

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

SPRING 1991



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

SPRING, 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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Leo M. McDonnell, Director, LSMT

COVER PHOTO . . .

This photo by an unknown photographer was taken in September, 1929, of the N. P. Union Station in Stillwater which was also used jointly by the Milwaukee Road and the Omaha Railroad. Street car service was provided immediately in front of the station, known for its very unique architecture. The building was removed many years ago.



Editorial Comment

As the last issue of the "Laker" was about to go to press, members of the Lake Superior Transportation Club were saying their last farewells to Elmer (Andy) Anderson of Superior. Andy had been an employee of the Great Northern and Burlington Railroads for 34 years, the last as a member of engine crews, often times pulling duty on the Amtrak trains between Duluth and Minneapolis.

A great model railroader, Andy had an extensive O-gauge layout in his home and was known to many model rails. He left this world for a better life at the age of 66 from St. Mary's Medical Center, Duluth, a victim of cancer. He is survived by his wife.

Another club member, Larry Burlaga, passed from this world on February 21 at St. Mary's at the age of 46. A life-long Superior resident, he had worked for the Soo Line as a switchman and conductor and is survived by his wife and three children.

Dick Pattison left this life at the age of 67 from St. Luke's Hospice, Duluth. Dick was a Depot volunteer.

The Superior Short Line Steam Railroad lost a member on April 17. Darwyn Janke, 45, an employee of Halvor Lines, Superior, suffered fatal injuries when he lost control of his truck on the North Shore Highway 61.

Our sympathies and condolences to those who mourn the passing of loved ones. Take comfort in the knowledge that death is not the end, but the beginning of a glorious and eternal existence in the presence of God, free from the pain and misery of our earthly life.

Does any one remember seeing a triplex on the DM&IR?

Growing up in West Duluth near the DM&IR tracks, this writer was familiar with the giant Yellowstones that thundered up and down the Proctor hill. Waiting for a train to pass by, I was surprised to see a different type of locomotive drift down the hill and said to a kid standing next to me, "Look, that engine has a set of drivers under the tender." And being a kid unfamiliar with road names and wheel arrangements, I was unaware that it was a triplex and the only time I had seen one in Duluth.

A Popular Science magazine of December, 1962, in an article on articulated locomotives, mentioned the 2-8-8-8-2 built by Baldwin for the Erie. In 1914, 250 50-ton coal hoppers were hung on the end of the triplex. With a start from two lesser mallets 1 1/2 miles behind, the Erie triplex hauled the longest train ever powered by one unit, until an air hose ruptured, dynamiting the air.

Because the triplex exhausted more steam than the boiler could generate, it was soon relegated to helper service.

POOR MAN'S MALLETS

IN 1917, the Southern had mounted locomotive tenders on the drivers and frames of scrapped Moguls and Consolidations, providing an extra 18,000 pounds of tractive effort. Model Railroader of April 1960 had photographs of a 2-8-2 with a 2-8-0 under the tender and a 2-10-2 with a new 2-6-2 running gear mounted beneath the tender.

STAR CLIPPER CLIPPED. . . Trains Unlimited, Inc., parent company of Iowa's Star Clipper dinner train and similar operations in Newport, R.I., and Paw Paw, Michigan, has filed for Chapter 11 bankruptcy. A company official said all three dinner trains would continue to operate while Trains Unlimited attempts to reorganize, according to a news item in Trains magazine.

Trains Unlimited had proposed in 1989 to operate a dinner train on the Lakefront Line, naming it the North Shore Star Clipper. The proposal was dropped when it became uncertain as to when the tracks along the lakefront would be finished.



The Minnesota Transportation Museum's Linden Hills Depot, March, 1990. Serving the museum's Como-Harriet Street car line in Minneapolis, the depot is a reproduction of the structure built on the same site in 1900 by the Twin City Lines. The building will house historical displays and a ticket/souvenir counter. — Photo by Louis Hoffman

COMO-HARRIET STREETCAR LINE BEGAN SEASON MAY 17

The Como-Harriet Streetcar Line, operated by the volunteer members of the Minnesota Transportation Museum, began its 21st year of service on May 17. Daily service through Labor Day began on May 24. Streetcars will operate on weekends only after Labor Day until October 27.

Streetcars operate until dusk, beginning at 6:30 p.m. on week-nights, 1:00 p.m. on Saturdays, and 12:30 p.m. on Sundays and holidays. The two mile, fifteen minute trip is 75 cents; children under four ride for free.

Streetcars can be chartered outside of regular operating hours for \$40 per half hour. Please call 754-0303 for more information or for reservations. Streetcar charters are ideal for parties and group gatherings of all kinds.

LINDEN HILLS DEPOT OPENED MAY 17

The new Linden Hills Depot, a reproduction of the original depot built on-site in 1900, opened on May 17, concurrent with the start of streetcar service. When staffed on weekends, tokens and an expanded selection of souvenir items will be available in the depot. In addition, the entire east wall of the depot will be devoted to displays chronicling the history of streetcars in the area. Video-

tapes will supplement displays of photographs and artifacts. The depot's displays will generally be open even when the depot is not staffed.

A brief dedication ceremony was held on Saturday, May 18 at the depot to recognize those who contributed to the completion of this project: many Museum members, the contractors, the Park Board, and the Linden Hills Neighborhood Council.

The Como-Harriet Streetcar Line's third annual open house was held on Wednesday, May 29 at the Linden Hills Car barn. Visitors were treated to free streetcar rides and refreshments and were able to visit the car barn, where volunteers restore and maintain streetcars.

NO. 78 UNVEILED AFTER SIX YEAR RESTORATION

The Highlight of the open house was the formal unveiling of Duluth Street Railway Company No. 78. Many Linden Hills residents have seen No. 78 on test runs.

No. 78 will be in regular service on Mondays, Tuesdays, and Wednesdays and on weekends after Labor Day.

CONTRIBUTING MEMBERS

The following have become contributing members for the current year of 1991. A sincere thank you for your support. Your contributions are greatly appreciated.

Bill Bally	Marlin Inch
Duane Benoit	J.J. Kreuzberger
Lloyd Berger	John Larkin
John Boutin	Bruce E. Lewis
Douglas A. Buell	Steve D. Lorenz
Tom Casper	John Magill
Otto P. Dobnick	Carrol R. Mattlin
Carl Ekholm	Dave Mikelson
Elaine Ellian	Gordon Mott
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	Donald Weesner
Merril Hendrickson	Timothy Zager
John A. Herlick	

SPECTACULAR AERIAL PHOTOS HIGHLIGHT APRIL LSTC MEETING

Marshall Weire and George **Schneible** from Superior and **Marion Schaffer** from Floodwood were visitors at the April meeting of the Lake Superior Transportation Club held in the Ruth Maney Room of the Depot.

Treasurer **Chuck Jensen** reported a balance of \$2786.98 in the club's savings account and \$75.75 in checking. Total receipts for the month of April were \$381.04, with expenditures of \$1064.28.

Dale Carlson, membership secretary, informed the group that the club has 201 paid members, with 12 new and 189 renewals. The renewals are broken down into: 38 contributing, 99 voting, 62 associate and 2 junior members.

Leo McDonnell reported on Museum activities and the results of the recent election on the LSMT board of directors. He also informed the group that the Grandma's Marathon Excursion Train will be operated June 22. He is hoping to get a mailing list of runners to enable the Museum to contact family members and supporters, informing them of the chance to ride the train and watch the beginning of the race as the train paces the runners for the first few miles.

McDonnell also said the new overpass on London Road will be temporarily surfaced to enable the runners and wheelchairs to go over the Lemon Drop Hill bridge, eliminating any problems at the temporary grade crossing. The bridge will not be completely finished until later in the summer.

A rules class will be held on May 28, reported McDonnell, and an examination on May 30. "No one will be allowed to work on the E&J Railroad unless they pass the book of rules. This is for all operating personnel," said McDonnell. "This museum lives by its volunteers," he added, stating that he would like to see more volunteers show up at the LS&M shop in West Duluth to help in the restoration of D&NM Mikado No. 14.

McDonnell also reported that the Museum's NP baggage car 254 will be traded to the E&LS Railroad in exchange for a former Amtrak power car acquired by the E&LS. Baggage car 254 had a diesel-generator set installed by the E&LS for head end power. They have plans to install a larger generator in 254. The baggage car had been used on several Museum-sponsored excursion trips to supply power for its first-class equipment.

"No. 14 will be up and running in September for its inaugural run," said McDonnell.

For the program part of the meeting, **Tim Schandel** showed a series of slides he had taken of a special E&LS train being used for promotional advertising last January. Schandel and **Steve Glischinski** took turns riding in a helicopter for some aerial photos. The 'copter was used by a video crew filming the train.

