

LAKE SUPERIOR TRANSPORTATION CLUB  
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



*Laker*

FALL 1993



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



# THE LAKER

FALL, 1993

The Laker is the official publication of the Lake Superior Transportation Club, an organization of volunteers for the Lake Superior Museum of Transportation, located at 506 West Michigan Street, Duluth, Minnesota 55802, and is published by and for its members four times a year. Inquiries and articles for publication may be sent to its editor, Jergen Fuhr, 4301 Jay Street, Duluth, Minnesota 55804-1457. The LSTC was formed for the purpose of preserving, restoring and operating various types of railroad equipment and related items, models to prototypes, and to be of service to the public in the education and use of rail transportation.

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

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## COVER PHOTO

The last remnants of the movie "Iron Will" were auctioned off on November 14, at Superior's Soo Line depot, ten months after shooting began on the Disney production that was filmed in and around the Twin Ports last winter. Auctioned were stoves, furniture, kerosene lamps, animal skins, household items, steamer trunks, clocks, telephones, teepees, and many other items. The depot closed in the late sixties, the freight office closed a little over a year ago and the building is now undergoing renovations into apartments.

## A PRIMER ON RAILROAD HISTORY

Who really was the father of the railroad?

What constitutes the beginning of the railroad — someone's idea, a working model, a practical working steam locomotive or the use of tracks?

Do the names Roger Bacon, Richard Trevithick, Oliver Evans, Nicholas Cugnot, James Watt, William Murdock, William Symington, William Hedley, George Stephenson, John Stevens mean anything?

Is the first railroad in this country the one that was chartered first? Or the one that began actual construction?

What year could be considered the actual beginning of the railroad industry?

If track work is the deciding factor, credit the ancient Greeks who ran carts in rutways, roads of stone rails. The Romans also used rutways in England and in 1776, the English made the first iron rails — timber rails that were capped with iron plates and called "plateways."

If it is tracks, the first railroad in America was a short inclined track in 1795 to haul bricks on Boston's Beacon Hill. Silas Whitney built a short railway in Boston in 1807. Thomas Leiper built a tramway in 1809 near Philadelphia for his stone quarry.

A mile-long railway was built near Richmond, Virginia to serve a Powder mill, and a tramroad was built in 1818 at near Creek Furnace in Armstrong County, Pennsylvania in 1825.

The Granite railroad was the first practical railroad and chartered in 1826. It had wood rails capped with iron straps, mounted on stone ties eight feet long, a foot square and laid in a bed of crushed granite. It was used to haul granite to Bunker Hill in Quincy, Massachusetts.

The Gravity Road, a nine-mile line used to carry coal in Pennsylvania was built in 1827. The cars were moved by gravity and mules over a series of inclines.

## IS MOTIVE POWER THE QUALIFIER?

Before there was any kind of motive power, there were tracks. The first motive power was a horse or a mule, then the steam engine, a diesel; the end is not yet in sight.

Would the invention of motive power constitute the beginning of a railroad? Friar Roger Bacon foresaw a steam carriage in 1216. Richard Trevithick in England and Oliver Evans in America wedded the steam carriage to the rails.

Nicholas Cugnot produced the first steam carriage on record in 1765 in France. James Watt built the first stationary steam engine about 1765 in England and took out patents in 1769 and 1784 for a mobile steam engine but never built it.

William Murdock, Watt's assistant, and William Symington both built models of steam carriages. Symington turned his attention to perfecting a steamboat when he realized that Scottish roads were nearly impassible.

Trevithick hauled passengers behind a steam carriage in 1801, but it was not a railroad and poor Richard became discouraged because of England's bad roads and knew that steam carriages would not become a reality. Upon a bet from a friend that a steam carriage could pull more than a horse, Trevithick put his steam carriage on rails of the Merthyr Tydvil Iron Works in Wales and carried ten tons of iron bars at five miles an hour. He won the bet — and the honor of giving birth to the steam railroad.

Steel wheels slip on steel rails, so John Blenkinsop of Leeds built a cog railroad in 1812 and hauled up to 30 loaded coal wagons for several years — the first regular use of a locomotive for commercial use.

"Puffing Billy" was built in 1813 by William Hedley in England to prove that the weight of a locomotive could provide sufficient

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## PRIMER

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traction of steel wheels on steel rails and do away with cogs, toothed wheels and chains. Some inventors went so far as to experiment with walking legs.

George Stephenson built the "Blucher" in 1814. In 1825, "Locomotion No. 1" was built, the first ever truly practical locomotive for a common carrier — the Stockton and Darlington.

### LET'S GET BACK TO THE COLONIES

Col. John Stevens secured the first railroad charter issued in the U.S. and built a circular railroad on his Hoboken estate in 1825 and at age 82 entertained his guests with speeds up to 12 miles an hour. He secured a charter for the Camden & Amboy in New Jersey and was the first to use the "T" rail invented by his son. The C&A became a link in the Pennsylvania Railroad.

We should pause here and mention the "John Bull" which also ran the C&A, and the De Witt Clinton which operated over the Mohawk & Hudson Railroad, making a name for itself in August, 1831 when it pulled three stage coaches remodeled to run on rails. It was soon retired, being too light for heavy service. The "John Bull" was built in England.

Some people say the real beginning of the railroad was the harnessing of steam power, which honor could go to Col. Stevens whose locomotive was the first to run on rails in the new world. But it went nowhere — running around in circles.

Oliver Evans improved on Watt's steam engine and his far-seeing eye envisioned a vast network of railroads linking the Mississippi Valley with the East Coast. He prophesied that passengers would eat and sleep on trains that would run at night. He passed away 11 years before the advent of America's first common carrier.

The first commercial locomotive in this country was the "Stourbridge Lion" used by the Delaware & Hudson Canal Co. in 1829.

The B&O's "Tom Thumb", built by Peter Cooper, was the second commercial locomotive and the first commercial locomotive to be built in the U.S. In 1830, the "Tom Thumb" lost a race with a horse when it broke down and horses were used again on the B&O for nearly a year.

The "Best Friend of Charleston" was the first commercially built engine by West Point Foundry in New York. The fireman, annoyed by the hissing of the safety valve, tied it shut and thus ended the short career of the "Best Friend" and nearly his own life. It was rebuilt and named the "Phoenix", having had so many changes. The "Best Friend" went into service on the South Carolina Railroad in 1830, a company which never used horses.

Except for the SC and the B&O, all the other railroads are not to be considered as "the first railroad" — railroad being defined as a common carrier that hauled freight and passengers at a fixed rate for service rendered and offered to the general public.

The B&O used horses to carry passengers in 1829 to the Carrollton Viaduct for nine cents or three tickets for two bits. In 1830, its first regularly scheduled passenger train began service between Baltimore and Ellicotts Mills, freight cars were added and the B&O became a full-fledged common carrier.

The South Carolina Railroad also came into being that year, the first to use the kind of motive power that became America's standard in steam locomotives for the next 100 years.

Both railroads also experimented with horse-powered treadmill cars and sail cars. Sail cars could go as fast as 15 miles an hour. (How about horse droppings or going into the wind?)

(The preceding gleaned from an article in "Trains" magazine by David Russell, March, 1951.)



**Car 78, a single-truck Laclede, trundles along a meticulously manicured right-of-way near Lake Harriet in southwest Minneapolis after years of a complete frame-up rebuilding. The destination sign on the former Duluth car reads: 22nd Avenue East. — MTM**

## DULUTH STREETCAR NO. 78 CELEBRATES 100th BIRTHDAY; CAR OPERATES ON COMO-HARRIET LINE IN MINNEAPOLIS

The Minnesota Transportation Museum celebrated the 100th birthday of Duluth Street Railway Company No. 78 on Saturday, August 28. No. 78, which operates on the Museum's Como-Harriet Streetcar Line in Minneapolis, was part of an order for twenty identical cars delivered in September 1893 by the Laclede Car Company of St. Louis. No. 78 operated in Duluth until replaced by larger streetcars built by the Twin City Rapid Transit Company, DSR's owner from 1900 to 1930.

No. 78, one of the oldest operating streetcars in the world, spent the next 61 years as a storage shed near downtown Duluth. In 1972, threatened with destruction, the fragile carbody was acquired by the Museum and stored for twelve years awaiting a suitable single truck. Finally, in 1984, such a truck was found and in November, what turned into a 6 year, \$40,000 restoration was begun.

In August of 1990, No. 78 made its first test trips and, after a winter of fine-tuning, carried its first revenue passengers in eighty years in late May of 1991. Today, No. 78 operates on Mondays through Wednesdays and on selected weekends after Labor Day when ridership is lower on the Como-Harriet line.

On August 28, No. 78 was feted by more than 400 well-wishers, including representatives of the Minnesota Historical Society, which contributed to the restoration, and three members of the Minneapolis City Council who presented the Museum with a resolution of the City Council honoring the Museum's restoration of No. 78 and other accomplishments at the Como-Harriet site. Free rides were offered until regular service began at 1:00 p.m. and the crowds were treated to lemonade, cake, and the music of the Washburn High School marching band.

On the National Register of Historic Places Accredited by the Minnesota Historical Society — M.T.M.



## TWENTY-TWO YEARS OF PROGRESS FOR MTM IN TROLLEY, RAIL EXCURSIONS AND SOON WILL HAVE MARINE DIVISION, STREETCAR BOAT

"Welcome to Linden Hills and the Como-Harriet streetcar Line," reads a new brochure from the Minnesota Transportation Museum advertising their streetcar operation. It gives a brief history of the line with photographs and descriptions of their equipment:

"Rail transit came to Lake Harriet in 1880 via the narrow gauge Minneapolis & Lake Calhoun Railway. By 1891, Thomas Lowry's Minneapolis Street Railway Company had electrified the now standard-gauge line. In 1906 the now double-track streetcar line of Lowry's Twin City Rapid Transit Company was extended to Lake Minnetonka.

"Until streetcar abandonment in 1954, countless thousands of passengers came to or passed through the Lake Harriet area. At one time, streetcars whisked along the "glen line" between Lake Harriet and Lake Calhoun at speeds up to sixty miles per hour!

"Passengers used the streetcars to go to work, to school, and to play: the Como-Harriet line served both downtowns, the Capitol, Como Park, the Fairgrounds, and the University of Minnesota. Until 1928, Lake Minnetonka streetcars allowed passengers to connect with the streetcar company's express boats which served 27 points on the big lake.

"The Minnesota Transportation Museum reopened this portion of the line in 1971. Since that date, the track length has been extended to one mile, additional streetcars have been restored, and the volunteer membership has grown. It is this group which restores, maintains, and operates the cars.

