

**LAKE SUPERIOR TRANSPORTATION CLUB**  
**LAKE SUPERIOR MUSEUM OF TRANSPORTATION**

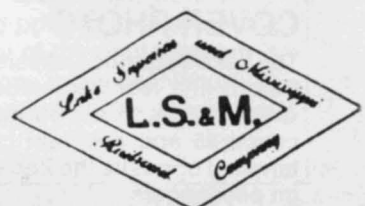


*Laker*

WINTER 1991



**Lake Superior and Mississippi Railroad**



# THE LAKER

WINTER, 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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Vice President, Administration ..... Tim Zager  
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Treasurer ..... Charles Jensen  
Editor ..... Jergen Fuhr

The Lake Superior and Mississippi Railroad is operated by members of the Lake Superior Transportation Club and is incorporated under the laws of the State of Minnesota as a non-profit corporation for the purpose of operating and maintaining an excursion train and related activities.

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## EX-OFFICIO BOARD MEMBERS

Steve Ruce, Duluth; Aaron Isaacs, Minneapolis;  
Leo M. McDonnell, Director, LSMT

## COVER PHOTO . . .

The Lake Superior & Mississippi Railroad returned to its West Duluth line last September after helping out the Regional Authority get its act off the ground. Here LS&M No. 46 with coach 85 and solarium car 29 arrives at the West Duluth terminal opposite the Zoo on September 15 and ready to take on passengers.



## Editorial Comment

The last issue of the "Laker" ran an extensive article on high-speed rail operations in the U.S. European and Japanese companies are far ahead of the U.S. in a research and development on high-speed systems, both with magnetic levitation and steel/rail systems. The Minnesota Department of Transportation is looking into the possibility of a high-speed rail linking Chicago, Milwaukee, Madison and Twin Cities being extended to Duluth. Leonard Levine of MinnDOT appeared in Duluth to talk to some selected people and get them to start thinking about HSR.

Skeptics may have some, perhaps many reservations about such a system becoming a reality and asking why do we need such a system. How about the cost? When will it be built?

The why can be answered when one looks at the deterioration of the interstate highway system that in the heavily populated areas of the country are becoming clogged arteries, slow-moving parking lots, rather than the purpose for which they were built. But though the interstate system may have its problems, it may be difficult to pry the average citizen from their death-till-us-part dependence on the automobile.

As to cost, a four-city system in Texas is estimated to have a \$4.4 billion price tag. The Florida system may go as high as \$7.1 billion and the FRA estimates the cost of building a maglev system at anywhere from \$7 to \$40 million per mile. Those figures may seem preposterous, but look at what the government is spending to bail out the ailing S&Ls and banks. The estimates for protecting depositors by the FDIC may cost the country's taxpayers up to \$500 billion. Now that is preposterous, unimaginable, ridiculous, whatever other adjectives you want to add.

And what does the country get for that expense? Nothing, absolutely nothing! Except for the biggest Excedrin headache in the history of the country that will take generations to get over, if ever. Think what that \$500 billion, or even a small portion of it, could do for the mass transportation system in this country. The amount expected to be spent by the FDIC could easily cover Amtrak's subsidy for hundreds of years. And look at the rewards and spin-offs it would create. Money spent on a rail system, whether it be conventional Amtrak, mag-lev, high-speed rail, commuter systems, LRT, means jobs, and investing in facilities for generations to come. It means better air quality. It means a big savings in the consumption of fuels, lessening our dependence on foreign oil. And how many dollars would be saved by not having to continually upgrade other means of moving the masses of people.

And as to when? Florida has the best bet for being No. 1 with both a wheel/rail and mag-lev system scheduled for start-up in the '90s. Texas is also a ripe area in which one could see some sort of a high-speed system come into being in the '90s.

But one has to wonder how much of a part the federal government will take. The bulk of the financing may have to come from the private sector in this country or overseas.

We hope all of our readers were pleased to see the "Laker Extra" back as a supplement to our newsletter. Our thanks to Dave Schauer for making it possible. Located in Fort Collins, Colorado, Dave has a desk-top publishing system and makes camera-ready copy from the material that is sent to him by Tim Schandel and others.

## OFFICERS ARE RE-ELECTED AT LSTC ANNUAL MEETING

The Lake Superior Transportation Club held its annual meeting and election of officers on January 25 in the Ruth Maney Room of the Depot with a good attendance.

**Tim Zager**, vice president; **Chuck Jensen**, treasurer; **Dale Carlson**, membership secretary, and **Bill Mickelsen**, director of restoration, were all rail ... ah, re-elected following the usual reports of the treasurer, secretary and others. Dale had been elected to a one-year term in 1990 to fill the office of membership secretary vacated by **Steve Ruce**. Steve had taken the office of president. Dale was elected to a two-year term as were the others. **Pat Dorin** volunteered to be on the nominating committee for the next year. Additional committee members will be elected at the February meeting.

The other five offices, president, vice president public relations, director-model railroad, recording secretary and editor will be up for election in 1992.

**Dave Carlson** reported the HO modular railroad is being set up in the former Amtrak waiting room. Members are rebuilding two of the modules to include a town and work also continues on improvements of the Museum's model railroad.

**Wayne C. Olsen** had recently undergone bypass surgery and is recuperating at home. Wife **Maryann** recently had a hip replacement and is doing very well.

**Leo McDonnell** informed the group that the tender for D&NM No. 14 will be rebuilt in the Museum and **Tom Gannon** will be rebuilding the ash pan for the Mikado.

**Ron Erickson**, general manager of the North Shore Line, presented the program with a showing of several reels of 8mm film he had taken while working for the GN and BN in the mechanical department. Some of the projects he worked on involved heater cars and slave units. The GN had ten heater cars converted from F-3 and F-7 B units, numbered 10 to 19. The Museum has heater car No. 19, formerly No. 438 B unit.

Passenger locomotives had steam generators which were sufficient for three seasons of the year, but not for winter. Leaks and the need for more heat on cold days required the large amount of steam supplied only by heater cars.

Ron also talked about radio-controlled slave units used on the GN between the Twin Cities and Seattle. The slave units were needed to get coal trains over the mountains, but as traffic increased, the units became too expensive to operate over the entire route. Helpers were substituted for the slaves and stationed at the bottom of the grade, being cut into the train when needed.

His movies also pictured air-repeater cars, a box car with an air compressor. Winter temperatures caused gaskets and air fittings to shrink, allowing air pressure to escape along the length of a train. Air repeaters were mid-train devices to supply the proper air pressure to the rear of the train.

The GN originally had two such devices. After the merger the BN had built ten more such cars and later had a total of 28. Ron's movies were mostly taken in the Rockies and the Whitefish, Montana area. There were scenes of the GN's Western Star, Empire Builder, Cascade Tunnel, many snow scenes and a lashup of four GP-9s which were used in helper service. There was also a shot of Amtrak's experimental Turbo Train.

## LAKE SUPERIOR TRANSPORTATION CLUB SUMMARY OF RECEIPTS, DISBURSEMENTS, AND CASH BALANCES FOR THE PERIOD JANUARY 15, 1990 THROUGH JANUARY 14, 1991

Description	Amount	Totals
CASH ON HAND January 15, 1990 .....		+ 882.12
RECEIPTS		
Dues .....	3151.50	
Laker Sale to LSMT .....	770.28	
Flea Market .....	-----	
Sale of model railroad equipment .....	41.00	
Misc. ....	3.00	
Interest on Savings Account .....	86.47	
SUBTOTAL .....	4052.25	+ 4052.25
TOTAL .....		4934.37

Disbursements	
Laker .....	2267.25
Postage .....	236.00
Meetings: Notices .....	160.65
Refreshments .....	204.55

Model/Modular Railroad	637.05
Credit	266.25
Lionel Layout .....	45.00
Flea Market* .....	195.97
Data Processing .....	30.00
Membership Cards .....	16.64
Flowers .....	65.42
Misc. ....	20.12
TOTAL .....	3612.39
	3612.39

CASH ON HAND JANUARY 14, 1991	
Savings .....	1088.49
Checking Account .....	233.49
TOTAL .....	1321.98
	1321.98

\*Includes bills paid for 1989 Flea Market and cash advance for hall rental of 1991 Flea Market.

