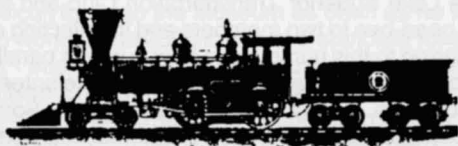
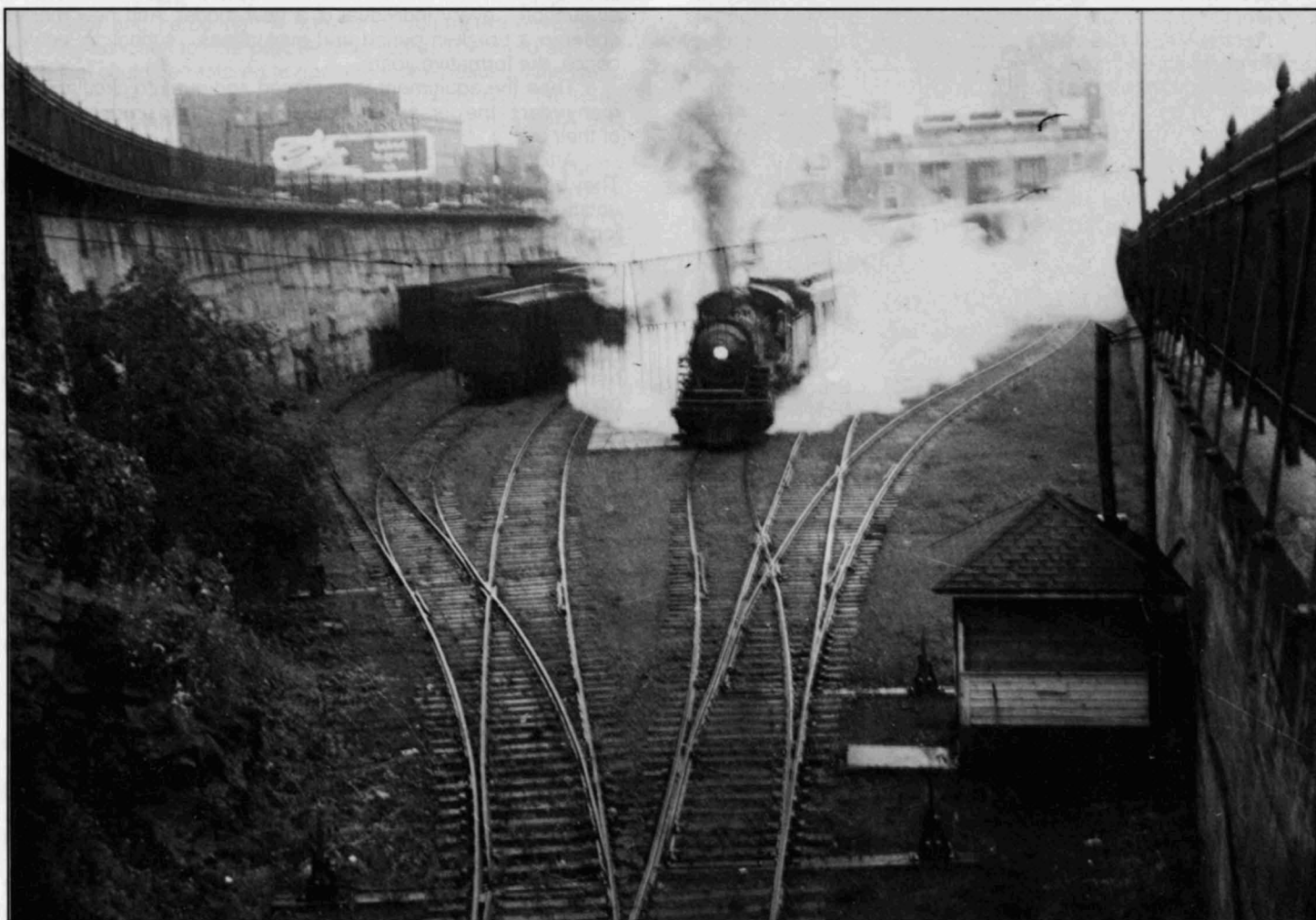


LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

SPRING 1992



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

SPRING, 1992

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.

LSTC OFFICERS

President	Steve Ruce
Vice President, Administration	Tim Zager
Vice President, Public Relations	Tim Schandel
Director, Equipment Restoration	Bill Mickelsen
Director, Model Railroad	Dave Carlson
Membership Secretary	Dale Carlson
Recording Secretary	Allen Anway
Treasurer	Charles Jensen
Editor	Jergen Fuhr

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.

LS&M OFFICERS

President	Pat Dorin
Vice President, Administration	Mark Olson
Vice President, Operations	Bruce Routh
Vice President, Engineering	Dick Hanson
Vice President, Mechanical	DeWayne Tomasek
Vice President, Public Relations	Dave Carlson
Secretary	Jergen Fuhr
Treasurer	Bill Mickelsen
Directors-at-Large	Elaine Ellian, Steve Ruce

LSMT BOARD OF DIRECTORS OFFICERS

President	Phil Rolle
Vice President	Gordon Jonasson
Secretary	Stewart Beck
Treasurer	Jean Sumner

BOARD MEMBERS

Philip Budd, Cloquet; Edward Burkhardt, Chicago; Clinton Ferner, Duluth; Wayne Hatton, Overland Park, Kansas; John Larkin, Wells, Michigan; Byron Olsen, St. Paul; Donald Shank, Duluth; Robert Sederberg, Duluth; Wayne C. Olsen, Duluth, Bill Mickelsen, Duluth.

EX-OFFICIO BOARD MEMBERS

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

COVER PHOTO

Operating between the Soo Line Depot (background) and the West Duluth Soo Line Depot, D&NE Consolidation No. 28 with cylinder cocks wide open, pulls an excursion train in 1965 during Port-O-Rama Days. Superior Street is to the left, Michigan Street to the right. The train is about to cross under Superior Street through a 1600-foot tunnel. The switchman's shanty has already been boarded up and the depot had been closed for four years. No. 28, formerly D&NM No. 332, was sold to D&NE in 1955 and donated to the Museum in 1974.



Editorial Comment

This spring the Lake Superior Transportation Club and the Museum have said good-bye to two members and in reflecting on their passing, it occurred to this humble one how our lives parallel that of the equipment which museum personnel and volunteers spend countless hours on restoration and preservation. Some museums are dedicated to the preservation of automobiles, some airplanes, some railroad cars.

But let's take a railroad passenger car for example. It is manufactured for the purpose of transporting people from place to place. The human body is made to transport our soul, our spirit, from place to place as we live out our lives on this planet.

A passenger coach is designed and built - a person is born. If the equipment is a new model, it may undergo break-in tests, evaluation - every individual is a new model. And new models undergo a break-in period and evaluations - schooling, adolescence, the formative years.

Then the equipment is approved and put into circulation for many years - the person graduates and enters the productive years of their life.

After many years of use, some railroad coaches get scrapped. They become obsolete, outmoded or wrecked. Some people meet untimely departures from this life or they may go into obscurity, forgotten in some nursing home.

