

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

WINTER 1992



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

WINTER, 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.

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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

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Vice President, Operations	Bruce Routh
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Leo M. McDonnell, Director, LSMT

COVER PHOTO

Constructed between 1908 and 1911 by the Wisconsin Central, the Soo Line Depot was a magnificent structure occupying the southwest corner of Sixth Avenue West and Superior Street in Duluth. It opened for business October 2, 1910; given to the state after the last revenue train departed in June, 1961. A special excursion train powered by D&NE No. 28 operated in conjunction with the 100th anniversary of



Editorial Comment

"Man bites dog" may be more newsworthy than "Dog bites man." In like manner, a headline reading "Museum deacquisitions a piece of . . ." may draw more attention than "Museum acquires another . . ." because that is what museums do best — acquiring more pieces of antiquity. It is rare that a museum will get rid of something.

So when we heard the Lake Superior Museum of Transportation had planned to "deacquisition" a piece of its rolling stock, we sent our star reporter, **R.R. "Spike" Mahl** and our staff photographer, **"Flash" Ghunn**, to find out what was going to be disposed of and to record the momentous occasion on paper and film.

It was discovered that the Museum was sending a derelict streetcar back to its home territory near the Twin Cities. The street car had been taking up space near the Museum for several years in hopes that some one could bring it back to life, but to of no avail.

So a group of people from Minneapolis came to Duluth with a low-boy, jacked the car up, slid the trailer under it and away they went.

We were naturally curious as to where it was going and what the future plans were for it, so again we sent our star reporter and his sidekick photographer to follow up on the story, and follow up they did.

They found its destination near Long Lake, west of Minneapolis, along with two other car bodies to keep it company. Spike and Flash also became very interested in the G-scale railroad and the musical talents of the man on whose property the car bodies are stored. He was having an open house at the time, perhaps to show MTM's newest acquisition, and though streetcars are interesting, our staff members became more interested in the huge pipe organ and the player pianos in the man's home. The host explained that often railroad fans become interested in other mechanical things that move — and enjoy watching the machinery in motion.

There was also open house at the MTM navy yard where a steamboat is being restored — the "Minnehaha" — a passenger ship that once cruised the waters of Lake Minnetonka. Our ace reporter and photographer came back very much impressed with the caliber of work being done on a boat that had been under water for 54 years in an ongoing effort to put it back into operation.

Having seen what the Minnesota Transportation Museum had done with former Duluth streetcar 78 in the Como shops, both foresee the day when the "Minnehaha" will again slide into the water, fire up its boiler and give passengers rides about Lake Minnetonka.

Duluth used the station in August, 1965. Located below Superior Street to the right were the train sheds, entrance to which was via a 1600-foot tunnel under Superior Street.

The interior walls were an imitation Caen stone, a cream-colored concrete floor with marble borders. Four columns were made of scagliola, an Italian composition having the appearance of genuine marble. The roof was supported by an elliptic arch; a flight of stairs led to a handsome balcony giving the public an excellent view of the bay.

At the track level on Michigan Street was the waiting room for second class passengers with a room for immigrants at the rear.

Being abandoned for about a decade, the building was considered for a cultural center before the Union Depot was given that distinction. The highway department needed part of the land for the freeway construction, which may have excluded any access to a proposed railroad museum. That with several feet of water in the basement helped the planners decide against using the structure and it was leveled for construction of a senior citizen's high-rise.

The Gateway Renewal project had already begun when this photo from W.C. Olsen was taken by C.F. Sager.

LSTC HOLDS ANNUAL MEETING; NO TERM LIMITATIONS HERE

Unlike some citizens who are demanding a limit on the term of office for elected politicians, members of the LSTC are requiring no limit on the length of time that their elected officials may serve. Nor have they heard the words: "No new dues."

The Lake Superior Transportation Club held its annual meeting in the Ruth Maney Room of the Depot on January 31 with reports and election of officers, all of which was a very short meeting.

Following reports by the recording secretary and treasurer, **Dale Carlson**, membership secretary, reported that the club currently has 226 members and reminded those in attendance that 1992 dues are now payable.

David Carlson reported briefly on the model railroad and reminded those who operate the HO layout in the model building to check the humidifier. There has been humidity problems and if the humidity gets too low, the track base shrinks and the tracks do not — creating something akin to sun kinks — without the sun.

Carlson informed the members that the club is sponsoring a flea market at First Methodist Church, the copper-top on Skyline Drive, in Duluth on May 16. Admission will be one dollar and tables will be \$10 each. He also stated the possibility of having a model railroad show in Hibbing, and a model set-up for the BN open house to be held in Allouez on June 27.

Wayne Olsen reported on Museum activities, stating that the hydro on No. 14 will be done on Wednesday, February 4th. Two excursions are planned for next summer — July 18th on the BN to Brainerd, sponsored by the Lake Superior Museum of Transportation and the BN, and another on August 8th to commemorate the 100th anniversary of the Duluth, Missabe and Northern Railroad, predecessor to the DM&IR. That excursion trip will be to Hibbing with activities, possibly a side trip, scheduled in the area with arrangements being made by the St. Louis County Historical Society.

For the LS&M report, **Pat Dorin** stated that the 1992 schedule calls for ten weekends of operation, July 4th through September 6th. **Norm Livgard** reported that work on the tractor continues to finish its rebuilding, also work on the flatcar and locomotive No. 46 will begin and asked for volunteers. **Bill Mickelson** requested the help of volunteers to finish up the restoration of solarium car 29.

The offices up for election were that of the president, vice president-public relations, director-model railroad and editor. After some hard campaigning, all four incumbents were re-elected: **Steve Ruce**, **Tim Schandel**, **Dale Carlson** and **Jergen Fuhr**, respectively. (Actually, there were no contestants and no nominations from the floor.)

Bruce Kettunen, Mountain Iron, brought two videos for the program — one a GN commercial film from 1950 showing the mining, shipping and loading into lake carriers of natural iron ore. The other was a video taken from 8mm movie film of the Duluth & Northeastern in Cloquet during the days of steam locomotives, the Sauntry iron ore mine and the DM&IR.

HIGHLIGHTS OF NOVEMBER LSTC MEETING

The last meeting of the Lake Superior Transportation club for 1991 was held in the Ruth Maney Room of the Depot on Thanksgiving weekend. The meeting was very short due the absence of the secretary and treasurer and their reports.

Dale Carlson, membership secretary, gave a report on the

current membership status: The club has a total of 226, 199 of which are renewals, and 27 new members. Of the total 226, 43 are contributing, 112 voting, four are junior members and there are 67 associate members.

Dale also gave a report on the model railroad, stating that progress is being made on the city being constructed in the southwest corner of the model building and also a new bridge has been installed on the upper loop of the HO model railroad.

Wayne C. Olsen reported that the board of directors of the Museum are planning an excursion trip to Brainerd and have a tentative green light from the BN to go ahead. The excursion, a fund-raiser for the Museum, will be open to the public and is scheduled for next summer.

The Museum attempts to sponsor at least one high-iron excursion a year as a means to raise funds for its on-going restoration projects.

Olsen also reported that plans are beginning to be formulated for an excursion trip to Hibbing to commemorate the 100th anniversary of the Duluth Messabi and Northern Railroad.

The DM&N merged with the Duluth and Iron Range Railroad to form the Duluth, Messabi and Iron Range Railroad. The centennial excursion will be in August and arrangements are being left to the St. Louis County Historical Society. The Museum will furnish the train and staff.

Tim Schandel gave a brief report on winter projects being undertaken in the Museum: The continued work on the E&LS sleeper 1100 in the change-over to HEP; continued restoration of the LS&M solarium coach 29 and the restoration of locomotive No. 14 and its tender, all of which is being done on track seven. Volunteers have also restarted the work on the Soo Line F-7 after a hiatus of a couple of years.

It was also reported that **Martin Carr** is back to work at the store following a week in the coronary department of the hospital.

For the program, **Tom Casper** of Bolingbrooke, Illinois, showed a series of slides he had taken in his travels about the country — photos of the Mount Washington Cog, the North Conway Scenic Railroad, the Connecticut Trolley Museum, Blue Mountain & Reading and the Strassburg Railroad out east.

Also shown were photos of the Texas State Railroad at Rusk, the Cumbres & Toltec, Sierra Railway, Durango & Silverton in Colorado and a few of the fall color train on the DM&IR last September.

SHORT LINE RAILROADS HAVE GROWN; HOW ARE THEY DEFINED?

LTV Steel which has taconite operations on the North Shore at Schroeder and Finland is one of many successful short line railroads. According to an article in the Cleveland Plain Dealer, the number of short lines has grown rapidly in the past ten years as the major railroads concentrate on the long haul.

LTV also has short lines in Aliquippa, Pittsburgh and Youngstown, Pa. and Chicago. In Cleveland, LTV operates over two miles of track moving everything from coal to molten steel, scrap iron and slabs within the steel-making complex located along the Cuyahoga River.

Some 200 short line operations have come into being since 1980. Major rail lines have faced increased competition from trucks and other railroads due to deregulation. Opting for the long haul has made room for small "mom and pop" operations with few employees and one locomotive to larger ones such as LTV.

The short liners have been 90 per cent successful, taking over marginally profitable or unprofitable lines. They make connections with the larger lines at crucial interchange points.

The FRA classifies a short line railroad as one owning less than 100 miles of track and less than \$19 million in annual revenue.