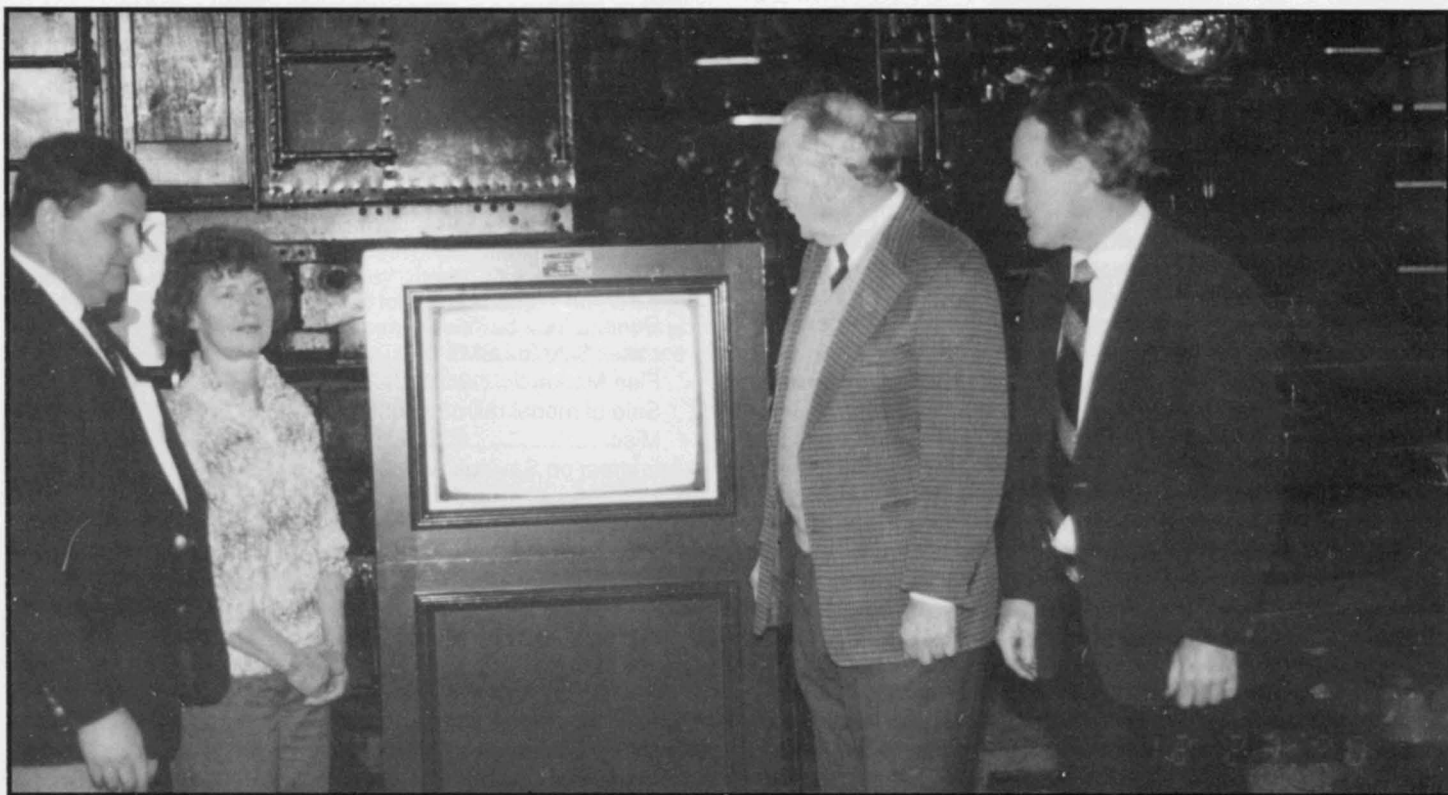
COMPARISONS	
1988 Receipts \$3154.19	Disb. \$3700.99
1989 Receipts \$5344.37	Disb. \$4462.25

Chuck Jensen, *Treasurer*

### RETURN OF PHOTO ALBUM REQUESTED

A photo album with pictures of D&NM Mikado No. 14 has been taken from the Museum and it's whereabouts unknown. The pictures of the locomotive were taken inside and outside the building prior to its dismantling toward restoration. The identity of the photographer is also uncertain. Person or persons in possession of the album is/are requested to return it to the Museum -- pronto.





Dick Neumann of the DWP, Shirley Isakson, Wayne Olsen, Museum president and Tom Gannon, curator (l. to r.), dedicate the new video equipment in memory of Don Isakson, former DWP car superintendent.

## ISAKSON MEMORIAL FUND HELPS INSTALL NEW VIDEOS AT MUSEUM

Three new videos were added to the visual displays at the Lake Superior Museum of Transportation, thanks to the financial help from a memorial fund set up in memory of **Donald Isakson**.

Isakson was a car superintendent for the Duluth Winnipeg & Pacific Railroad and was on his way to Ranier, Minnesota, on company business on a cold and snowy December 6, 1988. He stopped to pick up a couple of hitchhikers who turned out to be law fugitives. He was rewarded for his good deed with a fatal gun shot and his company car stolen.

A dedication ceremony of the new video equipment was held on December 23. **Shirley Isakson**, Don's wife, was present along with four of her six children plus several grandchildren. **Richard Neumann**, general manager of the DWP, was also present along with **Tom Gannon**, **Leo McDonnell**, Museum staff, and **Wayne C. Olsen**, president of the Museum board making the presentation, and members of the Lake Superior Transportation Club. Coffee and cookies were supplied.

The memorial fund financed a VCR and three video receivers plus video tapes. The receivers are each housed in a cabinet, one in front of the Milwaukee electric on track four. The other two are on either side of the model building.

The DWP also contributed toward the memorial along with donations from employees. Upon completion of a cabinet to house the VCR in the model building plus a few minor details to complete the installation, the total cost will approximate \$2000. The model building has recently been air conditioned, made necessary by the addition of the electronic equipment for the videos and the model railroad.

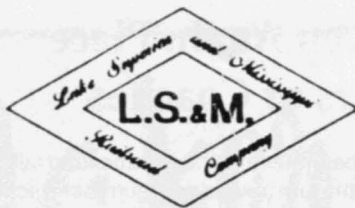
The new VCR will power the three additional receivers. The one in front of the electric will have a four-minute segment taken from a video of the Milwaukee box cab electrics and Little Joes working long freights in the western mountain regions. Another VCR has been powering two other receivers, one of which shows videos of Missabe's Yellowstone No. 227 and the other the operation of a rotary snow plow.

One of the video receivers by the model building will show a short segment taken from a movie of the Duluth incline. The 15-minute 8mm colored movie was taken on Labor Day of 1939, the last day of operation for the famous landmark that ran from Superior Street up 7th Avenue West to the top of the hill.

The other video receiver by the model building may possibly show the operation of a wedge snow plow, one of which is near the model building on track six. It is hoped to find some motion pictures of the William Crooks locomotive, on the opposite side of the building from the plow, and use a segment in the video. The Museum has several still pictures of the famous locomotive, but motion pictures are rare if even in existence.

The Crooks locomotive last steamed in 1949 at the Chicago railroad Fair. It had made a trip to Duluth under steam for a war bond drive during World War II and had been the private train for Great Northern's James J. Hill.

Grateful appreciation is extended to the Isakson family and the DWP for the addition of the three new video displays which enhances the visual concepts of the equipment found in the Museum. In addition to just looking at a piece of equipment, visitors can see how the equipment actually operates.



## MAYOR HAS GREAT PLANS FOR WEST DULUTH WHICH INCLUDES LS&M

"There will be intermediate stops in the West End and West Duluth business districts, thereby creating a very solid and definitive link between downtown waterfront and the western waterfront."

So stated Duluth Mayor John Fedo in his 12th State of the City address in which he called for a tourist train that would start from the Depot in Downtown Duluth and run west out to Gary-New Duluth. In his speech he stated that the Lake Superior Mississippi Railroad suspended operations in West Duluth last summer to enable it to run up the North Shore, but will resume operations in West Duluth this year. The reason for the temporary switch to the shore operation was to assist the Rail Authority to get their operation off the ground and present some operating statistics to a prospective operator.

The board of directors for the LS&M has set the 1991 schedule to begin on July sixth and operate for nine weekends through July and August. Departure times will be determined at a later board meeting. The annual meeting and election will be held in March.