And then there are some pieces of railroad equipment that find their way into a museum where they are fondly restored and preserved - perhaps requiring some reconstruction, removing some rusty and decayed parts. Some humans find their way to a hospital where they are restored, perhaps having surgery to remove decayed parts or undergo some type of reconstructive operation.

After the restoration and preservation, some equipment is put back into productive circulation - a rebirth, a renewal. Some people are also restored to active life and go on for many years.

But there the similarity ends. While inanimate objects can be rebuilt, repainted, repaired, restored and preserved in museums, the human body only lasts so long (Egyptian mummies are the exception), in spite of modern medical advancements and technology. Welding torches, new sheet metal and wire can correct rust and decay. But cancers, microbes, viruses, germs are not annihilated with a torch or new sheet metal. And then there is just the ever-present aging process that eventually wins out.

And so we said farewell to two Museum and Club members - **Clarence Sherman and John Blamey.**

Clarence passed away at home in Duluth on March 13th at the age of 80. He had worked for Stone-Ordean-Wells, Bridgeman-Russell, the NP railroad and Zenith Furnace. He retired in 1976 after 37 years with the DM&IR as a fireman and engineer. He was also active in many civic and senior citizen groups and volunteered his services to the Museum as a trolley operator.

John, 79, worked for 13 years on the NP, spent five years at the Superior shipyards before opening his own photography studio in West Duluth in 1946, retiring in 1991. He was also a trolley operator and a past editor of the club's newsletter. John passed away April 20 in Lake Haven Nursing Home.

It is encouraging to see two major restoration projects being conducted in the Lake Superior Museum of Transportation. In the past volunteers have focused on the restoration of freight and passenger rolling stock. Now the two major projects are the restoration of motive power - a steam and a diesel locomotive.

During the past winter, former D&NM locomotive No. 14, a Mikado, has been undergoing a continued restoration on track seven. Museum staff have been doing most of the work on the steamer with the help of some volunteers.

(continued on page 3)

EDITORIAL

(continued from page 2)

On track three, volunteers are working on the Soo Line F-7A. No. 2500. Four years ago, work began on the unit with an enthusiastic group under the guidance of **Marty Fair**. An employee of the Messabe, Marty was transferred to Keenan, making it difficult to get to the Museum as often as he would have liked to. So work on the 2500 came to a standstill for about two years.

Interest has again been sparked into life under the leadership of **Ron Erickson** and **Lee Oviatt**.

Plans are to have the 14 operating this summer - the 2500 may take a while longer. But once these two pieces of motive power are in operation, is it possible that they could be bringing some needed revenue into the Museum's coffers?

This summer the Museum is getting into some heavy scheduling of excursion trains, operating a weekend service in addition to the various specials and loaning cars out to other excursion operations.

The heavy schedule for 1992 points up the need for passenger equipment and personnel. A handful of volunteers have been restoring coaches for the past several years. There are still four more that could be restored to operation, one needing little work, the other three requiring extensive work and finances. If the Soo Line sleeper could be counted, also needing a lot of work, that would be five additional cars.

Work? Money? Look what the LS&M has done with car 29 over a period of four years! Prior to that - coach 85. And going back in years, the volunteers have also been responsible in restoring coach 33, parlor car 6700, baggage car 66 and donated funds for the purchase of observation car 390 - Ranier Club.

Considering the increased interest in excursion trains in the area and the reputation the Museum has for being a place from which to borrow passenger equipment, it behooves those in authority to look to the future and the need for additional rolling stock.

Is it possible that the income from the weekend trips and the specials behind No. 14 can ignite some interest in the continued restoration of passenger equipment and spark renewed vigor in volunteers?



Ron Erickson and Lee Oviatt position the controller in the Soo Line F-7 unit after taking four men to lift it up into the cab.

INTRODUCING . . .

Remember your first electric train? Some of us became interested in trains through our boyhood Lionel or Marx layouts and some have never outgrown the thrill of collecting and operating toy trains.

With this issue we introduce a new feature - Lionel Lynas Lines, the author of whom is an avid toy train collector and produced a newsletter about his hobby and information about unique toy train items. We encourage toy train enthusiasts, and scale modelers as well, to contact **Dave Lynas** about their layout, their interest, an unusual piece of equipment, antiques. In past issues we have talked about live steam models, G-scale and the model railroad shows the club puts on.

DIESEL AND STEAM LOCOMOTIVE BEING RESTORED TO OPERATING CONDITION

The Lake Superior Museum of Transportation will soon have two additional operating locomotives - D&NM Mikado No. 14 and Soo Line F-7A No. 2500.

No. 14 is nearing completion after four years, part of that time spent in Fraser shipyards getting new staybolts and welding done in the fire box. This past winter it has been inside the Museum on track seven getting the appliances re-installed and the jacketing

applied to the boiler. A new ash pan and pilot has been fabricated, some of the sheet metal jacketing and a smoke screen up front.

The insulation had been installed by professionals in April, the wood cab replaced in May and the tender body also put back on the tender frame. The planking beneath the tender body had been replaced.

The Mike had been moved outside prior to the Memorial Day weekend to track two under the parking ramp to finish the restoration work - the place where it had been first dismantled in the summer of 1988. The E&LS sleeper No. 1100 and the LS&M solarium No. 29 were also moved outside to free track seven for the operation of the trolley.

Meanwhile, over on track three, work continues on the restoration of the Soo Line F unit. A recent Wednesday night found several volunteers installing the controller in the cab. A coupling for the air compressor was being machined in the Museum's shop and with that installed, the prime mover should soon be ready to be cranked with the new batteries recently installed.

Having been used in snow plow service, some of the wiring and plumbing had been altered, making the task of checking blue prints very carefully a necessity to determine what goes where.

Currently the other two operating locomotives is the former Minntac SW-9 No. 935 and the Mack switcher, one of the oldest diesel locomotives in the world, having been built in 1931 by the Mack Truck Co.

BN OPEN HOUSE TO CELEBRATE 100th ANNIVERSARY OF ALLOUEZ ORE DOCKS WITH DISPLAYS, PHOTO CONTEST, TRAIN RIDES

This year's Burlington Northern open house will be held at the Allouez Taconite Facility in South Superior to commemorate the 100th anniversary of shipping ore by rail to the ore docks at Allouez Bay. Plans for the June 27 event have been underway for months.

The BN is asking the help of all employees to make this year's happening successful. Volunteers will be helping with parking and crowd control, train rides, bus tour narrators, display set ups, and a new feature this year, the 5K race.

Among the activities scheduled are displays of railroad equipment, model railroad layouts, excursion train rides, mining company displays, the 5K race and an ore dock history display.

BN OPEN HOUSE PHOTO CONTEST

The BN will also be sponsoring a photo contest in conjunction with its open house. The rules are:

- Entry is open to the public, amateur photographers only.
- Photo must be BN oriented and taken at a location on the Dakota Division.

