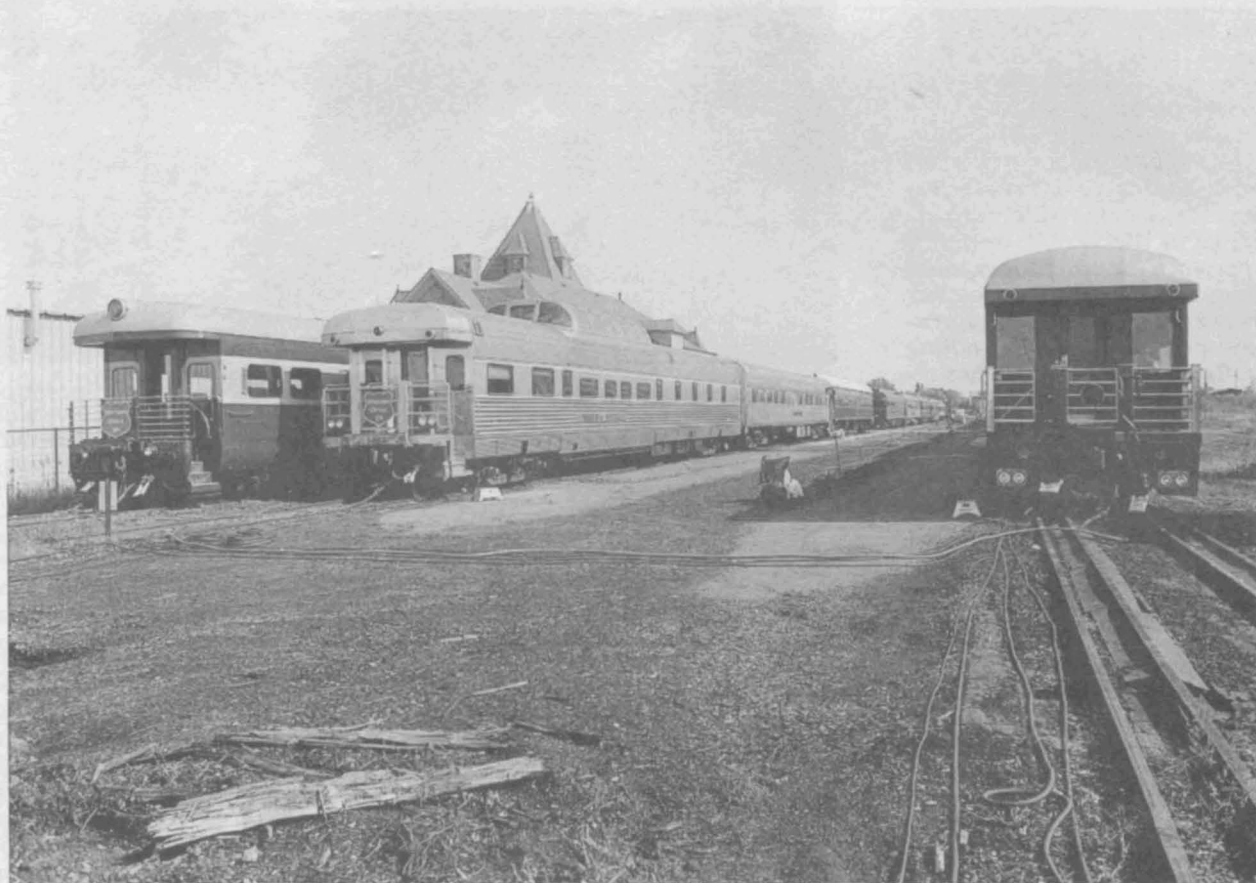




# Laker

# Extra!

LAKE SUPERIOR TRANSPORTATION CLUB



## PASSENGER CARS INVADE THE NORTHLAND

September 13 and 14 saw twenty-five plush private railroad cars in Ashland for the 14th annual gathering of the American Association of Private Railroad Car Owners (AAPRCO). The cars were pulled from Chicago on The Wisconsin Central in a single train that contained all 25 cars. The train was powered by three of WC's recently acquired EMD GP-40's.

It can be said with a high degree of confidence that the old Soo Line Ashland depot never saw such elegance parked in back of it as seen in the above photo by Tim Schandel. The lightly used WC (ex-Soo) yard was cleared of debris to make way for the classic cars.