LSTC FINANCIAL REPORT

Lake Superior Transportation Club summary of receipt, disbursements and cash balances for the period January 15, 1991, through January 14 1992.

Description	Amount	Totals
Cash on hand Jan. 15, 1991		1321.98
Receipts		
Dues	3803.82	
Laker sale to LSMT	525.28	
Flea market	988.00	
Interest on savings	111.23	
Misc.	<u>522.00</u>	
Subtotal	5950.33	5950.33
Total		<u>7272.31</u>
Disbursements		
Laker	2308.85	
Laker Extra	293.66	
Meetings: Notices	109.60	
Refreshments	195.18	
Membership: Cards, dues notices	110.75	
Postage	352.42	
Model/Modular R.R.	2323.60	
Credit	2005.55	318.05
Lionel layout	75.00	
Flea Market	768.88	
Donations		
Data processing	70.00	
Misc., supplies, refunds, etc.	<u>708.40</u>	
Total	5310.79	<u>5310.79</u>
Cash on hand January 14, 1992		
Savings	1618.28	
Checking	280.28	
Total	1961.52	1961.52
Comparisons		
1988 receipts	3154.19	Disbursements 3700.25
1989 "	5344.37	4462.25
1990 "	4934.37	3612.39

Chuck Jensen, treasurer

LAKE SUPERIOR TRANSPORTATION CLUB 1992 BUDGET

	1991 ACTUAL	1992 BUDGET
CASH BEGINNING OF YEAR		\$1,700
INCOME:		
MEMBERSHIP DUES	\$3,445	3,200
INTEREST	60	60
SALE OF MODEL RAILROAD EQUIPMENT	-	-
SALE OF LAKER/LAKER EXTRA	874	1,200
MODEL RAILROAD FLEA MARKET	988	-
MISCELLANEOUS INCOME/DONATIONS	22	-
TOTAL INCOME	5,389	4,460
DISBURSEMENTS:		
LAKER	2,715	2,600
LAKER EXTRA	-	400
FLOWERS	-	75
MEMBERSHIP CARDS/ NOTICES	111	100
POSTAGE	466	500
MEETING NOTICES/REFRESHMENTS	304	100
MEETING REFRESHMENTS	-	200
MEETING ENTERTAINMENT	-	100
MODEL RAILROAD	319	300
LIONEL	75	100
CLUB BROCHURES	-	200
MEMBERSHIP LIST	-	150
FLEA MARKET	769	-
DONATIONS TO LSMT	-	100
MISCELLANEOUS - TABLES	202	-
SUPPLIES	6	-
DATA PROCESSING	70	75
TOTAL DISBURSEMENTS	5,037	5,100
CASH END OF YEAR		\$1,060

FAIRLAWN PRESENTS SLIDE/LECTURE SHOW ON AREA RAILROADS BY DORIN

A small group of rail enthusiasts had crowded into the third-floor room of Superior's Fairlawn Mansion, once the home of the Pattison family. The room serves as a mini-museum devoted to railroad history — a wall is covered with photos of various steam locomotives. On another wall are two glass cases with models, a conductor's uniform, a desk has a telegrapher's sounder and key, and a few other artifacts are displayed.

The group had come to hear a slide/lecture presentation on January 11th that was advertised as "Post World War II Trains in Douglas County." It is obvious that any train seen in Douglas County would also be seen in the Twin Cities, other parts of Minnesota to the west, to the east in Michigan and to the south in Illinois so it followed that the photographs were from a wide area.

The speaker, **Dr. Pat Dorin**, opened his presentation with a brief overview of the once glorious passenger service in the Twin Ports with trains departing for Marquette and Sioux St. Marie, Michigan, Chicago, the Twin Cities, Grand Forks, North Dakota, Thief River Falls, Minnesota and Winnipeg, Manitoba.

Dorin mentioned that although the Head-of-the-Lakes metropolitan area never had more than 200,000 population, its rail service was greater than most metropolitan centers.

He mentioned the NP's commuter train that ran between downtown Duluth to Fond du Lac several times a day. (A section of the original track now belongs to the city and serves the Lake Superior & Mississippi Railroad excursion train during the summer operating season.)

"The Duluth, Winnipeg & Pacific was a key player in the transcontinental between Chicago and Vancouver, British Columbia," stated the speaker. "There was also a spectacular array of overnight trains between Chicago and the Twin Ports, running until in the mid 50s and 60s," he continued.

"There were five trains a day operating between Duluth and the Twin Cities in the 1940s, nine in earlier years . . . 12 trains passed between Trego and Spooner, Wisconsin on the Northwestern . . . the DWP train to Thief River Falls, Minnesota and Winnipeg, Ontario, the Duluth South Shore & Atlantic to Marquette and Sioux Ste. Marie, Michigan," Dorin explained in describing some of the rail service in and out of the Twin Ports.

"Now the rest of the world looks upon the U.S. as if to say: 'What's wrong with their transportation system?'"

Following his brief lecture, Mr. Dorin presented a series of slides starting out with several depicting Soo Line equipment - like of the combination cars that had caboose hand grabs installed on one end to be used in mixed-train service. "The Soo had bought several cars from the C&O when they gave up mixed trains."

"The Soo had an influx of mail service in the 1960s and some coaches were, to use a term from the model rails, "kit-bashed" from a coach to a baggage car for mail storage," stated Mr. Dorin.

Other slides shown were of the overnight train to Marquette, the Soo's Winnieper leaving Minneapolis, the RDC passenger-mail-baggage combine at Allen Junction on the DM&IR. The GN's Winnipeg train had a sleeper that was set out for Grand Forks.

Dorin also mentioned that the Burlington had the fastest trains in the U.S. operating between the Twin Cities and Chicago, going through parts of Wisconsin at 84.4 m.p.h.

He had also shown some photos of VIA Rail and several interior shots and mentioned that there is a movement in Canada to obliterate all rail travel. Also shown were pictures of the Auto Train, the longest passenger train in the world. Only one is operating at the present time between Washington D.C. and Florida.

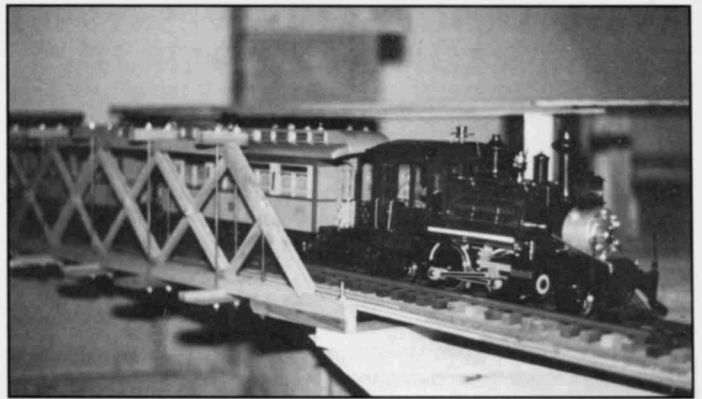
Dorin had spent some time in Japan in connection with his profession as an educator and had photographed several trains including the famed bullet trains. Japan has the longest railroad tunnel in the world — 35 miles — and the Japanese rail system is independently owned.

A question and answer period followed the slide show and it was stated that in Italy and Mexico, motorists can use their cars only on alternate days depending on whether the last number of their license plate is even or odd, in attempt to cut down on air pollution.

(continued on next page)



Elaine Ellian's Napa Valley diner "Le Gourmet" with the interior lit. To the right is the kitchen, the dining area to the left with individual lamps on each table.



A Pennsylvania 2-4-2 steamer pulls the B&O coaches on Bill DeRoche's G-scale layout. The timber truss bridge was built by Zeke Fields using threaded welding rod for the bolts.

LSTC MEMBERS GETTING INTO G SCALE

Towards the end of the last century and well into the 20th, many lumber mills existed in Northeast Minnesota, harvesting timber for the construction of homes, buildings and railroads as the area witnessed an influx of settlers.

Some of the mills used wind power generated by a series of wind mills connected to a common shaft — efficient and cheap power — as long as the wind was blowing. No wind, no work.

A saw mill located in the middle of the St. Louis River near the foot of Commonwealth Avenue (Boy Scout Landing), used the river's current to power the mill, a guaranteed source of continuous water power — there was always a strong current there.

The foundation is still visible and often the person operating the public address system on the LS&M excursion train will call the passengers attention to it upon arrival at the end of the line in New Duluth. The former Coolerator plant and Western Paint and Varnish were also located in New Duluth.

A member of the Lake Superior Transportation Club plans to build a model of the saw mill, complete with running water, for his G-scale model railroad.

Bill DeRoche recently had a basement added under his house in Knife River and currently is in the process of building his layout. Part of his house sets on a rock, making it impossible for a full basement. The railroad is being built on a shelf covering the rock. His home is a combination of two homes once owned by an employee of the Alger-Smith Lumber Co. of Knife River.

The model railroad layout is of a folded dog-bone configuration with a loop through a tunnel built over the rock and has two levels. At one end of the dog-bone, a yard will be built off to the side, giving the layout the shape of an "L", complete with round-house. Presently under construction is a scratch-built depot.

Bill has also installed a lighting system using colored bulbs and dimmer switches to simulate daylight or moonlight, sunrise or sunset. For G-scale trees he usages weeds found in the nearby woods — golden rod and Indian tobacco — makes very realistic trees.

Zeke Fields has been helping him with his layout. Zeke has built a timber truss bridge using no glue or nails. The bridge is held together by long vertical bolts made from welding rod with the ends threaded — just like a prototype bridge. He is in the process

of building a high timber trestle with the bents extending to the floor.