The board of directors for LS&M, business people from the West End, West Duluth and officials from the Zoo and Spirit Mountain were asked to work with the city in accomplishing the goals set forth by the mayor which includes several other tourism-related projects scheduled for the western half of Duluth.

The executive board of the LS&M met with the mayor on December 4th. City Planner Dave Seebok and Lobbyist Rory Strange were also at the meeting. The city owns historic rail property along the St. Louis River, the route of the original LS&M, the first rail link between Duluth and the Twin Cities finished in 1870.

During the past ten years, the LS&M has received one-year leases. The mayor asked for a wish list from the LS&M executive board. The mayor then began expanding on the executive board's plans to extend the West Duluth tourist train operation to downtown, the purpose for which would be to bring tourists out to the western part of the city - a ski train to Spirit Mountain in the winter and to the Zoo in the summer.

The LS&M has asked the city for financial assistance to upgrade the tracks in West Duluth. Over the past decade since its inception, the tourist railroad has purchased track maintenance equipment, borrowed ballast cars, purchased tons of ballast and executed a great deal of track improvements without any cost to the city. The railroad would like to begin a program of relaying its 67-pound with 90-pound and hire a contractor to do the work.

## FOR YOU TRIVIA FANS ...

### Who invented the steam locomotive?

The first engine to pull loaded cars over a road of rails was built and operated by Richard Trevithick in England in 1804. Another British inventor, George Stephenson, made great improvements in engines and built the first really practical "Iron Horse."

## LS&M ACQUIRES BOOM CAR, SCHEDULES REPAIRS ON ITS FORDSON TRACTOR

Hallet Dock donated a flat car to the LS&M last fall to be used with the Brown Hoist Rail Crane recently donated by Arrowhead Black Top. The self-propelled crane was towed from the Beck's Road asphalt plant to the LS&M shop last fall. It was used to lift the flat car from a track that had been disconnected to an active track. After redecking and other repairs to the flat car, it will be used as a boom car for the crane. Alf Johnson and Zeke Fields were instrumental in getting the crane ready to move and made sure it could be operated. The crane had not been used for some time.

Jerry Heath has been hired by the Museum to work at the LS&M shop. He is a volunteer fireman for the Solway Township and currently is unemployed. He has been overhauling the LS&M's Fordson diesel tractor and his time spent will be compensated to the Museum by the LS&M.

The tractor's clutch is in need of repair plus an oil leak on the front of the English-made four-cylinder diesel engine needs to be fixed. The front and back halves of the tractor were separated, the transmission and engine removed from their respective frames. Anti-freeze was found in the oil pan, indicating a leak in the cooling system. The hydraulic hoses will also be replaced.

The tractor is equipped with a backhoe and a front-end loader and is used in track maintenance on the West Duluth line.

## LSMT BOARD DISCUSSES TROLLEY CAR, TRAINS CONVENTION, COMMITTEE APPOINTMENTS

The board of directors of the Lake Superior Museum of Transportation held its 80th meeting on November 13, 1990 and discussed a number of things pertaining to the operation of the Museum, which included:

- Appointments to the personnel committee were Stuart Beck and Philip Budd; finance committee -- Phil Rolle, Byron Olsen, Donald Shank; operating committee -- Dick Neumann, Gordon Jonasson.
- Don Shank was re-elected to the Museum's board, being no longer involved with the North Shore Scenic Railroad.
- A paint locker was purchased for \$1,100 as requested by the Fire Marshall.
- Director McDonnell mentioned the problem of the Museum being able to use the Museum and Depot space for the Tourist Railway Convention in October and the proposal to operate an excursion train in February when the legislature visits Duluth.
- Curator Gannon stated that our accessions were given to the Museum for preservation. The desire to operate some items may arise and be crushed if repairs or alterations ordered by the FRA cannot be accomplished before operating the equipment.
- The insubstantial trolley car that has been under cover in the yard for years is in bad shape. So is the tarpaulin. Curator Gannon states the car cannot be restored, but used as a pattern for replica. Deposition will be determined after consultation with D.B. Shank.
- Byron Olsen presented a brochure of the Upper Midwest Museum currently being funded by St. Paul to the extent of \$3,000,000.



## ENGINE OVERHAUL PLANNED FOR BUDD CAR; POSSIBILITIES ENVISIONED FOR NSSR

The Rail Authority's Budd car is in need of more repairs. The RDC ran on one engine a short time last summer while the other was being overhauled. Plans are now to have the other engine overhauled by Interstate Diesel Products. The Iron Range company had done the work on the first engine at a cost of \$11,803. The Authority said they will have the Museum do minor work on the cooling system, generator and rebuild the air conditioning compressor.

Total Rail Authority expenditures for the months of October and November were \$169,197. The group had set a 1991 budget of \$231,000 for expenditures, \$244,000 for revenues and \$100,000 for the emergency repair account.

Bids have been let out for repairs of the Lakeside siding. The Authority said it would be too expensive at the present for the work to be done. Krech and Ojard, consulting engineers for the Authority, will advertise again for prospective bidders.

Buck Stover of Operating Engineers Local 49 appeared at the December meeting to register a complaint about wages paid to employees of George Cook Construction, the contractor that had done the track work for the Rail Authority. Cook had paid the prevailing hourly wage of Little Ark, Arkansas, which was \$11.52 for a tie-tamper operator. Stover contested that the contractor should have paid the prevailing wage for Minnesota, about \$17 per hour plus \$3 for fringe benefits. The Authority claimed that Cook had an International Union contract and that the wage scale of Little Rock was THE scale that was to be paid.

Ron Erickson of the North Shore Scenic Railroad complained about the grade crossing signals on the Highway 61 expressway, stating they did not always work. He asked that indicator lights be added facing the tracks to enable a tourist train engineer to tell if the grade crossing signals are working. He also stated that "we did incur some near misses." He also related that at the beginning of the season, children would often play near the tracks, but realized later that trains would again be going through the neighborhood. There was some concern about the lack of cooperation from city police regarding grade crossing safety.

A video was shown to the Authority members and other spectators of the inaugural run on the North Shore Scenic Railroad last June of the Grandma's Marathon Special. The special was operated by members of the LS&M and the Rail Museum, using equipment from both organizations, the DM&IR and the E&LS.

The Rail Authority said that 37,000 passengers rode the North Shore Scenic Railroad in 1990, 20 percent over estimates. 70,000 people are expected in the next five years and that 28 jobs could be had if a dinner train were to be operated. Other ideas brought out at the meeting were to have a depot and boarding area in Canal Park, a train-boat connection, using a steam locomotive on occasion, a connection to Glensheen Mansion under London Road and operating a Christmas Special.

At the January meeting, the Rail Authority had authorized the expenditure of \$1000 for installing engine heaters on the Budd car in preparation for a special tour for Minnesota legislators. The activity is to be sponsored by the Duluth Area Chamber of Com-

## Track Seven Again Place for Repairs of Coaches

As fall fades into the winter and the summer and fall tourist seasons wind down, thoughts turn toward next summer's activities and what has to be done to get the equipment ready for another season of operating tourist trains. And again track seven becomes a place for just such activity.

The Museum's baggage car was moved into the building to have its roof painted and interior floor painted. Then LS&M's car 85 was brought in to have some repairs made on its roof and a fresh coat of paint. The clerestory roof is quite rusty, requiring extensive wire brushing and priming before being given a fresh coat of paint. Some work has also to be done on the windows and a new toilet was installed.

After coach 85 is finished, solarium car 29 is to be brought in for some finishing work. The car was first used this past tourist season after extensive refurbishing the last two years, but a little wood work in the solarium end is yet to be finished, plus installing the partition between the coach end and the solarium end. The partition will match the original partition that was in the car before it was converted to a work car. Plans are also to have the seats reupholstered.

An E&LS sleeper also occupies track seven while some finishing work is being done by **Randy Schandel**. The car is being fitted with an electric hot water heating system using 480 volts from a head-end power unit. Work on the car began last winter.

## ANGRY RESIDENTS MAY BE BIGGEST THREAT TO A TOURIST RAILROAD

Want to start a tourist railroad? Through a residential neighborhood? Better be careful of angry neighbors who bemoan the fact that their peace and tranquility has been besmirched and whine to authorities. They may even attempt to put the tourist railroad out of business.

Such is the case of some irate citizens that live near the right-of-way of the Stillwater and St. Paul Railroad.