Owners of the cars ranged from railroads (E&LS, WC) to the majority, private individuals. Many of the owners opened up their cars for tours (at \$5.00 a crack). The Museum's ex-C&NW parlor car 6700 was on hand at the event courtesy of John Larkin of the Escanaba and Lake Superior Railroad.

The Wisconsin Central is the only railroad to serve Ashland today, with both the C&NW and BN pulling out during the past few years. There is enough freight traffic to keep the line in place, but it is no where near the volume seen 30 years ago when ore still moved in this part of Wisconsin.

### LAKER EXTRA! FALL 1991

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



## Wisconsin Central

The Wisconsin Central has received Interstate Commerce Commission approval to purchase two track segments in northern Wisconsin permitting WC to compete for traffic in the Duluth-Chicago corridor.

Under the plan, effective November 15, 1991, WC will acquire the 102-mile Ladysmith to Superior line from the Soo Line at a cost of \$15.75 million. Also, the ICC approved, effective December 5, 1991, the purchase of the 97-mile Chicago & North Western line between Cameron and Superior for \$6.0 million.

WC has had operating rights over the Ladysmith line and access to all railroads and industries in the Duluth-Superior terminal area since the railroad acquired its track from the Soo Line in October 1987. However, the original sale agreement prohibited WC from handling through traffic to Chicago. WC has received a cool reception from two Twin Ports railroads, which have raised their reciprocal switching charges by 35% to 52%.

In other WC news, the railroad is rebuilding the international bridge in Sault Ste. Marie that connects Michigan with Ontario. The rebuilding will allow for 100 ton capacity cars to use the span. The previous load limit was 89 tons, severely limiting the effectiveness of the bridge as a interchange gateway in today's world of 100 ton capacity freight cars.

Flambeau Mining, a subsidiary of Kennecott, hopes to resume construction that began in July on a mine to extract high-grade copper ore near Ladysmith. The project was halted temporarily by a Dane County judge until the DNR redrafts its environmental impact study. The project will take about 6 months to develop and would employ 55 to 60.

There will be no tailing discharge as Flambeau plans to use the WC to ship an average of 27 cars every other day to a processing facility such as Noranda in Canada or Kennecott's own concentrator in Utah.

The mine site was discovered 23 years ago and is expected to yield 30,000 tons of marketable metal annually, roughly 8% of the volume of Kennecott's Bingham Canyon mine in Utah, largest in the U.S.



Recently acquired Wisconsin Central GP-40 3009 switches copper concentrate at White Pine, Michigan on September 30, 1991. Note that this locomotive was the same one used on the Museum's Ladysmith passenger extra. The Escanaba and Lake Superior trucks the finished copper product to a loading facility in Ontonagon, Michigan (just a few miles away from White Pine) for shipment to customers, thus bypassing the Wisconsin Central. Photo by Tim Schandel.

## E&LS

The Escanaba and Lake Superior Railroad has recently purchased, from the C&NW, approximately six miles of track from Stiles Jct. to Oconto Falls, Wisconsin. There is light industry in Oconto Falls that the E&LS will serve.

## Missabe Road

Heavy rains in early August caused severe damage to embankments along the Interstate Branch in Wisconsin, just south of Superior. This high traffic line has had its problems in the past with the high clay content of the surrounding landscape. To cope with this problem and correct it so it does not happen again, the DM&IR engineering department reshaped the slope of the embankments and then covered the area with an overlay of rock taken from Pork City Hill in Two Harbors and delivered to the site in side-dump cars.

The Missabe has donated three vintage ore cars to Ironworld, USA in Chisholm. The cars were purchased in 1942 in a group of 1,500 cars built by three separate builders. The cost of each car new in 1942 was \$3,667 compared to a replacement cost today of over \$50,000.

The railroad has leased a number of Union Pacific (ex-Missouri Pacific) side-dump cars for use in the winter lime rock movements to Iron Range taconite plants. The Missabe likes to use side-dump cars in the winter versus the summer method of loading the lime rock directly into empty taconite cars.

## Contributing Members

Bill Bally	Marlin Inch
Duane Benoit	JJ Kreuzberger
Lloyd Berger	John Larkin
John Boutin	Bruce E. Lewis
Douglas A. Buell	Steve D. Lorenz
Tom Casper	Dan Mackey
Jason Davis	Carrol R. Mattlin
Otto P. Dobnick	Leo McDonnell
Lenard Draper	Dave Mikelson
Carl Ekholm	Gordon Mott
Elaine Ellian	Jon Nienow
Martin Fair	Bruce Routh
Edward Fraser	Steve Ruce
Jergen Fuhr	David Schauer
Wilfred A. George	David Schmieding
William J. Graham	Donald B. Shank
Chilton Hagan	Harlow Sires
Kurt Haubrich	Robert Stein
Merril Hendrickson	Donald Weesner
John A. Herlick	Timothy D. Zager

THANK YOU!