Though **Elaine Ellian** is not into the model railroad hobby, she did take a trip recently on the Napa Valley Wine Train in California. Like a child who sees a Lionel train set in the window of a department store at Christmas time, she was attracted to a model of the wine train and just had to have it.

The model train is a three-car set with an Alco FA-2 locomotive. One advantage of the larger scales in model railroading is the detail that can be added. Elaine's locomotive has a cooling fan in the roof that actually operates, the cab doors open and the cab is fully detailed.

Looking in the windows of the dining car "Le Gourmet", one can see the well-detailed kitchen with refrigerators, sink and stove. On each table is a small lamp that is lit when power is supplied. The trucks are fully sprung with coil springs. The coaches are likewise well-detailed.

Zeke took a passenger coach and a baggage car, cut each in half and kit-bashed two combination cars for Bill's layout. Bill also has a number of other B&O passenger cars that are well detailed in a blue color scheme, several steam engines with smoke and a number of freight cars.

Mark Olson, **Stu Beck**, and **Norm Livgard** are also into G-scale. Mark will soon begin building his layout and has repainted some models and lettered them for the LS&M. Last year, the men had set up a G-scale display with operating trains for the BN open house at their car shops in Superior using folding tables the club had purchased.

G Scale (G for garden) is gaining in popularity and is made for operating outdoors, a practice that is more suitable in warmer climates than in Minnesota, unless there is a rotary or wedge plow available in G-scale.

FAIRLAWN DISPLAYS PHOTOS TAKEN BY E. JAY HAYNES OF THE N.P.

A photo exhibit that ended on January 15 at the Fairlawn Museum consisted of photographs taken by E. Jay Haynes, the official photographer of the Northern Pacific in 1883. Mr. Haynes documented on film the construction of the N.P. including operations, equipment and facilities along the railroad from Chicago to Seattle. Glendive, Montana was a division headquarters and center for maintenance and repair operation.

The photo exhibit was loaned to the Fairlawn by the Minnesota Historical Society.

The Timken Roller Bearing Company's "Four Aces" was built by Alco in 1931 as a demonstration of roller bearings on steam locomotives. The 4-8-4 No. 1111 was sold to the NP, renumbered 2626 and scrapped in September, 1958.

(continued from previous page)

Dr. Dorin is principal of the Lincoln and Nelson-Dewey elementary schools in Superior and has written numerous books on railroading. He has been president of the Lake Superior Transportation Club and currently is president of the LS&M. He has also worked for the GN, Milwaukee Road, EJ&E, LS&I and the DM&IR railroads.

TWIN CITIES GROUP MOVES STREET CAR BACK TO ITS HOME TERRITORY

Believe in omens . . . good omens?

The fourth day of January could have brought bone-chilling cold or a raging blizzard. After eleven days of lead-gray skies, intermittent drizzle, fog and snow showers, that particular Saturday morning dawned clear and mild, not a cloud in the sky and spring-like temperatures. Sunday morning it was back to the ho-hum overcast drearies.

That particular Saturday was also a good day to move a street-car back to its home turf.

The derelict had been taking up space under the parking ramp next to the Depot, then out in the open, uncovered, then covered with a blue boat tarp that wasn't big enough, 'til the wind tore it loose, exposing it to the elements through the roof and the broken windows.

The streetcar had little glass left in the aluminum storm windows — not one window intact. Windows on the front and back were boarded up. The wood floor buckled, the front steps well rusted out, the rear steps missing, front and back doors gone and the car body resting on shop trucks. The original rattan seats were left in the car which had once been used as a Sunday School class room by a family in Inver Grove Heights. MTM acquired the car in 1976.

The unpowered trucks were from a Chicago Transit Authority car and inside were found a controller, motorman's seat and a fare box.

It had been purchased from MTM in hopes that the LSMT could have had it restored to operating condition. Nice thought, but . . . could it have been?

Enter a group of people from the Twin Cities. The derelict was moved to the tail track under the Fifth Avenue bridge in anticipation of the move. On Friday, **Dave Simonson, Leo Meloche, Bob Woodburn, Bob Bolles** and **Jim Erler** arrived in Duluth to begin the process of getting the car ready for transport back to the Twin Cities.

The group had brought a plow to clear snow away from the work area and a trailer loaded with plenty of cribbing timbers to be used in jacking up the car body. After cleaning out the broken glass and debris, the body was separated from the trucks, the trucks rolled out from under, the process taking all of the afternoon. The car is a steel-sided Twin City Rapid Transit unit and the crew discovered it was No. 1496.

At about sunrise on that beautiful Saturday morning, a 30-wheel low-boy from Widmer Trucking of St. Boniface was slowly slid under the ten-ton car body. The body was then raised further to make room for the trucks, each of which weigh close to four tons.

To load the trucks, the low-boy trailer was moved so as to be at right angles to the track. A ramp was built of two-inch planks supported by cribbing. A pick-up truck then towed the trucks up the ramp to the low-boy; first one, the low-boy moved, then the other.

By mid-afternoon, the car body was lowered down to the trucks, everything secured, and TCRT car 1496 began its journey back home . . . no tearful good-bys, no waving of damp hankies.

Now you may ask what the Twin City group is going to do with the derelict. Why, restore it, quite possibly. What else? Look what they did with former DST car 78, a single-truck 1893 LaClede that was a real basket case. MTM members had completely rebuilt it from the rails to the trolley wire. Also former Duluth Street Railway car 265, in much better condition than No. 78, but still needing a lot of painstaking restoration. Today, both are in excellent operating condition and appearance and are used on a regular basis on MTM's Como-Harriet Streetcar Line.

MTM had its beginning as the Minnesota Railfans Association, organizing and sponsoring many rail excursion trips about the state. In 1963, the name changed to its present form and became interested in TCRT car 1300. The car had been preserved intact and not wanting to see it remain in a static state, the group began operating it, towing its own portable power supply, offering rides to the public on the rails of Minnesota Transfer in St. Paul.



Bob Woodburn, Bob Bolles, and Dave Simonsen place timbers under the car body to raise it up from the trucks.



The low-boy is slowly backed under the car body on a mild and sunny Saturday morning.

Eight years later, MTM acquired a section of the former right-of-way of the Como-Harriet Street Car Line from the Minneapolis park department and laid rails between Lake Harriet and Lake Calhoun. The C-HSL was a classic, the TCRT's highspeed line established in the 1870s and taking riders through Hopkins and other small towns to Excelsior on Lake Minnetonka.

Next came a car barn to house the 1300, then two more car barns to house the 265 and 78 and still later two PCC cars, two motor buses, the railroad division and restoration of NP ten-wheeler 328 for the Stillwater and St. Paul Railroad. In 1983, plans for the Jackson Street Project began, a museum in which to house various pieces of rolling stock.

Enter the steamboat division, the fourth such endeavor of the Minnesota Transportation Museum.

The TCRT operated seven steamboats on Lake Minnetonka, connecting with their trolley cars at Excelsior, Tonka Bay, Deephaven and Wildhurst. The boats were 70 by 14 feet and could hold up to 120 passengers and had a regular route on the lake, servicing 27 ports and the TCRT amusement park on Big Island.

The steamboat Minnehaha was built by the TCRT in its own shop in 1906. It was found at the bottom of the lake and raised in 1980, 54 years after it had been sunk. A building was erected, the boat moved inside and is presently undergoing restoration.

STREETCAR NOW RESTS IN APPLE ORCHARD WITH TWO OTHER CAR BODIES

Former TCRT car No. 1496 is now residing in an apple orchard in Orono on the north side of Lake Minnetonka, keeping company with two other streetcar bodies, Nos. 1309 and 1478, and covered with a well-secured plastic tarp down to the window sills to prevent any further deterioration. The other two car bodies were converted into summer homes to the extent it would be difficult to visualize them as former streetcars except from the size and the round ends.

Plans for the car bodies are indefinite, but long-range plans are to reconstruct one streetcar using parts from one or all three bodies, laying about a half-mile of track into downtown Excelsior and transporting passengers to the boat dock where they will again ride on a steam-powered streetcar boat on Lake Minnetonka.

The apple orchard belongs to very-talented MTM member **Robert Dumas** who takes an interest in other things besides old streetcars - music, G-scale model railroad and woodworking.

In his living room are four player pianos and a theater organ. Two pianos are uprights, one a Barrywood, the other an Autopiano with a percussion section — snare drums, wood block and xylophone. The other two are grand pianos, one a Mason-Hamilton that plays by a digitized audio cassette tape that can reproduce the playing of the world's famous piano artists. The other grand, a Marshall & Windall, plays with a conventional player piano roll.

The Barton theater pipe organ which came from the former Oxy Theater on Selby Avenue in St. Paul, is a three-manual console that can be played either manually or from one of two player rolls and is complete with a percussion section, bird calls and Model-T "ah-oogah" horn. Mr. Dumas added an accordion to the organ. Mounted on a shelf above the console, it is automated and operates by the player roll.

The pipes are contained in a separate temperature and humidity-controlled pipe room with shutters between it and the living room to control the volume.

On an overhead loop running around the perimeter of the pipe room and into the living room is a G-scale model train, the tracks mounted on a shelf above the window and door. A GN Atlantic No. 5107, a Seaboard System GP-9 No. 5000 and a 0-4-0 steamer make up his locomotive roster.