The S&SP RR is a tourist railroad operated by the Minnesota Transportation Museum on about a six-mile track formerly owned by the BN and now used only for excursion train operations and the Minnesota Zephyr dinner train. The tourist and dinner trains depart from near the center of Stillwater, head north a short distance up a 1.5% grade along the sandstone cliffs bordering the St. Croix River. Swinging to the west, the scenic tourist line climbs out of the St. Croix Valley on a 2.4 grade through a wooded area on a route that closely parallels state highway 96 toward White Bear Lake.

The last three miles are through a rolling wooded countryside toward the western terminus at Duluth Junction. When the Stillwater line was given to MTM in July of 1983, there were few residents bordering the right-of-way. Since then, more homes and condominiums have been built in the area.

BN's Robert Garland, in making the presentation to MTM, stated the gift was to "help further the goals of the Minnesota Transpor-

Continued on next page

merce for the legislators and their families when they visit Duluth the weekend of February 8-10. The county is to clear the tracks between Duluth and Two Harbors for the first operation of 1991. The RDC had been laid up for the winter.

# Laker Extra!

LAKE SUPERIOR TRANSPORTATION CLUB



## CANADIAN SUPER CARGO LEAVES DULUTH

Once the roadbed was frozen, frozen solid, it was time to ship two monolith heavy oil reaction vessels on a 1,496 mile journey to Lloydminster, Saskatchewan via the Burlington Northern and Canadian National.

Similar to a cargo shipped in 1986, these 767 ton cylinders were shipped using the worlds largest rail car - the 36-axle Schnabel owned by Asea Brown Boveri. The car had remained at the Duluth Port Terminal since the 1986 movements in anticipation of the 1990/91 movements.

The first of the two cylinders left the Twin Ports in mid-December while the

second left Duluth on January 26 and moved to Carlton on that day then proceeded from Carlton to Staples on January 27. The car was turned over to the CN at the border town of Noyes, Minnesota. The above photo was taken on January 27 at Aitkin by Tim Schandel and shows the loaded Schnabel car with the following consist: BN GP-9's 1819/1816, empty flat car, flat car with container, flat with spare trucks, empty flat, caboose 12555, Schnabel, caboose 12546.

These shipments were billed as the largest single loads ever hauled on North American railroads. The cylinders had been delivered to Duluth via motorship.

### LAKER EXTRA! WINTER 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



## C&NW or WC - WHICH LINE WILL SURVIVE?

### Wisconsin Central

In the last few months there has been serious talk about the status of the Chicago and North Western and Wisconsin Central (Soo) trackage into Superior from Spooner and Ladysmith, respectively. It seems that the WC is considering buying a good portion of the C&NW line south of Superior and replacing their current operations over Soo Line trackage rights to Ladysmith.

Details are sketchy at this time, but ever since the WC started serving the Twin Ports over Soo trackage rights, they have been denied any of the valuable DW&P bridge traffic from Canada. The Soo would not allow that kind of traffic to be handled by the WC, thus preserving Soo's substantial DW&P traffic for itself out of Superior over trackage rights it has on the BN to Minneapolis. It can be assumed that the WC is looking for a way to tap that Canadian traffic, and a great way would be to purchase the C&NW line out of Superior and turn back to the Soo Line an essentially useless stretch of track to Ladysmith.

Another option for the WC would be to purchase outright the Soo track, and work a deal with the Soo to allow the WC access to the DW&P bridge traffic. The WC currently can handle DW&P traffic only if it terminates on-line. If the deal with the C&NW goes through, the Soo would no doubt exercise its option to abandon the Ladysmith line, which ironically was part of the original Wisconsin Central before the 1961 merger.

Although details are few at this time, it looks like the WC is going to be making a move one way or the other to get access to the Canadian bridge traffic. The C&NW would have trackage rights over its former Spooner line should they sell it to the WC. The C&NW also has trackage rights over the BN to Minneapolis. Be sure to get your photos of both lines as soon as possible. Which line will survive?

In other WC news; all-rail taconite trains have been a big part of local operations. In addition to the usual winter moves to Chicago, WC also benefited from the strike of the two Upper Michigan taconite plants. To supply taconite to the effected steel mills, the WC and C&NW teamed up to move a number of trains



Above: Action at Ambridge. Three Wisconsin Central trains converge on Ambridge (South Superior) on December 23, 1990. On the left is train #4, in the center is an all-rail taconite train destined for Chicago, and on the right is an unidentified train handling a large block of CN TOFC cars. The power on all three trains are ex-BN SD-45's. The power off #4 will cut-off its train and assist the all-rail to Hillcrest, then return to Ambridge to continue its run to Stevens Point. Below: Business as usual. Two of the DW&P's SD-40's blast upgrade at Nopeming Junction on a very cold December day, 1990.



from the DM&IR. The C&NW took the trains from Itasca to Cameron, Wisconsin where they were turned over to the WC for movement to Hermansville, Michigan where the trains were once again handled by the C&NW to their final destination at Escanaba for transloading into lake boats. The plants in the UP have

since gone back to work, so this very unique operation is no longer needed. The DM&IR docks in Duluth and Two Harbors were too busy to handle additional boat turn-arounds, hence the need for the all-rail movements. WC SD-45's were spotted on the C&NW Escanaba dumper on November 13, 1990.



## Burlington Northern

The Burlington Northern's rebuilt executive F-9's have made a trip to the Twin Ports. The train operated from 28th Street to Kelly Lake making the Iron Range loop on October 23, 1990. The consist included the following: BN F-9's #1 & #2, lounge *Como*, parlor *Deschutes*, Sleeper *Stevens Pass*, power car *Stam-pede Pass*, dome/inspection *Glacier View*, and one unidentified business car. Recent editions of the railfan press have color photos of the F-units, quite a change from cascade green!

The BN apparently will not be running Road Railer trains from International Falls to Minneapolis as was previously reported. Instead, BN will handle the large amount of Boise Cascade paper traffic in conventional intermodal cars, which will reportedly include double stack equipment.

There is some mention of the Incan Superior rail ferry handling scrap paper from Superior to Thunder Bay. The scrap paper would be loaded in box cars and would make an ideal back-haul for the Twin Ports most frequent ship visitor.

The BN has donated \$25,000 to the Superior Amateur Hockey Association's new Superior ice arena. The new arena sits just south of the former Amtrak depot, and sits on what was once the LST&T's Superior Yard.

The *Northstar News* is reporting that the BN is going to experiment with natural gas fuel on coal trains to the Twin Cities from Montana/Wyoming. A 50,000 gallon tank has been constructed in Staples to fuel the trains. If successful, expect to see LNG powered trains here.

### CONTRIBUTING MEMBERS

Carl Ekholm  
Don Shank  
Gerald Dobey  
Robert Sailstad  
Steven Lorenz  
J.J. Kreuzberger  
Duane Benoit  
Thomas Lamphier  
Tom Casper  
Merrill Hendrickson  
Gordon Mott  
Douglas Buell  
David Schauer  
David Mickelson  
Daniel Mackey  
DeWayne Tomasek  
John Magill  
David Bruns  
Richard Elliott

Jergen Fuhr  
Donald Weesner  
Thomas Hoff  
John Boutin  
Tom Griffith  
John Larkin  
Leo McDonnell  
Otto Dobnick  
Martin Fair  
W.A. Bally  
James Arnett  
Bob Ball  
Peter Fifield  
Tim Zager  
William Graham  
David Schmieding  
Stephen Olmsted  
Carroll Mattlin

**THANK YOU!**



Above: The two rebuilt BN F-units, F-9's #1-2 idle at the Superior engine facility in company with two SD40-2's. Photo by Fred Glibbery - Oct. 22, 1990. Below: The BN F-units were not yet finished when the railroad ran a special ARES demonstration train to the Iron Range in May of 1990. Photo by Charles Corwin.



## Missabe Road

The DM&IR saw an increased amount of all-rail train activity during the month of November as strikes at Upper Michigan taconite plants called for steel companies to tap Minnesota plants for the lost tonnage. The turn-around time for ships was deemed too long for the docks at Duluth and Two Harbors to handle, so the all-rail option to Escanaba was exercised. During November the Missabe was running five all-rail trains per week to the C&NW for forwarding to Escanaba (via WC), four trains a week to the WC for shipment to the Edgar Thompson Works, and two trains per week to Geneva, Utah (via C&NW/UP).