- All photos must be 8"x10" and have the name, address and phone number of the photographer printed on the back lower left side of the picture.
- One entry per person per category will be accepted.
- Mounted or framed pictures will not be accepted.
- All pictures become the property of the BN.
- Deadline for entries is June 15, 1992. Photos should be delivered or sent by mail to the following addresses: Burlington Northern RR. - 39th Avenue East - Superior, Wisc. 54880; Burlington Northern RR. - 2304 North 28th Street - Superior, Wisc. 54880 - Attn.: Tina Wester
- Normal working hours - Monday - Friday, 8 a.m. to 4 p.m.
- Prizes will be awarded for the following categories: Best color photograph, best black and white, and the most unusual photograph; 1st prize \$75; 2nd - \$50; 3rd - \$25 for all three categories.
- A Special Certificate of Award will accompany the first prize in each category.



AFTER YEARS OF WORK AND EXPENSES, SOLARIUM COACH 29 NEARS COMPLETION

Former DM&IR solarium coach 29 is nearing completion of its restoration project begun in the fall of 1988 - the longest and costliest project ever undertaken by members of the Lake Superior & Mississippi Railroad.

The heavy-weight coach built in 1912 for the Duluth and Iron Range Railroad by American Car and Foundry, was converted to a solarium in 1939 upon the merger of the DM&N and the D&IR. A vestibule at one end was removed, six small windows were made into three large windows on either side toward the same end; two large windows were installed on either side of the end door. A partition was installed about a quarter of the way from the end and lounge chairs replaced the walk-overs.

In the larger coach section of the car, the walk-overs were replaced with reclining seats. The two solarium coaches, Nos. 28 and 29, served as the tail-end cars on the Missabe's passenger trains until the conversion to RDC-3s in 1953.

Having been retired from revenue service, the cars were converted into dining/kitchen and sleeping cars in 1965, later retired and sat unused for years until the LS&M began its long project of restoration.

The interior was first cleared of debris and the task of removing the windows and stripping the paint from the walls began. The ceiling was sand-blasted, rust-corroded steps at the vestibule end were replaced and several new windows were made. A vestibule door, buffer plate and a few other sundry parts gleaned from a burned-out Missabe coach were used in 29's restoration.

Samples of the original paint scheme were taken from underneath the work-train gray paint of car 28 to determine the color scheme of car 29. The steel-plate wall covering below the windows was removed and the horse-hair insulation removed and replaced with styrofoam. The wall cavities were cleaned out of rust and debris and primed with a rust-preventative. Corroded window sills has allowed water to seep inside the walls.

New window sills were fabricated and the exterior of the car

repainted in Pullman green and lettered "Lake Superior & Mississippi Railroad." The ceiling painted with the original color scheme of lime green and gold stripping around the panels, the walls from the luggage rack to the window sills finished in a natural mahogany stain and the sheet steel below the windows in a dark green.

After installation of new underlayment and floor covering, walk-over seats were installed, a toilet installed and the car pressed into service for excursion operation beginning in 1990.

Following the operating season, restoration work continued on a few minor details, the car used again in 1991 and again finishing touches done following the operating season. This past winter the seat arm rests were removed, the lime green paint that was hastily applied upon acquisition of the seats to cover up the primer red color was removed along with several layers of other paint. The arms were stained to match the walls and the seat bases painted to match the arm rests.

The final project was the rebuilding of the partition between the end lounge area and the coach section for which a professional carpenter was hired. Going by pictures of the original partition and the one in car 28, he was able to duplicate the woodwork. Plate glass windows were then to be installed in the partition and will soon have the LS&M logo etched in the glass.

Toward the end of 1991 excursion season, the LS&M had the seats reupholstered in a blue-green mohair, replacing the naugahyde seats and green mohair backs, many of which were badly worn and torn. The upholstery was about \$4000 for labor and material. The first part of 1992 the railroad has spent nearly \$2200 on finishing up the interior of the car, bringing to \$41,492 the total cost of restoration of car 29.

The break-down by years is: In 1988, \$1,691 was spent; 1989, \$12,501; 1990, \$12,155; 1991, \$8,945, and in 1992, \$2,198, plus the \$4000 for the seats.

The coach section of the car is patterned after the pre-1939 conversation, the solarium end after the post-1939 conversion. Following the conversion the interior of the car was finished in a cream color with gray and silver-accented molding.

The solarium is finished a light yellow walls and ceiling with silver and gray-accented molding and mahogany-stained window frames. A single piece of congoleum in a salt and pepper pattern covers the entire floor.

The volunteers of the LS&M who have worked long and hard on Coach 29 are proud of their accomplishment, and well they should be. Coach 29 will surely be their "premiere car."

"Now what's our next project, fellas??"



Alan Noska installs the partition in the LS&M solarium Coach 29. Glass will be installed in the openings on either side of the door. Alan has done work in the Melbourne trolley that went to Iron World and other displays for the Depot.

LS&M GETS READY FOR 12th SEASON; HELP NEEDED TO STACK TRACK MATERIAL

As the 1992 tourist season begins to heat up, members of the LS&M are looking forward to their 13th season of operation, 12 years as a non-profit corporation.

The Lake Superior & Mississippi Railroad has two passenger cars and a locomotive to use for its coming excursion season. However, because of a need by the Lake Superior Museum of Transportation for passenger cars, the LS&M is going to lease their car 85 to the Museum for excursions.

In an attempt to replace the loss of their coach, the railroad will convert a former NP 50-foot flat car to passenger use. Acquired from Hallett Dock Co., the flat car was moved inside the LS&M shop and work has begun on its restoration.

The old decking, what was left of it, had been removed last fall, new decking will be installed, along with side railings and benches.

The scenic excursion line had used a gondola for several years, a favorite of many people from which to view the scenery along the St. Louis River, especially on very warm days. The gondola had to be sidelined because of a cracked bolster. Former customers often asked about the gondola - it was their favorite.

Members of the LS&M will also be getting their locomotive ready for the summer season. One compressor will need some work and a few other minor maintenance projects will be taken care of.

The LS&M also has a mountain of tie plates, angle bars, track bolts, spikes, ties and rails that were removed from the former DWP yard in West Duluth. The material was brought to the Hallett Dock property where it is now to be separated and stacked.

With the use of a crane, work has begun on stacking the rail lengths and volunteers have begun palletizing the tie plates. With those two projects finished, stacking the angle bars, picking up the

track bolts and spikes and stacking the ties will come next.

Here is a need for many volunteers who are not afraid of some hard work to get involved in a long project. The LS&M plans to use the material to relay some of its light rail.

Hallett dock has also received some of the materials from the DWP yard for repair and replacement of its tracks.

VIDEOS, REPORTS, VARIETY OF SUBJECTS DISCUSSED AT CLUB MEETINGS

A run-down of the summer's schedule, a report of the membership secretary, reports from the model railroad group, an update on Museum activities and interesting videos are the norm for the meetings of the Lake Superior Transportation Club the last Friday of each month September through May with the exception of December when people are caught up in the rush of the holidays. Meetings are suspended during the months of June, July and August so as not to interfere with vacations, fishing, railroad-ing or other summer-time activities. Some club members become involved in the planning and operation of special excursion trains operated for the Museum.

It was reported at the February meeting of the club that a possible model railroad show may be held in Virginia's Miner's Hall in September in which the club may participate. And word was given out that the BN had approved the operation of steam locomotive No. 14 between the Depot and Mike's Yard in West Duluth with a five million dollar insurance policy.

(continued on page 6)

Jason Davis, a UMD student, presented a slide show of Railfair '91 held in California at the February meeting.