The locomotives have authentic sound effects and the cows in the cattle car moo their displeasure at having to be transported by rail. A very realistic-sounding distant train whistle emanates from the pipe room as the train goes around the loop, sounding like a train passing on the nearby BN tracks.

Mr. Dumas had helped restore the magnificent Wurlitzer theater organ in the remodeled World Theater in St. Paul and was also instrumental in preserving the carousel in St. Paul. In his basement woodworking shop he is making parts for the streetcar boat being restored in Excelsior.

STEAMBOAT "MINNEHAHA" BEING REBUILT AT MTM "NAVAL YARD" IN EXCELSIOR AFTER 54 YEARS UNDER WATER

On the opposite side of Lake Minnetonka a group of very dedicated people are rebuilding the streetcar boat "Minnehaha", one of seven built by the Twin City Rapid Transit Co. at their Nicollet Avenue facility. The ribs were cut at the Moore Boat Works in Wayzata and transported to the TCRT barns to build the boats which were to become an extension of their surface system.

Built in 1905-1906, the seven steamboats provided service to summer homes scattered about the lake with 27 designated ports of call. However, one could be picked up anywhere by merely raising a white flag on their dock to signal a passing boat. Service was also to hotels, parks and other attractions on the lake such as the Big Island Amusement Park, operated by the TCRT from 1907 to 1911.

Roads and automobiles were minimal at best — some roads being impassable at times. The streetcars and boats were the

mainstays of the transportation system in and around the Twin Cities with 444 miles of track.

The seven Boats were named after places on the TCRT routes — Como, Harriet, Excelsior, Hopkins, Stillwater, White Bear and Minnehaha. Each were 70 feet long with a 14-foot beam and powered with a triple-expansion steam engine turning a 400-pound brass propellor. The water-tube boiler was fired with soft coal brought in by rail to Excelsior, then by horse and wagon to the dock.

The boats could carry up to 120 people, travel at speeds up to 12 miles per hour. A streetcar-like body was mounted on the wood hull, the power plant in the middle and a stairway to the roof deck. A crew of three consisted of a purser to collect the tickets, engineer and pilot. People from as far away as Stillwater would ride the TCRT cars and transfer to the boats at Tonka Bay, Excelsior or Deephaven.

The boats were scuttled in 1926. After 54 years, the "Minnehaha" was found with the use of sophisticated electronic sounding gear and after drying out for several years, was moved inside a huge metal building. The building had been built by a benevolent couple and donated to the steamboat division of MTM. The drying out process opened up the seams in the hull's planking.

The boat is virtually being rebuilt with a new keel and shaft tube, new ribs and bow timber - about the only original wood used will be the hull planking.

The new ribs are made of three pieces of 3 x 1-inch laminated green white oak, which are steamed until they are like a piece of spaghetti, bent and fitted into the hull and fastened with temporary bolts. Towards the torpedo-shaped stern the ribs will be cut because of the sharp bend. The hull will be soaked to expand the planks, the joints caulked and the ribs permanently fastened with 15,000 stainless steel bolts. The old ribs were nailed which had to be extracted very carefully so as to do little or no damage to the hull planking.

The triple expansion engine that will work on 200 pounds pressure and develop 125 horsepower was donated by the O'Connor Engineering Co. in California. Conductor, composer and steam enthusiast **David Rose** donated a smaller engine that may be used as a "static display or to propel a smaller boat," stated **Leo Meloche**, adding that "everything has been donated, even the radial saw." The triple expansion engine is very similar to the original engine.

Upon completion of the steamboat, a streetcar will then be brought in for restoration, after which the restoration building will be made into a marine museum. Being finished in one corner of the huge metal shed is a gift store, the proceeds from which will go toward the restoration of the "Minnehaha."

The restoration, or actually the rebuilding of the steamboat, if you prefer, has been progressing for about a year and a half. According to one of the workers, "We are actually about a year ahead of schedule."

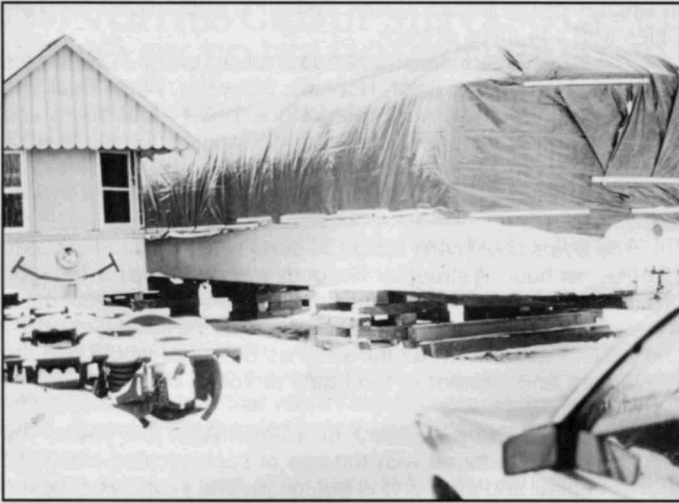
1992 STORE DISCOUNT POLICY

All members of the Lake Superior Transportation Club, the Lake Superior Museum of Transportation, and the Lake Superior and Mississippi are entitled to a 10% discount in the museum gift shop located on the track level of the Depot. The discount will apply to all yellow-tagged merchandise except periodicals. Discounts do not apply to magazines or merchandise stocked by the St. Louis County Heritage and Arts Center.

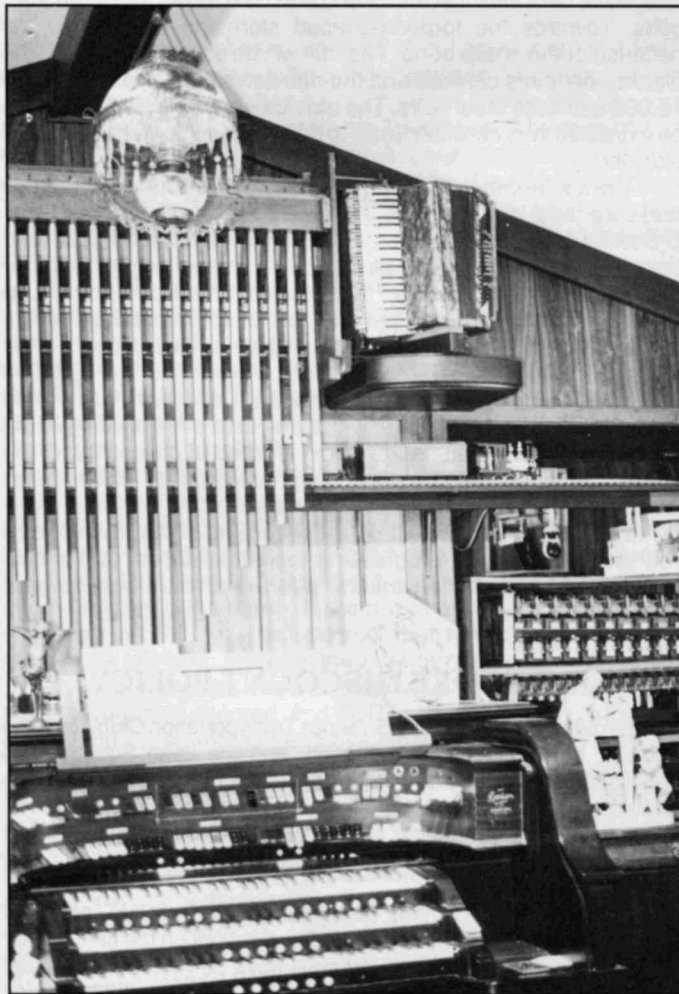
Members who volunteer their time on LSTC, LSMT, or LS&M projects will receive a coupon for a 25% discount on the item of their choice. To receive a coupon you must have 50 recorded volunteer hours, and for each additional 50 hours members will receive an additional coupon. Coupons must be presented in the museum office prior to the purchase to receive the 25% discount. You may wish to call first to insure the availability of a staff person.

To record your hours, volunteer registers are located in the east end of the museum near the model railroad building and in West Duluth at the shop and the ticket office.

If anyone has questions, please call **Tim Schandel** at 727-0687.



The streetcar-made-into-a-home seems to be happy with the new addition next to it. The new addition was just brought down from Duluth to join two other car bodies to be used in the reconstruction of an operational unit at Lake Minnetonka.



G-scale trains and music - a nice combination at Bob Dumas home. A siding runs behind the chimes. The pipe room is behind the wall. The automated accordion plays from a piano roll. The organ's percussion section is to the right of the console.

LS&M HOLDS ANNUAL MEETING, ELECTION OF BOARD MEMBERS

The Lake Superior & Mississippi Railroad held its annual meeting and election of officers on February 15 with 21 members present. **Elaine Ellian, David Carlson, Pat Dorin and Steve Ruce** were re-elected to three-year terms to the board of directors.

LSMT director **Leo McDonnell** spoke concerning the conflicting schedules of special Museum-sponsored excursion trains and the LS&M's regularly-scheduled excursion train and the need for all available equipment for the specials. A request was also submitted for the use of LS&M track maintenance and passenger coach equipment for use on the NSSR.

McDonnell also informed the group of upcoming FRA regulations to license locomotive engineers.

Following the annual meeting, the board convened to reorganize. **Pat Dorin** was named president, **Mark Olson**, vice president-administration. All other offices remain the same.