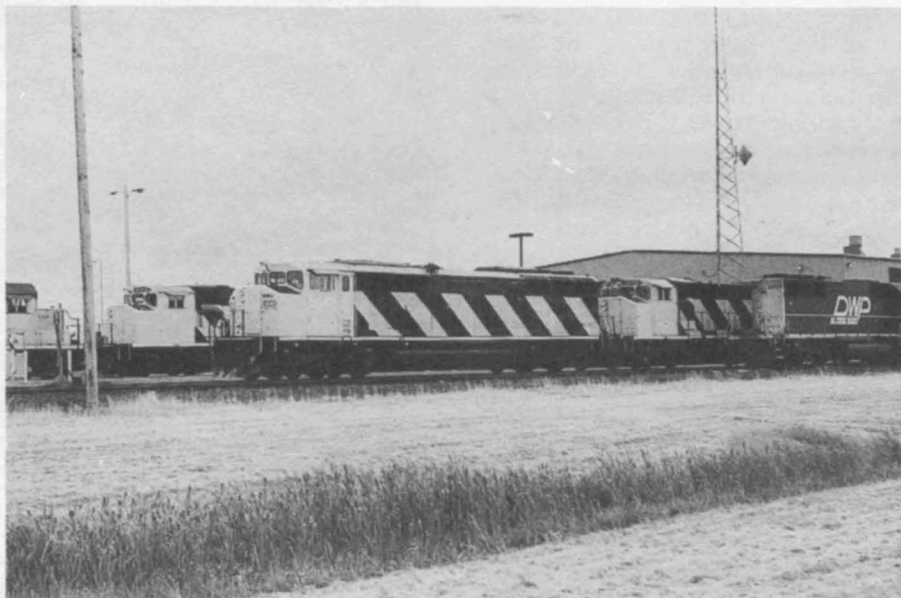
### 1990 DM&IR Accomplishments:

- Shipped 20.5 million tons of pellets.
- Shipped 1.4 million tons of limestone.
- Loaded more ships in 1990 than in any year since 1981.
- Decreased loading times 19% over 1989.
- Installed 43,000 feet of rail and 30,000 ties.
- Completed six locomotive rebuilds.
- Replaced wheelsets on 314 pellet cars.

The Mesabi Miner completed the shipping season at Duluth on January 1 when it loaded 51,263 tons of Inland pellets. This was the latest Duluth closing since the 1974 shipping season when the last vessel was loaded on January 10. The Two Harbors season came to a close on January 13 when the Edwin H. Gott lifted 56,291 tons of Minntac pellets.

In January, shipments to the Geneva Works was slowed somewhat by a lack of cars from the C&NW. The Northwestern uses coal hoppers for these all-rail shipments. Because of the weight of the taconite, the coal cars are filled only half full when loaded. Minorca has been shipping an average of seven trains per week to Duluth, Minntac shipping 20 trains per week to Two Harbors, and Eveleth supplying 10 trains per week to Duluth.

No more flashing warning beacons for the BN? A recent note was made that the BN might be phasing out the amber rotating beacons from the top of its locomotives considering that a Washington State law requiring them has been overturned. Switchers might still retain them.



Above: Business not as usual. During this past August, 1990, an Indian dispute in Canada blocked a number of railroad lines, thus forcing detours through the United States on U.S. carriers. The DW&P, as a major artery for parent CN, was heavily involved in these detours. As the photo shows, these rerouted trains brought some rare motive power into Pokegama Yard in Superior. The CN's newest power, SD60F #5543 joins two GP-40-2's in keeping a DW&P SD-40 company in this photo by Steve Ruce. Below: Just a few years ago the local trains that were run out of the Twin Ports on the BN were dominated by ex-GN SD-9's, as shown here by the Grand Rapids local heading west near milepost 15.9 on June 14, 1985. The BN recently announced its intention to upgrade its fleet of SD-9's to GP-38-2 standards.





Continued from previous page

tation Museum and to help assure its continued growth and success." BN and Stillwater officials were then given several inaugural inspection trips over the line.

A short article appeared in the Duluth and Twin Cities newspapers about the plight of the grumpy residents and a notice in the Microgazette, the quarterly newsletter of MTM, urges members to "Help Save Stillwater." The notice reads:

"A small group of residents who live near the Stillwater & St. Paul are trying to put us out of business. They have gone to the Washington County Board alleging that railroad violates the zoning board. The County Attorney says they can't shut us down, but that the county can "regulate" us. In order to do so, they have to add new language to the zoning code. By the time you read this, the Planning Commission will have started to discuss the issue.

"The residents group has also announced that if Washington County doesn't shut us down, they will file a class action lawsuit for "nuisance damages."

The MTM Board has hired an attorney who knows railroad law. We also have a PR professional helping us. Here's what you as members can do."

The notice then goes on to give instructions to members who reside in Washington County - they are to contact their county commissioner and ask for support. "The best way to fight resident complaints is with resident support."

For those outside of Washington County, members are asked to have county residents contact a commissioner, not to do it themselves for fear of being labeled as "meddling outsiders." Above all, MTM members are warned, do not do anything to make the residents angry; do not give them any ammunition to be used against the tourist train operators. Any confrontation is to be reported to John Diers or Aaron Isaacs, the only two persons authorized to represent the museum at public meetings or to speak to reporters, government officials or complaining residents.

Because of legal fees and PR costs, members are asked to contribute to the "Save Stillwater" fund, Minnesota Museum of Transportation, 4707 Lyndale Avenue North, Minneapolis, Minnesota 55430.

The MTM railroad division has been operating excursion trains over the Stillwater trackage for about seven years. Up until their acquisition from the BN, the tourist trains have operated over whatever trackage that was available, most notable in the Lilydale and New Brighton areas.

A tourist railroad that has been operating in the western part of Duluth, the Lake Superior & Mississippi Railroad, has operated along a rather isolated section of abandoned BN track for the past ten years. Grade crossings are minimal, which means a minimum of horn blowing. The route is very scenic and curvy, following the St. Louis River through swampy areas, across a shallow lake on a causeway, is entirely within the city limits, yet removed from any residential areas.

The LS&M operated the North Shore Scenic Railroad during the 1990 season as a demonstration project for prospective operators. Will there be irate citizens complaining about the interruption of their peace and tranquility? Time will tell.

## AT THE LSTC MEETINGS ...

# JENSEN AND DORIN GIVE SLIDE SHOWS

At the November meeting **Leo McDonnell** mentioned that the TRAIN convention will be held in Duluth in November of 1991 and that **Tim Schandel** is negotiating for the Soo Line convention to be held here in September with a possible fan trip on Wisconsin Central. Several fan trips are being planned for the TRAIN convention.

**Dave Carlson** reminded the members that every Wednesday is model railroad night. **Steve Anderson** is working on the ore dock wiring while **Ken Gerard** and **Dale Carlson** are continuing to work on the town site in the southwest corner of the model building.

**Bruce Kettunen** stated that the LSTC was again invited to Inrongs Mall in Hibbing for a model railroad show.

**Charles Jensen** had shown a series of slides taken many years ago on Great Northern's Western Star and several pictures taken on the local railroad scene. He had been a passenger representative for the GN and still has his uniform.

At the November meeting **Pat Dorin** presented a series of slides he had taken while on a 10-week sabbatical in Japan to study their education system. His visit to Japan had changed his thinking about many things. There are three things that Japan does better than the U.S. - eating habits are better, life expectancy is the highest in the world and colon cancer is the lowest. The last, Dorin said, is due to the high vegetable diet while Argentina, which uses a lot of red meat, has the highest rate of colon cancer.

When Pat arrived in Japan, so did the typhoon season, which was one of the worst seen for many years. He came to be known as "Mr. Typhoon."

Showing slides of the Japanese rail system, he related how the engineers all wear business suits and the brakemen wear white shirts and gloves. Freight trains are operated by one person - two if a back-up move is required with the second person on the caboose. Caboose are not used if back-up moves are not needed. Brakemen and switchmen are stationed at the terminals to handle the arriving or departing trains - they do not ride with the train.

Freight trains are kept on a very tight and fast schedule. The Japanese railroad system, which is a completely private enterprise, believes in short trains, usually about 25 cars and running them frequently and fast to move the merchandise quickly and efficiently.

