

LAKE SUPERIOR TRANSPORTATION CLUB  
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



*Laker*

SUMMER 1991



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



# THE LAKER

SUMMER, 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 . . .

This photo by an unknown photographer was taken on July 28, 1928, of the Northern Pacific depot at Atkinson, Minnesota. A push car rests on the single track main. Coal for heating the small building is stored in the shed (B) immediately to the right while in the background next to the siding are three potato warehouses (E, F, G). Across from the coal shed is the outhouse (D).



## Editorial Comment

Goodness, how time flies!

It's been a decade since the Soo Line Historical Society last met in Duluth for its annual convention. It was at that time that an article in the "Laker" described how the Soo Line's Mikado 1003 was filled with compressed air, an oil-soaked rag put in the stack and ignited for effect, and the locomotive chugged back and forth a very short distance for the benefit of the Soo Line fans.

A photograph in the Superior Evening Telegram dated February 25, 1984 shows a group of men standing in front of the 1003 "during a test run of the 70-year-old locomotive." An accompanying article is headlined: " 'Labor of Love' Nears Completion," and goes on to say: "...members of the Superior Short Line Railroad are looking forward to Memorial Day. That'll be the start of the first season of runs along the Superior waterfront for old steam locomotive No. 1003 ... The 1003 is the only operating steam locomotive that the SSLR is aware of ... the engine of the 1003 is as good as new after all the work done on it."

A more recent issue of the CTC Board, quoting a local member, stated: "The restorers expect to have the 1003 under its own power by May or June."

So what happened?

The Mikado now rests on a stub spur in West Duluth, its smoke box open and covered with a plastic tarp, its boiler empty of flues. And the Soo Line Historical Society is again meeting in Duluth, or has met, depending on when you read this issue of the Laker. Will they be disappointed in not seeing the 1003 in operating condition?

The 1987 summer issue of the Laker reported the donation of Soo Line F-7A No. 2500 to the Lake Superior Museum of Transportation. Following issues had photographs of LSTC members on the F-7's nose as restoration began, members underneath inspecting the traction motors and wiring, and installing the hinged catwalk and generator in the engine compartment.

So what happened?

After resting in its grey primer coat and maroon roof (it is to be painted in the former Soo Line color scheme of maroon and yellow) for two years, the word is out that the Museum has received a grant to finish the 2500 cosmetically and the air brake system overhauled.

At a LSMT board meeting a decade ago, concern was voiced over the lack of volunteers during the summer months. The board was informed that these same volunteers are also operating excursion trains and doing track work. One board member stated that "Volunteers like to see equipment restored to operating condition, not for static display."

How nice it could have been if both the 1003 and the F-7 were in operating condition for the 1991 Soo Line Historical convention in Duluth. Wouldn't they be ecstatic if either or both could have been on the point of the special excursion operated for the group?

The ultimate would be if the Superior group and the Duluth rail museum had joined forces and worked together. WOW! There would have been several years now of steam excursion trips in the area, and judging from the excitement that the 1385 generated in September of 1983, steam-operated excursion trains would be a big tourist attraction.

They had a steam locomotive close to working condition. Duluth has the equipment and the experience in operating and organizing main-line excursion trains. They have also been able to acquire running rights on the various railroads in the area, thanks to the

(continued on page three)

## FREE TRAIN RIDES, BUS TOUR HIGHLIGHT BN OPEN HOUSE

With the cooperation of the Lake Superior Museum of Transportation and the Lake Superior Transportation Club, the Burlington Northern Railroad had a successful open house on June 29 at their Superior facilities just off of Belknap Street.

Some of the 550 Northland employees of the BN had set up a number of displays in the mechanical facility depicting various facets of their operation, which included some of the machines used to maintain the 25,000 miles of track.

LS&M coaches 29 and 85, the E&LS 100, DM&IR's Minnesota II and LSMT's coach 33 were used to give free 45-minute train rides from the BN yard to Saunders south of Superior. The excursion trains departed on the hour and just about every one was filled to capacity.

A free bus tour was also available to the Allouez taconite facility, with a bus leaving the information booth every 20 minutes for the 50-minute long tour. Participants were also given an opportunity to view the ship loading dock, stockpiling and reclaiming operations.

At the BN yard, a variety of equipment was on display, including the new SD-60 No. 1991 painted in remembrance of the BN employees who participated in Operation Desert Storm.

Also the 36-axle Schnabel car, a modern caboose, various pieces of heavy rubber-tired equipment and M/W track machinery were on display along with the information and refreshment stands.

In the car shop the LSTC had set up its HO modular railroad with some very long trains being operated. The modules were brought from the Mariner Mall where the LSTC has kept its layout on display. Next to the HO layout was a G-scale set-up operated by some of the club members. The tracks were laid on folding tables with some scenery, sound effects and smoke.

## Editorial Comments (continued from page 2)

close cooperation and good will between the Museum and its benefactors. Duluth has also been able to maintain liability insurance for its excursion trips.

And Duluth is hosting the Tourist Railway Association, Inc. for the first time this fall. What a bonus it would have been to have an operating F-7 and the 1003 available for excursion train rides!

So what happened? Can we only speculate and dream of what could have been? Or can we dream of possibilities and strive toward what can be done? Can the "would have, could have been" changed to "can be, will be?"

And then there is the Soo Line sleeper!



Mark Olson's G-scale box car lettered for the LS&M was part of the consist on the G-scale operating display for the BN open house June 29.



The 36-axle Schnabel car was part of the displays at the BN open house in Superior on June 29. The ABB German-made car is shown here in its collapsed mode. When opened to carry the special reactors for an oil refinery in Saskatchewan, Canada, it is 336 feet long. The BN car shops, caboose and Desert Storm locomotive 1991 are in background.



## GORDON SOO LINE DEPOT BEING RESTORED

Part of the railroad day exhibit at Fairlawn was a table displaying information and railroad artifacts drawing attention to a project being undertaken by the Gordon-Wascott Historical Society. **Claudia** and **Roger Postl** and **Violet Mix** are the leaders in an ambitious project to restore the former Soo Line depot in Gordon, Wisconsin.