## Taconite Update

As the largest single commodity hauled by railroads in our region, taconite, or low grade iron ore, is of vital importance. Most industry analysts predict a stable 1992 for the Minnesota and Upper Michigan taconite mines and processing facilities. A gradual economic upturn is projected for mid-1992 which should result in modest growth for steel and taconite.

Minnesota's taconite industry employs 6,300 people, plus hundreds of spin-off satellite jobs around the region, especially railroad employment. The Iron Range in Minnesota supplies 70 percent of the taconite used to make steel in the United States.

The following is a brief recap on the Minnesota mines:

**Eveleth Mines, Forbes:** 465 workers just returned to work after a six-week layoff. The plant will produce 3.5 million tons this year with 1992 levels just slightly higher. Eveleth is a major Missabe customer, with the railroad hauling both crude taconite from the mine to the plant and finished pellets to the dock or interchange with other roads for all-rail movements.

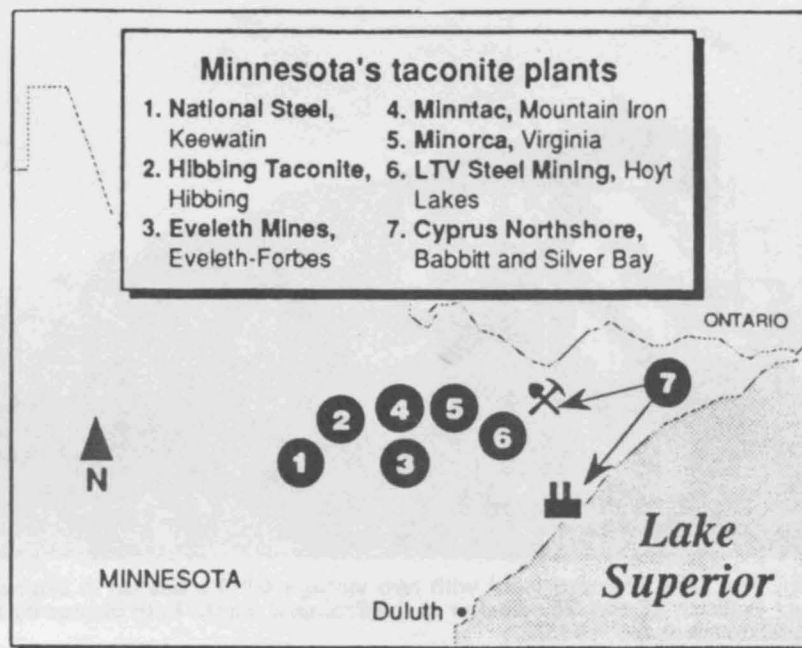
**Minorca Mine - Inland Steel, Virginia:** Minorca employs 325. Production for 1991 should be 2.5 million tons. Officials expect that same figure for 1992. The Missabe serves the plant with approximately one train per day, using DW&P trackage rights to reach the facility.

**National Steel Pellet Co, Keewatin:** The mine/plant has 730 employees. production for 1991 should be 4.8 million tons, with that same figure for 1992. The BN serves the plant, one of the first served for predecessor Great Northern in the late 1960's.

**Minntac - USX, Mountain Iron:** Employment at the Range's largest facility is 1,500. Production for 1991 will be over 10 million tons, with 1992 slightly more. The Missabe serves this plant with an average of just under 4 trains per day, with most running to Two Harbors.