"Streetcar No. 1300 was built in St. Paul in 1908 as part of an order for faster cars to be used on the St. Paul-Minneapolis "Interurban" line (University Avenue). The car was frequently used on the Como-Harriet Line in its 46 years of service. Today, this "standard" type car appears exactly as it did in the early 1930's following rebuilding as a one- or two-man operated streetcar. No. 1300 was the original streetcar placed in Museum service on the Como-Harriet Streetcar Line in 1971.

"Originally built in 1915 as TCRT streetcar No. 1791, No. 265 was sold to the Duluth Street Railway Company in 1916 and operated until that city's streetcar system was abandoned in 1939. Discovered as a summer cabin in Wisconsin, the Museum restored the car to its 1929 appearance, which featured an asymmetrical front end along with a curved rear platform bench seat. The nine-year project was a "ground-up" effort, as no electrical components existed and the interior was completely gutted! No. 265 was the second car placed in service in 1932.

"Streetcar No. 78 was operated by the Duluth Street Railway Company from 1893 until 1911. Built by the Laclede Car Company of St. Louis, No. 78 belongs to the "first generation" of electric streetcars, those replacing horse and mule-drawn cars during the 1890's. The car is historically unique, as it represents one of the oldest preserved streetcars in America. It is also a most striking example of the craftsmanship of the Museum's members in streetcar restoration. No. 78 was the third car placed in service in 1991.

"Streetcar No. 322 was built by the St. Louis Car Company of St. Louis in 1949, part of a fleet of 141 modern streetcars delivered to TCRT between 1944 and 1949. The "PCC", or "President's Conference Committee" car was developed by the electric railway industry to allow it to compete with the automobile. Although a technical success, the PCC car could not save the streetcar from the popularity of the automobile. No. 416 was sold in 1953 for use in the Newark, N.J. city subway. It was sold again in 1978 for use on the Shaker Heights Rapid Transit in Cleveland, Ohio. The Museum acquired it in 1990. Restoration is underway."

The MTM brochure also mentions the Osceola & St. Croix Valley Railway which operates out of the former Soo Line Depot at Osceola, Wisconsin with diesel (former LST&T switcher) or steam (NP 4-6-0 No. 328) trips going to Marine-on-St. Croix, Minnesota or Dresser, Wisconsin.

MTM also operates the former Milwaukee Road Depot in Minnehaha Park which dates back to 1875.

MTM will have a Marine Division, giving excursion rides on the steam-powered streetcar boat "Minnehaha" on Lake Minnetonka. The streetcar boat was one of six that served communities around the lake. It was scuttled in 1926, raised in 1980 and is being restored in Excelsior.

The Museum's volunteers are also restoring the former GN Jackson Street roundhouse in St. Paul. When complete, it will house the Museum's collection of equipment and will be a restoration and maintenance shop.

The Linden Mills Depot is a recreation of the original building constructed in 1900 for residents of that community using the Como-Harriet line which was built at a cost of \$300 by Brown and Currier. The depot houses interpretative displays that tell the story of the streetcar in Minnesota's transportation history.

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## COMO-HARRIET STREETCAR LINE CARRIES 1,000,000th PASSENGER

The Como-Harriet Streetcar Line in Minneapolis carried its 1,000,000th passenger, Beverlee Love of Minneapolis, on Thursday, August 12 at 6:33 p.m. Love, accompanied by her granddaughter Nicole, was presented with a copy of "Electric Railways of Minnesota," the authoritative history of Minnesota's electric railways, "Transit and the Twins," a 1958 transit history published by the Twin City Rapid Transit Company, a Como-Harriet Streetcar Line ceramic pin, and a one-year complimentary membership in the Minnesota Transportation Museum, operators of the one-mile streetcar line at Lake Harriet in Minneapolis.

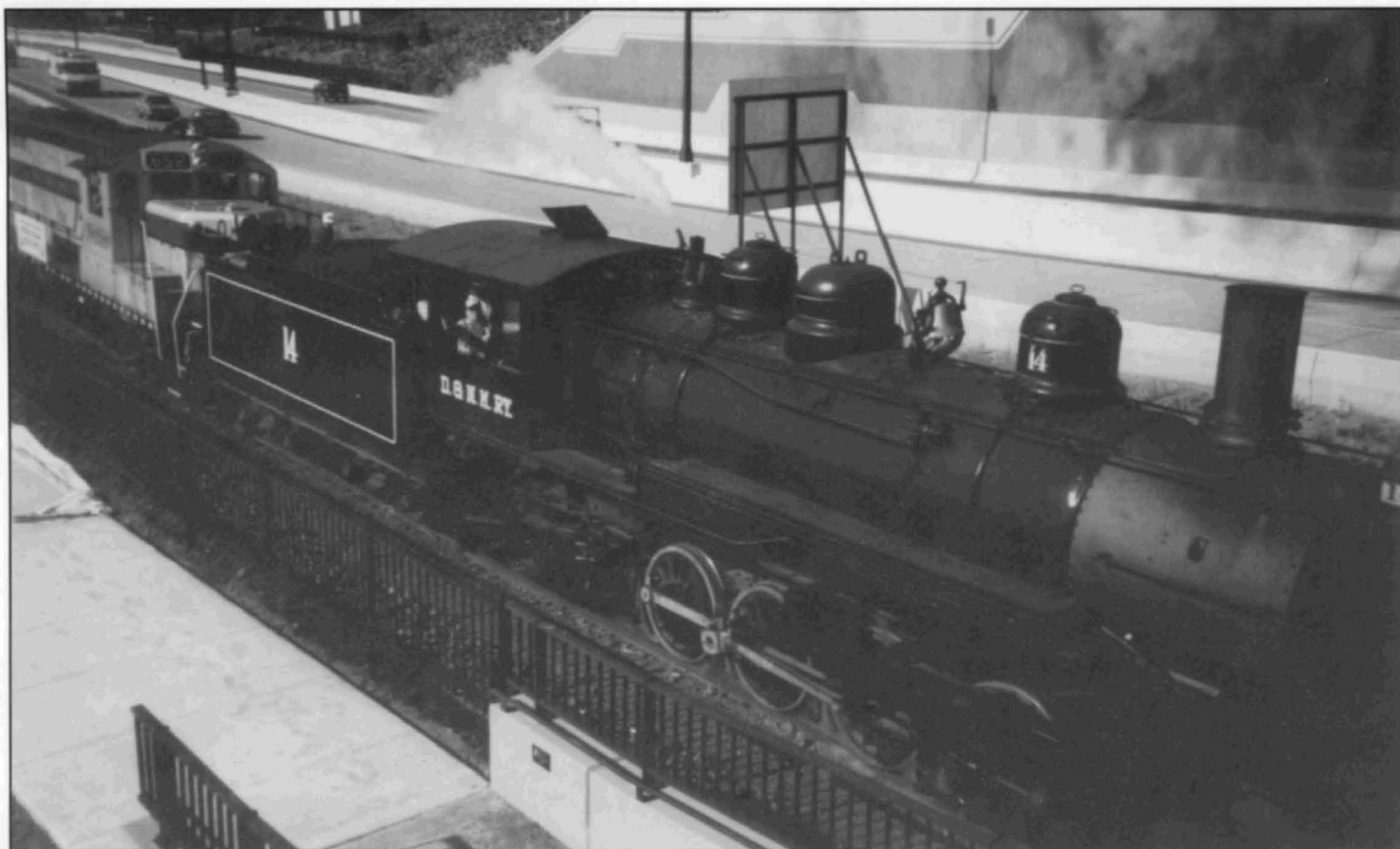
The Como-Harriet Streetcar Line opened on August 19, 1971 and carries about 45,000 passengers per year on a scenic line connecting Lake Harriet and Lake Calhoun. The track is laid on the right-of-way of the Twin City Rapid Transit Company's former Como-Harriet line, abandoned in 1954. The line, along with TCRT streetcar No. 1300, the line's first car, is on the National Register of Historic Places. The line is staffed and managed by about 120 volunteer members of the Museum.

The line operates three vintage Minnesota streetcars, TCRT No. 1300, built in 1908, Duluth Street Railway Company No. 265, built in 1915, and DSR No. 78, built in 1893, one of the oldest operating electric streetcars in the world. A fourth streetcar, TCRT "PCC" No. 322, built in 1946, is undergoing restoration. The Museum also owns TCRT No. 1239, built in 1907, TCRT "PCC" No. 416, built in 1949, and Mesaba Electric Railway No. 10, built in 1912. The Museum also operates two former TCRT motor buses, No. 630, built by Mack in 1941, and No. 1399, built by General Motors in 1954. They operate for Museum and neighborhood special events.

### FOR MORE INFORMATION:

Louis Hoffman  
General Superintendent  
Como-Harriet Streetcar Line  
(612) 729-0442