Considerable discussion was had on the proposal to put openable windows in Grand Trunk coach 5327 which now has double-paned sealed windows, has not been used for nearly five years and is in need of air brake and other work to put it in operating condition. Ice, up to 3000 pounds, is used to cool the car. The interior of the car is in good condition, having had seats and new flooring installed years ago. The coach had been used as a work car on the DWP. The 5327 was built in 1910, was extensively remodeled with larger windows to closely resemble a more modern post WWII coach.

With the planned excursions sponsored by the Museum, the E&J wanting to use Museum and LS&M equipment, (their passengers "like the heavy-weight cars with open windows") usable passenger coaches have suddenly become a premium commodity. Beside the Grand Trunk, there are three coaches that could be restored with the infusion of a substantial amount of cash. The LS&M will have poured over \$50,000 into the restoration of solarium coach 29 by the time it is finished. About \$8000 has gone into restoring coach 85, both of which were former crew cars on the Missabe.

WORK CONTINUES ON LS&M SOLARIUM CAR 29, EQUIPMENT

When some members are not operating trains, they are busy finishing up projects that were started the previous off-season or are engaged in maintenance projects to make sure that everything is going to work the next operating season.

Some LS&M members are finishing up the rebuilding of the Fordson tractor at the LS&M shop. The tractor had a new four-cylinder diesel engine installed, plus work on the transmission and hydraulic system. Locomotive 46 is also getting some needed maintenance in preparation for the summer operating season.

Others are finishing up the restoration of solarium coach 29. The arm rests have been taken off and brought to Martin Furniture Restoration to have the lime green paint removed in a dunk tank. There were several coats of paint underneath. The green was quickly applied in the spring of '90 to hide the primer-red color of the seat frames, the green matching the lime green color of the ceiling.

The arm rests were then stained and varnished to match the natural look wood paneling on the walls. The seat pedestals were repainted in a brown color in keeping with the arm rests.

Aluminum edging was installed next to the walls to cover the edge of the floor covering, the bathroom walls and window sills were repainted and other small details taken care of.

A carpenter is scheduled to begin work on installing the partition separating the lounge area in the rear of the car from the coach, section - similar to the way the car was remodeled from a coach in 1939. The solarium car was the tail-end car on the DM&IR passenger train. A lot of work has gone into the restoration of the car that had once been used as a work car on the Missabe.

NEWS FROM THE MUSEUM

PROGRESS REPORT ON THE DULUTH & NORTHERN MINNESOTA NO. 14

Work on locomotive No. 14 is proceeding rapidly.

A crew from Fraser Shipyard had been working on the boiler, correcting leaks that were discovered when the locomotive was filled with water for the first time since its return from the Hallett Dock shop.

The locomotive was scheduled for a hydrostatic test of the boiler by representatives of the Federal Railroad Administration on Tuesday, February 4. The boiler will also be inspected by representatives of the Hartford Insurance Company for insurance purposes.

The planking on the deck of the tender is completed and when the weather permits the tank can be installed upon the tender frame.

Ron Erickson formerly of the North Shore Scenic Railroad, will install all the air brake equipment upon the locomotive and do the necessary inspection of the air brake valves.

After the completion of the hydrostatic test the lagging and jacket can be applied to the boiler and the air pump, injectors, lubricators and other appliances can be installed. The front end work will be going on at the same time.

Tom Gannon has almost completed work on the pilot and the ash pan.

The scheduled completion of the locomotive for approximately June 1 is still on schedule.

It is contemplated that the first run will be the July 4th weekend with a gala celebration in Two Harbors welcoming the locomotive back to its home territory.

— L.M.

UPDATE

FIRST HYDRO TEST DONE ON NO. 14, LEAKS FIXED, TESTED SECOND TIME

The boiler on DM&N Mikado No. 14 was filled on January 24, the first time since its return to Duluth, allowing the water to warm up to room temperature over the weekend prior to the first hydrostatic test. A fan had been placed at the fire door to aid in the warming process.

The following Tuesday, two men from Fraser shipyard pressurized the boiler, and as expected, there were a number of leaks. They immediately set about stopping the leaks - welding a few staybolts, peening others with an air hammer, tightening the clean-out plugs and some welding inside the firebox.

Prior to big test, a salamander was placed near the firebox door to heat the water. A tarp was placed over the smokebox end and a cover on the stack to hold the heat in. Plywood sheets were placed in the bottom of the firebox also to aid in the warming of the boiler.

February fifth saw the arrival of representatives from the Hartford Insurance Co. and the Federal Railroad Administration for THE test. The boiler was subjected to a pressure of 255 pounds, well over its planned operating pressure of 175. There was one leaking staybolt. However, Hartford was satisfied that the boiler is in good shape and the people doing the work know what they are doing. The FRA representative stayed on for the third test and also to check over the machinery and running gear.

The leaker was burned out and being just above the blow-out valve, was easy to retrieve from the water jacket on the left side of the firebox. The week of the eighth, the crew from Fraser were expected to return and replace the staybolt, and perform one more hydro test.

The valve linkage and rods have all been replaced and the lagging can now be installed on the boiler. Following that, the appliances are to be installed, the cab rebuilt and mounted. The tender body has been rebuilt - shortening up and widening the coal bunker, which also narrows the water legs. The shorter coal bunker allows for more water capacity behind it, making up for the narrower legs. A new ash pan was also built.

- Editor

FRA LOCOMOTIVE ENGINEER CERTIFICATION

Federal Railroad Administration regulations that went into effect January 1, 1991, now require certification of engineers on Lake Superior Museum of Transportation-operated excursion trains, including the Lake Superior & Mississippi Railroad operations. Licenses must be issued within three years to each employee authorized to operate engines or trains. Further, the Museum must develop a training and monitoring program for these employees.

The regulations provide for "grandfathering in" present "employees." Whether or not volunteers who have been operating engines and trains for the Museum in the past will be grandfathered in as "employees" is yet to be determined.

In any event, under these regulations the Museum will have to examine each engineer's medical and job history and also their motor vehicle operator's records to see if they have ever been convicted of drunk driving.

The Museum has always been very diligent in determining the qualifications of engineers and trainmen and has conducted rules classes and rules examinations and prides itself on the fact that it can always advertise to the public that its trains are operated by qualified personnel.

The Museum is now in the process of developing procedures to implement the FRA regulations to insure that in the 1992 season there will be no problems with the FRA as to the persons operating Museum and LS&M excursion trains.

Volunteers who have operated trains for the Museum and the LS&M will soon receive further details on this program.

In the December issue of Trainline, the official magazine of the Tourist Railway Association, President **Fred Bartels** of the Association indicated that it is now the official policy of TRAIN to abide by the Code of Federal Regulations issued by the FRA. Bartels stated that FRA and TRAIN have reached an understanding and that the FRA "intends to continue identifying and becoming familiar with tourist railroads, explaining to them which federal safety laws apply to their operations, and when necessary, to assure safe operations taking an appropriate course of action."

Further, Bartels stated, "The FRA plans to continue this approach and limit its course of actions to situations where they believe that safety is being directly jeopardized by conditions or practices that the railroad does not address in a timely manner."

Further, Bartels stated, "In the meantime, TRAIN, . . . is working with the FRA to develop a better understanding of our industry and a more cooperative working relationship."

The Museum has determined it will follow the TRAIN policy. Museum Director **Leo McDonnell** pointed out that the Museum has consistently over the years agreed to FRA inspections of its motive power and rolling stock and has abided by all FRA regulations and it sees no reason why the regulations regarding qualifications of operating personnel should not be followed, particularly since before the application of this regulation the Museum had required Book of Rules examinations for volunteer engineers and had carefully looked into their experience and qualifications.

- L.M.

BOOK OF RULES CLASSES SCHEDULED FOR APRIL

Karl Symons, General superintendent of the North Shore Scenic Railroad, has announced that the Book of Rules classes and testing will start April 1, 1992.

All engine and train crews who desire to operate Museum trains upon the North Shore Scenic Railroad must take the Book of Rules classes and pass the Book of Rules examination. This will be in addition to certification under the FRA engineman's licensing rules.

To sign up for the Book of Rules classes please call the Museum office 727-0687.

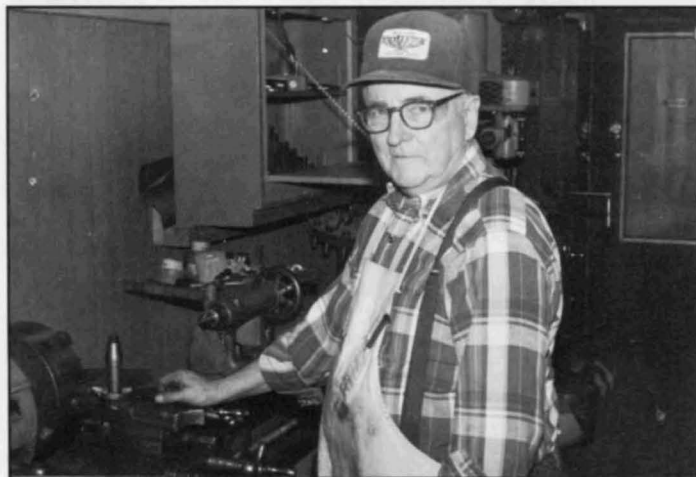
- L.M.

VOLUNTEERS AT WORK ...

PHOTOS BY TIM SCHANDEL



Gregg Vreeland lights and adjusts his torch as he prepares to do some welding in the nose of the Soo Line F-7 No. 2500.