The wood-framed building came close to being dismantled. Two years ago the group had purchased it for \$50 and after writing letters seeking support for the project over the next 18 months, had raised \$15,000 toward its renovation. A new concrete foundation was laid and the building moved from its former site to the west side of the C&NW tracks in Gordon at a cost of \$13,000.

The exterior has been repainted and the interior walls scrubbed. The freight room needs extensive work plus wiring for electricity which it never had.

The one-story building had originally been built as a two-story because of a hill that the Soo Line railroad passed over going through town. The second story was level with the tracks and a hand-operated elevator was needed to bring merchandise up to the second story which included nursery stock, blueberries and dairy products. Part of the elevator still exists.

The G-WHS also has a museum across the street from the depot which houses a variety of artifacts pertaining to the growth and development of the area. Additional monies and donations are being sought as well as railroad and related memorabilia to complete the interior of the depot.

Gordon was the first stop after Superior for train No. 18 bound for Chicago. The train left the Soo Line depot in Duluth at 5:30 p.m. in the '40s. Additional stops were Stone Lake, Ladysmith, Donald, Owen, Marshfield, Stevens Point, Waupaca, Oshkosh, Fond du Lac, Milwaukee and Chicago. Train 17 from Chicago arrived in Duluth at 8:10 a.m.

The group will be represented at the Soo Line Historical Society convention in Duluth by four of its members. A special excursion train from Superior to Ladysmith is being planned with hopes to stop briefly in Gordon.

According to Violet Mix who lives near the tracks, the Soo Line is still very active in Gordon with shipments of pulp wood to paper mills in Wisconsin.

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The Timken Roller Bearing Company, in an effort to introduce its product to railroad companies, had the American Locomotive Company, ALCO, build them a Northern type steam locomotive. The 4-8-4 in its dark green with gold stripes saw the light of day in March, 1930 and began visiting fourteen railroads during its sales campaign. No. 1111, dubbed the "Four Aces," had roller bearings in all drivers, engine, trailing truck and tender wheels. The historic locomotive had set some impressive records in hauling freight, troop and passenger trains including the North Coast Limited. It was renumbered and used by the NP, then purchased in February, 1933 for \$33,000 with 100,000 miles and a damaged crown sheet. It was scrapped in September, 1958 for \$322. The sale of the scrap metal brought \$5,577.



The Soo Line Laker heads out of Duluth's Soo Line depot for Chicago behind GP-9 2554 with a six-car train. Superior Street is to the left with the former Bridgeman-Russell Creamery behind the train. To the right is the Kelly-Howe-Thompson, the Cold-Storage Terminal and other bayfront buildings that have long disappeared. The Soo Line Historical Society is holding its 1991 convention in Duluth and a special excursion trip on the Wisconsin Central from the DWP Pokegama Yard in Superior to Ladysmith is planned for September 22. — Andy Anderson photo, W.C. Olsen collection.



## SUPERIOR'S FAIRLAWN MUSEUM HOLDS FIRST ANNUAL RAILROAD DAY CELEBRATION

"Where sail meets rail" is Superior's motto and considering the significant part that the rail industry has had in the growth and development of Superior, the motto is most certainly befitting its reputation. Ore and coal docks, a railroad ferry landing, grain elevators, a shipyard, and at one time an oil terminal, all were the various connections between rail and sail as raw materials and merchandise were transshipped through the Head-of-the-Lakes port.

To commemorate the historical event, the Fairlawn Mansion held its first annual railroad day on August 11. Two members of the Lake Superior Transportation Club took part in the event by bringing a portion of the club's HO modular layout to the museum.

**Tom Dorin** and **Dan Mackey** brought the four corners and two modules from the Mariner Mall and began setting up the layout early Sunday morning on the third floor of the museum. They had some help in taking the modules and equipment back down — they had to get it back to Mariner Mall before it closed.

The museum has the beginnings of a display area set aside for the portrayal of railroad history in Superior and the area. A goodly collection of photographs depicting steam locomotives, depots, railroad industries, models, time tables, maps and other railroad memorabilia has been acquired. Plans are to expand the exhibit.

The Fairlawn is the name of the 42-room mansion built by Martin Pattison in 1890. The first floor of the mansion located on Harbor View Drive (East 2nd Street) is devoted to much as the home was in the days when occupied by the Pattison family. The second floor has the David F. Barry photograph collection, a doll collection, Ojibway crafts and the family bedrooms.

The third floor has a model of a pioneer log home. The rooms have a variety of medical and household devices used at the turn of the century.

Between 1920 and 1962 Fairlawn was used as a children's home, the basement used as air raid shelter during World War II. The Douglas County Historical Society is now quartered in the building owned by the city of Superior.

Refreshment stands, blue-grass music, dancing and door prizes were also a part of the event. **Rachel Martin**, executive administrator for Fairlawn, says it was their first attempt at such an event and hopes to build as their experience grows for a "bigger and better railroad celebration next year."