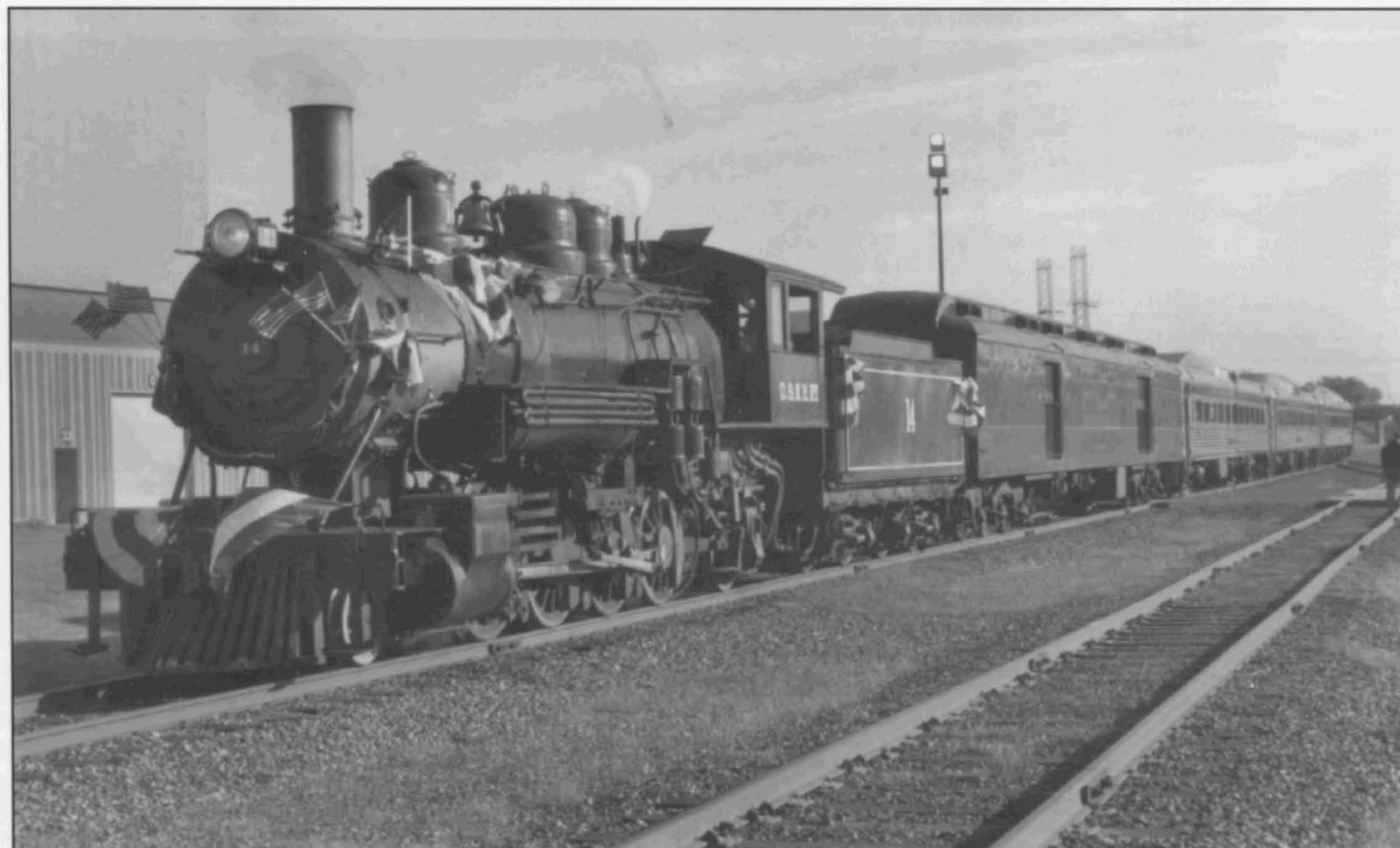
LSMT's "movie engine", D&NM No. 14, was caught by Steve Ruce at the Perkins' over-pass on September 25 hauling a record crowd to Two Harbors. Lloyd Berger is in the cab of the Mikado with NCSR's GP-9 No. 652 behind.



The steam special heads around the curve under London Road with LS&M's car No. 29 bringing up the rear and E&LS 100 in front of it. Photo is by Ruce from the Perkins' over-pass.



LSMT's logging engine, D&NM Mikado No. 14, waits at the Lakeside siding for the NSSR train to pass by. The six-car train with the Rainier Club observation No. 390 behind the locomotive is returning from Two Harbors on August 28. — Photo by T. Schandel.



Decorated with flags and bunting like a politician's campaign train, Schandel caught No. 14 as it pulled a four-car charter for the Lake Superior Paper Industries on October 4. Photo was taken at the plant in West Duluth. Train was made up of the baggage car 66 and three NSSR Budd cars.

## NOTES FROM TRAIN CONVENTION, 1993

### GANNON RELATES JOYS OF WINTER RAILROADING

The annual convention of the Tourist Railway Association was held at St. Charles, Illinois on November 4, 5, and 6, 1993. The convention was hosted by the Illinois Railway Museum. The museum actually is at Union, Illinois, approximately 30 miles from St. Charles.

Tom Gannon, our museum curator, Wayne Olsen, Bill Mickelsen, and Leo McDonnell of the museum board, attended. Mickelsen also represented the Lake Superior and Mississippi Railroad at the convention.

One of the principal topics of seminars and the annual meeting of the members of the association was the association's relations with the Federal Railroad Administration. A presentation was made by Frank McKenna, who has been retained as counsel for the association in Washington, D.C. and acts as lobbyist for the association. Mr. McKenna indicated that there has been no change in relations with the FRA, which continues to insist upon its jurisdiction over tourist railroad operations and railroad museums. The attitude of the association toward the FRA was debated in a number of meetings and seminars, and the consensus, with a vocal majority, was that perhaps we should not be too adversarial in our relations with FRA because in many cases the local FRA inspectors have been treating transportation museums and tourist railroads in a fair manner.

One of the highlights of the convention was a seminar presented by Curator Tom Gannon, with an attorney representing the Illinois Railway Museum, and a consultant who represents rail-

roads interested in locations to shoot movies. The members participating in the seminar greatly enjoyed Gannon's description of the joys of railroading in the snow and 20 below zero weather of northern Minnesota, particularly at the whim of directors and assistant directors of the movie company.

One day was spent on the grounds of the Illinois Railway Museum. The museum concentrates very heavily on streetcars and interurbans. It has a vast collection housed in eight different pole buildings, warehouses, and a considerable amount of additional material that is stored outside on tracks. It operates four and one-half miles of track that is rigged for steam and interurban running, plus a loop track that runs on the perimeter of the museum grounds for trolley operations.

A number of other seminars included freight car preservation, encouraging bus and group tours to visit your museum, diesel and steam locomotive maintenance and repair, and the collection and preservation of archival materials.

Edward Burkhardt, President of Wisconsin Central, was the speaker at the annual banquet and described the involvement of the Wisconsin Central in tourist railroad and museum operations.

One evening, participants at the convention were invited to present slides, movies, videos, etc. for interested members and shows were presented by the North Star group which has restored Milwaukee 261, the Union Pacific steam operations people, and other tourist railway operators.

Leo M. McDonnell



The LS&M track gang has begun laying 100-pound rail near the Oliver Bridge. The first time that the tractor had been used all summer, something broke, making it necessary to be towed back to the shop for repairs.



## Lionel Lynas Lines

by Dave Lynas

Here it is again, snow, ice, cold. Can't work in the garden, boat on the lake, ride on the Safari Car or enjoy cookouts, till after dark. Good! Now I can play with toy trains again.

Don't get me wrong, I love summer, but it prevents me from getting cozy with a new issue of *Classic Toy Trains* or *O-Gauge Rail Roader*. Mine had piled up over the hectic sun season still sealed in their poly bags. I've been thoroughly enjoying every golden word since armchair season has fallen upon us. The slumbering urge to dust off the layout, maybe even re-paint it has awakened in me. I go to sleep at night thinking of new track arrangements. I've found myself driving into the alley parking lot at Carr's Hobby again, hoping Marty has pulled some relic up out of the basement archives and set it out for sale over on the O gauge counter. Just like the mosquitoes of Springtime, the Lionel Bug has sprung to life again in the pale light of cold grey clouds and icy off lake winds. It gives meaning and purpose to Winter.

Last Winter I was able to indulge my toy train dreams to the fullest extent of my life. I don't know if I'll ever have such a luxury again, but I'll give it a darned good shot. Already this season, I've started revising my layout down at Under The Boardwalk At Frank's Place. That's the art and craft shop down on Michigan Street where Frank Nichols has let me indulge my Lionel lunacy with an O gauge layout/pottery display. It goes back in theory to Joshua Lionel Cowen's (founder of Lionel Trains) original toy train sales philosophy. His idea was simple: catch a customer's attention with a moving display on a circular track in a store window. Thus the birth of electric trains in the USA. The first electric toy trains weren't even trains, but a simple wagon on flanged wheels to hold the merchant's merchandise as it spun around the window loop. The idea works to this day. People just love toy train layouts. Few pass them by without a fond glance and a smile, especially at Christmastime.

My layout had become dusty and dirty over the summer with little attention on my part, due to "Summer Syndrome". Dead flies filled the storefront window box at the base of my outer loop under the cardboard mountain "It Doesn't Matterhorn". It was looking grim. Frank and I decided that fixing up the front window displays was an important step in sprucing up for the Holiday shopping season. Dead flies don't inspire sales. So the train table has been pulled out of the window box and brought into the center of the shop. Now patrons can circumnavigate the layout. I'll be consolidating the design and adding a 4'x 4' table to the far end of the layout. The outer loop will go all the way around the outer edge of the complex and require a lot of railing to keep my trains off the floor. I'll be adding a "lower loop" on the display surface under the table top proper. It will be a meandering simple loop that moves in and out around pottery and clay buildings and scenery. I hope to get my basic layout revisions completed by Thanksgiving. My layout is relatively small, and is made of inexpensive materials, but it sure brings me and a lot of customers some toy train joy. I don't think I'll ever be entirely finished with it, and I don't think I want to be either.

The Christmas Lionel layout at the Depot will be up and running again this year. I wasn't able to make it to the first session of layout setup as that was the day I was moving my own layout down at Frank's. However I look forward to Wednesday evenings at the Depot and Lionel operation on the big green doughnut layout. Running some of my Marx tin-litho trains on the elevated loop last year really made me smile. I found out you don't need Magnatraction to climb steep grades all the time. By the time you will be reading this issue of *The Laker*, the setup should be going full speed ahead. Last Winter much volunteer effort went into the layout. I'd like to thank everyone who participated and one person in particular, Marvin Doering, who repaired one of the locomotives. Come on down and help with the operation and maintenance this holiday season. The kid's just love it and so will the kid in you.

Kids and trains. It's a love affair that's ageless. Last Winter, for Kid's Clay, I chose trains as a theme to center our projects around. It's the second time I've used toy trains to teach clay to kids. We

Continued on next page



A Marx Union Pacific M10000 articulated streamliner streaks by the American Flyer "Inbound Freight Station" on my layout down at Frank's Place as it was set up last winter. It's a busy little community of trains, accessories and scratch built clay buildings.



The "It Doesn't Matterhorn" mountain looms over a clay tunnel portal as a Lionel 1615 steam switch appears from its mouth. A clay scratchbuilt lighthouse (with a Lionel heat activated revolving beacon for the light) clings to the edge of my river gorge.



Workmen busy at the big stone one stall engine house are trying to get the scratches out of an old Marx 999 steamer. This is the largest clay scratchbuilt building I've made so far for my layout. A Marx floodlight tower sheds light on the subject.



The creators of the clay room train layout pose for a snap as a "Chrome Nose" Marx Commodore Vanderbilt pulls its tin train on the mainline. A Lionel steamer does the heavy hauling past the clay village the kids built.



A Marx 591 stamped steel steamer careens past the side of a whacky clay tunnel by Alex Kirwan. Note the false fronted building above the Marx loco. It's an easy way for kids to build towns fast.



Darkwing Duck looks like he's trying to flag a fast freight on the 3 rail tinsplate line with spooky haunted buildings lying derelict along the tracks leading to the dinosaur tunnel entrance.

## Lionel Lynas Lines, contd

made mountains, tunnels, houses for a village, bridges and other accessories. Then for our final class party, I brought in a couple of loops of track and some Marx and Lionel toy trains. We had a great time on a 4'x16' layout on our clay room tables. Now this is a room full of 5-8 year old boys and girls, some of their parents (who stayed because they used to have toy trains) and lots of party treats (mostly sweet). It was a "sticky" hands on session. I could tell the old Marx trains just loved to perform for the kids and the kids loved the old toys. Who says the kids of today are just video deadbeats. All you have to do is get out the old three rail tinsplate and let the good times roll.