The E&LS GP-38 No. 400 and the Baldwin RS-12 No. 300 are in a color scheme resembling that of the Great Northern's Omaha orange and Pullman green. The colorful locomotives were in sharp contrast to the snowy landscape, making for some spectacular aerial photographs. Tim had also shown slides of local railroad activities and a recent trip to the California State Railroad Museum in Sacramento where he had attended a restoration symposium.

MODEL RAILS MOVE TO MARINER MALL, FLEA MARKET SUCCESSFUL, IN SPITE OF STORM

The model railroaders of the Lake Superior Transportation Club have moved their HO modules to the Mariner Mall in Superior. The

Continued on page five

E&LS SLEEPER 1100 GETTING FINISHING TOUCHES ON ITS HEP

The former VIA sleeper Edith Cavelle, No. 1100, has been back in Duluth's rail museum this past winter getting the final touches of its new electric-hot water heating system. The sleeper, still in VIA's blue and yellow color scheme, owned by the Escanaba and Lake Superior Railroad of Wells, Michigan, is being converted to head-end-power.

The 85-foot 1100 is an eight compartment car, with three drawing rooms that sleep three, and five double bedrooms that sleep two. The porter's compartment will be converted into a shower. People taking showers could drain the tanks in a hurry, so a unique recycling system is being installing whereby the second-hand water is passed over ultraviolet lamps, treated with a disinfectant and put through a filter to be used again. Shower water is heated by a separate system that runs off of the car heating system.

The compartments have their individual thermostats to regulate the hot-water flow through the baseboard units. The water is heated by a Chromalux 480-volt, three-phase heater installed in a utility closet with circulating pumps. The hallway has 240-volt three-phase Chromalux self-contained baseboard units. A 10-gallon electric heater takes care of the domestic water.

Two employees from the E&LS have been helping the **Schandels** on the conversion project. Electrician **Jack Reynolds** says he wants to know how the car was wired so he knows what to do when it comes to fixing something. **Seth Chouinard** has been doing the plumbing, installing new stainless steel toilets that use only two quarts of water with 60 pounds of air pressure to force everything through an inch-and-a-half pipe. A toilet can be no more than 30 feet from the holding tank. If the distance between the toilets at either end are more than 60 feet, then two holding tanks will be slung on the car's underside.

A unique lighting feature in each compartment is the motor-driven dimmer installed in the ceiling fixtures. When the toggle wall switch is held in the up position, the lights brighten; push it down, the y dim. If held till the lights go out, the blue night light comes on.

The 1100 is the third E&LS car to be converted to HEP in the rail museum, the other two being the sleeper Mount Robson, No. 1101, and diner lounge car No. 1348.

The museum's dinner, Lake of the Isles, No. 1250, has also been converted to HEP. The former GN car sported the BN green livery until repainted at the E&LS shop back to its Omaha orange and Pullman green paint scheme.

move was necessitated by the advent of the E&J Railroad upon the local scene. The E&J will be operating the NSSR, i.e.: the LFL, for the RRA, and have taken over the former Amtrak ticket office and waiting room where the modular layout had been set up, adjacent to the railroad museum.

The Jaques model railroad exhibit will also be removed from its quarters in the waiting room; the E&J will use the space for its commissary. The ticket office has been enlarged to make room for office space and storage.

The Mariner Mall has several empty store fronts and were glad to have the modelers occupy one of them for public interest. The group is charging a \$10 initiation fee and a \$5 fee for operating a train on the layout. The operating and initiating fees help to pay the utilities.

The group also plans to have more modules built, expanding the layout. The model railroad display is operated by volunteers from the LSTC on weekends on an irregular basis, though they try to have someone there during regular Mall hours.

The club also had a fairly successful flea market at Marshall High School in spite of an ice and snow storm that hit the area the night before, knocking out electric power and phones in many areas of the city and surrounding communities.

The announcement had gone out over the radio that the show was to be cancelled, but a number of workers and exhibitors began showing up at the school, not having heard the radio announcement. So what to do but to cancel the cancellation - the show must go on, especially when some of the exhibitors travel long distances — **Jerry Munson**, for example, who drove up from Albert Lea.

This year's show was also open to cameras, photography and radio control equipment. Seventy-one tables had been reserved. Fifty-one had been taken and paid for, some exhibitors not showing up because of the weather. \$988 had been taken in on table rentals and door admissions, \$298 had been refunded for the no-shows and \$100 was paid out in insurance costs. The LSTC made a profit of \$98.12, which wasn't all that bad considering the weather.

GERMAN-MADE SCHNABEL CAR CARRIES RECORD LOAD THROUGH DULUTH

The last issue of the "Laker Extra" carried a picture of the German-made Schnabel car and its reactor vessel headed for Saskatchewan, Canada.

Two such reactors were shipped through Duluth last winter. The heavy-oil reactors are used to upgrade oil deposits by removing high levels of sulfur, nitrogen and heavy metals. The reactors were built in Japan, shipped through the Panama Canal, up the St. Lawrence Seaway to Duluth. It was impossible to ship them by rail over the Rockies because of clearances.

Each reactor and its special 36-axle car weighs a combined 1200 metric tons, a record for a single car, and stretches 336 feet. The car is segmented, uses a crew of seven that with the use of hydraulic arms at either end can raise, lower, or swing the load to either side to clear obstacles along the right-of-way.

The heavy loads could only be transported during the winter when the ground is frozen. Travel was prohibited if the temperature was too low, making the metal in the reactors brittle.

The special 12-car train restricted its travel to daylight hours and a speed of 15 MPH from Duluth to Lloydminster, Saskatchewan. The BN operated the train as far as Noyes, Minnesota, where the CN took over for the rest of the trip.

LUXURY TRAIN NORTH OF THE BORDER

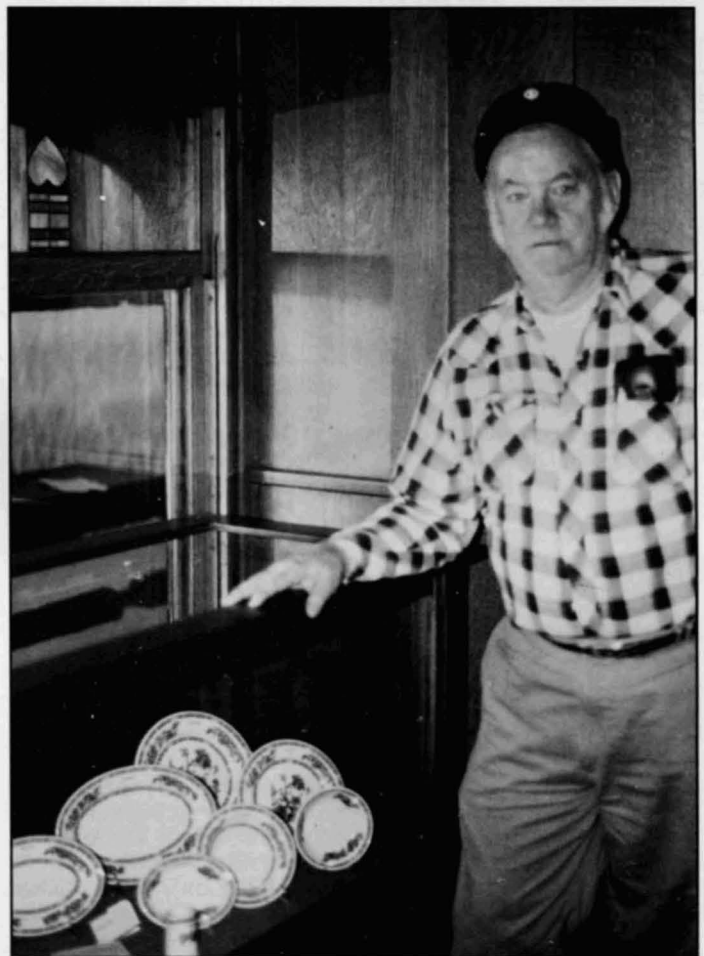
Private Enterprise has moved in to fill the void left by the discontinuance of some of VIA's services. The Trans-Canadian Railroad Ltd. with its Royal Canadian, hyped as Canada's first luxury train, will replace the Canadien, the legendary transcontinental that ran between Toronto and British Columbia.

The train will cover the 2900 miles between Toronto and Vancouver in three days. Prices will vary from \$750 to \$1250 for Vancouver to Banff Route, and \$1450 to \$3450 for the transcontinental run.

FOR YOU TRIVIA FANS. . .

When Did Circuses Begin to Travel by Train?

Circuses began using the railroads in 1838. By 1860, many circuses were touring the country by rail. In the early 1870's, P.T. Barnum's "Greatest Show on Earth" began traveling by rail with more than 60 brightly colored circus cars. His was the first circus-owned train in the U.S.



Elon Piche brought his collection of Pullman China to Duluth for display in the museum's china car last February 28. Elon is the owner of E&J Antiques of St. Paul, specializing in railroadiana. He was a cook on GN's Empire Builder and Liberty ships. His Pullman china has the early Indian Tree and Calumet patterns. He has an extensive private collection of railroad china and will bring his Soo Line china for display at the Soo Line Historical Convention in September.