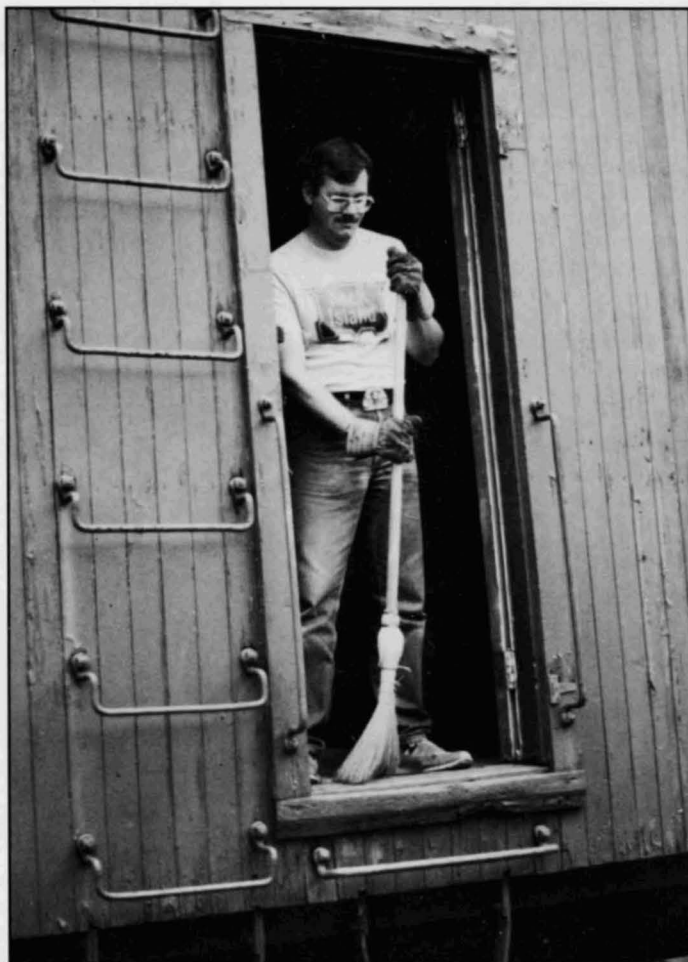
### TEN TEARS AGO IN THE LSTC "NEWSLETTER"

Hopefully, by the time this newsletter is read, the corporate papers will have been filed and the organizational meeting of the Lake Superior & Mississippi Railroad will have been held. We have talked about separating the West Duluth operation from the Museum for a long time and now it has finally happened. Now we have to concentrate on raising money for a Depot and equipment storage building. We are developing a stock certificate similar to the Proctor Short Line Railroad stock used to move and refurbish the Mallet in Proctor.

Restoration of the Grand Trunk coach is now complete (new windows, seat installation and chemical toilet). Our diner will be moved from Proctor, where it is in storage, to West Duluth, where the DWP will be installing an engine-generator for us. We are supplying the parts and they are doing the assembly for no charge.

— **Norman Livgard**, President.

Riverside will get a new siding this spring so we can "run around" there and not have to push the train back to New Duluth.



**Dave Bruns** sweeps out the former DWP bunk car at the Museum. The car was used by the Michigan Street Train Buffs, a group of youngsters headed by Bruns who had built a model railroad in the car, which was paneled, wired and heated. Since the demise of the MSTB, the car has been unused for several years and is now used as a tool car for the E&J.

## 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  
Duane Benoit  
Lloyd Berger  
John Boutin  
Douglas A. Buell  
Tom Casper  
Jason Davis  
Otto Dobnick  
Lenard Draper  
Carl Ekholm  
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Merril Hendrickson  
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Marlin Inch  
J.J. Kreuzberger  
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Bruce E. Lewis  
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Leo McDonnell  
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Gordon Mott  
Jon Nienow  
Bruce Routh  
Steve Ruce  
David Schauer  
David Schmieding  
Donald B. Shank  
Harlow Sires  
Robert Stein  
Donald Weesner  
Timothy Zager

## NEWS FROM MTM ...

### MAY RIDERSHIP UP STEEPLY DESPITE POOR WEATHER

CHSL ridership in May rose steeply over the 1990 May figures. A total of 5,147 passengers were carried — the fourth busiest May out of twenty and the busiest since 6,524 passengers were carried in May 1981. The busiest May on record was May 1980 when 6,617 passengers were carried.

Of the 5,147 passengers carried, 4,588 rode scheduled streetcars on eleven dates. An additional 559 passengers boarded eight charters. In contrast, May 1990 saw a total of 3,283 passengers carried — 3,150 in scheduled service on nine dates and another 133 on four charters. Thus, despite one of the wettest Mays in recent memory, in which only nine days were rainless, CHSL is off to a good start in 1991.

Highlights of the young season include Memorial Day, May 27, when 1,116 passengers crowded aboard No. 265, and the third annual open house on May 29 when 661 passengers climbed aboard No. 78, in her public debut, and No. 265. 391 people rode No. 78; 270 rode No. 265. The 1990 open house attracted 346 guests.

Thanks to John Prestholdt for providing these statistics. — MTM

### COMO-HARRIET OPENS 21ST SEASON; HELPS CELEBRATE LINDEN HILLS FESTIVAL WITH BUSES AND DEPOT DEDICATION

The Como-Harriet Streetcar Line opened its 21st season on May 17. The season began at 5:00 p.m. with the marriage of CHSL volunteer Tim Anderson to Marsha Furlow aboard No. 265. Regular operations began shortly thereafter. But because of worsening weather, only 14 hardy souls came out of their first streetcar ride of 1991.

Saturday's weather was an improvement — it didn't rain! Under grey skies and in the face of a strong, cold wind, nearly 300 passengers rode No. 265 and the Museum's two TCRT buses, No. 630 (Mack, 1941) and No. 1399 (GM, 1954). Operations, which were preceded by a brief dedication of the virtually completed Linden Hills Depot, went with nary a hitch.

The weather on Sunday was a vast improvement and ridership responded — more than 500 rode streetcars and buses. Thanks to the volunteers who made Linden Hills Festival operations such a success, including Art Nettis who again coordinated bus operations, the Linden Hills Neighborhood Council and the Linden Hills Business Association, who helped pay for insuring the buses, Greg Haug of W.A. Lang Co., who arranged affordable insurance for the buses, to Dick Loeffler of the MTC who again arranged the route with the city, and to the MTC for its continuing care and storage of the buses. — MTM

**Ed Note:** Streetcars Nos. 265 and 78 are former Duluth-Superior Transit Company cars that have been rebuilt by members of the MTM.



## C-HSL THIRD ANNUAL OPEN HOUSE A SUCCESS

The Como-Harriet Streetcar Line's third annual Open House was held on Wednesday, May 29. Despite a forecast calling for afternoon and evening thunderstorms, the event was blessed with blue, sunny skies. The highlight of the open house was the first public operation of No. 78 since 1911. A record open house crowd of 661 (391 aboard No. 78 and 270 aboard No. 265) was duly impressed with the newest (and oldest) addition to the CHSL fleet. Attendance was spurred by a front-page article on No. 78 in the Variety section of the previous day's Star Tribune — thanks to the Star Tribune and reporter George Monaghan for a fine article.