Following the March meeting, **Ed Bellows** had a Green Frog video presentation of the Northern Pacific and Canadian Pacific Railroads.

Director of Equipment Restoration **Bill Mickelsen** reported that plans are progressing to install operable windows in the Grand Trunk coach 5327. The former DWP coach No. 70016 built in 1910 was remodeled with sealed windows and uses ice for air-conditioning which can be rather expensive. Decisions have gone back and forth between installing a mechanical air-conditioning system or operable windows. The LS&M has agreed to foot the bill for the new windows. However, because of regulations requiring FRA-approved safety glass, the installation of operable windows may be cost-prohibitive. The situation is going to be accessed more thoroughly and a decision as to the best method to make the car more usable will be forth-coming.

On warm summer days, the interior of the car becomes quite uncomfortable, making it practically useless and has not been used for the past five years. It was last used in 1987 for an excursion trip in Green Bay, Wisconsin, but was kept on stand-by.

At the April meeting, **Dale Carlson**, membership secretary, reported the club's membership stood at 184 paid members, consisting of eight new members and 176 renewals. The 184 breaks down into 39 contributing members, 86 voting, two sustaining, three junior and 54 associate members. Dale also reminds members that there will be one more reminder and if there is no reply, members will then be dropped from the roster.

Dave Carlson reported on the flea market to be held May 16 at First United Methodist Church in Duluth. Fifty tables were to be set up and 44 had already been spoken for, indicating a good response from vendors and exhibitors. He also mentioned the BN open house to be held June 27 in which the club will set up their HO-scale modules and G-scale modules. The club has also been asked to bring their modules to the Miner's Memorial Building in Hibbing for a model railroad show.

"A pretty ambitious schedule is planned for this year," stated **Wayne C. Olsen** as he mentioned the variety of railroad excursions being planned for this summer. "The Museum has a chance to earn about \$20,000 from the North Shore Scenic Railroad which will go toward restoration by the LSMT operating a train between the Depot and Lester park."

Olsen informed club members that the Missabe will observe the 100th anniversary of the former Duluth, Missabe and Northern Railroad, predecessor of the DM&IR, with a special excursion train to Iron Mountain on August 8th. The St. Louis Historical Society is making all the arrangements and 250 tickets have already been sold, many to the Merritt family and relatives. The Merritt brothers were the founders of the Missabe iron mines.

Pat Dorin mentioned a special excursion trip out of Marquette, Michigan, is being planned on the former Duluth, South Shore and Atlantic sometime during the summer.

Former SP&S baggage car 66 is hoped to be back in service this summer. New pins and bushings are needed on one of the trucks. A new wheel set had to be ordered when it was discovered and could not be salvage. The wheel set was not square between the truck frames, causing the undue flange wear.

Tim Schandel reported on the progress on D&NM locomotive No. 14 and the rules class that was held on Good Friday. Getting the ash pan back into the fire box has created a few problems and is taking longer than expected, said Tim.

Mickelsen brought the membership up to date on the progress with solarium car 29 and informed the group that "we desperately need cars - and people. For example, we (the Museum) have the Lester River turn on weekends, the Iron Mountain trip on August 8th, the weekend excursions on the LS&M and DM&IR picnic at the Zoo, also on August 8th."

EXCELLENT VIDEO SHOWN AT APRIL MEETING

A commercially made video by Pentrex was shown at the April meeting. The video shows the operation of LTV Steel from the mining to the steel mills. Pentrex obtained special permission from LTV to film its operations - the company has a fetish about letting cameras and railfans on their property. However, there are public grade crossings and vantage points, such as the visitors view point at Taconite Harbor on the North Shore to watch the transfer from train to ship of the taconite pellets and raw ore.

LTV Steel still uses aging GP-38s and F units as road engines between its dock on Lake Superior's North Shore and the taconite plant at Hoyt Lakes.

The video opened with the mining operation showing the huge shovels that scoop the rock and load it into enormous trucks for transport to the rail-loading facility. The rock is 30% iron, making it necessary to process the rock before sending it to the steel mills to improve the percentage of iron in it. The trucks that transport the rock to the crusher are similar to diesel locomotives in that they are diesel-electric, driven by a 1700 H.P. engine which turns a generator supplying electric power to traction motors in each wheel. The trucks also have dynamic brakes and each tire stands 11 feet tall.

The rock train is remotely controlled by an engineer using a belly-pack, a remote-control unit strapped around his waist. He first stands in a booth to oversee the loading operation, moving the train a car at a time beneath a chute to take on the rock from the trucks. Once loaded, he then climbs aboard the train and still using his belly-pack, brings the train to the crusher at the taconite plant. The engineer may start the train moving as soon as he gets inside the door of the cab.

Alco RS-11s are used to haul the rock to the pellet plant in nine-car trains up a two percent grade. LTV also brings rock trains from the Dunka mine 20 miles to the northeast and uses Alco C-24s and C-424s powering 18-car trains.

The plant is laid out to make maximum use of gravity, placing the crusher at the highest place within the plant. The side-dump rock cars have no self-dumping mechanism, too much maintenance, so a plant operator dumps the cars. And again the engineer used his belly-pack remote to control the train to and from the crusher. The rear car has a small compartment for the engineer to run the train backwards to the mine site for reloading.

In 1989 the entire railroad was put under computer control which monitors all locomotive movements and track conditions. Solar-powered monitors at track side send data back to a control center on the location of each train.

At the plant the rock goes through four crushers, then to a pellet plant after being ground to a fine powder, mixed with bentonite as a binder, rolled into pellets and baked at high temperatures.

Baldwin ES-12s provide motive power in and around the plant hauling cars of bentonite. Locomotive No. 7243 was the last to leave the Baldwin plant. LTV is also the last mining company that hauls red ore directly to the blast furnace.

The 35-year-old F units, such as the F-9 No. 4211 shown in the video can't be expected to last much longer, but LTV does their best to keep them in good operating condition as they power the taconite trains up and down the 2.5 grade to Lake Superior. The 567 diesel engines and the engine rooms are kept clean. LTV crosses over the Cyprus North Shore Mine railroad and in some places through muskeg swamps where parts of the line had to be dug down to 35 feet to get to bed rock.

There are few roads in Northeast Minnesota, so train chasing is non-existent for all practical purposes.

Murphy City is the maintenance base for LTV and the 1800-foot tunnel near by is partly a rock bore and partly lined with concrete. The train uses straight air and dynamic brakes and there are several views from inside the cab and the engine room of the F units.

The video goes on to show the transfer of the taconite into the dock at Taconite Harbor on Lake Superior's North Shore. The dock is parallel to the shore, eliminating the need for switching - the train

(continued on page eight)



Phil Rolle, newly elected president of the Lake Superior Museum of Transportation, addresses the annual meeting of the Museum membership held on May 7th in the Duluth Playhouse.

ROLLE ELECTED PRESIDENT OF LSMT; MICKELSEN, SUMNER NEW MEMBERS

Phil Rolle was elected president of the Lake Superior Museum of Transportation at its annual dinner and meeting on May 7 held in the Depot. Two new members were also elected to the board - **Bill Mickelsen** and **Jean Sumner**.