I suppose this idea would make some of you collectors nervous, if not paralyzed in fear. But lucky for us, there's still \$10 and \$20 oldies but goodies to be had at the swap meets just waiting for some kid to love. Leave the Pre-War Hudsons in the display cabinet behind glass, but get out that dusty scout from the junk box and fire it up, laying on your belly on the carpet under the Christmas tree with your grandchildren or borrow a neighbor kid and rekindle your youth.

## SPECIAL TRAIN VISITS DULUTH

"It's the epitome of what most people see in their mind's eye when they think of America, and you just can't get that from a plane. The minute you get on a train, your vacation has started," stated a professional writer as she rode the explorer VII into Duluth over the Fourth of July weekend.

"The sound of the wheels on the track..."

"The sound of the whistle and bell and the diesel smell..."

"To stand there at the dutch door with the coast side going by..."

"And waving at the people at the crossings..."

"It's a way of life that has been lost."

The seventh annual running of the up-scale, elitist special excursion train came to the Northland starting from the Twin Cities, touring several cities and tourist attractions before ending in Milwaukee a week later.

The train consisted of five 85-foot sleepers, four of them also having a dining area, cafeteria and living room and is operated by 15 crew members. There were 35 paying passengers on board.

The food is cooked by a chef, served on real china and glassware. Prices reflect the accommodations: \$2,450 for a shared bedroom, an extra \$300 for a private room. Most meals are included in the price.

The special was powered by Wisconsin Central's GP-30 No. 713. (See photo in last issue of "Laker Extra".)

Clark Johnson, president of High Iron Travel Corp., stated that the special goes to cities that don't have passenger service. "We operate a very upscale, sort of cruise ship-type operation. It's a land cruise."

## SWEDISH TRAIN APPEARS IN MINNESOTA, HAS PUBLIC TOURS

The Swedish "tilt" train arrived in the Twin Cities on July 1 as part of a national tour following test service on Amtrak's New York to Washington, D.C. route.

MnDOT and the Regional Transit Board arranged a demonstration ride to test first hand the tilt technology and to evaluate a possible Twin Cities to Chicago rail link. Regional transportation officials, legislators and reporters rode the train from Red Wing to St. Paul. The public also toured the train at Amtrak's St. Paul station.

The X2000 was built by Asea Brown Boveri (ABB) and is on loan from the Swedish State Railways, has a maximum speed of 155 m.p.h., runs on existing tracks compared with the French TGV, Germany's ICE or Japan's Shinkansen which require new and straight right-of-ways.

With its technological advantages, the X2000 may make high-speed rail service possible in the U.S. It could improve America's passenger train service at an affordable cost using existing trackage.



The Clyde locomotive is now resting by Marty Fair's back yard next too his Soo Line caboose. — Photo by Marty Fair.



Wally Halverson works on connecting air and water lines inside the Soo Line F-7A No. 2500. — T. Schandel photo.



The Clyde locomotive is hoisted onto a low-boy for transport to Marty Fair's yard. NSSR's GP9 No. 652 towed the small engine out to where the crane and low-boy could maneuver into place. — T. Schandel photo.



## THIRD ANNUAL MODEL EXPOSITION DISPLAYED IN GALLERY CAR 255

The third annual Model Engineering Exposition was put on display in the Lake Superior Museum of Transportation (LSMT). As in past years, the exhibit was housed in former Baggage car 255 in which the interior (floor, walls and ceiling) were carpeted, lighting, heat and air conditioning installed and has become known as Gallery Car 255. The car serves as an exhibit medium for paintings, photographs and models.

### ARRANGING GALLERY CAR IS WORK INTENSIVE

To convert from an exhibit space for paintings or photographs to one suited for models requires the installation of display cabinets. In reverse, the cabinets are removed. Installation or removal takes at least two days. Large panes of glass are removed from their storage locker along with the cabinet sides and bottoms and with the help of a special cart and forklift, it is transferred into the car which is parked outside the building, taking the better part of a day to accomplish by **Tom Gannon** and **Tim Schandel**.

Assembling the cabinets, switching the car to track seven and moving it inside takes another day. One or more free-standing glass display cases are also assembled for the center of the car.

Twenty-eight pieces of heavy plate glass, 14 on each side, make up the fronts of the cabinets. The bottoms are put in place, shelf hangers hung from the top of the wall, shelf brackets mounted and glass shelves installed. Then the sides are locked into place and the four-by-eight glass plates lifted into place after the models have been placed on the shelves.

### FULL-LENGTH PASSENGER TRAINS FEATURED

This year's exhibit, as in the past, had a good variety of model engines, railroad equipment and buildings. An interesting and eye-catching feature this year was the display of several full-length passenger trains along with a priority train of double-stack containers, two grain trains showing the change in technology and a logging train.

Exhibitors were asked to bring their models to the Museum by October 4th. The exhibit opened to the public on October 8 and was scheduled to run until at least November 15.

A back-lighted description of the various aspects of the modeling hobby could be read by visitors as they entered the car. Composed by **Tom Gannon** for past exhibits, it reads in part:

"People build models for many reasons. Some enjoy the process of machining things from metal. The process of working to precision tolerances with machine tools leads to a search for projects to build. Models present an opportunity to see and study technology from the past. Even a museum can only hope to have small collection of artifacts so models allow a wider selection of technological history to be seen."

### THE MODELERS AND THEIR EXHIBITS:

The majority of the models are HO gauge unless otherwise designated.

**Tom Gannon** built a one inch scale model of a James Coombe table engine. The unusual steam engine was used in English coal mines. It was vertical with the piston rod and cross head at the top. Tom's model was machined from a Stuart kit.

A nicely detailed, painted and weathered model of an O-scale Milwaukee Road EMD GP-20 No. 995 was built from a modified Lionel shell by **Dave Schultz**. It was changed to more accurately represent a prototype GP-20. The wheels were machined to more closely match the scale dimensions. The drive is a modified Atlas mechanism.

A Bachman model of CNW's 8542, a GE C40-8 locomotive was painted and lettered by **Dan Mackey** to represent the prototype done in honor of the Wyoming Centennial. The unit is owned by **Dave Bruns**.

A Master Creations kit of a saloon was assembled by **Ken Gerard**, adding paint, weathering and landscaping.

Some modelers get into free-lancing, whereby a model is built

to the individual's specifications and design from scratch but still following certain accepted building practices and procedures.

**Martin Carr** free-lanced a freight house and loading dock typical of many that dotted the landscape along side so many smaller railroads and branch lines. The irregular-shaped building is wider at one end than the other to fit between converging tracks.

Martin also built a "flame flicker" engine machined from a kit and a model of a 150-ton steam-powered wrecker from a Gould kit.

The Great Northern had its own ideas of what was needed to move snow and came up with a "snow dozer", a railroad car with small dozer blades in front, wings at the sides and a V-plow in front of the rear truck. The 1926 vintage plow model was painted red and lettered by **Dave Woods**.

"The models in this grouping represent passenger trains of different eras and style. At one time passenger trains were major carriers of folks between points near and far. These models represent long distance trains as well as those that were more limited in scope. Note that all have a mail car. Carrying mail was an important source of revenue and the most efficient way to do so in the first half of the century."

A DSS&A passenger train consisting of an RPO/baggage and coach in a maroon color scheme was typical of the smaller railroads serving a limited region. The Alco RS-1 No. 107 is yellow with green top and bottom with red stripes between. The DSS&A train operated between Duluth and Ashland and was used in the final years of operation. The train was assembled, painted and lettered by **Jim Morin**.

A passenger train representing the last stage of development for the all-wood coach of the 1890's prior to the advent of the all-steel coach was nicely detailed by **Tom Gannon**. The Minnesota Valley train consisted of 10-wheeler No. 26, baggage-express, an RPO, two coaches and an observation car.

GN and a NP gas-electric cars were used on branch lines to provide minimum service before all regular passenger service was dropped. **Bob Cibuzar** built and displayed the two OO-scale cars that are now collectors items. Double-O scale is slightly larger than HO and never really caught on in popularity with the model railroad crowd.

A nicely detailed and complete model of GN's Empire Builder was lettered and detailed by **Dave Woods**. The 1937 train has a 4-8-4 Northern No. 2578 on the point with 13 cars behind, their interiors well detailed. Like the prototype, the front half of the consist is made up of baggage and coaches, the last half extra-fare sleepers, a diner and lounge car. The Chicago to Seattle train of 1937 was all heavy-weight equipment and did not stop at all small towns but did provide limited local service.

A five-car varnish string from the 1940's pulled by C&NW's Berkshire (2-8-4) No. 2804 came from **Bob Viau**. The interior of the cars are very well detailed.

A complete 13-car North Coast Limited from 1947 was displayed by **Martin Carr**. The consist of 11 light-weights and two heavy-weights contains a baggage, PO, express, diner, sleepers and lounge-observation No. 390, the "Ranier Club," the prototype of which is in the Museum's collection. The train is in the former two-tone dark green color scheme of the NP and powered by Northern (4-8-4) No. 2687 with a centipede tender.

A short-run passenger train and a ten-wheeler and three unlettered turn-of-the-century open-platform cars were also displayed by Martin.

**Franz Von Reidel** displayed a well-detailed diorama of a track maintenance crew repairing a damaged section of track as a Soo Line SD40-2 No. 6600 trundles by. The diorama is complete with a pick-up truck, a tamper, cat, push cars, speeders and cranes.

A small depot with the name ESSIG from the early part of the century with a comfort station in the back was built by **Tom Gannon**.

As in past years, **Mike Oswald** has displayed his talent of working from a photograph and with research, paint and decals to transform a simple plastic model into a very well-detailed model of a prototype freight car to match the photo. He displayed a lumber

## MODELING EXPO continued

car, a hulk tanker and a hopper car with the photographs of the actual prototypes. Four other freight cars and photos were displayed in another case.

**Dan Mackey** owns a 120-foot propane tank mounted on a flat car with an idler car at either end for the tank's over hang. The set was built, painted and weathered by Oswald.

He had also built a 75-foot trailer train flat from a Walther's kit with three Army Humvees aboard.

**Wally Halvorson** brought three full-sized steam whistles. If used on a live-steam model locomotive, they could be disguised as air tanks and would give a realistic sound rather than the shrill squeak of a small whistle.