LS&M HOLDS NINTH ANNUAL MEETING, ELECTION, SETS 1991 SCHEDULE

The Lake Superior & Mississippi Railroad held its ninth annual meeting and election of board members on March 15 in the Ruth Maney Room of the Depot. The meeting marked the tenth anniversary of Duluth's first regularly scheduled excursion train and the beginning of its 11th year of operation.

President **Olson** reviewed the operations of the previous year and recognized past and present board members, thanking them for their services to the railroad.

Highlights of **Bill Mickelsen's** treasury report showed ticket receipts of \$51,094; the year's total receipts were \$58,185, including \$4,600 for equipment rentals (\$4,200 from DIRCO). Operating expenditures came to \$20,474, of which \$4,407, 9% of gross ticket sales, was paid to DIRCO for use of the North Shore Line. DIRCO was the principal operator for the NSSR, the LS&M as a sub-contractor.

Other big-ticket expenditures were for tools, insurance, materials, locomotive rental and car 29. Total expenditures for the year were \$29,933, with ending cash of \$30,986. Mickelsen also reported that to date \$26,132 had been spent on locomotive No. 46, \$22,279 on car 29 and \$8,907 on car 85. Much of the cash on hand will be used for start-up money for the 1991 season, including track improvements, materials purchase and advertising.

The LS&M rented the Museum's SW-9 No. 935 for its weekend excursions between the Depot and Lakeside. No. 46 needed work at the beginning of the season and it was later discovered the traction motors tended to overheat pulling the train of heavy-weight cars up the long grade past Fitger's. The overheating was due to lack of inadequate ventilation which was later remedied.

Nominees for the board of directors were incumbents **Bill Mickelsen, Mark Olson** and **Bruce Routh** for three-year positions and **Dave Carlson**, one-year position. Other nominees for a one-year position were **John Boutin, Pat Dorin, Elaine Ellian, Gary Griener** and **Steve Ruce**. The membership elected **Mickelsen, Olson, Carlson, Dorin, Ellian** and **Ruce**.

The board plans to join the National Railway Historical Society and form a local chapter.

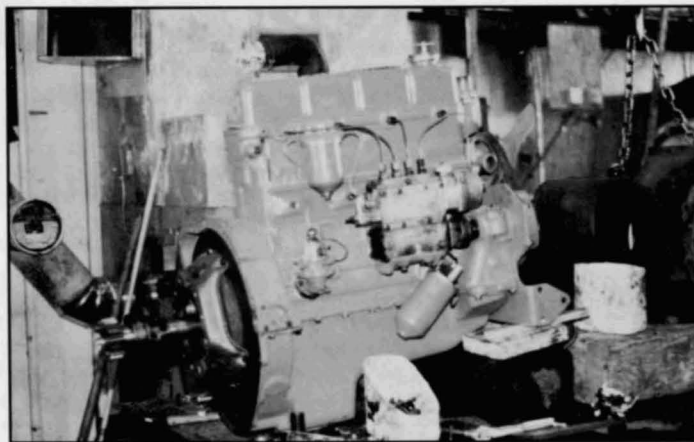
1991 SCHEDULE SET

At a board meeting, the LS&M had set a schedule of operation from July 6 to September 1, Saturdays and Sundays with departures at 11:00 a.m. and 2:00 p.m. with a possible third trip at 4:00 p.m. if the ridership demands. The city council approved a two-year lease for the West Duluth tracks on Monday, May 13, clearing the way to begin track improvement and to obtain insurance. The board is also concerned about the deterioration of its former BN coach A-13 and would like to see the coach painted soon in former Great Northern colors.

The Fordson tractor has had a complete overhaul over the winter months. **Jerry Heath** was hired to do the work. A new short block for the English-made diesel engine was purchased, the transmission completely disassembled and rebuilt, new hydraulic hoses and clutch plate and the rebuilding of the fuel and hydraulic pumps completed the overhaul.

Plans also are to replace one of the locomotive's air compressors with a larger one for a bigger capacity and quicker build-up. The locomotive has two, one for each end; the other compressor has been rebuilt.

Mark Olson resigned as president of the LS&M at its April board meeting, citing the press of family matters, his employment and



The new four-cylinder English diesel for the LS&M Fordson tractor has been painted a robin's egg blue and is ready to go back into the tractor. The transmission case is on the right.

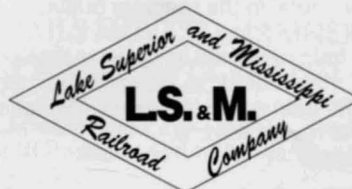


Jerry Heath assembles the transmission of the LS&M's Fordson tractor which has had a complete overhaul.

other projects that take up a great deal of his time. He will remain on the board.

Over the winter months, LS&M members finished up some interior work on coach 85 and solarium coach 29. Several windows were taken out and repainted, as was the floor in 85. Some of the seats in 29 were reupholstered and a new stainless steel toilet installed. The partition between the coach and solarium ends did not get installed.

The world's first 100-mile-per-hour run by a locomotive was made in 1893.





Curator Tom Gannon gathers dimensional data on Northern Pacific Rotary Plow #2 for use in the museum's continuing efforts to upgrade interpretative signage — Tim Schandel photo.

MUSEUM SIGNAGE UPDATED, NEW PHOTO DISPLAY IN GALLERY 255

The past several months progress has been made in upgrading certain interpretive aspects of the museum. Many of the signs and labels in the museum date back to the early years and thus they have become somewhat tattered in appearance. It also became obvious that where possible, more information was needed to better explain the exhibit.

Coach 19, which houses a historical overview of the DM&IR Railroad and its predecessors, was very much in need of a cosmetic repair. Most of the information was good, but through the years some of the labels were lost and the rest became torn and dirty. During the past winter and spring, new labels have been made and a few minor adjustments made in the layout of the photographs, so that now the display presents a much neater and cleaner appearance. The new signs, made of plastic, should be more durable and the surface can be cleaned so that the display should remain pleasant to view for some time.

The signs placed near each major exhibit such as the Rotary, Mallet, or Soo Line caboose, are also in the process of being replaced and upgraded. The new signs are located along the curb near the track, which keeps them more out of traffic patterns, and the area containing the text is slanted slightly to make the reading easier. Within the limited space provided on a sign, an attempt is also being made to offer more information. There is a need for this information to be very basic since it is obvious with each passing year that most of our visitors know less and less about the basic history and mechanics of railroading. Other elements beyond these signs will have to be developed in order to really explain things. One cannot put too much on a sign; there is a very real need to distill, to even state the obvious in some situations, and then stop.

Both of these improvements will visually enhance the museum as well as provide more interpretation. The new signs are an ongoing project which will take time to complete, but little by little it will happen.

This summer the Lake Superior Museum of Transportation will host in its Gallery 255, a series of photos covering the Nevada Northern Railroad. The photos were taken by Charles Case, formerly of Minneapolis, who moved to northern California in 1970. After moving to California Mr. Case became interested in photography with an emphasis on older machinery and industrial sites.

The Nevada Northern is a shortline railroad operating out of East Ely, Nevada. The railroad is a going concern, but it is also a bit of living museum in that it has equipment and buildings of all eras on the property. Various older structures, a working steam engine, and old metal working machinery combine to create a scene from the past. Mixed in with the scenes from the past are scenes of the present day working shortline railroad and all the accoutrements connected to present day railroading on a shortline. The country the railroad runs through looks very much like the wild, open west one associates with the frontier and gives a feeling of expensiveness that compliments the railroad, both old and new.

-Tom Gannon



North Shore Scenic Railroad General Manager, Ron Erickson, steam cleans the underframe of Budd RDC 1, #9169 prior to painting. — Tim Schandel photo.