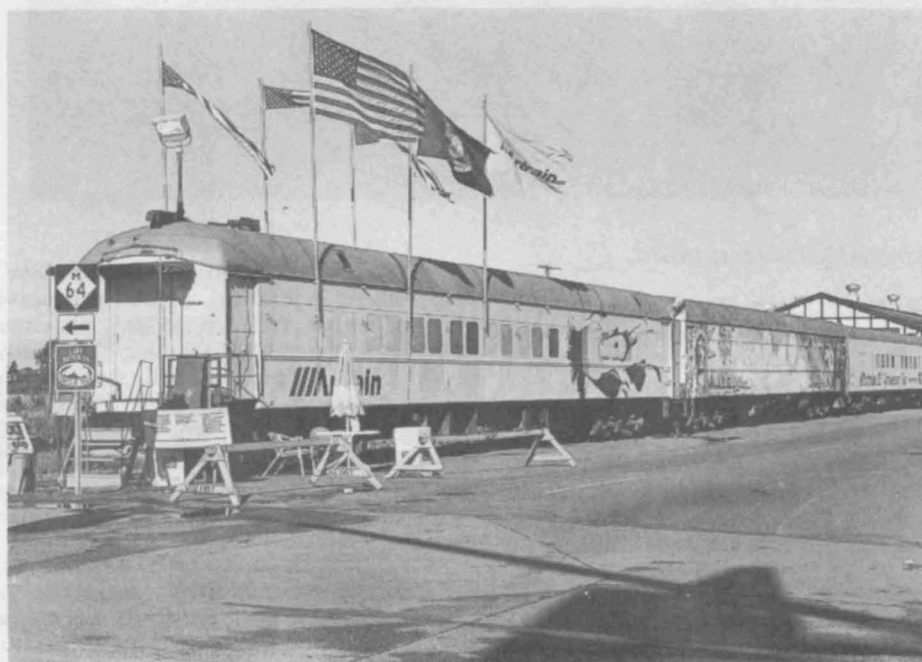
**Hibbing Taconite - Hibbing:** Employment is 950. Production for 1991 will be 8.3 million tons. BN serves this plant with an average of just over two trains per day.

*Continued page 4*



Top: Map showing the location of all seven Iron Range taconite plants. There used to be eight taconite plants on the range, but the Butler Taconite facility near Nashwauk was dismantled in the late 1980's. Butler had been the first taconite plant on the western Iron Range and was served by the Burlington Northern. National Steel is a plant similar to Butler and because of its higher cost of operation, might be the next casualty on the range. *Duluth News-Tribune.*

Below: The Michigan Art Train on display in Ontonagon, Michigan, September 1, 1991. The train carries a number of exhibits in its four display cars. The caboose on the end of the consist is for the curator, who travels with the train while it is on tour through-out Michigan. The cars were delivered to Ontonagon courtesy of the Escanaba and Lake Superior Railroad. The train had to be routed through Chicago as there is no longer any Lake Michigan rail ferry service. *Photo by Tim Schandel*







Above: The BN's Brainerd local with two vintage GP-9's ties up in Brainerd. Below: Potlatch 45-ton GE switcher at the Brainerd plant. Both photos by Tim Schandel on October 9, 1991.



## Taconite Update continued.

### LTV Steel Mining, Hoyt Lakes:

LTV, formerly Erie Mining, employs 1,600 at its plant, mine, railroad, and dock operations. The plant recently came off a 30 day shut down. The company, which hauls its taconite on its privately owned railroad from Hoyt Lakes to Taconite Harbor, plans on producing 7 million tons this year. The plant was the first large scale facility of its kind on the Iron Range. Until just recently, the company mined the last remaining natural ore pit in North America. That pit just closed this past summer.

### Cyprus Northshore Mining, Silver Bay:

This mining operation, formerly Reserve Mining, has been reborn under the control of Cyprus Minerals of Denver. The non-union plant, mine, and railroad employ 400 workers at Babbitt and Silver Bay. Production for 1991 will come in at 2 million tons. Cyprus hopes to produce 2.5 million tons in the coming year.

Generally speaking, taconite looks good for 1992, however, if the recession deepens into the new year, we could see major layoffs and reductions in production at the Minnesota plants.

## Burlington Northern

The BN has selected the Duluth Port Terminal as their new intermodal hub center. Duluth will become the 27th hub in Burlington Northern's network. Not all of the BN hubs are located on home rails, some are located on other railroads that have made agreements with the BN. The Soo Line switches the Duluth Port Terminal.

The center will eventually link trains, truck, and Great Lakes shipping. The hub could be up and running by April of 1992. Most of the traffic for the BN will be in the form of containers, possibly in double stack cars. BN currently operates a hub center in International Falls to handle the Boise Cascade paper traffic.