Pat could not leave Japan without checking out the bullet trains and the passenger system. He related how the ticketing system is very efficient. When a passenger buys a ticket, the number of the car he is to ride in is on the ticket. A corresponding number is on the platform. The coaches are numbered from one behind the locomotive to whatever number of coaches on the train. If the person has a number three on his ticket and stands on number three on the platform, the door to coach number three will be right in front of him when the train stops.

In most places of the island empire, there are four bullet trains per

Continued on next page

## LSTC TO SPONSOR FLEA MARKET AT MARSHALL SCHOOL IN MARCH

The Lake Superior Transportation Club will sponsor a flea market at the Marshall School on Saturday, March 23 from 10 a.m. to 3 p.m. Admission fee will be \$1.00 per person with children under five free when accompanied by an adult. Display tables will be \$10 each, \$12 after March 15, for those wishing to sell anything.

This year's flea market will also include camera accessories in addition to railroad scale models, toy trains and radio control airplanes, boats and cars and many other items related to the railroad, radio control and photographic hobbies.

The school is located three blocks north of the Skyline Parkway and Mesaba Avenue on Rice Lake Road. Information can be had by calling **Dave Carlson** at 727-5097 or **Tim Schandel** at 727-0687. Written inquiries can be addressed to LSTC, c/o Dave Carlson, 506 West Michigan Street, Duluth, Minnesota 55802.

## DM&IR VETS ASSOCIATION ANNOUNCES PHOTO CONTEST FOR MEMBERS & LSTC

Another photo contest for its 1992 calendar is announced by the Duluth Missabe & Iron Range Railway Veteran Employee's Association and is open to all active and retired employees of the DM&IR and their immediate families. It is also open to members of the Lake Superior Transportation Club.

Entries can be submitted through August 1, 1991 and must depict operations of the DM&IR Railway. The photos must be color prints at least 5x7 inches in size with a horizontal format. Negatives must accompany the photographs. All negatives and photographs become the property of the DM&IR Railway Veterans Employees Association.

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Continued from previous page

hour, some with 16 cars - 1500 seats, which explains how so many people are moved so quickly.

Even school children, who are allowed to attend schools in neighboring districts, are regular commuters between school and home. Passenger trains handle about 40 percent of all travel in Japan though just about everyone has a car. The freeways are often referred to as slow-moving parking lots.

Pat showed pictures of the town of Miharo which has 38 passenger trains per day. A tunnel is being bored beneath Tsugaru Strait which will be the world's longest tunnel at 33 miles. He also stated that the Japanese studied the English and American rail systems and adopted the best parts of both. Without any Japanese language signs to indicate otherwise, a casual view of the rail system would look very American-like.

On the vintage trains, straw mats are used on the floor and passengers take their shoes off, like they do when entering one's home.

Pat had brought a guest from Japan, **Takashi Ariga**, who will be observing the American education system.

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## ANDY ANDERSON, DAN KARELKO SEND GREETINGS

A Soo Line N-20 4-8-2 punches its way through a Minnesota winterscape, great billows of smoke and exhaust steam vaporizing in frigid air, the setting sun casting long shadows over the snowy ground.

Such is the scene on the front of a thank you note from **Andy Anderson** received some time ago. He writes:

"Dear Friends and Fellow Rails,

"It was indeed a very nice surprise to receive from the Lake Superior Transportation Club the other day a very nice bouquet of fall flowers and I wish to thank you all for your thoughtfulness as it does mean a great deal to anyone who has been, or is in, the situation I am in at present to be so remembered.

"I was sorry to have missed out on all the exciting events that took place this past summer at the Transportation Club, but from July on my health steadily deteriorated so that there was no enjoyment in doing, taking in, or going anywhere. I do so hope that by next summer I will be in full health again and perhaps able to once again be a member of the excellent Lake Superior Transportation Club and offer some assistance. I don't have a conductor's uniform, but I still have my striped coveralls, cap and gloves. Again, many, many thanks to all you fine people for your thoughtfulness.

Andy Anderson"

**Dan Karelko** was hospitalized early last fall and has recovered from his surgery and sent the following thank you note:

LSTC Members,

Many thanks for the beautiful azalea plant. It was quite a surprise when it arrived and was deeply moved by your concern and well wishes. It sure made me feel good. Thanks again.

Sincerely, Dan Karelko

## NEW BOOKS, VIDEOS, IN MUSEUM STORE

Several new books and videos have been added to the merchandise in the gift store located in the Railroad Museum. The latest book additions are:

RDC -- The Budd Rail Diesel Car. American Narrow Gauge Railroads. Night Trains -- The Pullman System in the Golden Years. Passenger Train Annual 1990. Signal Light -- A Collector's Reference. Saga of the Soo -- West From Shoreham.

The new videos by Pentrex are:

Burlington Northern E Units -- Along the Racetrack. Steam to St. Louis. British Columbia Series -- Uncommon Carrier; Dayliner One and Snowtrain. Cass Scenic Railroad. Steam to Los Angeles. Vintage Series -- The Super Chief.



## NEW RAILROAD COMPANY FORMED TO OPERATE ON NORTH SHORE SCENIC

A new railroad company was formed to operate the tourist trains that will be running on the North Shore Scenic Railroad between Duluth and Two Harbors. Tourism is not new to the people who have formed the company - they have been operating the Vista Fleet of excursion boats in the Duluth-Superior Harbor for several years along with numerous motels and hotels in many places about the country.

The E&J Railroad - named for cousins Ellen and John Goldfine - was given top choice by the St. Louis and Lake Counties Regional Rail Authority for a ten-year contract to operate Duluth's newest tourist attraction. The Rail Authority met on December 5th in the St. Louis County Court House to consider the only two bids submitted for operating the tourist trains. The other bid was from Art Anderson, President of Lake States Steam Transportation of Marquette, Michigan.

The Lake Superior & Mississippi Railroad Company which operated a tourist train in West Duluth for the past decade also submitted a proposal, but withdrew before the proposals were considered at the Rail Authority meeting. Though the E&J Railroad was the top choice of the Authority, Art Anderson was considered to still be in the running. Authority members voted unanimously to work out a contract with the Goldfines.

"This is something we want to do. We're very excited and we have the ability to make this a first-class operation," stated Ellen Goldfine. Details of the summer's operation are to be worked out, but tentative plans could include a dinner train and purchase of passenger equipment if rentals from the Lake Superior Museum of Transportation prove too costly.

"We are pleased to turn it over to the Goldfines. They've got the experience," stated Don Shank, president of the Duluth & Iron Range Co. DIRCO agreed to operate the North Shore Scenic Railroad for one year. The only piece of equipment owned by the Rail Authority is an RDC which DIRCO used. The Lake Superior & Mississippi Railroad was asked to operate the weekend tourist trains for lack of any other operator coming forth after extensive advertising by the Rail Authority, and the only rolling stock available was that owned by the LS&M and the Museum.

The proposal by the Goldfines was recommended by Centennial Rail of Colorado and was the only one that guarantees a profit for the Rail Authority, or as was stated in their proposal, "a very positive percentage to the RRA." The proposal also mentions having an on-sight gift shop, either in the former Amtrak waiting room or on the train. The prospective operator is also to maintain the track.

"We are not yet in a position to sign a contract - we hope to do it within the next month," stated an authority member. "Goldfines have been very active in preparing for this proposal. If anyone can make a project go, E&J can."

The E&J also proposes to hire a tourist railroad manager and was said to have capital for the purchase of equipment. Carrying freight for Louisiana-Pacific is also a possibility.

## NEW MEMBERS ADDED TO LSMT BOARD OF DIRECTORS

By Leo M. McDonnell  
Director, LSMT

In the past several months new members have been added to the board of directors of the Transportation Museum.

Stuart Beck is presently the District Court Administrator for the 6th Judicial District (Carlton, St. Louis, Lake and Cook Counties). Stuart's railroad career started as a hostler on the Northern Pacific at Carlton. Thereafter he worked as a millwright for the Northwest Paper Company until he was elected as the Clerk of District Court in Carlton.

After serving Carlton County for many years he was appointed by the judges of the District Court to be their court administrator, the position that he presently holds. Stuart has been very active in excursion operations of the museum and the Lake Superior and Mississippi Railroad and has volunteered many hours of time as a mechanic on diesel locomotives and also a locomotive engineer.