As usual, the open house featured two-car operation. Never before, however, has a CHSL two-car operation featured the Duluth streetcars! Operations went smoothly for the most part. No. 78 derailed at the frogs several times and George Isaacs ably repaired a problem with one of No. 78's controllers. Midway through the evening, a branch damaged by the previous evening's thunderstorm fell onto the overhead wire at the Archery Range. A crew, including Roy Harvey and Karl Jones, removed the offending branch, until which cars turned back short of the obstruction.

A wide range of prominent visitors attended — State Senator Carol Flynn, State Representative Wes Skoglund, Hennepin County Commissioner Peter McLaughlin, Minneapolis City Council Member Steve Cramer, Minneapolis Park Commissioner Patricia Baker, and MTC Chief Administrator Mike Christianson.

Thanks to the crew who ran a superb operation — foremen Roy Harvey (who spruced up the grounds the previous day) and Loren Martin, Operators John DeWitt, Ian Fairnie, Corbin Kidder, and Art Nettis, backup crew member Dewey Hassig, Station Agent Mike Buck, George Isaacs, who showed visitors around the car barn (and who spent much of the day tidying up), and Pat Harvey, who oversaw refreshments. — MTM

## MTM NEWS FROM A DECADE AGO

On February 24th, Burlington Northern agreed to sell Como shops to the City of St. Paul for development of their Energy Park. This means MTM must move out by mid 1982. It is hoped they will acquire a new home in Lilydale Park in St. Paul, but nothing is firm yet.

## CLUB MEMBERS AGAIN TAKE HONORS IN PHOTO CONTESTS

It seems that railroad enthusiasts also become very proficient in the art of photography, judging from the honors taken by LSTC members in photo contests.

Part of the activities connected with the BN open house held in Superior June 29 was a photo contest and three club members took top honors.

**Tim Schandel** was awarded first place in the black and white category, **Dan Mackey** first place in the most unusual and **Tom Dorin**, first place in color.

In the 1992 calendar photo contest sponsored by the DM&IR for veterans, employees and LSTC members, **Steve Glischinski** took first place honors with **David Schauer** taking both second and third place. David has had his photographs of Missabe trains gracing their calendars for three consecutive years.





The NP's North Coast Limited in Two Harbors? Not really. The former NP observation-lounge-bedroom car 390, the Ranier Club, is on the end of the North Shore Scenic Railroad's daily excursion train between Duluth and Two Harbors. The self-contained car is owned by the Lake Superior Museum of Transportation, having been bought with the help of many LSTC members and has been kept in its original condition. Former owner Carrol Mattlin of White Bear Lake chartered the car for the Heritage Day festival in Two Harbors on July 13. The former DM&IR depot, built in 1907, is now the home of the Lake County Historical Society. The Ranier Club is often used for special Museum-sponsored excursion trips as part of its first-class equipment. — Tim Schandel photo.

## GNRHS CONVENTION HELD IN MINOT, ND

The 1991 Annual Meeting of the Great Northern Ry. Historical Society was held at Minot, N.D. on July 14-17, 1991 with headquarters at the Sheraton Riverside Inn. A very active schedule was planned by local Chairman Rich Meyer and his wife, Connie. Events included were a tour of Gavin Yard, a state-of-the-arts hump and retarder yard built in the mid-1950's by the Great Northern; a photo tour of Gassman Coulee trestles; an excursion train ride from Minot to Rugby and return with air-conditioned coaches furnished by our Museum and motive power courtesy of the Burlington Northern R.R.; a visit to the Meyer home for a delicious back-yard Bar-B-Q and look at Rich's O-gauge model train layout; and a tour of the restored Soo Line depot in downtown Minot. Special activities for the ladies were arranged by Connie Meyer. The convention was topped off by an excellent banquet and program for some 220 people who attended the convention.

Peter Thompson completed a 5-year term as President following a period of significant growth and prosperity for the organization and Father Dale Peterka was named President for the next ensuing term. Of importance to our Lake Superior Museum was the decision to donate \$1500 for the painting of coaches A-13 and A-14 in the former Great Northern Omaha green and orange colors planned for the 1992 season. Museum Board member Wayne Hatton, Vice-President of the B.N.R.R., has also offered to supply paint for this project.

The 1992 convention will be held at Everett, Washington next July and tentative plans are for the 1993 convention to be held at St. Cloud, MN. Further details will follow as they become available. — Wayne Olsen

## F-7 PROJECT AWARD GRANTED

The Lake Superior Museum of Transportation was recently given a grant which will allow the Soo Line F-7 project to move forward. The Depot Foundation has awarded the museum \$3,500 primarily to complete the cosmetic restoration of this engine. The money is to be expended on exterior repairs and finishing the painting and lettering. It is hoped that this work can be completed sometime in the next nine months or at the latest by about this same time next year. Progress on this project will depend in part on time that needs to be spent finishing up the steam engine.

Some other mechanical work on the inside of the car body will also be carried on this winter. **Ron Erickson** has indicated that he will be willing to help rebuild the air brake system. Anyone who might be interested in being involved in brake work should contact **Tom Gannon** who will help coordinate this project. **Marty Fair** has been doing some work on other mechanical aspects of the engine, but since he has moved farther north he has had only limited opportunity to do so.

It is fortunate that this money has become available, since this should provide the impetus to get moving on this long-stalled project. At the very least, finishing the painting will make the engine a more attractive addition to the museum.

In the past the Depot Foundation has given the museum grants for work on Gallery 255. This summer we are spending the last part of the 1990 grant on some finishing touches to part of this project. — Leo McDonnell



## LS&M FINISHES UP ITS 11TH SEASON OF OPERATION

The Lake Superior & Mississippi Railroad began its 11th season of operation on July 6, operating a two-car train between West Duluth and New Duluth. The 1991 schedule called for two trips on Saturdays and two on Sundays, each at 11 and 2 for the nine weekends ending September 1.