The change in grain train technology was evident with the display of a 1950's string of Soo Line box cars and a caboose, Soo Line F-3 No. 200 and GP-7 No. 376. The second has a pair of SP SD40s, Nos. 6607 and 6614 on the point of several hopper cars and a FRED on the rear end. The hoppers are varied in colors and names from an assortment of owners and elevators.

In the free-standing glass case was an operating Lionel pre-war model 97 of a coaling elevator and GN hopper car No. 9011 built in 1971. The coal mine entrance and car tipples were scratch built. A 25-watt Marx transformer supplies the power for the diorama complete with hand-carved people and painted-brass fuel storage tanks.

**Dave Bruns** constructed a seven-car set of a double-stack high-speed priority train with a pair of Santa Fe FP-45s, Nos. 105 and 100. Five cars are articulated to reduce the number of wheels and the train length. The last two cars are stand-alones. The containers allow efficient handling of merchandise to be transferred from boat to rail to highway.

**Martin Carr** constructed, painted and decaled a logging train with a Climax geared locomotive, Knife River No. 5, six pulp cars and DM&IR caboose No. C-157. The pulp cars are the older type of gondolas; the engine and caboose are brass imports.

An Atlas NP S-2 switcher No. 710 was painted and decaled to closely resemble one used in Duluth and a Glen Craft NP wood caboose No. 173 were built by **Steve Ruce**.

Father **Wally Ruce** displayed a NP semi-truck trailer built from an Ulrich kit. He modified an Athern kit for the flat car, both to be a close replica of those used in 1958.

An Athern HO model of a Soo Line wide-vision caboose and SW-1200 No. 326 were built by **Dick Hanson** as well as a model of Soo Line caboose No. 99017, using a Round House kit frame and scratch-built body. The prototype is in the Museum.

S-scale equipment is rare. **Ken Gerard** built and painted a narrow-gauge D&RGW train used in the first half of the century with engine No. 361. The 2-8-0 Consolidation is a Milestone model.

Hard-working and dirty SD40T-2 tunnel motors Nos. 5378 and 5360 used in the mountains of Colorado were built from Athern kits by **Bob Peacy** who also used a FM kit to build a Rio Grande caboose.

An N-scale Campbell wood kit was used to build a grain elevator and Bachman kit for the CNW box car by **Steve Ruce**.

A Kibri kit was used to assemble a bulk oil storage facility and fuel oil distributing depot by **Dale Carlson**.

A LaBelle kit was used to build an open-platform combination coach/baggage by **Ed Kynch**. The roof was removed to allow viewers to see the interior detail. Though the car is accurate in detail, the color scheme (blue window stripe with black top and bottom) and the name (Elk Central) are the builder's choice.

Ed also built a four-wheel caboose modeled after a private car of the "Cirrhosis Club of the Grasse River Railroad." The caboose is fully detailed with brake gear, shoes and beam. The truck is a Central Valley passenger truck.

A very small caboose, about the size of an outhouse on a four-wheel truck was modeled to resemble a commonly used logging train caboose, used not so much for comfort as for protection from the weather. Ed built it from a kit by Kadec.

## SPEAKERS, FRIENDS PAY TRIBUTE TO DONALD SHANK AT DEPOT PARTY

"If he had run for mayor, I would not be standing here. What with all of his friends and acquaintances, he most certainly would be a definite shoo-in for the office." So spoke **Mayor Gary Doty** in paying tribute to **Donald Shank** on October 6 in the Great Hall of the Depot.

The occasion was a celebration and a commemoration of the contributions that Mr. Shank had made to the culture and the economy of the area. To quote from the printed program:

"Today we celebrate Don Shank's contributions to the culture and the economy of the Arrowhead region. Railroading is his vocation and his leisure which he has shared generously with all.

"Born to a railroad family, Don began work for the Duluth, Missabe & Iron Range Railway in 1940 as a locomotive fireman working iron ore trains near his hometown, Biwabik. From 1942 through 1946, he served with the 732nd Railway Operating Battalion of the U.S. Army in Europe, where he rose from the rank of private to captain. Returning to the DM&IR in 1947, he rose from assistant general foreman in 1948 to vice president and general manager in 1964, the post from which he retired in June, 1981.

"During his four decades with the railroad, Don helped direct many changes: the conversion from steam to diesel power, the Lakehead Storage Facility in Duluth, and the re-establishment of Two Harbors as an ore loading point.

"In retirement, Don started two businesses: DBS Consulting and Transportation Planning Associations. Some of the projects he has helped to conceive have been the purchase and display of the steamer William A. Irvin, the Ironworld tourist railroad at Chisholm, Duluth's Bayfront Park and the re-instatement of excursion trains between Duluth and Two Harbors.

"He has been cited often for his contributions to community life, including his election to the Duluth Hall of Fame in 1970. He has served the St. Louis County Historical Society, the Minnesota Historical Society, the Lake Superior Museum of Transportation, Depot Square, the Depot Foundation and Friends of Grand Portage.

"For many years, the Kitchi Gammi Club in Duluth has served a popular breakfast called "the Shank Special." "Special" is a good description of the Northland's foremost railroader and community citizen, Don Shank."

### SHANK: "IT'S TO BE A PARTY!"

The celebration began in the Museum with hors d'oeuvres laid out on a baggage cart spotted next to the William Crooks, catered by **Susan Poupore**. **Joe Czerniak** provided the music with his accordion from the tender of the William Crooks. Over 300 people attended the event.

The assemblage then adjourned to the Great Hall for the program. **Bill Graham**, director of the Lake Superior Museum of Transportation, offered the opening introductions and stated: "In spite of his illness, Don said this was going to be a party and left specific instructions as to how it was to be done."

The invocation was given by the **Rev. Robert O. Hickman**, Pastor of the Glen Avon Presbyterian Church where Don served as an elder.

Don's wife **Millie** was presented a framed proclamation by Mayor Doty. **Senator Durenberger** has also sent a proclamation that was read on the floor of the U.S. Senate. It contained a quote from Lord Montgomery which read: "Leadership is the capacity and will to rally men and women to a common purpose." Don Shank certainly had that kind of leadership.

**Bob Mars** had played golf with Don and remarked that "He (Don) tackled each shot like the world's future was at stake." **Bob Sederberg** reminisced about some of the hunting experiences he had with Don and son John, an artist, said: "Don had a discipline. When he looks at a problem, he doesn't see what he wants to see — he sees what is really there. **Dr. Richard Shank**, another son,

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## SHANK continued

also spoke.

"Don is the gold standard," stated **Nina Archabal** of the Minnesota Historical Society as she remembered how she loved riding in the DM&IR heavy-weight business car the "Northland." The executive council of the MHS adopted a resolution honoring Mr. Shank at their board meeting on September 30, 1993.

**Robert Fox** and Don Shank married sisters and Robert had worked with Don to perfect a totally new concept in railroad air brakes. "When Don was an engineer, he had the idea that train brakes should be electrically operated. He had made a working model in my basement - but it was 50 years ahead its time," stated Fox. "It gives the engineer instantaneous control of his brakes."

The new system is called the "Electro-pneumatic Air Brake." It differs from the conventional air brake system in that the brakes on each car are activated by an electrical signal from the locomotive cab, giving a uniform and instant response in the brake application to all cars on a train as compared to the slower response of an all-air system.

In conjunction with the new system, a computer in the locomotive cab will indicate to the crew a brake problem that may occur in any of the cars in the train. Preliminary tests have been done on a few cars. A patent is pending and a test with a full-length train is expected within the next year on a major railroad.

**Mrs. Turk McGiffert** also spoke. The whole affair was videotaped for Don to see. Cancer prevented his attending the party.

Don Shank passed away October 12 in St. Mary's Hospice after a long illness. In addition to above accomplishments, he was also very active in the Boy Scouts of America, worked with area hospitals and many civic organizations and served in state and regional capacities. He was also a 33rd Degree Mason.

Sympathies are also extended to the family and relatives of Frank Lillyman who passed away in St. Mary's Medical Center on Oct. 13 at the age of 75. An electrical engineer for Minnesota Power and a member of the LSTC, he helped and supervised the installation of the power supply for the Lisbon trolleys and also installed the controls in the rear of both cars.

## MUSEUM NEWS

### SOO LINE FP7 2500A

Progress continues on the F unit. During the fall, curator Tom Gannon has primed and painted all underbody details including steps, fuel tank, battery boxes, and pilot, as well as completing all of the lettering and the Soo Line nose logo. The locomotive's stainless steel filter grills were soda blasted and reinstalled by museum volunteers. The Wednesday volunteer crews coordinated by Tom Gannon and Ron Erickson continued to work toward the goal of cosmetic and mechanical restoration of the 2500 and if you're interested in participating in these efforts, feel free to call the museum office at 727-0687.

### THANK YOU

The staff of the Transportation Museum wishes to extend a special thank you to Dave Woods who without being asked came down to the museum this fall and cut and removed all of the tall grass and weeds from the yard area west of the building. This service greatly increases safety, visibility and convenience during switching. THANKS!

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DONALD B. SHANK

## WINTER PROJECT PLANNED FOR LSMT; COACH 33 DESTINED FOR MAJOR WORK

The winter months are generally occupied by a restoration project of some sort in the Museum and track seven becomes a work area following the cessation of operation for the Lisbon Trolley.

Members of the Lake Superior Transportation Club are planning to bring coach 33 inside for some major restoration work both inside and out. It has been ten years and a lot of miles since the last time any major work has been done to the car.

The former DM&IR heavy-weight was acquired by the Museum in the fall of 1976 and has seen a lot of service on a variety of excursion trains over the past seventeen years. The coach is a favorite and has been on every excursion train run out of the Museum plus many others.

The LS&M used the coach for many years on their excursions. The Arrowhead Civic special, the DWP Christmas Special (it has a Baker heater but seldom used), the CNW and the BN have used it on their specials and it has also gone to the Twin Cities for use by MTM. The coach has also made several trips to the east for use on the E&LS specials.

Upon its arrival 17 years ago, new step wells were installed as well as steel decking in the vestibules, all through the courtesy of **Marvin Meierhoff**, president of Modern Constructors and Marine Iron Co. The Loyear Cleaning Co. saw to the cleaning of the seat cushions and backs while Museum volunteers sanded and primed the car body to get it ready for a new paint job.

The windows had been removed and repaired, the paint stripped from the frames and left in their wood color with a coat of varnish.

The search then began for suitable light fixtures, ticket clips, door hardware and luggage racks. The car was destined to be scrapped and some of the interior appointments had begun to disappear before being donated to the Museum.

The color scheme was a cream color with silver accents and in the spring of 1982, more stripping of the interior was accomplished, from the luggage racks to the window sills and refinished

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## COACH continued

in a natural wood color. The seats were removed, the floor sanded and repainted and a new linoleum strip laid down the center isle. The same dark green color on the floor was applied to the steel wall covering below the windows. Chemical toilets were also installed.