Alf Johnson is making bushings for the truck on baggage car 66 on the machine lathe in the back shop of the LSMT. Alf has also done a great deal of machining at the LS&M shop making pins and bushings for DM&N Mikado No. 14.



Ernie Andrys cuts off bushings for the repair of a truck on baggage car 66. He is using a power hacksaw in the back shop of the LSMT.

SOO LINE F-7 WAS SAVED, THANKS TO LADYSMITH SOO FANS

The Soo Line's F-7 was about to be scrapped after being retired from snow-plow service in 1985. The railroad did not want to donate it to any special interest group or a museum. Thanks to a couple of Soo Line Historical and Technical Society members, **John Terrill** and **Kent Ohlfs** from Ladysmith, along with the Ladysmith city council, they were able to convince the Soo Line to let them purchase the unit for scrap value.

The 500A was built in November, 1949, at the La Grange EMD plant as a demonstrator, subsequently being purchased by the Soo the following year. It had pulled the Soo Dominion May 22, 1950, the first diesel powered passenger train on a regular schedule.

Serving on varnish trains until the mid '60s, it was then relegated to freight duties until being down-graded to snow-plow service.

Citizens of Ladysmith have restored it cosmetically, installing new side panels and glass and a new paint job in the former Soo Line livery of maroon and gold - restoring her dignity, if not her former glory, as the "Laker News" put it. The "Laker News" was a special four-page publication put out by the Ladysmith Chamber of Commerce for the Soo Line's special excursion train last September to Ladysmith.

Along with the 500 is the Post Office/Railway Express car 552, built as Soo Line parlor car 400 in 1911 by Barney & Smith. In 1941 it was converted to its present form, the front 15 feet used for the post office, the rear 61 feet for the Railway Express, the fore-runner of UPS and Federal Express. The car was converted to a section crew's kitchen car in 1968, then retired to the Shoreham Yard in Minneapolis and currently is in private ownership awaiting restoration.

The 138,500-pound coach with six-wheel trucks was elegant with plush green velvet swivel chairs on either side of the aisle and leaded glass gothic window trim.

A Soo Line combine is also preserved in Ladysmith. Built as a 12-1 sleeper by Barney & Smith in 1913, the "Bruce" was converted to 26-passenger combine in 1941 in the Shoreham shop for branch-line service. The 121,000-pound car was last used as a kitchen-dining-sleeping crew car and numbered 1470.

Also on display in Ladysmith is former Soo Line coach 998, built in 1911 by Barney & Smith. The 76-passenger coach had a Waukesha air-conditioning system installed in 1940 and was used until the Soo discontinued passenger service, then converted to section crew dining car 608 in 1968. The Soo Line never used the light-weight post-WW II passenger cars. Like the others, it is privately owned and is undergoing restoration.

A Soo Line Mikado, "Old Smokey" is also preserved under a canopy in Ladysmith which was once the crossroads on the Soo system for trains between the Twin Cities-Sault Ste. Marie and Duluth-Chicago.

BALDWIN "SODA MOTORS" ONCE USED ON MINNEAPOLIS SUBURBAN RAILROAD

There had been a few 0-4-0 "fireless cookers" built, in-plant steam locomotives with an over-size "boiler" that was filled with steam from a central boiler, did its work around the plant and returned to get a fresh supply of steam.

The Minneapolis, Lyndale & Minnetonka Railway experimented with "soda motors" on its route from downtown Minneapolis to Lake Harriet in a search for the ideal motive power. Baldwin had built four such unusual locomotives for the ML&M in September of 1886.

Caustic soda was added to water, creating heat to 329°F. The solution surrounded water tubes filled with a pure water, causing the water to boil and make steam. The exhaust was returned to the soda chamber, condensed and mixed with the soda, producing more heat.

The experiment failed and the 0-4-2s were converted to conventional coal burners which operated until 1905. The "soda

Continued on Page 12



The Ladysmith High School Band waited patiently on a cool and cloudy September 22 for the special Soo Line excursion train to arrive from Superior. The band and local citizens gave a rousing welcome to the 600-plus passengers, many taking the bus from Ladysmith to Superior to ride the train. LSMT's parlor car 6700 is next to the depot. — Dave Carlson photo.



Lead-gray skies hover the Soo Line F-7 500A at Ladysmith. Behind it is Railway Post Office car 552, formerly Soo Line parlor car 400 from 1911, and combine 358, formerly Soo Line sleeping car 1240, "Bruce," built in 1912. — Dave Carlson photo.

CALENDAR OF EVENTS

Last Friday of February, March, April, May - regular meeting of LSTC at Depot.

May 7 - LSMT annual meeting and dinner
 May 16 - LSTC Flea Market at First United Methodist
 June 20 - Special train for viewing Grandma's Marathon
 June 27 - BN open house
 July 4 - Inaugural run of DM&N Mikado No. 14 to Two Harbors
 July 18 - Special excursion trip on BN to Brainerd (Tentative)
 August 8 - Special excursion trip to Hibbing on DM&IR commemorating 100th anniversary sponsored by the St. Louis County Historical Society
 August 15 - DM&N Mikado No. 14 steam excursion
 August 22 - Soo Line Wisconsin Central to Marquette
 September 5 - E&LS Labor Day special
 September 7 - AIME special excursion
 September 19 - DM&N Mikado No. 14 steam excursion

SHUTTER BUGS: CLEAN YOUR LENS, DM&IR PHOTO CONTEST ANNOUNCED

The DM&IR Veteran Employee's Association has again announced a photo contest for its 1993 calendar and is open to all active and retired DM&IR employees, their immediate families, members of the Lake Superior Transportation Club and the Missabe Railroad Historical Society.

Photographs must depict equipment and operations of the DM&IR, be color prints, a minimum of 5x7 inches, horizontal format. Negatives must accompany the prints, both of which become the property of the Veteran's Association. Individuals may submit up to three photos.

Entries must be received by **Jan Oviatt**, DM&IR Veteran's Association, 540 Missabe Building, Duluth, Minnesota 55802. The deadline for entries is August 1, 1992.

Six prizes will be awarded — \$300, \$200, \$100, \$75, \$50 and \$25 for first to sixth place, respectively.

Steve Glischinski took first place honors last year and **Dave Schauer** took second and third.

OFFICERS MEETING OF JANUARY 21, 1992

A date for the proposed flea market was agreed upon. The club is scheduling a flea market to be held at the 1st Methodist Church (the copper top church) on May 16, 1992. Table fee will be \$10.00 in advance and a late fee of \$12.00, admission to the event will be \$1.00.

Using the above figures I am proposing the following changes to the budget for 1992

CASH END OF YEAR AS STATED ON THE BUDGET	\$1,060
INCOME	
FLEA MARKET (BASED ON 50 TABLES AT \$10)	500
FLEA MARKET ADMISSIONS (150 @ \$1)	<u>150</u>
TOTAL ADDITIONAL INCOME	<u>650</u>
DISBURSEMENTS	
RENTAL OF 1ST METHODIST CHURCH	150
ADVERTISING	<u>200</u>
TOTAL ADDITION DISBURSEMENTS	<u>350</u>
REVISED CASH END OF YEAR	\$1,360

— Steve Ruce, President

Continued from Page 10

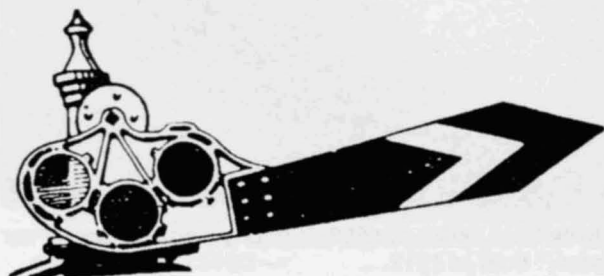
motors" were exchanged at Lake Harriet for conventional steam locomotives for the remainder of the run to Lake Minnetonka.

This information is from a paper-back by **Alan R. King**, entitled "Twin City Rapid Transit Pictorial" published by Transport History Press in 1984 as a 30th anniversary edition to commemorate the end of the TCRT. Fourteen years in the planning, the book contains numerous photographs of the various TCRT equipment, horsecars to PCCs and buses. Many photographers and the Minneapolis Public Library contributed to the pictorial collection. Copies of the book are being sold by members of MTM as part of their fund-raising activities for restoration of the steamboat "Minnetonka."



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A Look Back

ALLOUEZ ORE DOCKS

During their heyday, the former Great Northern iron ore docks in Allouez were a sight to see, in fact, a record breaking sight. These docks, four in total, were the largest grouping of their kind in the world. When one looked towards eastern Superior from Duluth during the evening, it almost seemed like the light of day had never left that area, with all of the dock lights illuminating a huge section of Allouez.

The first shipment of iron ore moved off the Mesabi Range toward Lake Superior on October 17, 1892 and consisted of only 10 cars (the first symbolic carload of ore actually sat in Duluth at the depot for visitors to examine). The route of this first shipment was over the Duluth, Missabe & Northern to Brookston, then on to Superior over the Duluth & Winnipeg (predecessor of the Great Northern). Once in Superior, the cargo was loaded into the Whaleback barge 102 which departed with a load of only 2,500 tons (today's larger vessels can handle over 60,000 tons). Total shipments for 1892 totalled 4,245 tons.

From these inauspicious beginnings, the Duluth & Winnipeg was soon hauling ore from mine to dock in increasing tonnages. The Great Northern, which soon absorbed the Duluth & Winnipeg, was to reap the huge benefits of the iron ore trade. The peak year for GN hauled tonnage was 1953, when 32,330,722 long tons of ore was handled.