LS&M's locomotive No. 46 came out of the shops on July 6 after being worked on during the spring. The two-engined, center-cab switcher has two generators and two air compressors. One compressor had to be completely rebuilt and it was decided to invest in a new and larger unit that delivers more air. When used as an in-plant switcher for the Flambeau Paper Co. in Park Falls, Wisconsin, train air was not needed.

The excursion train used its own coaches No. 85 and 29 and for the first six weekends carried a total of 2661 passengers which included 79 non-revenue passes. Special passes are given out to motel desk clerks who display the LS&M's advertising rack cards and individuals who have helped the railroad either with materials or monetary donations.

The total ticket sales for the first six weeks surpassed the expected amount of \$10,000 budgeted for the year, nearly \$11,000 with three weekends of operation left for the season. The average return per ticket was \$4.23, up from previous years due to an increase from \$2 to \$3 for children's fares. Fares for adults and seniors have remained the same at \$5 and \$4.

After the operating season is over, plans are to continue the restoration of solarium coach 29. The biggest expense, about \$8,000, will be in the reupholstering of the walk-over seats, using a dark green mohair similar to the original upholstery. The seat backs are presently in a well-worn green mohair, with the seats covered with a lighter green naugahyde. A local upholsterer is being contacted to do the work.

The partition separating the coach section from the solarium lounge has also to be installed, plus lighting wall fixtures. Rust removal and prevention work will also have to be performed on some of the window sills to prevent further deterioration.

Members of the LS&M have been working on the tracks replacing many broken angle bars and new bolts were purchased to replace those that were loose and missing, and thanks to a dedicated track gang, the city-owned tracks have been maintained in good shape.

The LS&M was able to secure a two-year agreement with the city. It had been hoping for a long-term agreement so it could make some long-term plans for upgrading and improving the line, which in its eleven years of use by the LS&M has not cost the city anything, nor has any public money been used for the operation of the LS&M. All of its operating expense has been paid for by ticket revenue and donations.



The LS&M No. 46 rolls out of the shop into the sunshine after receiving a new air compressor and other minor work during the winter and spring months. Bruce Routh is in the cab while John Murphy and Ed Pufall (l. to r.) climb aboard. Art Welsand observes from the ground at left.

## SECOND RUNNING OF SPECIAL TRAIN HELD IN CONJUNCTION WITH MARATHON

Where else in the U.S. is there a marathon where spectators can watch it from a moving train? Why, on Minnesota's North Shore of Lake Superior, of course!

The second running of the Special-Train-From-Which-to-View-Grandmas-Marathon was held on June 22 and because of the half-hour earlier start of the marathon, the train crew and car attendants had to rise at the crack of dawn and be at the Depot at 5:15. Departure time from the Duluth Entertainment and Convention Center was 6:15. Passengers boarded across the street from the DECC parking lot.

The 11-car train arrived at the starting point for the marathon just outside of Two Harbors near Benna Ford's humungous car and truck lot at 7:15. The GN 400, Hustle Muscle, and the E&J's GP-7 were run around the train at Marble Siding.

Passengers were allowed to detrain to watch the huge mass of humanity suddenly spring into action as the starting gun went off at 7:30, a half hour earlier than usual to take advantage of the cool of the morning. The train departed at 7:40, caught up to the front runners and paced them until the tracks and the highway parted company at Knife River. The train stopped for awhile on the overpass at Knife River as the runners passed under the bridge.

Again at Palmers and the Sucker River where the tracks and the highway are in close proximity to each other, the train stopped to let the passengers get another view of the race before speeding on to Duluth.

There was a question as to whether the overpass on London Road would be finished in time to allow the runners and wheel chairs to pass over. Though it was not, a hard surface was laid down to permit the marathoners to use the bridge and not have to contend with the grade crossing.

Arriving back in Duluth, the passengers detrained at the DECC parking lot at 9:15, in time to allow them to walk over to the finish line at Grandma's and watch the winners come in.

The Museum-sponsored excursion train used the open-end observation-lounge Dolly Madison and coach 100 from the E&LS, Minnesota II and the W-24 from the DM&IR, coaches A-13, 29 and 85 from the LSM, and the Museum coaches A-14, 33 and the observation lounge Ranier Club and power car 254.

About 4600 flyers were sent out to club and Museum members, plus the runners that had registered for the race. Slightly over 250 took advantage of the special excursion train. A continental breakfast was served to those in the first class section.



Soo Line's Mikado No. 1005 steams outside of Superior's Soo Line roundhouse. This photo was taken by W.C. Olsen in December, 1954, the last month of steam operations on the Soo Line. A portion of the turntable pit can be seen in the lower left corner. The 1005 is similar to the 1003 which the Superior Short Line acquired years ago for restoration and operation and is currently in Duluth, its future undetermined and uncertain.

## D&NM No. 14 AND VOLUNTEERISM

The D&NM steam locomotive #14 has been making good and steady progress due in significant part to a large number of volunteers who have been working since last October 15th when the engine was moved to Hallet Dock. At the same time the engine was being worked on at Hallet, several volunteers have spent time at the museum repairing the tender tank and rebuilding other smaller components, such as power reverse.

At this point in the project it is clear that all these volunteers have made a great difference. The project would not be as far along as it is, and it is possible that extra costs that would have been incurred doing some of the work of these volunteers would mean that the project would be out of money by now. This volunteer effort has also freed up time so that some other smaller projects at the museum were able to be completed, for example the all new signage in the Missabe history car #19.

As most of you who have worked at the museum are aware, there is a sign-in procedure that allows us to keep track of the time donated by the volunteers. These records indicate that approximately 1,134 hours have been donated to the #14 project since last October. In addition, 2,130 hours have been put into projects such as watching the china car, Gallery 255, working on the model railroad, and other miscellaneous projects so far this year.

Rather than listing by name some of those who have done work at this time, we will wait until the project is finished and then put together an honor role of all those who have helped move this massive project forward. This help is very much appreciated and it is hoped that the primary reward will be to see the #14 at the head of a train producing all those wonderful sights and sounds that make steam engines what they are. — Leo McDonnell

## LSTC'S HO MODULE LAYOUT LOOKING FOR NEW QUARTERS

The members of the Lake Superior Transportation Club that have built sections of the HO modular layout are looking for a space in which to set up their railroad.