Rolle is CEO of Norwest Bank in Duluth and replaces **Richard Neumann** who has moved to southern Indiana to work for a short line coal hauler near Evansville.

Mickelsen is treasurer of the Lake Superior & Mississippi Railroad and director of equipment restoration for the Lake Superior Transportation Club. Sumner, LSMT treasurer, is a CPA and vice president of Norwest Bank, Duluth.

Gordon Jonasson was elected vice president and **Stu Beck** secretary. Other directors re-elected are **Philip Budd**, **Edward Burkhardt**, **Clinton Ferner**, **Wayne Hatton**, **John Larkin**, **Byron Olsen**, **Wayne Olsen**, **Robert Sederberg Jr.** and **Donald Shank**.

The annual meeting began with a social hour in the railroad museum, giving participants an opportunity to observe the restoration work being performed on two pieces of motive power while the **Mike Meier** duo played for the gathering.

Sammy's Pizza catered the chicken dinner served buffet style in the museum after which the participants went to the annual meeting and election of officers in the Playhouse adjacent to the Depot.

"I'm happy and proud to be a part of this team as a new president" stated Rolle in addressing the audience. In highlighting events of the past year, he stated that the total asset base of the museum grew to \$171,000 in 1991 from \$137,000 in the previous year. The museum received \$220,000 in public support from various sources the past year and the total income increased to \$375,000 from \$345,000 previously.

Rolle also mentioned that nearly 100,000 people visited the museum in 1991 and that the Ladysmith excursion was the most successful yet of all the rail trips operated by the museum. In reviewing the TRAIN '91 convention held last fall in Duluth, Rolle said "We may not have earthquakes, but we do have snow," referring to some who had come from California to our Halloween snowstorm.

Leo McDonnell, director of the museum, reported on the restoration progress of former D&NM locomotive No. 14, stating that "the target date for steam up will be June 30th" and have the

Mikado ready to go on July 4th. McDonnell also announced his coming retirement as director on October first.

McDonnell introduced his staff and thanked all - volunteers and staff who have worked on various projects - secretary **Claudia Busch**, **Tom Gannon**, **Tim Schandel** and **Zeke Fields**.

Mickelsen gave a brief report on the LS&M in the absence of its president **Pat Dorin**, stating that the "LS&M is the operating arm of the LSMT." He also informed the group on the restoration progress of the LS&M's solarium coach 29 which is nearing completion, a window in former BN coach A-13 has to be replaced due to vandalism and volunteers need to be recruited for track work to bring the excursion line up to FRA standards.

Following the annual meeting, **Steve Glischinski** of St. Paul, noted railroad author, historian and photographer, presented a slide show of railroad history. He told his audience he has been interested in railroads since he was ten years old and his father would often take him to railroad yards to do some train watching. His father worked for the Northwestern for 47 years.

Glischinski has had several articles and photographs in *Trains* magazine and other railroad publications and is currently writing a book about the Burlington Northern.

During his slide presentation, he mentioned a Milwaukee Road locomotive in Green Bay, Wisconsin, that is being restored under the guidance of **Steve Sandberg** whose grandfather had operated the locomotive back in the 50's.

Glischinski had been involved with former NP ten-wheeler 328 operated by members of MTM and had also worked in Atlanta, Georgia, for a couple of years.

Some of his slides were of a local setting - one from **Marv Nielsen** showing the GN Gopher about to leave Duluth's Union Depot. Looking ahead to the coming merger, GN officials changed the paint scheme to sky-blue. But others coming into the merger liked the green of the NP and decided the color scheme of the BN would be green.

A picture of DM&IR No. 514, the last steam run on the Missabe was taken at Iron Junction. The speaker stated that the DM&IR was slow to move into dieseldom and how the ore hauler had begun the practice of putting bar codes on their ore cars for identification. The Missabe was the first and the last to use bar codes which were read by scanners as the train moved slowly past, giving the number of the car, its weight and other information. This practice was the beginning of the wide-spread use of bar codes on much of the merchandise we now buy in the stores.

Glischinski then went into a series of historical "before and after" photographs - the Nemadji River bridge south of Superior which had a sinking problem. The traffic was rerouted and soon the bridge was dismantled. Another was of Minneapolis' GN station built in 1914 - gone in 1978, and of the stone-arch bridge over the Mississippi, built in 1884 and the only bridge with James J. Hill's name on it. The after shot shows the bridge abandoned, no rails, owned by the state and soon to be a walking trail.

Other "before and after" pictures were of:

- The Chaska Hill - steepest grade in Minneapolis on the M&St.L - now gone.
- The NP line to Duluth - the BN merger in 1970 - now gone.
- The railroad track next to a public street in Montomedi - gone.
- Tower MJ in South Superior - now gone and replaced with a sign and a couple of FT-60s passing by.
- Alco RS-11s in Gheen, Minnesota in 1975.

Glischinski stated that the Soo Line is also slowly disappearing - when one calls the railroad, the phone is answered "CP Rail." And one can find CP Rail running west out of Minneapolis and the Soo's high and long bridge near Somerset, Wisconsin now finds Wisconsin Central trains running over it.

"But some things do not change," said the speaker as he showed slides of Erie Mining Co., now LTV Steel, F-7s, and of Reserve Mining that shut down in 1986 and reopened in 1990 as Cyprus-North Shore Mining. A picture of a BN F-7 powering the Civic Club special to Moose Lake and one of the Minneapolis, Northfield & Southern in 1989 - gone in 1991. "There had been many mergers and abandonments to facilitate efficiency in cost and operations, but still it is hard to take," said Glischinski as he concluded his slide presentation.

HIGHLIGHTS OF 1991

The sixth annual membership meeting was held Thursday, April 25, 1991. The featured speaker at the meeting was John H. Riley, Minnesota Department of Transportation Commission. The meeting was attended by over 100 Museum members.

MUSEUM NOTES

Total Museum attendance for 1991 was 99,323, up substantially from a total of 87,932 in 1990.

In 1991 the Museum operated three excursion trains. In June the Grandma's Marathon train carried 264 passengers to the starting line and the route back paralleled the runners during the race, permitting a unique view. On September 22 the Museum and the Wisconsin Central Ltd. sponsored an excursion to Ladysmith, Wisconsin. This 200-mile round trip carried 630 passengers and was the Museum's most successful in its history in terms of numbers of passengers as well as net revenue.

Equipment was provided by the Museum to the Duluth, Missabe and Iron Range Railway Veteran's Association charter and AIME fall field trip, Burlington Northern open house, Escanaba and Lake Superior Amasa Centennial and Labor Day trip at Ontonagon, Northern Pacific Historical Society in Minot, North Dakota, Duluth, Winnipeg and Pacific Minnesota Agri-Growth Council train, Wisconsin Central Private Car Owners' Convention in Ashland, Wisconsin, Northstar Chapter NRHS in the Twin Cities, LTV Steel, and Winona County Historical Society "Victorian Express." Cars and locomotives were also leased to the North Shore Scenic Railroad throughout the tourist season.