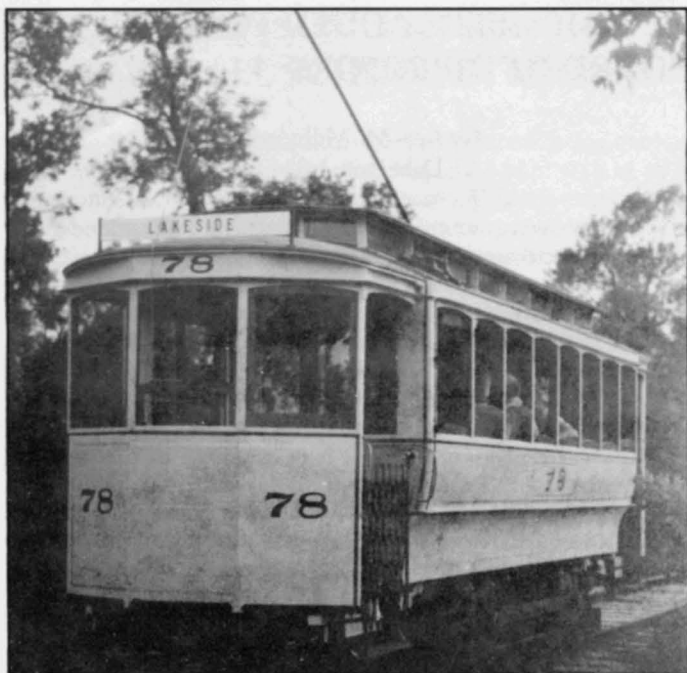
Philip Rolle is the Vice-President and Chief Operating Officer of Norwest Bank at Duluth, now serving as the treasurer of the museum. Phil's career in railroading began as a trainman on the Duluth, Missabe and Iron Range Railway. In the past years he has been employed in various capacities by the Norwest Bank systems and presently is the Chief Operating Officer of Norwest Banks in northeastern Minnesota.

Donald B. Shank has returned to the board of directors after a leave of absence while he was Chief Executive Officer of Duluth and Iron Range Company, the operator of the North Shore Scenic Railroad in the 1990 season. Mr. Shank is one of the founders of the museum, was very instrumental in the acquisition of the Depot for the museum and other organizations. When Don retired as Vice-President of the Duluth, Missabe and Iron Range Railway he since that time has been very active in the museum's operation, having served as its president for many years.

Continuing members of the board are: Wayne C. Olsen, President, Housing Manager for the Duluth Housing and Redevelopment Authority; Richard L. Neumann, Vice-President, General Manager of the Duluth, Winnipeg and Pacific Railroad in Superior; William P. Van Evera, Secretary, Attorney, practicing in Duluth; and board members Philip Budd, retired president of the Duluth and Northeastern Railroad; Edward Burkhardt, President and Chief Operating Officer of the Wisconsin Central Railroad; Clinton O. Ferner, General Manager of the Duluth, Missabe and Iron Range Railway;

Wayne A. Hatton, Vice-President for Transportation of the Burlington Northern Railroad Company; Gordon Jonasson, General Manager of Operations for the Soo Line Railroad; Thomas J. Lamphier, retired president of the Burlington Northern Railroad; John Larkin, President of the Escanaba and Lake Superior Railroad; Richard H. McDonald, Vice-President of Operations for the Chicago and Northwestern Transportation Company; Byron D. Olsen, Attorney at Law and former Vice-President, Soo Line Railroad Company, and Robert M. Sederberg Jr., retired Vice-President of Norwest Bank.

Ex-officio members of the board are Steve Ruce, President of the Lake Superior Transportation Club; Aaron Isaacs, President of the Minnesota Transportation Museum, Inc., and Leo M. McDonnell, Executive Director of the museum.



MTM's Duluth Street Railway Car No. 78 was put into operation last summer after years of restoration. Louis Hoffman photographed the car at the Lakewood platform (Lake Calhoun) on September 6, 1990.

## STREETCAR NO. 78, BUILT IN 1893, MAKES HER DEBUT IN MINNEAPOLIS

Duluth Street Railway Company No. 78 moved under her own power for the first time since 1911 on August 24, making several round-trips on the Minnesota Transportation Museum's Como-Harriet Streetcar Line in Minneapolis. No. 78's six-year restoration is expected to be fully completed by May 1991 when the Como-Harriet Streetcar Line's 21st operating season begins.

Car No. 78 is a single-truck streetcar built in 1893 by the LaCledé Car Company of St. Louis, Missouri. She was retired in 1911, having been replaced by the fleet of double-truck streetcars built for DSR by the Twin City Rapid Transit Company between 1900 and 1917. No. 78's body was used as a storage shed west of downtown Duluth, where it passed the decades unnoticed by all except a few die-hard trolley fans.

Threatened with destruction, the Museum acquired the now-decrepit carbody in 1972, storing it until DSR No. 265's nine-year restoration, then just beginning, was completed. Finally, on a snowy November day in 1984, the fragile carbody was moved into the maintenance bay at the Linden Hills Car barn at the south end of the Como-Harriet Streetcar Line. Restoration began in earnest.

A milestone was reached on August 24 when No. 78 made several trips along the line. The operating crew, comprised primarily of volunteers who were instrumental in the restoration, noted excessive speed and acceleration, problems that will be remedied before training and revenue operations begin in the Spring of 1991.

No. 78's next sortie from the car barn that had been her home for nearly six years occurred on September 6 when No. 78 took over the top spot on the agenda of that evening's superintendents' meeting. The gathered superintendents were treated to several trips over the one-mile long line. These trips did not go unnoticed - as No. 78 returned from Lake Calhoun to the Linden Hills Depot,

## 1991 TRAINS CONVENTION TO BE HELD IN DULUTH

Plans are going forward for the 1991 TRAINS convention which will be hosted by the museum October 31, and November 1, 2 and 3 of 1991. TRAINS, Inc. is the organization of tourist railroad operators, including both profit and nonprofit operations.

The convention is primarily an educational meeting and seminars are conducted for the education of operators and the various aspects of tourist railroad operation, including safety, maintenance, repairs, promotion, publicity, and financing. Considerable interest is developing in the field of government regulation as the Federal Railway Administration becomes more interested in these operations.

In connection with the convention the museum contemplates offering to the convention participants excursions on the Duluth, Winnipeg and Pacific to Virginia and Ironworld, and from the museum to Two Harbors on the North Shore Scenic Railroad. About 250 delegates and wives are expected to attend the convention. - Leo McDonnell

## MUSEUM REQUESTS VOLUNTEERS FOR VARIOUS PROJECTS

The work of the Lake Superior Museum of Transportation, to a considerable degree, is done by volunteers.

Presently volunteers are needed. Volunteers, both skilled and unskilled, can find something suitable to their wishes going on at the museum at any time.

If you are not interested in performing restoration work but would like to do some lighter duty, a place can be found for you.

Persons interested in being involved in the operations of locomotive #14 are reminded that training for operation in the locomotive #14 can be acquired by participating in its restoration. This is real "on the job training."

For information on volunteering please call the museum office at 727-0687. If you contemplate working on locomotive #14, call the engine house at 624-5465 and make arrangements with "Zeke" to work. - Leo McDonnell

she was greeted by a number of people out for a stroll in the park, all of whom were treated to complimentary rides. All in all, three trips were made carrying 68 passengers.

Modifications and details will be completed over the Winter. No. 78 will make her formal debut at the Como-Harriet Streetcar Line's annual open house in May after which she will join the line's other two streetcars - Twin City Rapid Transit Company No. 1300 and DSR No. 265 - in revenue service.

### SYMPATHIES EXTEND TO TOMASEK FAMILY

Our sympathies are extended to the DeWayne Tomasek family. DeWayne's father passed away recently in Chicago after a lengthy illness.



## RESTORATION CONTINUES ON NO. 14; DON'T LOOK FOR IT AT RAILFAIR '91

The museum is presently in the process of restoring to operating condition steam locomotive #14. The #14 was built by the Baldwin Locomotive Works for Duluth and Northern Minnesota Railroad in 1913 and the locomotive operated out of Knife River, Minnesota, until 1919 when it was sold to the Lake Superior and Ishpeming Railroad.