In the winter of 1983, the car was again brought inside to have the thread-bare seats re-upholstered after years of use. Two more seats were also added to one end of the car. In revenue service, two seats were taken out and a small counter was added, possibly for serving snacks and beverages or light lunches to the passengers. **Dennis Jensen** of the DTA saw to the re-upholstering of the seats which were brought to the DTA garage. The LS&M had purchased 100 yards of the dark green nylon material from United Upholstery.

Now it is time for some serious work. The plan is to have the exterior repainted. For the movie "Iron Will" a Great Northern sign was fastened to the letterboard. Upon its removal, some of the Pullman green paint was also removed. The seats will be removed, the steel wall covering below the windows removed, the horse-hair insulation removed and the wall cavities cleaned out and painted with a rust-preventative material, similar to the treatment given to LS&M coach 29.

It was found in coach 29 during its complete restoration that the old insulation gets wet if the window sills leak and takes forever to dry out — if ever, contributing to the rust and corrosion inside the walls. The wall cavities were then cleaned out, coated with a rust inhibitor and filled with a styrofoam material.

A section of the bottom plate beam and several wall studs in the Lake of the Isles diner No. 1250 had to be replaced because of corrosion caused by a de-icer being used near the service door in the winter. The problem was discovered as the car was about to be lifted by its coupler for a truck to be removed. As the car was

lifted, the side began to buckle, indicating some structural damage within the wall. The car was then lifted by a sling wrapped around the car body, the truck removed, a section of the outside skin removed and the wall repaired.

And until a wall is opened up, no one knows what kind of deterioration has been going on inside the wall.

Car 33 spends all of its time outside in all kinds of weather and has seen many miles on many railroads. The elements and use take their toll on any railroad equipment and it becomes necessary for some serious work to halt the deterioration before it gets out of hand and becomes more expensive. The Museum will be needing plenty of willing hands to get the work done this coming winter.

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## AT THE SEPTEMBER, OCTOBER MEETINGS

The Lake Superior Transportation Club held its first two meetings of the 1993-94 season in the Ruth Maney room of the Depot on September 24 and October 29 following the summer recess.

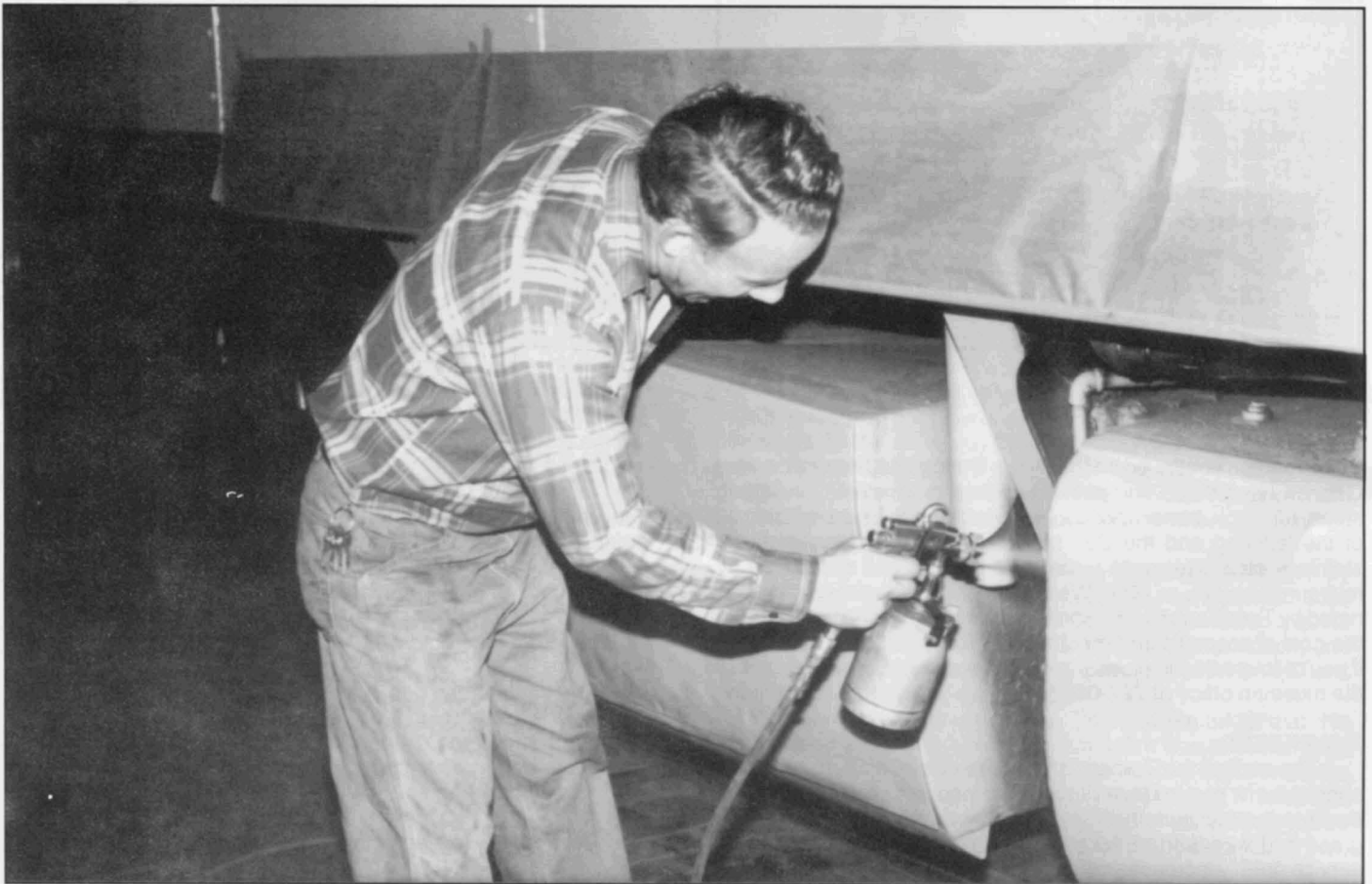
New member **Jim Uzelak** was introduced at the October meeting and a moment of silence was observed on the passing of **Don Shank**.

Treasurer **Charles Jensen** reported there was \$675 in the checking account, \$4039 in savings, \$260 in the model railroad account. Since the May meeting there had been receipts of \$281 and expenditures of \$1177.

Membership secretary **Dale Carlson** reported our total membership stood at 220: contributing members, 50; sustaining, 1; voting, 101; junior, 4 and 64 associate members.

A Museum report was given by **Tom Gannon** on the coming

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Tom Gannon applies a coat of primer to the underside of the Soo Line F-7 No. 2500. — Photo by T. Schandel.

## MEETINGS continued

Model Engineering Exposition which opened October 8. Exhibitors were asked to have their projects at the Museum by October 4 to give Tom and Tim time to set up the displays in Gallery Car 255.

Tom also informed the group that the Soo Line F unit is almost finished cosmetically. (It was noticed that the underside and trucks had been cleaned and painted recently.) It is hoped that the unit will become operational in about a year.

Coach 33 is scheduled to be brought into the Museum for some major repairs and maintenance.

**David Carlson** reported that the ore dock on the model railroad is now operational and reminded members that Wednesday nights are work nights on the model railroad. David asked for volunteers to begin setting up the Lionel layout for the Christmas season on November 3.

It was also reported that 620 tickets had been sold for Saturday's steam excursion to Two Harbors and about 300 for Sunday's trip.

For the September meeting **Wayne Olsen** presented a video that was shown on October 14 on Duluth's public television station Channel 8 on the bridges between Duluth and Superior. He also had some 8 mm movies of fan trips behind DM&IR Yellowstone No. 222 in the early '60s, Soo Line No. 2719 and the North Shore Line commuters between Chicago and Milwaukee.

**Charles Corwin** of Pengilly presented a slide show for the October meeting. His slides were of ore trains on the Iron Range, the Desert Storm locomotive on a coal drag, the Clay Boswell electric plant at Cohasset, depots, the Gunn Line, rail grinders and other photographs. He took several shots of cabooses, saying "this is a farewell to cabooses on the Iron Range" and that "there will be a lot of changes with the BN on the Iron Range."

## THE DULUTH-SUPERIOR CONNECTION . . .

That was the title of a half-hour Channel 8 broadcast of "Album," a weekly program devoted to historical aspects of the Twin Ports and surrounding area and produced by **Juli Kellner**. "Bridges, The Duluth-Superior Connection — A Century of Bridges Between Duluth and Superior," which aired on October 14 documented the history of the bridges connecting the Twin Ports.

**Wayne Olsen** supplied some of the information and was photographed along with **Roger Braff**, former bridge operator, **Lyle Mavis**, a Superior resident, **Nancy Finch Heeter** and **Ben Finch**, daughter and son of **J. B. Finch**.

Before any bridge was built, a tunnel was first proposed under the St. Louis River and then dropped because of the enormous cost to build. A bill was introduced in Congress in 1890 authorizing the construction of a bridge.

Though the two cities were separated by a river, it could just as well have been an ocean considering the competition and dislikes between them. As Wayne said, when ever there was a news item in the paper, the other city was never mentioned by name. "It was always 'that other city,' or 'that city in Minnesota,' or 'that city in Wisconsin.'"

The Interstate Bridge, built by the Duluth-Superior Bridge Co., a subsidiary of the Great Northern Railroad, was the first to span the river separating the two cities. It connected Superior's Connor's Point with Duluth's Rice's Point. It had the largest center draw span in the world measuring 485 feet and weighing 2200 tons. A swing bridge, it revolved on a 40-foot drum. A year's construction was culminated in the grand opening on July 13, 1897, with flowery and eloquent speeches, like the one of Mayor **Starkweather** of Superior who likened the new bridge to a wedding ceremony, a union of the bride Superior and the groom Duluth.

The following day, traffic was allowed across the bridge — pedestrians were charged a nickel, wagons were charged according to the kind of animal pulling it. The railroad was added at a later date.

The steamer "Troy" collided with the bridge in August of 1906, trapping 35 ships in the upper harbor. It took twice as long to repair the bridge as it did to build it — two years. During that time the Oliver bridge was built with the railroad on top of the vehicle portion, rather

## MILWAUKEE NORTHERN JOINS THE LIVERY OF STEAM LOCOMOTIVES

A new addition to the steam scene in and around the Twin Cities has recently been added. The Minneapolis Star Tribune of September 15 had three color photographs of Northern No. 261 that had been under restoration for nearly two years in the Soo Line's Humboldt yard.

According to the paper, the flagship of the Milwaukee Road was supposed to be offering daily round trips between St. Paul and Winona and Winona to La Crescent. It has made one trip to Fond du Lac, Wisconsin the weekend of September 25-26 on the Wisconsin Central.