The Museum hosted the 1991 Tourist Railway Convention and although well attended, the October snowstorm prevented some events from taking place. An excursion to Virginia and Ironworld on the Duluth, Winnipeg and Pacific on October 31 was enjoyed by the attendees, as was the "Get Acquainted" reception in the Transportation Museum that evening. A planned dinner excursion to Two Harbors was cancelled, as were some seminars, with scheduled speakers stranded at various airports. "Being essentially trapped in the Radisson, we found that the exchange of ideas and fellowship were the best that this writer can remember in the twenty-five TRAIN, Inc. meetings I have attended. The Lake Superior Museum of Transportation is to be congratulated for presenting an interesting and informative convention under most difficult of circumstances. Chairman **Leo McDonnell** put together a hard working team of people and presented a varied program of seminars and entertainment" is a quote from the December, 1991 issue of **Trainline**, the TRAIN Inc. newsletter.

The Lake Superior and Mississippi operated weekend excursions from the Zoo to New Duluth, carrying a total of 3,970 passengers.

Duluth and Northern Minnesota steam locomotive No. 14 is nearing completion and there are tentative plans for its inaugural run this summer.

In the fall of 1991 the Museum exhibited in its Gallery 255 car examples of steam locomotive engineering and other model engineering constructed by local engineers. This is an opportunity for local model engineers who design and build models, to show their work. Because of the success of this exhibit it is expected that it will be repeated this fall.

A series of classes was conducted for approximately twenty members on the operating Rules and Safety Regulations for Operations of Railroads to qualify these members to operate our trains upon the Duluth, Missabe and Iron Range Railway, the Burlington Northern, and the North Shore Scenic Railroad.

A Conservation Assessment Program grant was received from the Institute of Museum Services. An on-site inspection was conducted for the purpose of assessing the conservation needs of the Museum's various artifacts. The Minnesota Historical Society granted monies for collections management planning. As a result, much of the Museum's collection has now been properly accessioned. A Depot Foundation grant was awarded to continue work on Gallery car No. 255.

Grants have been received or are presently pending for the employment of a full-time Museum director.

A VARIETY OF RAILROAD TRIPS, FARES, AVAILABLE THIS SUMMER

The LSMT is into the regularly scheduled excursion train business this summer, beginning their weekend trips on May 23. Using the No. 935 and two coaches, the Museum-operated train will do the Lester River turn, departing from the Depot Saturdays and Sundays, going to the Lester River Bridge, then backing up to the run-around at 47th Avenue East.

The weekend excursions which will operate through September 6, take the place of the NSSR RDC which will operate out of Two Harbors on weekends, going to Knife River. Because Lake County has put money into the North Shore Scenic Railroad, they would like to see some of the action originate in Two Harbors. The Budd car will operate out of Duluth during the weekdays.

June 20th is the special for viewing Grandma's Marathon and the following weekend is the BN open house with excursion rides and passenger equipment from the Museum.

July 4th the LS&M will begin its weekend excursions starting across from the Zoo and traveling along the scenic St. Louis River to New Duluth. The same day is planned for the inaugural run of locomotive No. 14 to Two Harbors.

July 12 will see a special centennial celebration for the Depot with a train from Rice's Point and passengers dressed in the style of the 1890s to re-enact the coming of immigrants to Duluth.

July 25, August 15 and September 26 will see steam excursion trips and August 8th will be the 100th anniversary of the DM&N with a special trip to Mountain Iron.

A possible excursion trip is being planned for in September on the BN to Brainerd.

This year will be a busy one filled with several possibilities for train rides and a variety of fares - from the \$5 fare to ride the LS&M to the \$75 first class fare for the steam special on July 4th.

Continued from Page Six

makes a big loop through the dock facility, unloading its cargo as it moves slowly over the storage pockets in the dock.

A brief view of an LTV ship is shown backing into a dock in Lorraine, Ohio, flying the Maple Leaf - LTV is part of Algoma Central. Some of the taconite also goes to the LTV steel mill on the Cuyahoga River in Cleveland and a brief glimpse is of the molten steel pouring into bottle cars to be transferred to the rolling mills.

LTV Steel does not deal kindly with trespassers, but the video is an excellent way to learn about the process of how taconite is mined, enriched and shipped to the mills on the lower lakes and should be of special interest to those who live in Northeast Minnesota. And to rail fans who thrill at the site of ancient Alcos, Baldwins and EMD units, this video has it all.

It has been announced in the news that LTV Steel will shut down its mining operation in July for about a month due to a surplus of pellets. The same applies to Cyprus North Shore Mining.

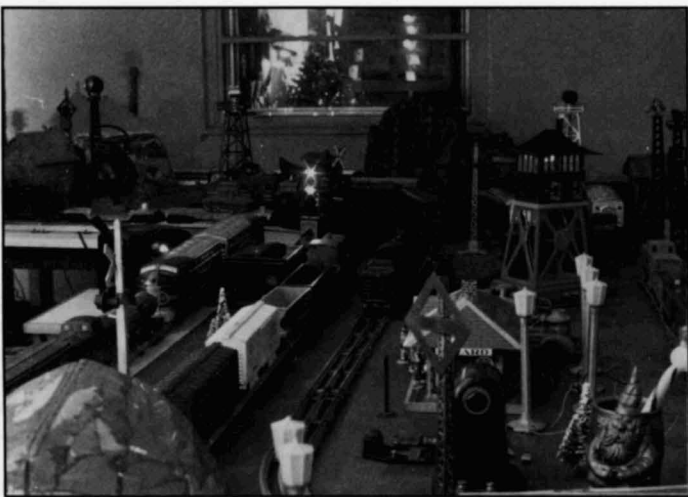
As in past years the Museum is grateful to its members, volunteers, businesses, and area railroads for their invaluable contributions to the Museum in its efforts to continue as one of the most important railroad museums in the country.

1991 100-HOUR VOLUNTEERS

Ernest Andrys
Bill DeRoche
Doug Eng
Dick Halverson
Alf Johnson
Bill Mickelsen
Marillyn Persch
Warren Vincent

John Boutin
Elain Ellian
Jergen Fuhr
Wally Halverson
Robert Lookup
Wayne Olsen
Bruce Routh
David Wood

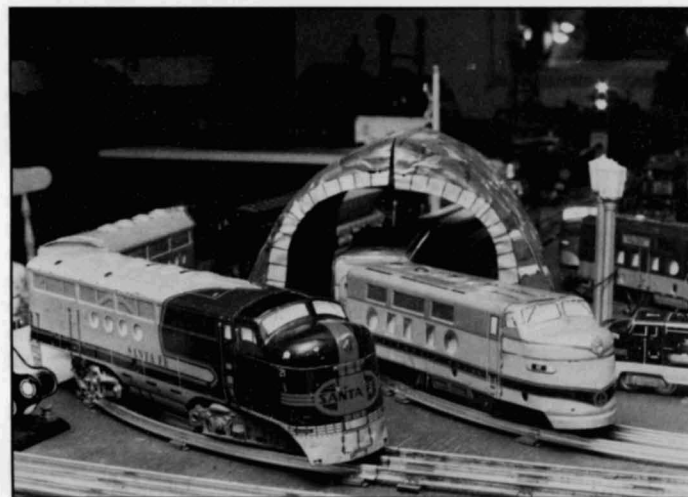
The preceding was prepared by the staff of the LSMT and presented to annual meeting held on May 7, 1992.



Dave Lynas' layout on two 4x8s showing a mixmash of Marx, Lionel, American Flyer and Ives trains and accessories. - Dave Lynas photo.