NORTH SHORE SCENIC RAILROAD NEWS

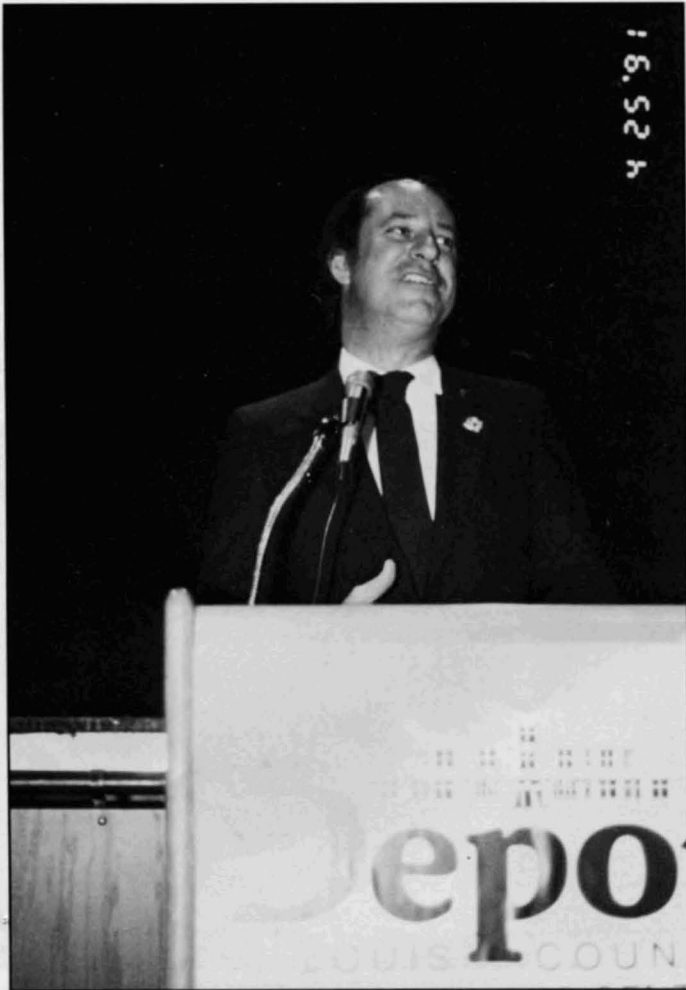
A number of projects have been completed this spring designed to improve operations on the North Shore Scenic Railroad line and its equipment.

The Transportation Museum contracted with the St. Louis/Lake Counties Regional Railroad Authority to overhaul the air compressor of Budd car #9169 and also to replace truck safety chains, repair damaged water plumbing and the car's leaking overhead heating coil. In addition the museum subcontracted with another firm to completely re-upholster all of the car's seats. To insure continued reliability, the Railroad Authority contracted with RMS, Inc. to rebuild the car's #2 diesel engine. The #1 engine was rebuilt by RMS during the 1990 excursion season.

The St. Louis County Highway Department completed the installation of signage along the NSSR right-of-way between Duluth and Two Harbors. Included in this project were mileposts, station boards, speed limit, yard limit, and no trespassing signs.

A contract has been awarded to Minnesota Rail Services for the installation of an additional storage track to be constructed between the museum building and the freeway. This county funded siding will be used to hold idle NSSR rolling stock. Construction will begin the week of May 13 and be completed by mid-June. Funding for this project includes repairs to the Lakeside passing track.

Leo McDonnell



John Riley, MinnDOT Commissioner, was the featured speaker at the LSMT's annual meeting and election.

JOHN RILEY, MINNDOT COMMISSIONER, GUEST SPEAKER AT LSMT ANNUAL MEETING

A social hour, a delicious ham dinner catered by Sammy's Pizza, a short business meeting and election, followed by an excellent speaker was enjoyed by approximately 120 members of the Lake Superior Museum of Transportation at its annual meeting April 25. The evening's activities began with the social hour in the Railroad Museum, after which the guests moved upstairs into the Great Hall for the dinner. The business meeting, election and program were held in the Little Theater adjoining the Depot.

In his report to the membership, LSMT treasurer **Phil Rolle** stated "We are slightly in the black. We have had \$300,000 in expenses, a little over that in income, mostly from excursion train revenues."

The membership was also informed that long-time board member **William Van Evera** will be retiring from the board of directors. Van Evera had served as secretary.

President **Wayne Olsen** gave a report of the Museum activities for the past year, stating that 87,900 had visited the Museum which receives 25 per cent of the gate fee. The fee is paid at the Michigan Street entrance for admittance to the Depot complex and allows visitors to spend as much time as they please and visit as many agencies within the complex as they choose.

Olsen had also reported on the railroad excursions to Two Harbors that were sponsored by the Museum in 1990. The three trips netted

some \$90,000, and nearly 10,000 passengers rode the Lake Superior & Mississippi Railroad weekend excursion trains to Lakeside.

A report on the progress of the restoration of former D&NM Mikado No. 14 was given, stating that the steamer will be returned sometime this summer to the Museum and should see a steam-up in the fall.

The Museum has applied to the Depot Foundation for a grant to finish the Soo Line F-7 No. 2500. Plans are to finish the painting of the outside in the former Soo Line color scheme of maroon and yellow, finish the interior and allow Museum visitors to view the inside of a F-7 diesel locomotive.

Mr. Olsen reported that the Museum membership numbers about 300 and complimented the Lake Superior Transportation Club for its many hours of volunteer work. **Marilyn Persch** and her volunteers from the National Association of Railway Business Women local chapter also were complimented for their work connected with the China Car and its displays.

Museum Director **Leo McDonnell** took the podium to thank the board of directors and his staff, **Tim Schandel**, **Tom Gannon**, **Claudia Busch** and **Zeke Fields**.

Board member **Don Shank** gave the slate of nominees for officers of the Museum:

Richard Neumann, general manager of the DWP, president; **Phil Rolle**, Norwest Bank CEO, vice president and treasurer; **Stewart Beck**, state District Court Administrator for Carlton, St. Louis, Lake and Cook Counties, secretary. A unanimous ballot was cast for the nominees.

Mr. Olsen introduced **John Riley**, MinnDOT commissioner appointed by Governor Carlson last January and who has been making the rounds of various groups and areas within the state to bring the citizens up to speed on the progress of various projects. He has had 20 hearings in the last 11 weeks in the state legislature. Mr. Riley had been Senator Dave Durenberger's chief of staff, had worked for Amtrak and was head of the Federal Railroad Administration.

Being connected with state government, Riley stated he had a difficult time relating to the Museum treasurer's report and the election of officers — simple, straight forward, with no frills or long oratorios. To get input from citizens, he had visited a shipper who was also a mortician. Active in his community, the mortician stated "he had to do something to keep his community alive."

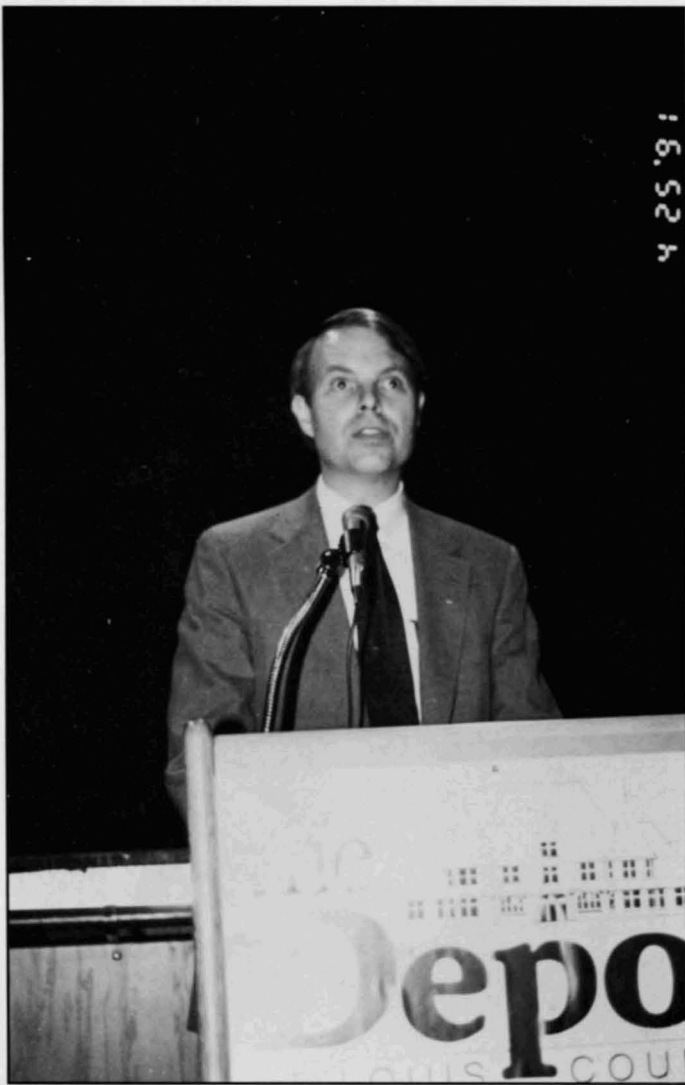
Continuing in the lighter vein, Mr. Riley reminisced about the time Senator Durenberger had asked him to look into the problems concerning the Milwaukee Road. He actually began looking for a real road or highway, not a railroad.

Going into a brief history of transportation in and through Duluth, he related how the Panama Canal had changed the city's image as a land bridge. The original plan was to build a railroad from the West Coast to Duluth, connecting up with Great Lakes shipping companies taking cargoes to or from Buffalo and the East Coast. This plan would have enabled goods to be shipped coast to coast without having to go around South America prior to the building of the canal.

Chippewa labor helped to build Duluth area railroads and though the city did not become known as a land bridge, it did come to be known as a great railroad hub. Twenty-two railroads had the name "Duluth" in it.