Of the four conventional design ore docks, number one (the docks are numbered from west to east, with number one being on the side facing Duluth, while dock four is on the Ashland side) has lasted the longest in service. The dock, which has a conveyor belt to transfer taconite from the storage facility, was last used in 1988 when 151,144 tons were loaded in seven vessels.

Dock two was taken out of service in 1980 with it's rail approach removed in 1983.



Dock three was the last timber dock left on the Great Lakes when it was dismantled in 1965, leaving only three docks to handle the ore trade, which by that time had been reduced by the exhaustion of natural grade ores. The pilings from dock three can still be seen sticking out of Allouez Bay between docks two and four. (see photo above)

Dock four, the newest of the bunch, was built in 1911 with concrete and steel. The dock was taken out of service in 1974 and the approach torn down in 1980.

The GN transported ore from approximately 12 different mining companies, from various mines. Good communication between the Allouez docks and the mining companies was essential. Because of the varied chemical and physical properties of the ore (there were about 55 different grades) the blending of these ores was used to attain the most suited grade for a particular blast furnace. Samples were taken at Allouez from a group of 3 to 7 cars. These samples were analyzed so the mining companies could tell how many cars from different mines should be mixed to

make up the appropriate grade. The mixing of cars was done directly in the huge Allouez Yard following the mines orders and dumped in the dock pockets for the appropriate cargo.

Ore was brought to the docks in cuts of 65 to 75 cars, usually by 0-8-0's during steam, and by SD-7's and 9's during the diesel era. The loading of the dock started 2 or 3 days in advance of the ship arrival.

Please see Ore, page two

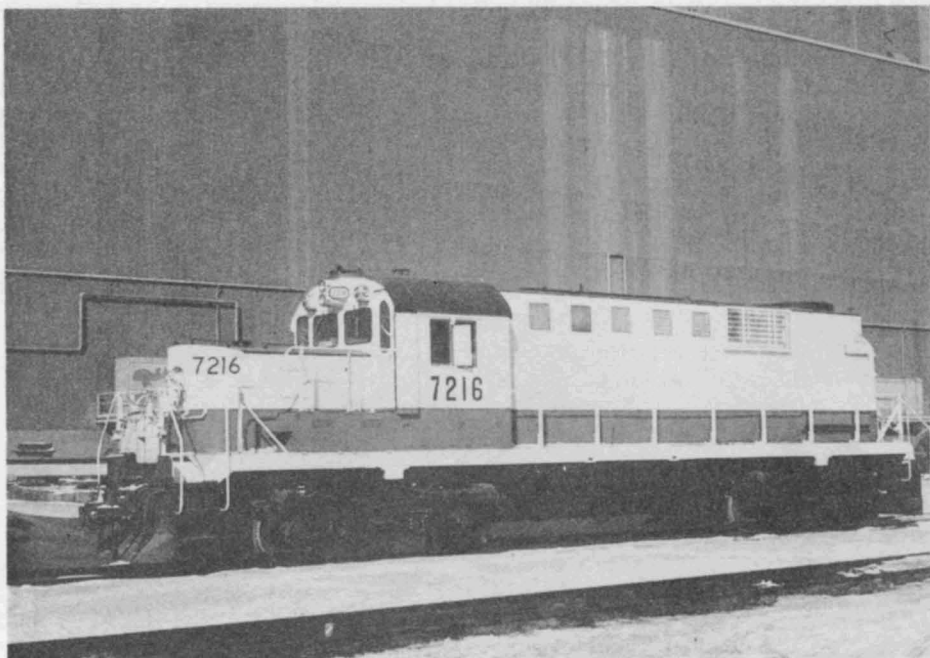
LAKER EXTRA! WINTER 1992

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



LTV Steel GP-38 number 4261 plows snow with a spreader on November 6, 1991 near Dunka Jct. The work extra was clearing the track after the monster snow of October 31-November 2. LTV's five remaining running Baldwin S-12's are due for replacement over the next two years because Baldwin is no longer in the parts business. It is unknown at this time what the replacements for the Baldwin switchers will be. Photo by Doug Buell.

Below: LTV Alco RS-11 number 7216 at Hoyt Lakes on March 4, 1991. The 7216 is former BN 4186, ex-Northern Pacific 906. When employed by the NP, this unit spent much of its time in the Duluth/Superior area. The BN then transferred the locomotive to the west coast to join former SP&S Alco locomotives. The locomotive's nose was chopped by LTV in Hoyt Lakes. 7216 will not be lettered for Erie Mining or LTV Steel, it will remain unlettered. Photo by Doug Buell.



Ore, continued from cover.

Ore docks that operated 24 hours a day, seven days a week from April until early January needed a large classification yard to support them. Allouez yard was rivaled only by the Missabe's Proctor facilities during the peak ore shipping years of the early 1950's. Adjacent to Allouez yard was a steam plant (removed in 1978) and a separate yard to support it. Prior to 1943, steam to thaw frozen ore in cars was supplied by a group of six locomotives. Each engine could produce 48,000 lbs. of steam per hour. The steam yard could hold 12 cuts of 30 cars each for a total of 360 cars at a time. Fall steaming was an annual event and occasionally spring steaming was necessary. The 1962 season was the first in 28 years when no steaming at all was needed. The BN stopped shipping natural ore through Allouez in 1979 when 414,951 tons of the red ore was shipped in 22 vessels.

Today in 1992, one hundred years after the first shipment of ore made its way off the Mesabi Range, Allouez is still alive, although at a shadow of its former glory. One can still find taconite trains rolling into what remains of the yard, locomotives idling on the ready tracks, and the hum of conveyor belts busy carrying pellets towards dock number five. Although it is certainly not the same scene as the peak year of 1953, the Merritt brothers would still be proud to find that the ore reserves they helped discover and develop over 100 years ago are still flowing into holds of ships on Lake Superior.

Editor's note: This information on the GN ore docks was taken from the BN's Terminal newsletter.

Contributing Members

Bill Bally
Duane Benoist
Lloyd Berger
John Boutin
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Tom Casper
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Otto P. Dobnick
Lenard Draper
Carl Ekholm
Elaine Ellian
Martin Fair
Edward Fraser
Jergen Fuhr
Wilfred A. George
William J. Graham
Chilton Hagan
Kurt Haubrich
Merril Hendrickson
John A. Herlick

Marlin Inch
JJ Kreuzberger
John Larkin
Bruce E. Lewis
Steve D. Lorenz
Dan Mackey
Carrol R. Mattlin
Leo McDonnell
Dave Mikelson
Gordon Mott
Jon Nienow
Bruce Routh
Steve Ruce
David Schauer
David Schmieding
Dohald B. Shank
Harlow Sires
Robert Stein
Donald Weesner
Timothy D. Zager

THANKYOU!

Missabe Road

The 1991 year-end results are in for the DM&IR and their operations:

- *Shipped 19.5 million tons of pellets.
- *Shipped 1.5 million tons of limestone.
- *Loaded 492 vessels at Duluth and Two Harbors.
- *Installed 40,000 feet of rail and 30,000 ties.
- *Completed the rebuild of three locomotives.
- *Repaired 1,600 pellet cars.
- *Rebuilt 70 crude ore cars.

EJ&E has returned EJ&E SD-9 number 608 (former DM&IR #135) from long term lease. The unit has officially been retired and will be used to keep its other sisters running by supplying spare parts. This is the same treatment that EJ&E 609 received last year upon its return to the Missabe. EJ&E SD-9's number 607 and 610 are scheduled to arrive in Proctor shortly after coming off long term lease.

The former BN (ex-NP) yard slug has been returned to storage in Proctor after having been placed into service earlier in 1991. The slug was involved in a minor accident in the Keenan Yard which resulted in a bowed frame.

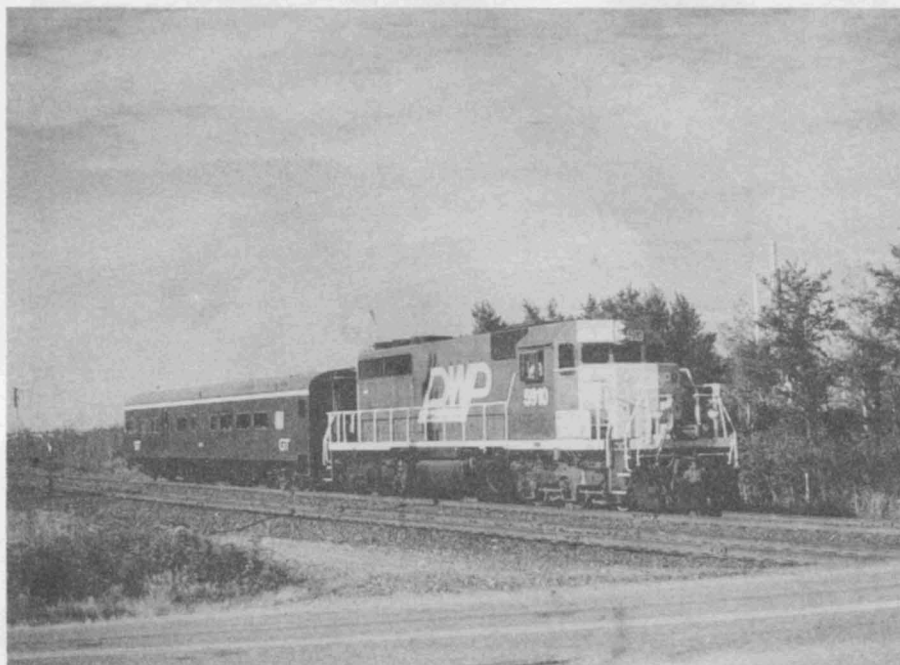
As reported in the Fall issue of the Extra, the Missabe has leased 25 Difco side-dump cars for limestone service this winter. Two of the cars are leased from the manufacturer, Difco, while the other 23 are from the Union Pacific. The UP cars are all painted MOW green with Missouri Pacific reporting marks and all have a UP shield logo.