A Marx 400 0-4-0 coupled to a Lionel slope-back tender rounds the outer loop while a B&O EMD F-3 in Marx tin-litho pulls its train on the middle loop. A restored Ives electric 3253 powers a buffet and passenger car on the inner loop while a beat-up Marx 999 die-cast steamer is up against the bumper behind the electric. - Dave Lynas photo.



A Marx EMD FT, the 21 "Santa Fe" tin litho giant of three rail goes nose to nose with the B&O EMD F-3. - Dave Lynas photo.

LIONEL LYNAS LINES

by Dave Lynas

Let me introduce myself. I'm new to the club although I've been around the Depot for almost 10 years. I've got a passion for trains and have enjoyed close contact with the museum collection through the windows in the Art Institute pottery where I've been working since I came to Duluth in 1983. I never realized that the LSTC was more than some HO guys who worked on the display layout in the museum. I guess I had "tunnel vision". Zeke changed all that. I think when the 14 moved into the building to be worked on right under my nose, I began to wake up to the possibilities of your fine club. I got to know Zeke and I like him. He showed me the way, and now I'm hooked, or coupled to the train.

When I was about 8 years old I got a Lionel train set for Christmas (about 1954). I loved that set and my dad built me a fine flat top table made of two 4x8's of plywood put together in an "L" shape down in our basement. I had a black diecast steamer with a few cars and a red caboose, two automatic 027 switches, a plastic water tank, and a few Plasticville buildings. We painted the table dark green and added a black road with plastic crossing signs. I played with my friends and that Lionel for years and derailed the locomotive onto the cement floor more than once. That engine took a lot of punishment and kept on running. Later, I got a little Navy yard switcher to add to my setup, but it didn't run near as well as my mighty steamer.

When I was 21 my dad Died. My mom decided to move to an apartment and I moved away to a job in Ohio. We had a big rummage sale. I sold most of the toys of my youth for a song. I sold the whole Lionel set for \$4.00. I've been missing it ever since. I tried HO when I lived in Ohio and made a nice layout in my office at Ohio University. It was an all white setup with scratch-built forts made of illustration board. I had a military train and lots of scale tanks and artillery and toy soldiers. I couldn't keep the train running and I didn't know how to fix it. I was more interested in building forts than operating. My son who was very young at the time eventually got to play with the setup and played it to death.

About three years ago I found an electric Marx motor at a rummage sale. The locomotive shell was gone, but the motor looked neat. It sparked a remembering. It sat in my living room on the end table next to my chair for a long time. It planted the seed in my mind to take up my old toys where I left off. About a year ago I went into Carr's Hobby and took a long look at their Classic toy trains. The memory of my 027 Lionel set began to gel. Marty Carr had a 2026 steamer that was just like the one I had as a boy. I went home that day with that 2026 and a string of cars and a red caboose. I've been collecting ever since.

When my son Jeremy came home from the Persian Gulf War last spring we both had a lot of playing to do. We sat on my living room rug and set up a loop of three rail tinplate. We lay on our bellies and inhaled the ozone as the sparks flew from a little plastic Marx 0-4-0 steamer. It was a very happy time. We made an oil ring on the rug trying out the trains I had collected up to that day and I knew I wanted a layout just like the one I had as a kid built on a flat-top table in the shape of an "L". This time it would be right in my living room. And so I did, and I've lived happily ever after.

I'll be writing this column in The Laker to represent the toy train members of the LSTC. I'll be talking O-gauge three rail on Lionel, Marx, Ives, Flyer and any other toy train that strikes your fancy. I want to get to know you all and find out about your layouts and collections and play at trains for the rest of my life. I'll talk some history and show you some of the trains that made us youngsters happy at Christmas back then and now. Happy Railroading.

Let's get to know each other

If you've got 3 rail O-gauge or S-gauge toy trains and would like to get together, contact me through the LSTC. I'd like to write about you in the Laker. I'm usually around on Wednesday evenings by or in the Model Building. I'm in the Pottery almost every day in the early morning. - Dave.

NATIONAL TRUST BEGINNING TO NOTICE WORK OF THE RAIL PRESERVATION COMMUNITY

Efforts to improve contact with the National Trust for Historic Preservation was heightened by an article written for the June 1991 issue of *Historic Preservation News*. Indications are that the Trust is beginning to take notice of many years' work and dedication on the part of the rail preservationists. An expanded basis for support of railway preservation through the Trust may open access to their many resources.

The authors are editor/publisher and executive editor of *Locomotive & Railway Preservation* magazine. Their article reads as follows:

BRIDGING A PRESERVATION GAP

by Mark Smith and Michelle Giroux

Unless you happen to live near a railroad museum, chances are you haven't heard much about the railroad preservation movement. That statement is a disheartening one for us to make, although we know it to be a reality. You see, because we're immersed in railroad preservation, our world revolved around some rather monumental facts of history.

Railroads in many ways built our nation; for several decades they were the only form of quick, reliable transportation; the first corporate structure in this country was created by a railroad; the local depot was once the hub of economic and social life; in many towns, the railroad was the largest employer. Before World War II the preeminence of railroads was understood by the smallest of children. Today, not only are people ignorant of the contribution of railroads to American culture, but they also barely spare railroads a second thought unless they're stuck in traffic at a crossing, impatiently waiting for an interminably long time of freight cars to rumble by.

Why has this happened? This kind of question has a simple answer and we only claim to be able to illuminate it imperfectly. But it no doubt has something to do with the unending force of change, with the peculiar American tendency to view discarding the old as a necessary component of progress, with the fact that artifacts from the industrial world until recently - and quite inexplicably - have not been considered proper subjects of curatorial study.

Most likely, however, it has happened because the few people who never forgot our railroad heritage have had to concern themselves first and foremost with preserving the equipment itself rather than what it once represented. Railroads went into such sharp decline in the late 50s and early 60s that these small groups of informally organized volunteers were under a siege mentality, knowing it was impossible to keep up with the scrapping of thousands of pieces of equipment. They saved what they could - in precious few cases, entire environments, including stations and railyards - and set to work.

A quiet, dedicated and unpretentious bunch (much like railroaders themselves), they expressed themselves by refurbishing the fine inlaid woodwork of a turn-of-the-century streetcar or by rematching a steam locomotive's precision parts. They know the importance of what they were doing, but rare among them was the politician or public relations expert who could express their aims to the general public.

Such a situation was bound to evolve, and it did. In 1961 the Association of Railroad Museums (ARM) was formed to support the professional development of railroad preservations. In 1966 the Empire State Railway Museum produced the *Steam Passenger Service Directory*, the country's first compilation of tourist railroads and museums. It listed 62 operations, which has grown to 263 in the 1991 edition. Encouraged by the blossoming interest in railroad preservation, the Steam Passenger Service Directory sponsored a tourist railroad conference, and the 30 attending organizations at the pioneer gathering formed TRAIN, the Tourist Railroad Association, Inc., now more than 300 members strong. A telling indicator of the industry's strength was the founding in 1986

of *Locomotive & Railway Preservation Magazine*, which today is distributed to 17,000 readers in 27 countries.