With the take-over of the former Amtrak waiting room next to the Rail Museum by the E&J, the group moved to the Mariner Mall in Superior and during the summer has moved their modules to the Fairlawn Museum for their Railroad Day celebration and for the BN open house in the BN car shop. The group also moves its modular layout to local hobby shows.

The group was using an unoccupied store front in the Mall and was recently told that the space is needed for a new occupant. The modules are currently stored at the Museum, waiting for someone to find a new space in which to set them up.

In their move to a larger display area in Mariner Mall, the group had been able to expand the layout with the addition of two corner modules, transforming the layout from a basic rectangular one to an L-shape layout.

**DeWayne Tomasek** had also begun to build a Lionel layout for display at Mariner Mall.

The LSTC model railroaders maintain the HO railroad in the model building at the Depot and often bring their rolling stock and locomotives on Wednesday nights, operating and repair night, and some very long freight drags, some close to 100 cars, with three and four units up front and maybe a mid-train helper or two.



"Zeke Field's cream puff" gets its first switching duty as it shuffles a flat car to another track at Hallet Dock. The little Mack diesel-electric is a twin to the one at the Museum, though this one has had some modification like the six-cylinder Caterpillar engine that is a little too big for the hood and sticks out in front and into the cab.





Bill Mickelsen and Bill DeRoche lift tickets as a group of passengers prepare to board the LS&M excursion train.



On the LS&M, board members and executives also do the track work. Vice President-Operations Bruce Routh (with spike maul) and Vice President-Public Relations Dave Carlson (tightening bolt) work with the track crew on replacing angle bars prior to beginning the 1991 operating season. Zeke Fields is at left. A bolt-hole drill rests on the ground and the high-rail truck is used to carry tools and supplies. Photo is taken at foot of Falcon Street in Morgan Park.

## COMING EVENTS

- Sept. 20-22 Soo Line Historical Society Convention, Duluth, with special rail excursion trip on Wisconsin Central, Superior's DWP Pokegama Yard on Ladysmith, Sept. 22
- Sept. 29 LSTC monthly meetings begin at the Depot, last Friday of September, October, November
- Oct. 30 - Nov. 3 Tourist Railway Association Convention, Duluth, with special DWP excursion on Oct. 31

## SYMPATHIES & CONDOLENCES GO TO ...

the family of **Ben Mitchell** who has passed on to a better life with his heavenly father on Monday, August 26 at the age of 83. He had been a patient in the Chris Jensen nursing home. Ben retired as a chemist for U.S. Steel and had been very active as a volunteer for both the Glensheen Mansion and the Depot.

## CONGRATULATIONS AND BEST WISHES...

to **David Fuhr** on his marriage to **Linda Shy** last February in Cleveland where David works for the FAA. David began his LSTC membership as a junior member when the group was first formed and was active in several projects including the Michigan Street Train Buffs.

His sister **Katherine** was married on July 27 in Duluth to **Brian Frostman** of Sheboygan Falls, Wisconsin. Kathy has been helping mail out the Laker.

Parents are **Mr. and Mrs. Jergen Fuhr**.

## A REMINDER ...

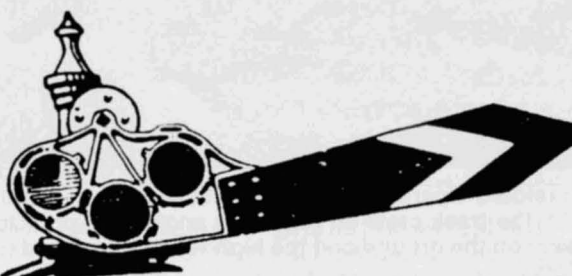
LSTC monthly meetings begin the last Friday of September except for December. The annual meeting is held in January with elections. The offices of president, vice president-public relations, director-model railroad, recording secretary and editor are up for election.



Crew members of the LS&M excursion train talk shop while waiting for the next load of passengers. From left to right are Bruce Routh, Mark Olson, Zeke Fields, Bill DeRoche and Pat Dorin.

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# Laker Extra!

## LAKE SUPERIOR TRANSPORTATION CLUB



## NATURAL ORE ERA ENDS AFTER 107 YEARS

On Friday, September 6, 1991 workers of the McKinley Extension operations of LTV Steel did not resume the mining of natural iron ore at the Donara mine near Aurora, thus ending 107 years of commercial natural ore mining in Northern Minnesota. The pit is done for good.

Donara was the last natural iron ore mine left in North America, according to press reports. LTV has stockpiled enough natural ore to last for a few months, but the actual mining ended late on September 5 when the shovels hit solid rock and not natural ore. At that point, the water pumps were shut off and in a few years the pit will return to nature, as

have the dozens of natural pits before it.

The rail haul for this mine was unique in that LTV Steel handled the shipment of the ore over its railroad to Taconite Harbor. The ore was loaded in the taconite cars and handled with former Erie Mining units, including the F's. One can expect the remaining stockpiled ore to be shipped the same way in the very near future. For 1991, 560,000 tons of ore will have been shipped from Donara. When the last train leaves for the dock with its natural ore load, it will officially end a long and storied history of what made Minnesota known world-wide; natural iron ore.

### LAKER EXTRA! SUMMER 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

*Editor's note: The following article appeared in Wisconsin Central's February employee newsletter, and describes the upcoming change in northwestern Wisconsin trackage.*

Wisconsin Central has asked the ICC to approve a track purchase and operating agreement with the C&NW that would give WC unrestricted access to freight moving between Duluth/Superior and Chicago.

As a condition of its purchase agreement with the Soo three years ago, WC has been restricted from participating in overhead traffic between the two gateways. Under terms of the agreement filed with the ICC, WC would acquire 97-miles of C&NW track between South Itasca (Superior) and an existing connection with the WC at Cameron, Wis. The North Western would continue to operate over the Superior line, while gaining trackage rights over a 141-mile WC route between Cameron and Wisconsin Rapids, via Junction City. C&NW would retain its ownership and operations over the branchline from Trego to Hayward.