**Steve Sandberg** of North Star Rails headed up the project to put the giant Northern back into operation.

**Pat Dorin's** book "The Milwaukee Road East" has photographs of two of 261's counterparts, the 262 and 269, both Class S-3s which were a general purpose locomotive. The Milwaukee tested a Class S-1 No. 9700 between Chicago and Harlowton. The tests resulted in the company buying Hudsons for that route. They did buy several Northerns for the "Arrow" which operated between Chicago and Omaha as trains No. 107 and 108.

The S-2 Northerns were mainly used for freight service and were run between Minneapolis and Harlowton in central Montana on the "Olympian". The Alco 4-8-4 S-3s were built on a Rock Island frame and had a Union Pacific-type tender.



than side by side as on the Interstate Bridge.

The Oliver was also a swing bridge to allow the excursion steamer "Mauntau" to navigate upstream to Fond du Lac.

The Interstate was again hit by the steamer "Merton E. Farr" in 1924 and people were forced to transfer from a streetcar to a ferry and back to a streetcar.

Another bridge was needed between the Oliver and Interstate Bridges. **J. B. Finch**, a Duluth businessman, formed the Arrowhead Bridge Co. and an aerial lift bridge was first proposed.

The jackknife-type center span was steel, the approaches all wood, and connected Belknap Street in Superior with Grassy Point in Duluth. It opened on July 16, 1927 with the Viking ship Leif Erickson the first to go under.

Both the Arrowhead and the Interstate Bridges had toll collectors. The Arrowhead Bridge had no railroad.

In 1953, plans were approved for a high bridge connecting Garfield Avenue with Superior's Hammond Avenue, the plan being pushed through Congress by Senator **John Blatnik**.

Three years were needed to build the new toll-free bridge which took the lives of three men. Painter **John Koenen** and crane operator **Lyle Johnson** recalled some of their experiences — November of 1959 was the coldest on record. They worked on Thanksgiving day with eight inches of ice on the bay which normally does not accumulate until after the first of the year.

The new high bridge, named after John Blatnik, opened up for traffic on December 2, 1961, putting an end to over 64 years of toll collecting between the two cities.

Two other railroad bridges were not mentioned on the TV documentary — the Rice's Point bridge which has been dismantled, and the Grassy Point ridge which is the other railroad connection between the two cities.

Many decades ago, perhaps before the Oliver Bridge was constructed, there had been a bridge upstream from the Oliver. Pilings can still be seen when the water level is low and signs of an abutment on the Minnesota side are visible.

**Editor's note:** On the day the high bridge opened, the "Laker" editor paid the toll and took "one last ride" across the Interstate Bridge.

## NOTICE OF ANNUAL MEETING AND ELECTION

The Lake Superior Transportation Club will hold its annual meeting and election of officers on January 29, 1994. Up for election are the positions of president, vice President-public relations, director-model railroad, recording secretary and editor. The terms are for two years. The other four positions are elected on alternating years.

Members desiring to be nominated to any of the aforementioned positions may contact any of the LSTC officers.

Membership dues for 1994 will be payable as of January one. There is no meeting held in December.

The Lake Superior & Mississippi Railroad will hold its annual meeting and election to the board of directors in March, the date to be set. LS&M board members are elected for three year terms. Following the annual meeting and election, board members then fill the various positions on the board. Three members of the board are up for election.

Members desiring to be nominated to the LS&M board of directors may contact any of the board members.

## LSMT RECEIVES MINNESOTA PRESERVATION ALLIANCE AWARD

The Lake Superior Museum of Transportation has been selected by the Preservation Alliance of Minnesota to receive one of thirteen awards to be given in 1993 which recognize outstanding contributions by groups and individuals in preserving the historic resources of the State. The Museum received this award for the restoration of Duluth and Northern Minnesota steam locomotive No. 14.

The Preservation Alliance of Minnesota was established in 1981 to promote the protection of historic buildings and sites threatened through ignorance of their significance or a variety of economic pressures and political interests. It is the only private state-wide organization that brings individuals and groups together to preserve and protect the state's historic resources.

The award was presented at the Preservation Alliance's Annual Meeting on Sunday, October 24, 1993 at the St. Paul City Hall and as accepted by **Tom Gannon**, Museum curator and locomotive No. 14 project director. — T. Schandel

*Bill Graham has tendered his resignation as director of the Lake Superior Museum of Transportation as of November 17, 1993. The board of directors will begin seeking a replacement. Bill Mickelsen is acting director.*

## MUSEUM NEWS, cont.

### SPECIAL EXCURSION CHARTER

On October 4, 1993 the Transportation Museum in cooperation with the Burlington Northern and the North Shore Scenic Railroad, ran a special charter train for Lake Superior Paper Industries. The equipment deadheaded from the Depot to the mill in the early afternoon of the 4th and departed from the mill with about 40 passengers at 4:30 p. m. The train proceeded on the Burlington Northern and North Shore Scenic Railroad tracks to 40th Avenue East and then made a reverse movement back to the Duluth Entertainment and Convention Center where the passengers boarded the Vista Star for a dinner cruise. The train consisted of steam locomotive #14, baggage car #66, NSSR coach #4, NSSR lounge #51 and NSSR #9169. The train was operated by the following museum volunteers: Leo McDonnell, Stuart Beck, Duane Benoit, Bill Mickelsen, Wayne Olsen, and Kent Rengo.

### CLYDE ENGINE

During the month of October the little orange Whitcomb switching locomotive donated years ago by Clyde Iron, was sold to club member Martin Fair. The Clyde engine was on the list of items declared surplus by the LSMT Board of Directors and as a result was placed for sale to other museums, along with the BN dynamometer car, one of the DM&IR refrigerator cars, BN steam heater car, CN commuter coach, and the former Milwaukee Road F7B. Since the Clyde was inoperative with major engine problems, none of the museums contacted expressed an interest. Martin happened to be looking for a new lawn ornament as a companion to his Soo Line caboose and the Clyde was the perfect size. On October 18 the little engine was moved to its new home near Saginaw to rest with the caboose in Martin's back yard.

As for the other items on the disposal list, the heater car was sold to the Lake Whatcom Railway in Washington state, and the CN coach and DM&IR refrigerator car have been sold to the Mid-Continent Railway Museum at North Freedom, Wisconsin.

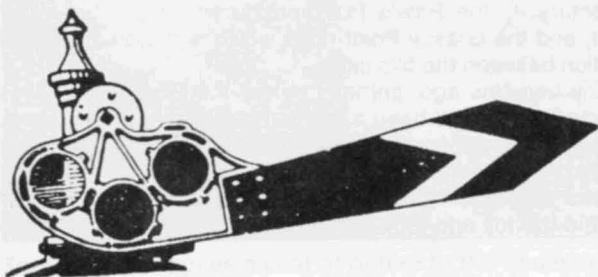
### PLANNED WINTER PROJECTS

A number of restoration and repair projects have been planned for this winter season at the museum. The most ambitious of these projects is refurbishing DM&IR coach 33 which needs painting, refinishing, seat, floor, and bathroom work done inside, and windows, painting, and steel work done on the outside. In addition to 33, steam locomotive #14, Soo Line 2500A, and the good DM&IR refrigerator car need varying amounts of repairs and upgrading.

Please contact the museum office at 727-0687 if you would like to participate in any of the above projects. Supervised work days include Saturdays from 10:00 a.m. to 4:00 p.m., and Wednesday, from 10:00 a.m. to 9:00 p.m. — T. Schandel

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# Laker

# Extra!

LAKE SUPERIOR TRANSPORTATION CLUB

## BN Looks to Two Harbors

In a surprising move, Burlington Northern has signed a letter of agreement with the St. Louis and Lake Counties Regional Railroad Authority to handle freight business over the former DM&IR Duluth to Two Harbors line. The agreement was announced on October 6 during a meeting of the Rail Authority in Duluth.

BN plans to handle up to 30 cars a week of waferboard that is being produced at Louisiana Pacific's Two Harbors facility. Currently the wood product is being shipped over the DM&IR via the Iron Range, greatly increasing the mileage that the cars need to travel before reaching Rices Point yard in Duluth, where the Missabe hands over the cars to BN for final routing. The agreement calls for the Rail Authority to receive \$50 for each car that BN hauls over the lake front line.

Ever since its revival to active status three years ago, the lake front line has been looked at for possibly handling the Louisiana Pacific traffic. A number of railroads looked into the feasibility of the freight business, including Wisconsin Central and Soo Line but in the end it was BN, with its Rices Point resources ready to handle the added business. The traffic base for now is only wood products. BN would need permission to handle any other freight. The Missabe still retains its right to use the line for freight if it so desires. The Rail Authority is allowing BN to use the tracks from 10 p.m. until 8 a.m. to handle the business, thus eliminating conflicts with North Shore Scenic Railroad tourist trains.

As of mid-November, BN had yet to operate over the line to Two Harbors. It is likely that the Missabe will still handle the direct switching of the plant in Two Harbors, as it is located off the DM&IR's southbound mainline into the city. It is not known where BN will interchange the cars with the Missabe. It is interesting that BN switchers used to interchange cars with the Missabe at Endion yard and it was not uncommon to find a BN SW-1000 or NW-2 taking a string of interchange cars along the lake front past Fitgers to make the connection with the Missabe at Endion. Will a scene similar to this be repeated soon?



**Burlington Northern units idle between assignments on May 31, 1993 at the railroad's Rices Point yard. Units such as these might soon be rolling along next to Lake Superior on their way to pick up freight in Two Harbors. BN expects that the LP plant in Two Harbors will generate up to 30 cars per week.**  
Photo by Dave Schauer

### FALL 1993

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. News items and photos are always welcome and can be sent to Tim Schandel, LSTC, 506 W. Michigan St., Duluth, MN. 55802.



## Burlington Northern

As of mid-November, the strike at National Steel Pellet Company in Keewatin was still on. Workers walked off the job at the pellet plant in late July along with fellow miners at Hibbing Taconite. Hibbing workers have since gone back to work. What makes this strike so important for Burlington Northern is the fact that both the mine and pellet plant at Keewatin are in grave danger of closing permanently. If that occurs, BN stands to lose 5 million tons of taconite traffic a year.

The outlook does not look good for National. Of all of the Iron Range pellet plants, National is the highest cost producer of pellets along with Eveleth Taconite. The lowest cost producers are in order; Hibbing Taconite, Cyprus Northshore, LTV Steel, and Minntac. Because the taconite industry has approximately 14.5 million tons of excess capacity, it would make economic sense to close National, Eveleth or both.