Still, this was only intraindustry evolution. As far as forging bonds with related organizations and reaching out to the public is concerned, railroad preservation is just coming into its own. But the momentum and the scope of these burgeoning efforts is impressive. Railroad preservationists are garnering the support of civic leaders and other historic preservationists, at times joining with them to preserve or re-create entire railroad environments in an effort to place railroading history in context. In some cases historic rail operations are being constructed with such municipal projects as the one at Kelley Park in San Jose, California, where 1900s trolleys are the prime source of mass transit. In Lima, Ohio, community leaders, preservationists and railroad enthusiasts are joining forces to create the National Railroad Heritage Center, which will link the folklore of the once mighty Lima Locomotive Works with the cultural history of the City of Lima. And in southwestern Pennsylvania, America's Industrial Heritage Project (AIHP) is attempting to maintain the entire East Broad Top Railroad, considered by many to be the nation's best preserved example of early 20th century industrial and railroad technology. All of the railroad's original equipment and most of its structures are intact, including a turn-of-the-century belt-driven shop complex.

Because it is young, the railroad preservation movement is still searching for the best way to express itself. People actively involved in the movement disagree about the philosophy and direction. Some want to place emphasis on operating trains, while others are more history and heritage oriented. But one central fact is clear: the movement must become more coherent, consistent and professional.

Toward this end a number of major museums have sponsored a series of symposia on railroad preservation and a small group of volunteers is working hard to launch a National Railroad Heritage Foundation, an umbrella organization that will foster communication, develop resources, initiate important legislation and ally itself with organizations like the National Trust for Historic Preservation.

Railroad preservationists are aware that the National Trust has competing priorities and may hesitate to reach out to yet another constituent group with its own crowded list of priorities. But sooner or later - and we believe it has to be sooner - we will all need to contend with the fragmentation that exists within historic preservation. We can't save part of our heritage while letting the rest of it go, because this kind of compartmentalization gives us a misleading view of past. Churches, civic buildings, mansions, hotels, tall ships and railroads are all vital elements of our heritage's inventory.

As Linda Mack points out in the January/February 1991 issue of *Historic Preservation Forum*, "To preserve Martin Luther King's house is to preserve a building. To preserve the block where he lived is to preserve a cultural landscape." Following the same line of thought, railroad preservationists are beginning to realize that their work should involve saving more than a depot or an isolated locomotive.

Many are realizing that the entire railroad cultural landscape needs to be presented and should include such items as coaling towers, crew boarding houses and even the neighborhoods where railroaders lived their lives. Leaders in historic preservation are arguing that we preserve historic places in order to understand the interconnectedness of - and our connections to - life in the past, the work going on today in railroad preservation is a passport to that understanding, for the steel rail first linked this land.

It is our fervent hope that in the coming months railroad preservationists will continue to reach out to a broader constituency and in particular to build sturdy bridges with the National Trust and other preservation organizations. After all, railroaders are good bridge builders. And it is also our fervent hope that the Trust will respond to this initiative, establishing stronger liaisons with the railroad preservation community.



Wally Halverson is attaching the steam pipe to the air compressors on the D&NM No. 14. The compressors are painted a light gray at Wally's feet.



Some of the stalls have already been demolished in this 1984 photo of the Burlington Northern roundhouse in Superior. Three locomotives of the Lake Superior Terminal and Transfer are seen to the right among the BN units and a rotary snow plow. The roundhouse and turn table are now completely gone.

CONTRIBUTING MEMBERS

The following have become contributing members for the current year of 1992 and have paid \$25 or more for their membership.

Bill Bally	Daniel Mackey
Elliot Bayley	Carrol Mattlin
Duane Benoit	Dave Mikelson
John Boutin	Gordon Mott
Douglas Buell	Jon Nienow
Tom Casper	Kim Nygaard
Otto Dobnick	Stephen Olmsted
Carl Ekholm	William Plichta
Elaine Ellian	Dave Pulse
Martin Fair	Bruce Routh
Robert Friedlander	Steve Ruce
Jergen Fuhr	Randy Schandel
Chilton Hagan	David Schauer
Merril Hendrickson	Donald Shank
John Herlick	Dan Sherry
Peter Johnson	Karl Symons
Frank Kossila	Donald Weesner
J. J. Kreuzberger	John Whelan
Don Larson	James Yanke
Bruce Lewis	Tim Zager
Steve Lorenz	

The following memorials have recently been given to the Lake Superior Museum of Transportation:

By **Mary Bohan Miners** in memory of **Harry B. Bohan**, former DM&N and DM&IR employee.

By **Ruth Vaughn** in memory of **John L. Blamey**, member of the LSTC, LSMT and contributor.

The first locomotive operated on a short railroad at Merthyr Tydvial in South Wales in 1804, being built by the partners Trevithick and Vivian under a patent issued in 1802. That first engine embodied all the essential principals found in later steam engines.

BN, AMTRAK OFFICIALS PAY VISIT

A BN train of private business cars arrived in Superior in May. On board were two dozen officials of the Burlington Northern Railroad and Amtrak, led by BN's **Wayne Hatton**, Overland Park, Kansas, and **Dennis Sullivan**, number two man from Amtrak.

The purpose of the trip was to acquaint the Amtrak officials with the ARES system in use by the BN between Superior and the Iron Range. ARES is a train location reporting system using satellites to send the information back to a dispatcher. Other information pertinent to the operation of the train is also transmitted.

Due to the lack of space at the Railroad Museum to accommodate private business cars, the special train stopped in Superior and the officials were taken by vans to the BN facilities. Having some free time, they then toured the Museum with **Leo McDonnell** and **Wayne Olsen** as tour guides.

1992 RAILROAD EXCURSION SCHEDULE

Weekends June 6 through Sept. 6 - North Shore Scenic Railroad from Depot to 46th Avenue East.

June 12 - DM&IR Veterans Special

June 20 - Grandma's Marathon

June 27 - BN Open House

Weekends July 4 - Sept. 6 - LS&M Excursions from the Zoo

July 4 - Steam Locomotive No. 14 Inaugural Run

July 12 - Steam Locomotive No. 14 Depot Centennial Program

July 25 - Steam Locomotive No. 14 to Mike's Yard, West Duluth

August 8 - Historical Society Centennial Train

August 15 - Steam Locomotive No. 14 to Mike's Yard, West Duluth

August 22 - Rental Cars to marquette

September 5 - Rental Cars to E&LS

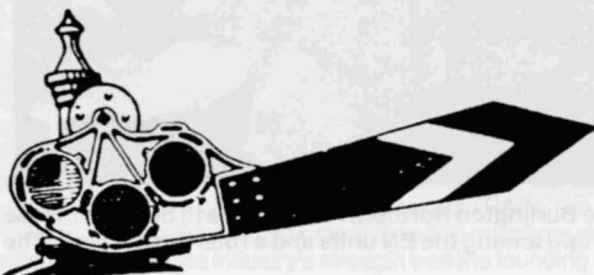
September 12 - AIME Trip

September 19 - Excursion to Brainerd

September 26 - Steam Locomotive No. 14 Fall Colors Trip to Two Harbors

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

NON-PROFIT ORG.
U.S. POSTAGE
PAID
DULUTH, MINN.
PERMIT NO. 228



VOID VOID