"The 227, the china car and your other exhibits are something to be proud of," and "the Milwaukee Road 10200 is the largest electric locomotive ever built," stated Riley in complimenting the Museum on its collection of equipment. "If we want the next generation to see these things, they, like yourselves, will have to preserve them before they are lost."

Continued on next page



Phil Rolle, Norwest CEO, gives the treasurer's report to the LSMT membership at its annual meeting.

Continued from previous page

"This is Earth Week," he said in addressing the environmental problems. He had taken several seventh and eighth graders and planted 91 trees and bushes along I-394, the first of 13,000 the DOT is going to plant to blend in the interstate highways into the community. MinnDOT is purchasing 50,000 trees and bushes for use in the highway and restock reforestation program.

Riley had shown a film on the Rice Lake wetlands preservation, stating that "in the past we would just go in with bulldozers and fill in the wetlands." Now the wetlands are kept in tact and nesting islands are built for water fowl. If the road has to go through a wetland area, a fabric is laid over the marsh and road is built on top of it, giving, in effect, a "floating road," rather than digging up the marsh to get to solid ground.

Riley had also shown a film of the Lafayette Bluff tunnel being constructed on the North Shore. Explaining the difference between "open cut and cover" method and tunneling, he stated that 600,000 cubic yards of rock would have to be removed and a "cut and cover" would be more expensive. The entrances will have "cut and cover."

In the rock bore, long bolts are screwed into the rock lining the tunnel in a radial fashion, much like the radial stays around the firebox of a steam locomotive. Shot-crete is then forced into the crevices of the rock and the tunnel is then finished with a concrete lining. The project is expected to be finished sometime this fall.

The tunnel, over 600 feet long, straightens out a sharp and dangerous curve around Lafayette Bluff.

"Let's talk about transportation in Minnesota. We are at the beginning or the end of many transportation lines. We have a very competitive transportation system in Minnesota and we really have to work to keep our system competitive," continued Riley.

"The Northeast Corridor is doing very well and carries more passengers between Washington D.C. and New York than the airlines." He commented on the rebuilding of Washington's Union Station according to the original plans of its architect. The station had a huge hole in the roof, letting in rain and snow, requiring extensive rebuilding of the interior.

To close the program, Mr. Riley had asked for questions and responding to one on high speed rail, he stated, "we will see it in our lifetime," adding "the system is very inexpensive to operate and the fair box could pay for operation and maintenance." Commenting on the proposal to build a high speed rail system between Chicago and the Twin Cities, he said "our topography is correct and we have a good number of train riders in our area." The area does not compete in population, but "Amtrak between Minneapolis and Fargo has one of the heaviest riderships in the country."

Riley and other DOT associates from neighboring states will do some number crunching and come up with a stated concept. If the numbers are feasible, then a full feasibility study will be done as to ridership. "Magnetic levitation will more than likely not be used in favor of a wheel/rail system, taking some very hard numbers and facts from Japan and France that have been operating HSR systems for 20 years plus. Mag-lev is real, but figures and reliability still have to be flushed out," Mr. Riley concluded.



Tom Lamphier, center, formerly with the BN and chairman of the LSMT board, talks with Clint Ferner, left, and Gordon Jonasson, right, at the annual LSMT meeting.

FOR YOU TRIVIA FANS . . .

WHO WAS CASEY JONES?

John Luther Casey was an engineer on the Mississippi Division of the Illinois Central Railroad during the 1890's. Casey, famous for the way he blew the whistle, was killed in a wreck near Vaughan, Mississippi, on April 30, 1900. The Cannonball Express was rolling along at 60 per when it hit the rear end of a freight which had not cleared the main. After Casey's death, Wallace Saunders, a Negro engine wiper at Jackson, Tennessee, wrote the ballad of "Casey Jones" and it became one of the best known railroad songs.

DULUTH AND NORTHERN MINNESOTA #14

Work progresses on the restoration of #14. The locomotive is being reassembled after having been torn down so that all mechanical parts could be examined. Considerable work has been done, particularly in terms of replacing pins and bushings in the spring riggings. New tires for the trailer truck have been ordered and will be applied soon. Examination of the cylinders and valves determined that they were in good operating condition except that the slide valve faces had to be lapped.

When reassembled the engine will be returned to the Depot for hydrostatic tests and application of lagging jacket, piping, and appliances. Lagging is on hand in the Depot. Work on the tender continues and considerable work has been done in rebuilding injectors, fire door, turbo-generator, and other small appliances.

Work is being directed by Curator Tom Gannon and Master Mechanic Zeke Fields. Prominent among the volunteers working upon the project are Alf Johnson, Ernie Andrys, Wally Halvorson, Dick Halvorson, John Menart, and many others. Museum Director Leo McDonnell, who many years ago worked in the backshop of the DW&P Railroad on steam locomotive rebuilding, will from time to time lend a bit of friendly advice.

- Leo McDonnell

EXCURSION TRAIN TO GRANDMA'S MARATHON

Again this year the museum will operate an excursion train to the starting line of Grandma's Marathon. The train then will follow the runners as the marathon proceeds towards Duluth. Fortunately, the bridge over the track at 26th Avenue East and London Road will be in place and the runners will not be crossing the track. The train will depart from the DECC parking lot at 6:15 a.m. and arrive at the starting line at 7:15. The train will then depart with the runners and will follow the runners as far as they are visible from the train. Because the starting time of the race is one-half hour earlier, it is necessary to depart from the DECC lot at 6:15.

The museum will also run an excursion train to Two Harbors in connection with the Two Harbors Heritage Days. This will be on July 13. The train will depart the Depot at 10:00 a.m., arriving at Two Harbors at 11:30 and will leave Two Harbors at 3:00 p.m., returning to Duluth to arrive at 4:30.

The inaugural run of Duluth and Northern Minnesota steam engine #14 is tentatively scheduled for early in September. This is expected to be a national event and the museum hopes to soon announce the date and commence taking reservations to ride this inaugural train.

- Leo McDonnell

BOOK OF RULES TESTING REQUIRED OF VOLUNTEERS

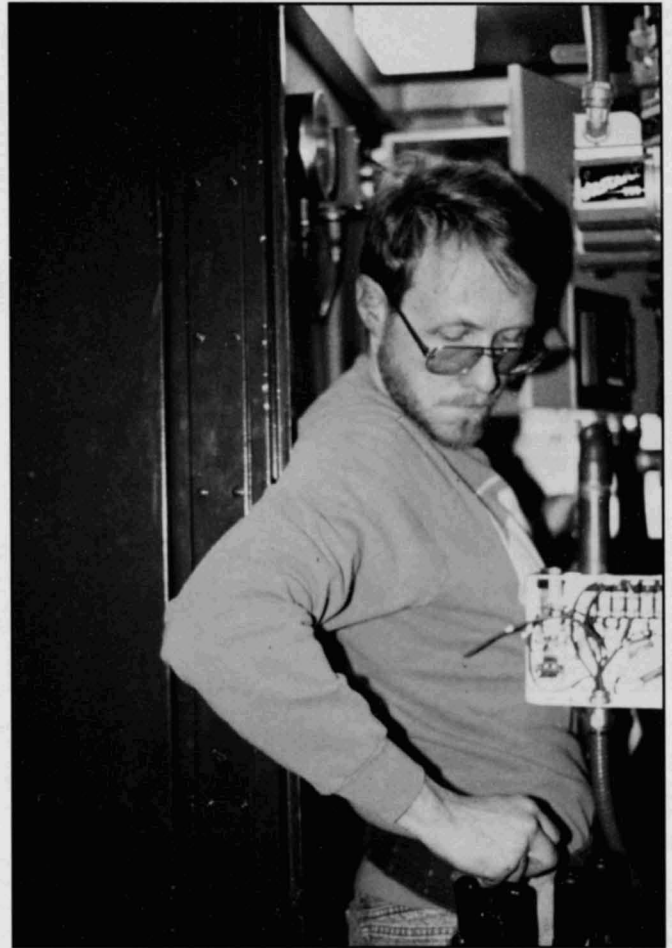
Ron Erickson, General Superintendent of the Duluth North Shore Scenic Railroad has announced that E&J Railroad, operator, will again require book of rules testing of volunteers working as trainmen and enginemen on the museum's trains operating on the North Shore Scenic Railroad. A refresher class on the book of rules is scheduled for May 28 at 6:30 p.m. and an examination will be given on May 30 at 7:00 p.m. Both will be held in the Ruth Maney Room of the Depot. There is some expectation that it is likely that the Burlington Northern may require book of rules examination for LS&M volunteers operating on the BN line from Mike's Yard to Riverside.