WC President Edward Burkhardt said, "We see this as an opportunity to provide shippers with a new, fast, cost-effective route between the Head of the Lakes and Chicago while allowing the WC and C&NW to concentrate their traffic in this light density area of Wisconsin."

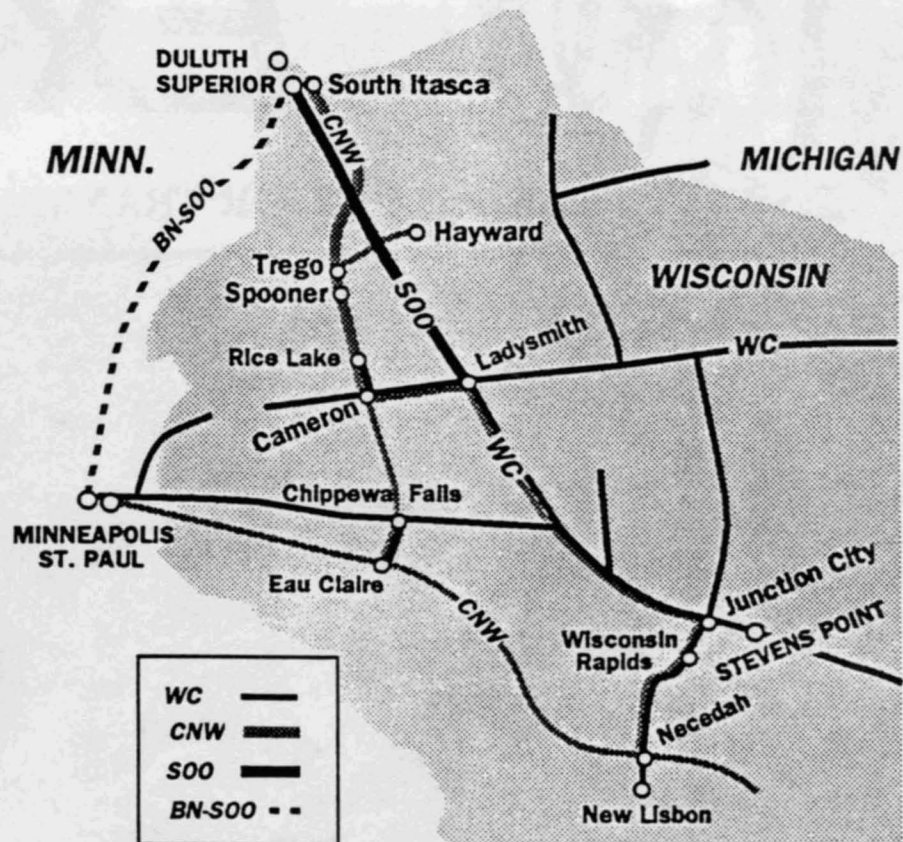
### Soo Line Track

In a related but separate transaction, WC is also negotiating to buy the Soo track between Ladysmith and Superior over which the WC presently operates. Acquisition of the Soo Line trackage would permit the WC to serve local stations between Ladysmith and Superior with through freights as at present. If WC's through trains operate via Cameron, WC will serve stations on the line with a local freight train.

*Editor's note: It was just announced that the WC and Soo have agreed on a purchase price of \$15.7 million for the Superior-Ladysmith line.*

### Competition preserved

"Competition will be preserved because the North Western would continue to have operating rights," Burkhardt said. "At the same time, WC would join Burlington Northern, the Soo, and the C&NW as a fourth service route to Chicago."



Map of the trackage in question concerning the upcoming purchase by the WC of 97-miles of C&NW track. Map courtesy the WC employee newsletter.

### Rice Lake Spur

WC plans to serve existing customers in Rice Lake via the C&NW line and to file for abandonment of a parallel 6.7 mile spur from Cameron.

### Missabe Road

During 1991, the Locomotive Department has continued maintenance programs to improve reliability and performance of the Missabe's locomotive fleet. Of primary importance is the rebuild program on the newer SD-9's and SD-18's. To date, 22 of these locomotives have been released from the Proctor shops. 19 of those rebuilds have been completed in the last four years. Eleven remaining units are scheduled to be rebuilt from 1992 through 1995. One of the most recent rebuilds, 320, has different style lettering in the front number boards, more like a gothic design.

Another on-going maintenance program involves the powerpacking of older SD-9 locomotives (Spring Laker Extra). Eleven of these units have been completed in the last three years, including three in 1991. Four additional units are scheduled for the next three years.

The extensively used SD-38's will also see work done to them in the period 1991-1993. Eleven of the 13 will be powerpacked, and ten repainted.

## 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!

## Missabe Continued

All three Missabe served pellet plants continue to operate at normal levels through the summer of 1991. Also, a new all-rail contract has been signed for the movement of pellets from Minntac to Granite City, IL for National Steel. This movement is expected to continue through the end of the year.

For the car department during 1991, 370 ore cars are being processed through Proctor Car Shop for air brake and journal box work. Completed cars are being renumbered in the 60,000 series. All ore cars with wheels dating prior to 1947 are being removed from service until newer wheels can be installed.

The results from the DM&IR Veteran Employees' Association photo contest are in and once again dominated by Transportation Club Members. 1991 prize winners are as follows:

1st & 5th place: Steve Glischinski  
2nd & 3rd place: Dave Schauer  
4th place: James Rohweder (DMIR)  
6th place: Jerry Lange (DMIR)

Four Missabe SD-9's have been leased to the Dakota, Minnesota, and Eastern. The four are numbered 171, 164, 168, and 161. They will most likely help the DM&E this summer and fall with grain movements. The Soo delivered the units to the DM&E in early July.

## Cyprus Northshore

The painting of the Cyprus fleet has begun with SD-18's 1229-1230 being released from the Generation II shops in Babbitt in a new blue and white scheme. The units had been re-engined with more modern EMD power plants, and not caterpillar engines which Generation II is more famous for.

Cyprus Minerals of Denver purchased the idle Reserve Mining taconite plant and railroad in 1990 and hopes to produce 2.5 million tons of taconite during 1991 but soft steel industry demand might keep them from achieving that figure.