The Lake Superior and Ishpeming operated the engine until 1959 when it retired the locomotive and sold it to Inland Lime and Stone Company at Inland Junction, Michigan. They used the locomotive in a stationary capacity to generate steam. In 1974 the Duluth, Missabe and Iron Range Railway acquired #14 from Inland and in 1981 the DM&IR donated the locomotive to the museum. Locomotive #14 is 2-8-2 wheel arrangement and is referred to as a "Mikado" type.

Last fall the engine was returned from Fraser Shipyard after completion of the boiler and firebox work and is now positioned on the pit in the engine house of the Lake Superior and Mississippi Railroad at the Hallet dock in West Duluth. Presently examination is being made of all the mechanical parts of the locomotive. The locomotive has been jacked up, the driving wheels dropped, lead truck and the trailer truck are being removed so that all mechanical parts can be examined to determine that they are in good condition for operation.

When the mechanical work is completed the engine will be brought back to the museum and then a hydrostatic test of the boiler will be conducted for the Federal Railroad Administration. All the required boiler work was performed at the Fraser Shipyard last winter and it is assumed that the boiler will pass the FRA examination handily.

The air pump, generator, lubricator, reverse gear and brake gear can then be applied to the engine. Then the insulation lagging and the boiler's jacket will be applied. Presently the appliances are being rebuilt by volunteers. Work is required to finish reconstruction of the tender and construction of a new cab.

Funding for the locomotive has included a recent grant by the St. Louis/Lake Counties Regional Railroad Authority of \$30,000.00.

It is anticipated that this grant and other grants made for the locomotive including grants from the Casey O'Neil Foundation and from Mr. R.N. McGiffert will not be sufficient to complete the restoration of the locomotive. The board of directors is considering a special fund drive to raise funds for the completion of the locomotive.

There is hope that the locomotive can be completed and put in service in the summer of 1991. - Leo McDonnell

An advertisement in Trains magazine listed several steam locomotives that will be attending Railfair '91 in Sacramento, California in conjunction with the May convention of the Tourist Railway Association. Included in the list was the D&NM Mikado No. 14. The insertion was a bit premature - it is currently in pieces in the LS&M shop in West Duluth. The invitation was declined by the Lake Superior Museum of Transportation. - Editor

Air pumps were mounted on the front of the C&O "Alleghenies" to allow them to get through tight tunnels. The big-boilered locomotives had twin domes holding ten tons of traction sand.

## MEMORIAL CONTRIBUTIONS

The following memorial contributions have been made to the Lake Superior Museum of Transportation:

- The National Association of Railway Business Women in memory of:

Betty McNamara, Ruth Nordeen, Ruth Cole Webb, Marie Case, Clara Wilke, Alice Marie Killion, Marie O'Connor, Deloris D. Roebke, and Rose C. Gray;

- Marilyn C. Persch in memory of Robert "Red" Nethercott, Arthur C. "Neil" Hanson, and Margaret "Peggy" Korenchen;

- Mr. and Mrs. Richard L. Neumann, Central Vermont Railway, Duluth, Winnipeg & Pacific Railway, Phillip C. Larson, George Nick, and Mar and Steve Sclawy, in memory of Don Isakson;

- Arne and Mae Anderson, and Alex and Lydia Taly in memory of Arnold Likness.

Members of the museum and the club are encouraged to make memorial contributions to the museum. Send your check to the museum, indicating in whose memory the gift is given or the person you wish to honor by your gift. Donors are invited to designate the use to be made of their gift and those wishes will be carried out. This is an excellent way to forward the work of the museum and also honor a friend or a relative.

## 1991 EXCURSION OPERATIONS PLANNED FOR NORTH SHORE SCENIC

The contract to be the operator of the North Shore Scenic Railroad has been awarded by the St. Louis/Lake Counties Regional Railroad Authority to E & J Railroad. The principles of the railroad are Ellen Goldfine and John Goldfine.

Negotiations are now being conducted by the museum to determine what operations the museum and LS&M can conduct on relating to the lease of museum and LS&M equipment to the E & J Railroad for their operations.

Plans for operations by the Lake Superior and Mississippi from the Depot to the western end of the city to New Duluth, do not appear to be possible as the Burlington Northern does not seem to be willing to permit operations upon their track from the Depot downtown to Mike's Yard at 63rd Avenue West in New Duluth.

It is more likely that the operations conducted in 1991 will be similar to the operations conducted in 1990. - Leo McDonnell

**Editor's Note:** As of January 28, no contract has been awarded. The Rail Authority is presently negotiating a contract. As to the LS&M, please see other article in this issue.

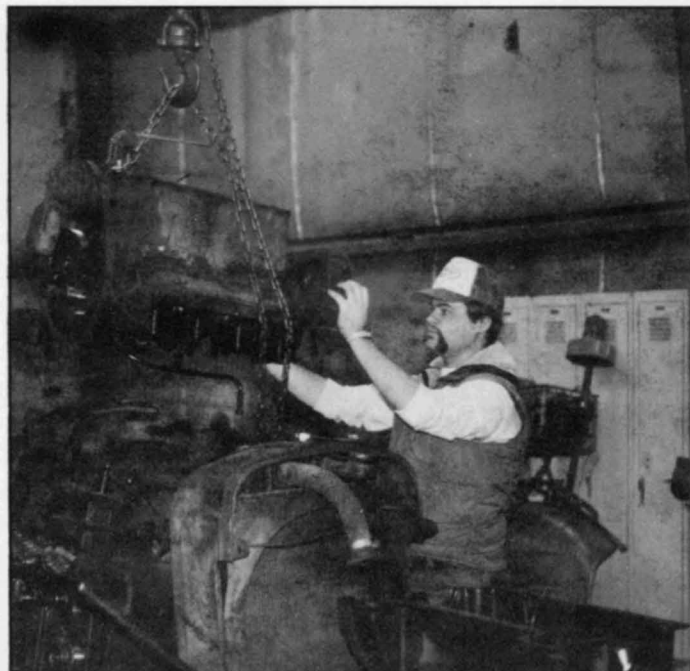
Union Pacific's 25 "Big Boys," the longest and heaviest Mallets ever built, exerted 7,000 horsepower to lift heavy tonnage over Utah's Wasatch Mountains. Left-hand running favored east-bound trains through the spectacular Echo Canyon out of Ogden.

## COMING EVENTS

- Feb. 22 LSTC meeting, the Depot.
- March 22 LSTC meeting, the Depot.
- April 26 LSTC meeting, the Depot.
- May 31 LSTC meeting, the Depot.
- June 22 Grandma's Marathon Excursion Train.
- June 29 BN Open House, Superior.
- July 5 E&LS Excursion Train for the Amasami, Michigan, Centennial.
- July 6-7 Railroad Days, Depot.
- Aug. 31 - Sept. 1 -- E&LS Labor Day excursion, Ontonagon, Michigan.
- Sept. 20-22 Soo line Historical Society Convention, Duluth.
- Oct. 30 - Nov. 3 Tourist Railway Association Convention, Convention Center, Duluth.
- Oct. 31 DWP excursion train for convention.



DeWayne Tomasek had nothing to do on a cold winter night, so he made up a Christmas Train -- the North Pole Express -- five box cars that spell out Merry Christmas with a flatcar in the middle carrying a decorated Christmas tree. A gondola at either end was filled with presents, a picture of Santa Claus on the caboose.



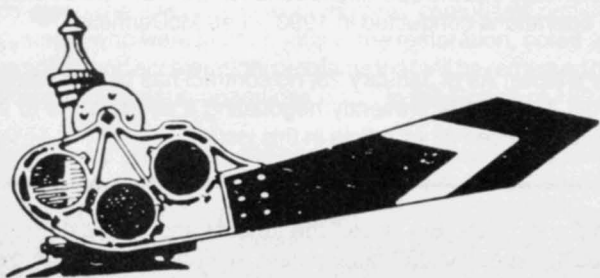
Jerry Heath removes the four-cylinder diesel engine from the LS&M's tractor. The engine will have new seals installed, plus work on the clutch. The work is being done in the LS&M shop.



Tomasek's green and red locomotive -- the North Pole Express -- pulls the Christmas train around the LSTC's HO model railroad display.

LAKE SUPERIOR TRANSPORTATION CLUB  
ST. LOUIS COUNTY HERITAGE & ARTS CENTER  
506 W. MICHIGAN STREET  
DULUTH, MINNESOTA 55802

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**PAID**  
DULUTH, MINN.  
PERMIT NO. 228



VOID VOID