- Leo McDonnell

DM&IR VETERANS ASSOCIATION SPECIAL TRAIN

On June 14, 1991 the Duluth, Missabe and Iron Range Railway will pull a special excursion train for the DM&IR Veterans Association from the Depot to Two Harbors. It is planned that DM&IR 33, 29, and 85 and MN II will be used as the consist. Over 250 veterans are expected to ride this train. The train will depart the Depot at 2:00 p.m., travel to Two Harbors, and return at approximately 4:30 in the afternoon.

- Leo McDonnell



TIGHT QUARTERS ... Randy Schandel just barely fits into the small closet of the E&LS 1100 to wire the the electrical controls for the heating system. The utility closet is crammed with plumbing, circulating pumps and controls plus the car's main 480-volt heater.

INTRODUCING ELLEN GOLDFINE AND THE E&J

We, at the Lake Superior Museum of Transportation, would like to introduce the newest railroad enthusiast. She didn't just buy a model railroad, she acquired an entire excursion railroad company.

The North Shore Scenic Railroad is running and growing, due, for the most part, to the efforts and talents of Ms. Ellen Goldfine. Ellen is the president of E&J Railroad, the contract operator for the NSSR.

continued on next page



Northern Pacific RDC No. B-40 passes behind Goldfines Trading Post, home of "Soft-Touch Irv" and "Easy-Mark Monty," on Garfield Avenue on April 29, 1961. Construction of Goldfine's-by-the-Bridge began in October of that year and the building pictured came down in January, 1962. Goodwill Industries acquired the site in 1979. Rice's Point Yard is to the left.

continued from previous page

E&J Railroad is a stockholder owned company created exclusively to bid on the operation of the North Shore Scenic Railroad. Ellen is the major stockholder in the company, along with her brother Ken, and her cousin, John.

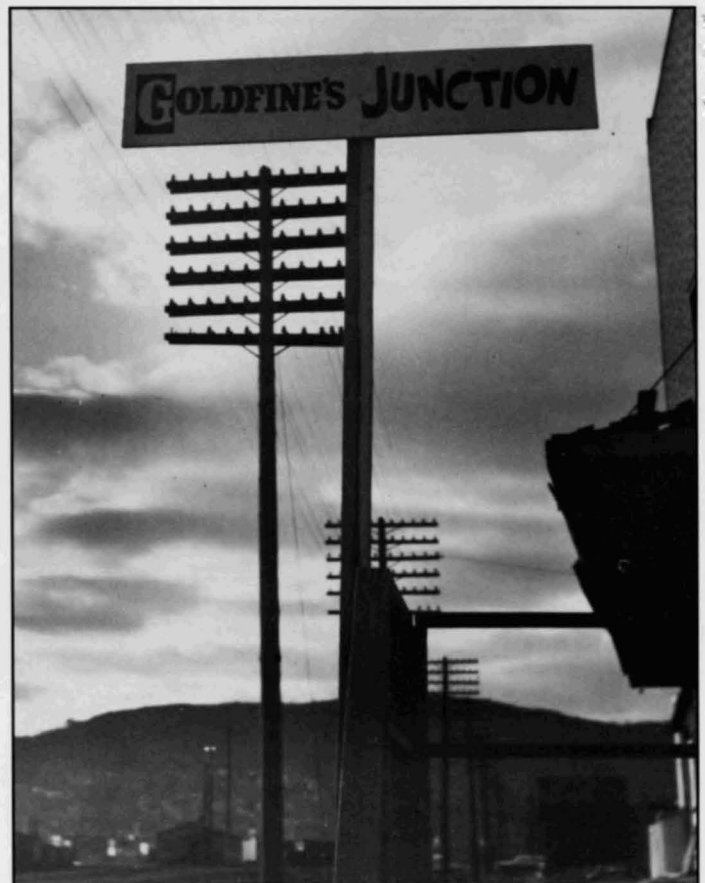
Under Ellen's management, the NSSR has purchased five passenger cars and a locomotive, and has hired many new staff members to be car attendants, conductors, narrators, concession staff and maintenance crew. The NSSR has a new and expanded schedule for the season, and has also booked many special charter trips.

The old Amtrak station attached to the Lake Superior Museum of Transportation has been remodeled and repainted to the green and white colors of the NSSR. By building new walls and adding more space, the NSSR now has several new offices and a storage room, as well as a new ticket office. Concessions service will be also added to the area during the summer months.

Ellen is a Duluth native and a graduate of the then Duluth Cathedral High School. (Class of 1975) She attended universities in Oregon, Israel and Minnesota, and graduated from the University of Wisconsin, Stout with a Bachelor of Science degree in Hotel and Restaurant Management. She worked for the accounting firm L & H for two years as a management consultant and then joined Zenith Management—the hospitality arm of the family business. In her seven years with ZMC, she worked as internal auditor, hotel manager, and personnel director.

Ellen has really thrown herself into the running of the railroad, and believes that this tourist service will grow and expand. She also would like to invite any and all interested parties to come down to the office and check out the new facilities and equipment.

- E. G.



The sign "Goldfine's Junction" located behind the "Trading Post." This view is looking northwest toward Enger Tower with Rice's Point Yard to the left.

COMING EVENTS

June 14 Special DM&IR Veterans Association Excursion Train
 June 22 Grandma's Marathon Excursion Train
 June 29 BN Open House, Superior
 July 5 E&LS Excursion Train for the Amasa, Michigan Centennial
 July 6-7 Railroad Days, The Depot
 July 13 Two Harbors Heritage Days Special Excursion Train
 July 12-14 NP Historical Society Convention, Jamestown, N.D.
 July 14-17 GN Historical Society Convention, Minot, N.D.
 Aug. 31 - Sept. 1 E&LS Labor Day Excursion Train, Ontonagon, Michigan
 Sept. 20-22 Soo Line Historical Society Convention, Duluth
 Sept. 27 LSTC meeting, the Depot
 Oct. 30 - Nov. 3 Tourist Railway Association Convention, Duluth
 Oct. 31 DWP Excursion Train for Convention

LSTC meetings held last Friday of September, October and November

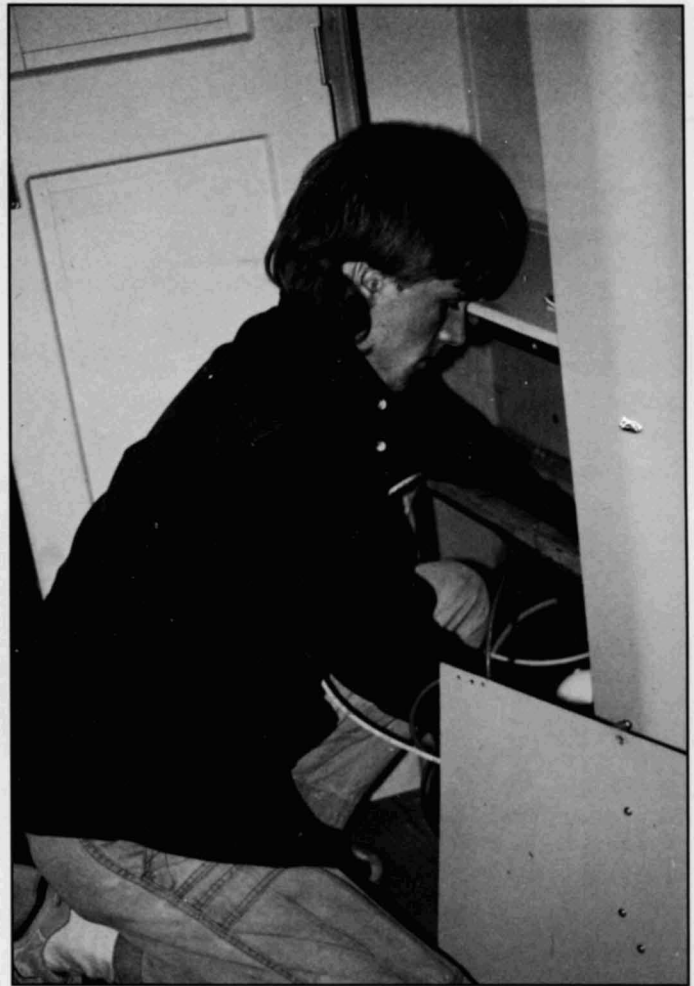
CONGRATULATIONS TO DeWAYNE TOMASEK AND LINDA JOHNSON who were united in marriage on May 17. Linda has often helped out with staffing and cleaning excursion trains and also restoration projects. May their marriage be long and happy.

MEMORIALS TO CHINA CAR

Memorials have been given recently to the NARBW China Car Exhibit Project in remembrance of two members of the Omaha Chapter of the National Association of Railway Business Women who passed away. They are:

Irene Bigger Jewel Miller

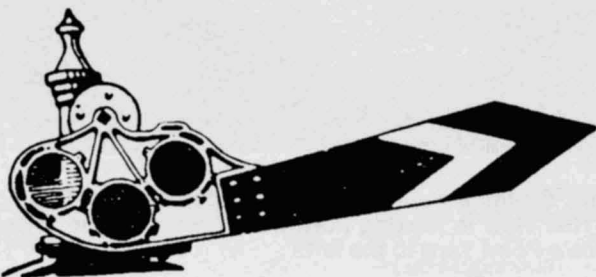
Appreciation to Judy Vak, treasurer, and the Omaha group for their memorial contribution.