Snow, snow, snow! The Twin Ports were hit with a record snow storm October 31-November 2. After it was all-over, more than three feet of snow had fallen on the area, bringing everything to a standstill, including railroad activity. The following article appeared in the Duluth News Tribune and relates the story of a BN train from Northtown to Superior during the height of the storm: *We started out from Northtown yard at 7 o'clock Friday morning, but because of the 14 inches of snow, we didn't get out of the yard with two locomotives and 85 cars until 12:50 p.m. We hit a snowmobile at Andover, the first downer of the trip. There were no injuries, but we demolished a brand new snow machine.*

*We were pushing snow that was so deep and heavy - and the engines were sucking in so much snow - that we lost our lead engine at Nickerson. We were lucky because from Nickerson to Superior it is all downgrade. We coasted to milepost 15 just east of Foxboro.*

*We stopped coasting at 6:30 p.m.. We called Superior and they sent engines out to get us and pull us in. They were real helpful about getting us in. We didn't get into Superior until 9 o'clock, although the trip usually takes about 5-1/2 hours. When we got to Superior the whole yard was totally shut down.*

*I've been a brakeman with the Burlington Northern here for 18 years and I've never seen anything like this.*

Jim Farmer  
Hawthorne

## DW&P

The DW&P is poised to take advantage of increases in its traffic base during the next few years. Parent Canadian National is seriously considering routing a great deal of western Canada traffic through the Chicago gateway, via both the DW&P and Grand Trunk Western.

In anticipation of increased traffic, the Peg has completed the welded rail program for its entire 155 mile mainline. It has taken 19 years and 50 million dollars, but on August 15, 1991 the last spike was driven home at Orr to mark the completion of the program. In addition, the railroad has a continuing main line tie replacement and surfacing program to ensure that the track is maintained to FRA Class 4 standards, allowing for freight train speeds of 49 miles per hour. Only permanent speed restrictions at Ash Lake's curves and interlockings will remain in effect.

The DW&P has participated in the test of three, 100 car, 10,000 ton unit coal trains in September. The low sulphur coal originates in the Powder River Basin in Wyoming and will terminate at Ontario Hydro's generating station at Morrison Lake near Atikokan, Ontario. The tonnage of the trains required eight locomotives to move the train over the Steelton grade, as well as to accomplish timely delivery. If the tests prove successful, the DW&P will enter the coal business as a part of the transportation route. The UTU cooperated with the special movements by allowing for special considerations.

The Peg employs 180 full time workers, of which 156 live in Minnesota and 24 in Wisconsin.

## Back Cover Photo

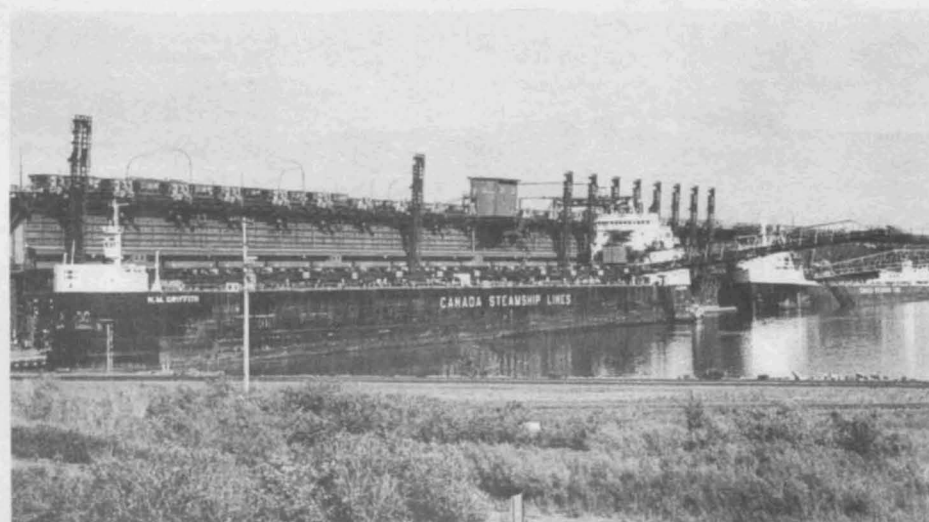
### TOP PHOTO

Four SD-40 pusher locomotives work to shove the second of three DW&P coal trains up the grade at Steelton.

### BOTTOM PHOTO

Upon reaching the top of the Steelton Hill, all locomotives are placed on the front of the train for the rest of the trip to the border. This photo shows the train passing Twig.

Photos by Dave Carlson



Top to bottom: In what was once the domain of the LST&T, BN now uses switchers of its own as evidenced by a SW-1200/SW-1000 combination in Superior this past summer. New BN SD-60M powers an empty coal train out of Superior this past July. Two Canadian lakers load taconite in West Duluth at the DM&IR docks, September, 1991. All photos by Dave Schauer.