The bulk of Cyprus' locomotive fleet is made up of SD-18's and four rare SD-28's (only six built).



Above: DM&IR rebuilds 319 and 322 slowly approach National Steel's taconite loading facility during the annual AIME (mining engineers) fall field trip sponsored by the DM&IR and BN. The trip ran from Virginia to Canisteo on the far western Mesabi Range and return over both Missabe and BN trackage. The date was a very rainy and cloudy Saturday, September 7, 1991.

Below: Action at Carlton, Minnesota on September 6. Burlington Northern's Brainerd local waits for the Soo Line's eastbound Bemidji local to clear the main line before heading west. The Soo has trackage rights over the BN from Superior to Bemidji to mainly handle forest products generated in the Bemidji area. Power for the Soo train was a single GP-38-2 while the BN train had a leased EMD GP-38 and a GP-7u of its own.





## Burlington Northern

**Industry Spotlight: Potlatch Expansion**  
*Editor's Note: This information on Potlatch is reprinted from the BN's Terminal Newsletter.*

Potlatch's proposed new pulp construction at the Cloquet plant is expected to start later this fall. The project will be a four phase, \$450 million expansion expected to be completed by 1997.

The purpose of the new pulp mill is to improve the facility's environmental performance, quality, and quantity. The pulp mill will increase production from 525 tons per day to about 1,150 tons/day. Wood usage will increase from 350,000 cords to 760,000 cords annually. At peak times it is estimated that 800 construction workers will be needed and the expansion will create 20 new jobs at the plant.

The Potlatch owned Duluth and North Eastern serves the plant from a rail switching standpoint, but the BN receives every carload for the line-haul. Both railroads should benefit from this major expansion.

In other BN news, the railroad is involved in a coal hauling agreement that could have significant future impact in the Twin Ports. The agreement calls for thirty thousand tons of Montana low-sulphur coal to be shipped to Europe through Midwest Energy coal terminal in Superior. The terminal already handles 12 million tons of coal a year destined for lower lakes ports, but this is the first coal shipped from the Twin Ports to Europe. If this test works, it could mean significant tonnage for the BN into Superior, on top of the already staggering coal tonnage shipped in yearly.

The BN has eliminated the Lakes Division based out of the Twin Cities, of which the Twin Ports was a part of. This change will have no effect on operations or personnel in the Twin Ports but 71 Twin Cities employees will be transferred to Fargo. The trackage in this area will become part of the Dakota Division based out of Fargo.

The BN's open house photo contest this past summer was dominated by club members. Results:

1st place color: Tom Dorin (LSTC)  
 1st place B&W: Tim Schandel (LSTC)  
 1st place unusual: Dan Mackey (LSTC)



**Above:** The BN's new intermodal facility in International Falls as photographed by Tim Schandel. Visible in the photo are double stack cars, an overhead gantry crane and a "piggy-packer." Most of the traffic generated at this facility comes from the huge Boise Cascade paper mill in the Falls. The Boise owned Minnesota, Dakota, and Western does all of the switching in the Falls for the BN, including this facility. All of this intermodal traffic runs in DW&P trains, while the BN still runs a local from Superior to handle the conventional boxcar traffic.

**Below:** The mystery locomotive. This Geep was photographed by Steve Ruce in Soo Line's 21st street yard - Superior. It is thought that the engine was headed for power short Cyprus Northshore Mining in Babbitt. The locomotive is painted in Cyprus' new blue and white paint scheme.





## DW&P

### Cover Photo

The Peg ran a special passenger extra from Superior to Ranier on August 13-14 for the Minnesota Agri-Growth Council using SD-40's 5909-10 and cars from the museum and E&LS. **Tim Schandel** photographed the train in Ranier on the 14th.

On August 15, the DW&P held a golden spike ceremony to commemorate the removal of the last section of jointed mainline rail and its replacement with welded rail. The entire mainline is now 115-132 welded rail, allowing for a speed limit of 45 miles per hour.

Crews are working on increasing the clearance on the boarder bridge (see cover photo) to allow for the shipment of double stack container cars (see photo previous page). It is only a matter of time before the double stacks are running from Canadian parent CN over the Peg to the Twin Ports gateway.

The replacement of the Melrude bridge has run into some problems. It seems the shoefly built 125 feet to the west caused the bridge to move because of added pressure on the peat moss. It was decided to remove the fill to ease the pressure. The next option being studied is to fill in the trestle itself while detouring trains over the DM&IR. No firm decision has been made.

The Peg has an agreement with Grand Trunk Western that calls for all major locomotive overhauls to be done by the GTW. One SD-40 has already been sent to Michigan for work. Many of the Pegs 25 year old units are showing signs of tiring.

## E&LS

In what is good news for DSS&A fans, the E&LS has purchased from the Wisconsin Central a portion of the former South Shore from Sidnaw to Nestoria, Michigan. The WC had abandoned the line when the E&LS approached them inquiring about the possibility of purchasing the dormant line. The E&LS will hold the line for future detour or interchange moves. Currently no shippers are located along the line, which was once part of the South Shore mainline from Sault Ste. Marie to Duluth.



Interesting locomotives in the Ports. Top to bottom: Reconditioned Minntac MP-15 #967 on its way back to the mine with a DM&IR limestone train; Southern Pacific SD-40 on a Soo Line grain train in Superior; BN's first SD-40-2 and former Bicentennial unit 1876 rests at Superior in normal paint; Soo (ex-Milwaukee Road) SD-10 photographed by Steve Ruce at 21st Street Yard. This unit is rarely seen here.



Top: The BN ran a special passenger extra for members of the Northern Pacific Historical Society during their annual convention in Jamestown, North Dakota using equipment from the Museum. Photo by David R. Carlson on July 13 in Jamestown. Below: Boise Cascade owned Minnesota Dakota and Western railroad handles the switching of Boise's large International Falls paper mill and all of Burlington Northern's facilities with vintage Alco switchers, as shown here in a photo by Tim Schandel at International Falls.