Seth Chouinard of the E&LS Railroad installs the toilet plumbing in the E&LS sleeper 1100, part of a modernization project for HEP. The new stainless steel toilets use two quarts of water combined with 60 psi compressed air to flush.

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INDUSTRY SPOTLIGHT: MULTI FOODS

As a part of the Laker Extra's continuing series on the Twin Ports' rail-served industry (see the Summer 1989 issue) we offer the following article on the Multi Foods elevator located in Duluth. The article is reprinted from the January 1991 Burlington Northern Terminal Newsletter with permission.

International Multi Foods is a Minneapolis based company with sales of 2.1 billion dollars. This compares with the Burlington Northern's revenue of 4.6 billion dollars. Multi Foods is truly international, it has operations in Canada, Venezuela, and the United States. It also sells grain and agriculture products

around the world.

In the United States, through its specialty distribution of VSA, Multi Foods is the leading distributor to the vending industry. Specialty meats produced by Multi Foods such as roast beef, sliced ham, turkey, and sausage are sold to fast food and restaurant chains such as Arby's, Hardee's, and Burger King. In its pizza restaurant distribution, Multi Foods offers a line of 2,800 different products. It is the second largest distributor to pizza restaurants in the United States. Multi Foods also supplies 42% of the consumer flour in Canada.

(continued on page two)

LAKER EXTRA! SPRING 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

(Multi Foods Continued)

How does the elevator in Duluth fit in this diverse international organization? Well, it is part of the grain merchandising unit in the agricultural operations. The elevator, originally known as Capital Six, handles barley, durum and spring wheat for export and distribution to other areas in the United States. Multi Foods last year (1990) shipped spring wheat to Europe for bread flour and also exported feed barley to other countries.

In 1990, Multi Foods handled almost 149,000 tons by ship, which is the equivalent of 40 - 52 car unit grain trains. Of the 14 ships that handled this grain, six were Canadian lakers and seven were salties, which again reaffirms the name - International Multi Foods. The majority of the grain handled by inland transportation was moved by rail (75%). Look for 1991 levels to be at the 1990 level of 8,000,000 bushels. The Duluth elevator employs between 10 and 30 employees, depending on business levels.

Most readers will recognize this elevator as the one adjacent to the large Azcon scrap yard. The scrap yard has seen some very interesting pieces of rail equipment over the years. The elevator is switched by both the BN and Soo Line.

The above article was re-printed with permission from the Burlington Northern's Terminal Newsletter.

Wisconsin Central

As reported in the last issue, the Wisconsin Central was negotiating with the C&NW to acquire all, or part of the North Western's line from Superior to Cameron, Wisconsin. It now seems the paperwork has been signed and the WC will in effect purchase the C&NW line from Itasca (Superior) to Cameron and at the same time purchase the Soo trackage from Superior to Ladysmith.

The WC was required to purchase the Soo's Ladysmith track as part of an agreement between the railroads stating such a requirement should the WC acquire another route to the Twin Ports. The C&NW purchase will give the WC unrestricted access to the area, thus allowing the railroad a chance to compete for the DW&P Superior-Chicago traffic, something the Soo had blocked the WC from accessing as long as the Soo owned the Superior-Ladysmith trackage.



New Soo Line caterpillar rebuild number 4501 rests at Missabe Junction prior to being turned over to the Soo. The ex-Conrail geep was converted to a caterpillar engine at Ziegler Generation II locomotive rebuilding at Babbitt, Minnesota. Ziegler has done Cat conversions for the BN as well. Photo by Tim Schandel.

The C&NW will retain their Itasca facilities as well as trackage rights over their former line to Cameron. The North Western still will retain their BN trackage rights to Minneapolis, as well as their new WC rights. This whole deal seems to be a win-win situation for both railroads, the C&NW unloads an expensive piece of trackage to maintain (for the amount of traffic) while maintaining service over the track, and the WC gains unrestricted access to the valuable Peg bridge traffic, and is able to consolidate traffic to just one line, thus making maintenance more efficient.

The real question becomes what happens to the Ladysmith line? The WC now has to buy the line, but will not need it because of the C&NW deal, leaving the Ladysmith line surplus with little on-line traffic in the north. There has been some talk of making a connector at Solon Springs to use the southern portion of the Soo track and abandon the C&NW south of Spooner. C&NW will retain the Hayward branch. Depending on what happens, it is a good idea to get your photos of both lines now, while you can.

Speaking of the Ladysmith line, it now seems positive that a new copper mine will be built at Ladysmith. This has been in the rumor and planning stages for the past few years. The WC is expected to benefit from the mine and might be involved in the hauling of ore from Ladysmith to White Pine, Michigan for smelting. This summer might see the first trains rolling.

CONTRIBUTING MEMBERS

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

THANK YOU!

BN PLANS TWIN PORTS INTERMODAL HUB

Burlington Northern ran a special double stack/passenger mixed train from Minneapolis to Superior on April 25 to promote an expansion of its intermodal hub system services to the Twin Ports. The two photos on page 6 were taken by Tim Schandel from the 21st street viaduct in Superior as the passenger extra (minus its double stack cars) makes its way back to the 28th street yard after having been wye'd for the return trip to Minneapolis.

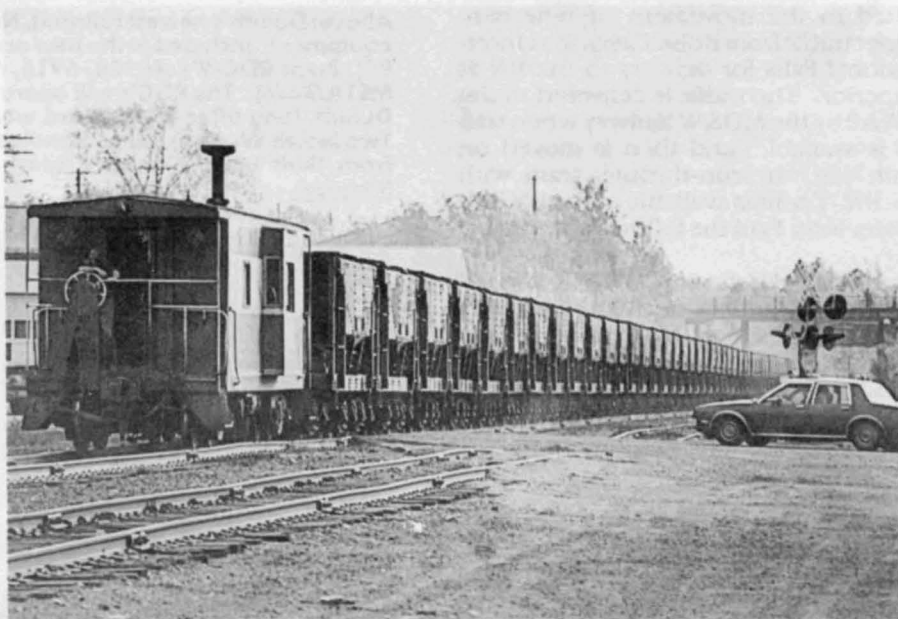
BN plans to open its 27th intermodal hub in either Duluth or Superior by mid-year, with a location near 28th street yard in Superior or utilizing the vacant bridge yard west of the depot in Duluth. The hub is expected to cost 1.5 million and add a handful of local jobs. Paper mills and other industry in a 200 mile radius can be expected to use the facility, which will be the second to open in Northern Minnesota after the Boise Cascade hub was opened in December. The Boise facility has four employees and two cranes for loading.

It can be assumed that paper mills in the area will play a large role in providing shipments for the new facility. Thunder Bay mills are also being targeted for piggyback/container traffic in addition to the Incan Superior rail ferry service. BN had operated a piggyback ramp in Duluth at 27th Avenue west for a number of years but was never able to secure stable truck/rail customers.

The containers fed into the BN system in either International Falls or the Twin Ports will be taken to the larger Twin Cities hub for redistribution into larger container trains for forwarding to their final destinations.



The date is June 14, 1985 westbound at Hibbing as an empty BN natural ore train heads for the far western part of the Mesabi Range for loading. After loading, the train will be turned over to the Missabe for dock shipment.



Cover Photo

Desert Storm SD-60

BN has unveiled a specially painted GMD SD-60 locomotive in honor of the troops involved in operation Desert Storm. The locomotive was painted by the factory and was numbered 1991 (the only one of an order of 50 to be specially numbered and painted). The locomotive is painted in a red-white-and-blue scheme that was designed by mechanical department employees and features a 11 x 6' "pulling for freedom...In support of our troops" design. The locomotive will

be used on the point of trains throughout the West and Midwest. Twin Ports railfans should be able to see the locomotive on Detroit Edison coal trains from the Powder River Basin, as Tim Schandel did with our cover photo taken in Superior while the special unit was leading a coal train. The locomotive will be on display in Superior June 29.