The main project for the DM&IR car department for 1992 will be the installation of 1,400 roller bearing wheelsets to pellet cars that currently have friction bearings. 350 cars are scheduled to be so equipped.

DW&P

Rumor has it that the Peg might detour over the Missabe while the Melrude bridge is repaired/replaced. The detour would last three weeks during February.

The DW&P will undergo a mainly symbolic consolidation with the CN's other U.S. properties, the Grand Trunk Western and the Central Vermont. The new name for the allegiance will be CN North America.



Top: One of the many Peg inspection trips over the railroad during 1991 to show off the completed welded-rail program. This photo was taken at Virginia on September 12, 1991. The lone SD-40 (the only type of motive power the Peg owns) had an easy assignment with a single Grand Trunk Western inspection car. Photo by Doug Buell.

Below: The Peg had another opportunity to show off its beautiful roadbed. In this case, the visitors were from the Tourist Railway Association (TRAIN) who were in Duluth for their annual convention. As part of their meeting, the group was treated to a trip over the DW&P from Pokegama to Virginia. Once in Virginia, the group was bused to Ironworld USA to see their excellent displays and the railroad operation at the facility. The photo shows the train in Virginia on October 31, 1991. The consist was made up of four North Shore Scenic Railroad coaches (non-powered RDC cars), and E&LS diner 1348. By the time the train got back to Superior, there were already 4-5 inches of snow on the ground with 23 more inches on the way. Photo by Tim Schandel.



Wisconsin Central

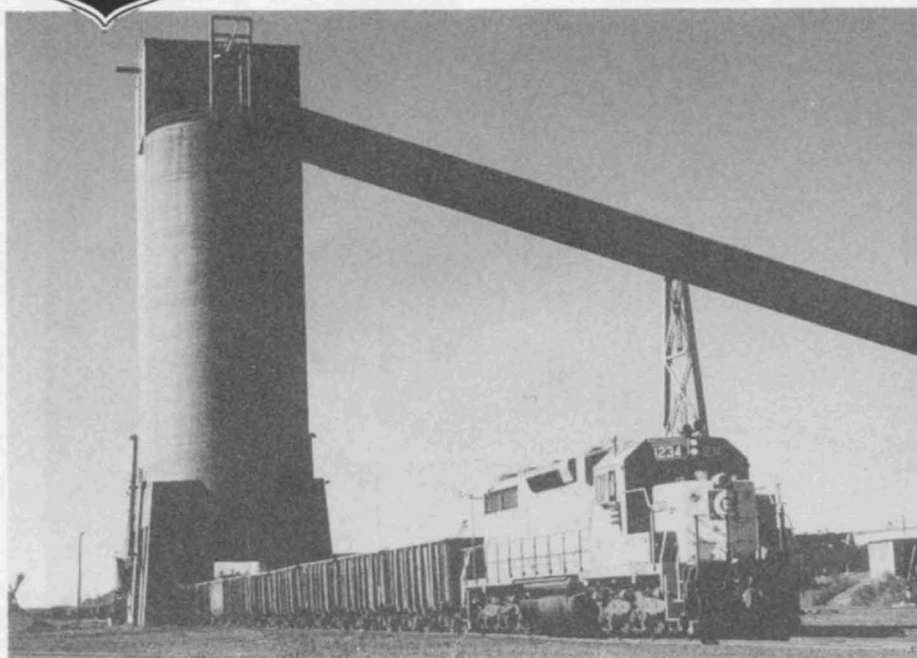
Wisconsin Central is now handling through shipments from western Canada to Chicago following purchase of 102 miles of Soo Line track between Superior and Ladysmith, Wis, December 9, 1991. The Canadian traffic is interchanged with CN North America (DW&P) at Pokegama in Superior. WC's route is 461 miles, versus up to 591 miles for the other three lines operating in this corridor (BN, Soo, C&NW). Shipments are scheduled to depart from the Peg's Pokegama yard at 1 p.m. daily and arrive in the yards of major connecting railroads at Chicago, 9 p.m. the next day. WC plans to acquire the C&NW's 97-mile Cameron-South Itasca (Superior) line this year.

The WC has been very busy in the acquisition department. On January 8, the railroad announced that it will form a subsidiary to acquire the Fox River Valley and the Green Bay and Western railroads. The WC subsidiary will be called the Fox Valley & Western Ltd. It is not known at this time how operations on the newly acquired railroads will be affected. Both the GB&W and FRVR were owned by Itel Corporation and primarily served southern Wisconsin. WC hopes for ICC approval by the end of this year.

The WC has installed electric heat in 28 locomotives this year. Replacement gear ratios have been installed on 11 units for greater pulling power.

BN OPEN HOUSE

The Burlington Northern will hold its annual open house on Saturday, June 27, 1992. This year's activity will take place in Allouez at the taconite facility to help celebrate 100 years of Mesabi ore shipments through the port. The railroad has requested five coaches as well as ex-GN SD-45 Hustle Muscle from the Museum. It is expected that the BN will once again offer short train rides as part of the open house.



Above: Cyprus North Shore Mining is alive, and almost well. Although producing less pellets than expected due to the soft spot market for taconite, Cyprus has been able to control costs to help avoid large losses. The firm, based in Denver, will lose money on its taconite operations in 1991 but with a stronger economy predicted for late 1992 the outlook should get better. In the photo above, SD-28 number 1234, still in Reserve Mining colors, switches the crude taconite loading facility in Babbitt on September 20, 1991. Note the remote control equipment on the locomotive. Both photos by Doug Buell.

Below: Cyprus hauls raw taconite from the mine in Babbitt to the pellet processing plant in Silver Bay over a 47-mile double track railroad. Two SD-28's team with two SD-18's to move a loaded train towards the yard in Silver Bay. The train is passing under the LTV Steel mainline. Cyprus has five locomotives repainted into the company blue and white paint scheme. The painted units are 1217, 1229, 1230, 1233, and GP-9 1215 (ex-MNVA 320, see summer 1991 Extra). With the low tonnage carried by Cyprus (about 4.5 million tons of crude taconite annually), the double track is no longer needed. In the glory days of Reserve, close to 10 million tons of pellets were produced, meaning that 30 million tons of crude ore was needed to be shipped via the railroad, hence the need for the double track.



Listening In

Listed below are the majority of local railroad radio frequencies.

BN: 161.100 (Road), 161.160 (Yard), 160.410 & 160.710 (Taconite).

DM&IR: 160.350 (Twin Ports area), 160.800 (Iron Range), 160.230 (Two Harbors), 161.280 (Docks).

DW&P: 161.415 (Yard), 161.205 (R)

D&NE: 161.490 (Road/Yard)

LS&M: 160.380 (Road/Yard)

Cyprus: 153.020 (Road/Yard)

LTV: 152.990 (Road), 152.900 (Y)

NSSR: 160.920 (Road/Yard)

WC: 160.785 (Road), 160.260 (Yard)

Soo: 160.770 (Road), 161.520 (Yard)

C&NW: 160.890 (Road), 160.455 (Y)

Back Cover Photos

Top: On Tuesday, November 26, 1991, the Burlington Northern operated a special business train from the Twin Cities to Duluth. The train was run to entertain executives from the Canadian National. With the Wisconsin Central now in the market to solicit Canadian overhead traffic to Chicago, the BN will have to work harder to retain its lion's share of the business. The train consisted of the BN's two executive F-9's, number 1 and 2, sleeping car Big Horn Pass, power car Stampede Pass, office car Mississippi River, and full dome inspection car Glacier View. The special is photographed at the depot after its arrival from the Twin Cities. The train arrived at 1:00 p.m. and departed that evening at 11:00 p.m.

Bottom: LTV Steel ran a special passenger extra from Hoyt Lakes to Taconite Harbor and return on October 17, 1991. The special was operated for the president of LTV and included the Museum's diner, ex-GN Lake of the Isles, ex-C&NW parlor car 6700, and the E&LS ex-NP baggage/power car. The train is shown in Hoyt Lakes behind F-9's number 4212 and 4223. Both photos by Tim Schandel.



Top: The DM&IR has been busy this past summer reducing the trackage through Biwabik. This photo was taken from the Highway 4 overpass on the far eastern edge of Biwabik and shows a Two Harbors bound freight holding for a Minntac destined empty taconite train. The right side of the photo shows the changes in the yard track structure. The Missabe has reduced the double track east of Biwabik down to single track, and the yard has lost most of its tracks. The west side of the yard has also seen track reduction. The roundhouse still stands as a home for a maintenance of way crew. Date: July 6, 1991. Photo by Dave Schauer.

Bottom: The Wisconsin Central has replaced the majority of their ex-Soo GP-30's with units such as this, a reconditioned EMD GP-40. These GP-40's can be seen on trains heading to and from the Twin Ports. This GP-40 was photographed in Ladysmith on the head end of the Museum's excursion this past Fall. Photo by David Carlson.