In other BN news, it does not seem that the railroad has yet taken over the Duluth area switching for the Soo Line. Soo locomotives can still be seen switching their small Rice's Point Yard...

The BN will once again hold an open house to show off its facilities and promote safety around railroads. The open house will be held on June 29 and will feature a photo contest open to the public. Reinstated this year will be a bus tour of the Allouez taconite facility. Of course the train rides will also be back, with help from the museum...

The taconite shipping season got off to a start on March 28 when the Stewart J. Cort (1,000 footer) loaded 51,207 tons of Hibtac pellets from BN five. The Cort

Continued page 4

was also the ship that ended the 1990 season by lifting 52,496 tons on December 30. During 1990, the Cort made 44 trips to BN five to handle Hibtac pellets for the ship's owner, Bethlehem Steel.

DW&P

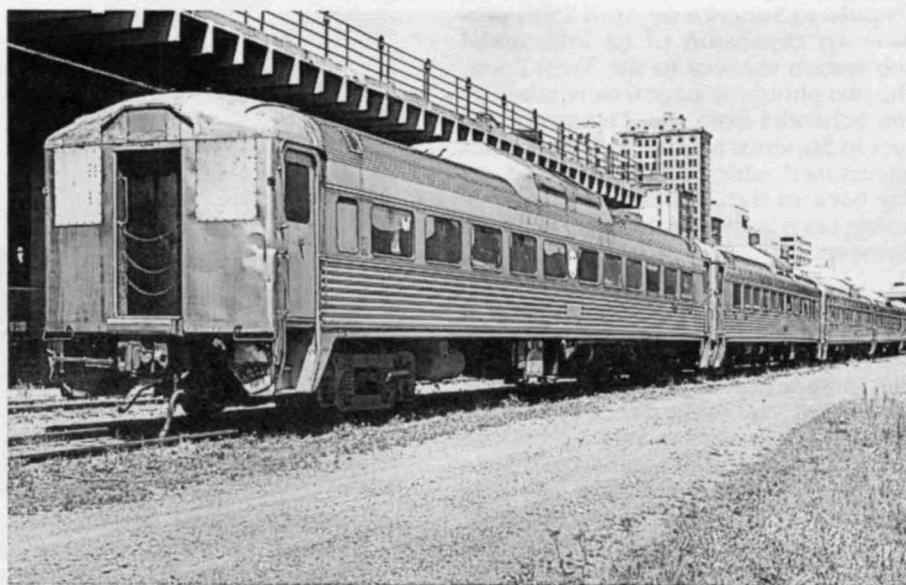
To facilitate caboosless operation, the DW&P has installed a semi-CTC system to handle remote switches. This system consists of occupancy signals and power throw switches at each end of various sidings. The train must stop and a crewman presses a button on the system to line his train into or out of the siding. Once the train heads out of the siding, or clears the main into the siding, the switch automatically re-lines for the main track. The siding at Ash Lake was so converted in 1989, Shaw in 1990. Simar was scheduled for 1991 but has been put on hold.

On December 18, 1990, the Peg participated in the movement of new container traffic from Boise Cascade at International Falls for delivery to the BN at Superior. The traffic is delivered to the DW&P by the MD&W Railway when traffic is available, and then is moved on train 444, the run-through train with the BN. Traffic is available at the BN hub center in St. Paul the following noon.

The DWP, with the Soo, DM&IR and BN helped the families of the 477 Medical Company members by chartering buses to help the families be with their loved ones before being shipped out to the Gulf. The busses brought the troops back to Duluth for a few days from Fort McCoy before shipment out.

The 20 mile continuous welded rail program is scheduled to begin in July at MP 116 with completion at MP 140 in August ((MP 126-130 was done in 1990). The 1991 tie and surfacing program calls for the installation of 10,500 ties and surfacing of 28 miles of roadbed.

Haley siding extension is planned for completion in 1991. A two year project now underway will eliminate the Melrude trestle by floating fill and trackage across the swamp. This method was determined by the Peg as the most economical solution to replacing the deteriorating bridge. The removal is scheduled for the winter of 1992. The floating stretch of track has been installed 125 feet west of the bridge.



Above: Duluth's newest railroad, North Shore Scenic Railroad, has acquired new equipment. Included in the new arrivals are GP-7 #652 (ex CC&P 1600, ex-MKT 95), Budd RDC-9's #6906, 6916, 6918, 6926, Budd RDC-1 #6138 (all are ex-MBTA/B&M). The RDC's will operate as coaches. Below: The C&NW still serves Duluth, long after Bridge Yard was closed, to handle limited Duluth business. Two North Western geeps handle the Duluth transfer earlier this year, straying from their usual Conner's Point assignment. Both photos courtesy of Tim Schandel.



Missabe Road

Editor's note: The following information on the Missabe's locomotive program is courtesy of Jeff Lemke of Range Research. For those wishing more information on the DM&IR, I highly recommend contacting Jeff at P.O. Box 9307, Crystal Lake, IL. 60014-9307.

DM&IR SD9 129 had been repainted into the original as-delivered livery, sans yellow nose strip, due to the involvement of the Range Research Group. The paint job was completed on October 5, 1990 minus the Scotchlite heralds. This omission was due to the fact that the original heralds were special ordered from 3M, a design not used in some 20 years. The heralds finally arrived, and the 129's six month tour without heralds is over.

The 129 is fresh out of the "power-pack" rebuild program, having received a complete over-haul and new paint. Each year the Missabe puts six units through the power-pack program while another six get a full blown, 300 series chop-nose rebuilding. Only DM&IR class RS-4 SD9's #159-174 (EMD phase 4 built in 1959) and class RS-6 SD18's #175-193 (EMD SD18 phase 1 built in 1960) are being rebuilt into chop nosed 300 class.

The remaining class RS-3 SD9's #131-158 (EMD phase 3 built in 1958) are not part of the 300 series rebuild program. Nor are the only two surviving (on Missabe that is) SD9's from the RS-2 class,

#129 and 130, the former passenger units (EMD SD9 phase 2 built in 1957). The 129 and 130 were added to the RS-3 class when their radiators were changed to incorporate two 48" diameter fans (like all other SD9 and SD18s on the roster) instead of the as-delivered four 36" diameter fans. The 129 lost her steam generator on July 2, 1990. The 130 lost hers on 12-17-90, and the 130 will be the first power-pack rebuild of 1991.

The RS-3 class, SD9's #129-158 inclusive, are all candidates for the power-pack rebuild program. This program is simply a rebuild to a lesser degree than the 300 series program. In power-pack the engines have the prime mover rebuilt, main generator renewed, new or reconditioned D-77 traction motors are installed, and the air compressor is upgraded or rebuilt. Units in this program are repainted when completed and keep their original number. They do not get chop noses.

Note: Most of the preceeding information was presented in the Twin Ports Post, the publication of the Range Research Group. To receive a reprint of the Missabe information presented in the Post over the last three years, simply send a large SSAE to the address listed for Jeff above.

There's only one way in and out of the city of McKinley - nearly surrounded by mine pits - and that's across the tracks of the Missabe. Most times, that's not a problem. The trains, returning from the docks at Two Harbors are welcome signs of economic life on the Iron Range.

When the people of McKinley need to get in or out of town fast, for emergencies, there's no guarantee the tracks won't be blocked by a stalled train. The problem surfaced when old Highway 135 west from McKinley was recently closed for expansion of Inland Steel's new mine just outside of town, leaving the only road out having to cross the DM&IR.

Two DFL State Legislators have introduced a bill that would require the Missabe to solve the town's problem by August 1. The bill would require the railroad to build and maintain an alternate road out of town. To prompt this, the legislators are asking that the fine for railroads blocking grade crossings be raised from \$1,000 to \$2,000.

The DM&IR is responding that it has set up an alternate exit for residents during an emergency by using Inland's service road west of town. When an emergency occurs, the dispatcher would have Inland open the road. Not satisfied, the legislators want a more reliable exit. The railroad is exploring other options. *Duluth News-Tribune.*



The DM&IR's short experiment with the former BN electric trailer (ET3) is shown at Iron, MN on August 14, 1988 with a loaded Thunderbird crude taconite train bound for Eveleth Taconite. The slug is no longer used. The Missabe is experimenting with SD9 road slugs. The BN had used its unique slugs in the Twin Ports until they were retired (with ET3 being sold to the DM&IR). Photo courtesy of Douglas A. Buell.



Coming and going shots from the 21 st Street viaduct in Superior of the special BN intermodal passenger extra. See story on page 3. The train is coming up the coal main and will cross over to the 28th Street Yard. Tim Schandel