In brighter BN news, the former Great Northern mainline from Superior to Minneapolis continues to see increased traffic, so much so that the railroad has constructed a two-mile siding south of Cambridge. Re-decking of the impressive Kettle River bridge near Sandstone is also being planned.

It seems amazing in 1993, but a former NP wide-vision caboose still in NP paint was sighted at BN's 21st street yard on October 16. The caboose had the final NP caboose paint scheme of BN green with yellow ends. The monad looked to be in good shape.

Unique red and black Herzog coal cars are being used for the seasonal limestone move from Hallet Dock number six to the Red River Valley beet processors. A number of these cars were spotted in the consist of train 831 at Saunders on October 17. The 105-car train was powered by three ex-Reserve Mining SD-38-2's plus a GP-28.

This past September Burlington Northern held an open house at their Brainerd facilities. Adding excitement to the event were short train rides from downtown. Push-pull motive power for these trains included patriotic SD-60 number 1991 in its special red, white, and blue scheme as well as GP-28 number 1597. The museum loaned three coaches for the train. Also on hand was a rotary snow plow and its F-unit companion (below). It is assumed that the plow was brought in from Dilworth, as Brainerd does not have a plow of this nature assigned to it. Both photos by Steve Ruce, 9/18/93.



## Missabe Road

October 12 was a sad day for both the Missabe and Museum when it was learned that Don Shank has passed away at the age of 74. A native of Biwabik, Don began railroading in 1940 as a Missabe fireman and ended his career as head of local DM&IR operations. Don's accomplishments could fill a book. His impact on local railroading will have lasting effects. He will be missed.

The Missabe is watching what happens to National Steel Pellet Company very closely. If National does close, then the Missabe served Eveleth Taconite might have a better chance of remaining open. Workers at Eveleth are currently operating under their old contract. Like National, Eveleth is one of the highest cost producers of pellets on the Range. The DM&IR would be hit hard if Eveleth ever closed. It is estimated that 175 of the railroad's 700 employees would lose their jobs. When Eveleth shut down in November 1992 for a few months, the Missabe laid-off 126 employees. Eveleth is an important customer to the DM&IR not only for the pellet haulage, but also the raw taconite trains the railroad runs for the company.

For now, November seems to be a good month for the Missabe. Minntac is scheduled to operate all lines during the month, Eveleth and Inland are operating as forecasted. All-rail traffic for Birmingham concluded for 1993 in mid-month. The Missabe has seen Burlington Northern locomotives on its lines during October and November as Minntac supplies pellets to National Steel via BN (page 8).

## DW&P

After a slow summer, the Peg has seen a busy fall with a number of unit potash and sulfur trains being run over the railroad. The C&NW seems to be receiving a number of these trains. Two GTW GP-38-2 locomotives continue to provide local transfer and switching service.



**Top:** On a cold and rainy October afternoon, a C&NW empty coke train makes an air test prior to leaving Rices Point yard behind GP-7 4102 and a Union Pacific GE. The North Western is handling the coke from St. Paul to Duluth where the BN switches the cars to Hallet Dock for loading into ships for export.

**Above:** An interesting sight this past fall has been the placement of loaded pulpwood cars on Soo trackage across from the Mariner Mall in Superior. This seldom used interchange with the C&NW is all that remains of the original DSS&A trackage in Superior.

## Sustaining Member

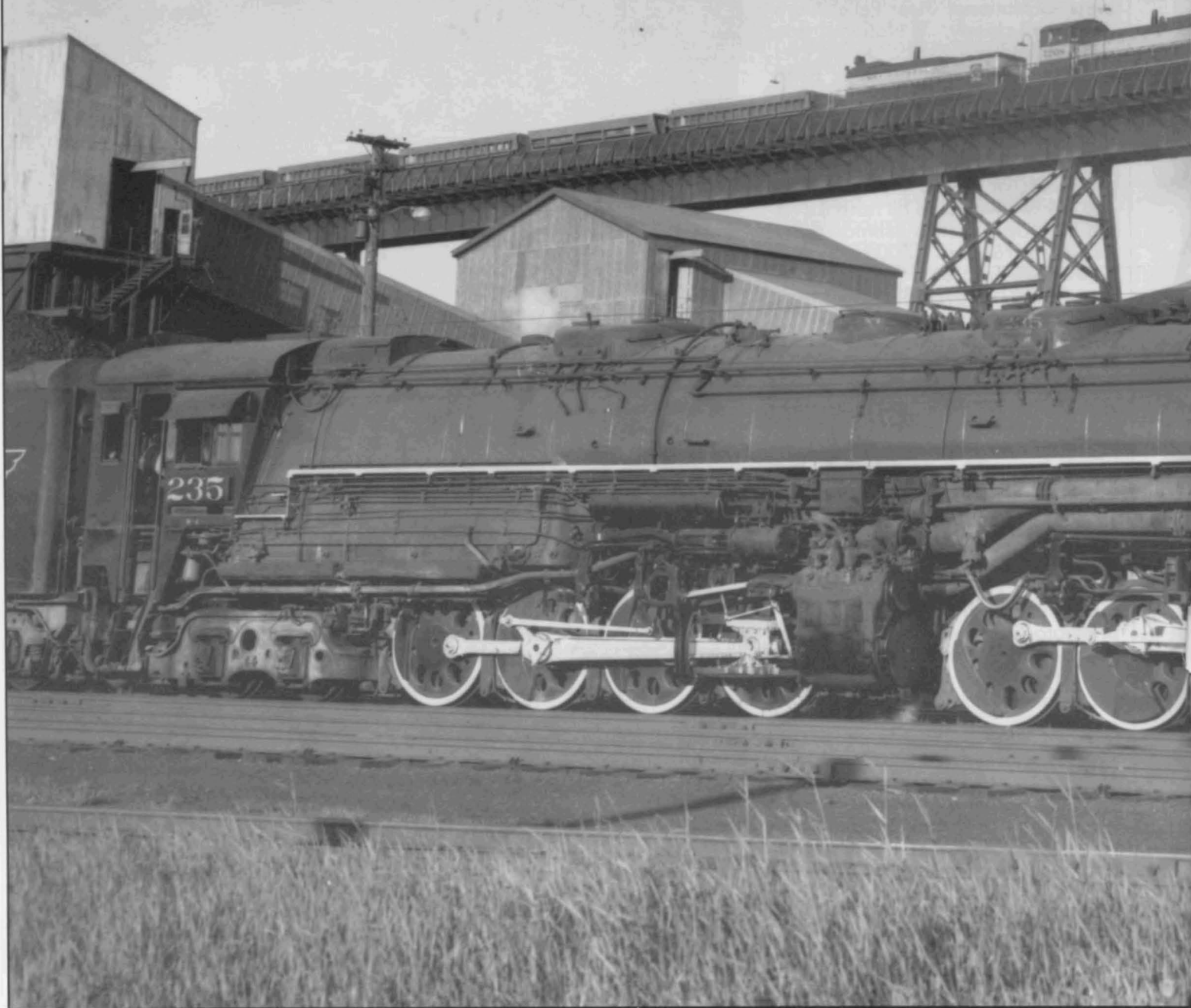
Jon Nienow

## Contributing Members

Julie Antonson  
Grace Bartels  
Duane Benoit  
John Boutin  
Arling Brinck  
Lynton Brooks  
Douglas A. Buell  
Tom Casper  
Gerry Dobey  
Otto P. Dobnick  
Robert Dunnweber  
Carl Ekholm  
Elaine Ellian  
Martin Fair  
Jergen Fuhr  
Robert Friedlander  
Stan Garner  
Wilfred A. George  
Steve Glischinski  
Chilton Hagan  
Kurt Haubrich  
Merril Hendrickson  
John A. Herlick  
Charles G. Jensen  
Harold R. Jensen

Frank Kossila  
J.J. Kreuzberger  
Don Larson  
Dirk Lenthe  
Bruce E. Lewis  
Steve D. Lorenz  
Dan Mackey  
Dave Mickelson  
Jerry Monson  
Gordon Mott  
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Marvin Nielsen  
Stephen Olmsted  
William Plichta  
Dave Pulse  
Robert D. Rantala  
Steve Ruce  
Wallace Ruce  
Bernard Ruopp  
Randy Schandel  
David Schauer  
Dan Sherry  
Donald Weesner  
John Whelan  
James H. Yanke  
Tim Zager







## Wisconsin Central

Wisconsin Central handled a test move of Minntac pellets to Gulf States Steel in Gadsden, Ala. this past September. A total of 10 trains containing 90,000 tons were routed via the DM&IR, WC, and CSX Transportation. WC also handled a test move of Minntac pellets to the USX Fairfield mill near Birmingham, Ala.

On October 5, the vessel *Scan Trader* unloaded 10,800 metric tons of copper concentrate at the Reiss dock in Ashland. The WC hauled the concentrate 80 miles to White Pine for further refining. When unloaded, the vessel headed for Duluth to be filled with coke (page 3).



**Above:** Not a great way to start your day. Two BN hoppers loaded with taconite sit derailed in front of the 28th street yard office in Superior. The cars were part of a movement of Cyprus Northshore pellets destined for Utah via BN and the Denver & Rio Grande Western. The pellets had been loaded at Hallet Dock in Duluth after having been moved via ship from Silver Bay. Photographed by Dan Mackey.

## Heritage Series - 2

For our second installment of the Heritage Series, we take a look at the *Missabe* on pages 4-5. 100 years ago this past July saw the first commercial shipment of ore to Duluth. At the time, the Merritt family had just completed their wish to have the ore they discovered shipped through Duluth. Up until this time the Merritts had been using the Duluth & Winnipeg dock in Superior.

Some 66 years later on June 11, 1959 we find one of the *Missabe's* finest steam locomotives, Yellowstone number 235, waiting at Rainy Junction yard in front of the massive Rouchleau ore crushing plant while two Oliver Iron Mining diesel switchers tend to their chores.

The mighty Yellowstones were in their final years when this photo was taken near Virginia in 1959. Most of the 18 Yellowstone type locomotives were retired in 1962 with three being preserved for display; 227 at the Museum, 225 at Proctor, and 229 at Two Harbors.

Stan Kistler photo.

**Below:** A unusual visitor to Superior this fall was a Southern Pacific EMD GP-40-2. The locomotive was captured by Steve Ruce at BN's Superior engine facility. As with most Southern Pacific units, this one has badly faded grey/red paint and the primer coat is starting to appear on the long hood.







## more **V**ital than gold

All the gold buried at Fort Knox, Ky., is less important to Victory than the rich iron ore deposits of the Mesabi, Cuyuna and Vermilion Ranges of Northern Minnesota.

The Mesabi Range alone contains the world's largest developed deposits, and much of this ore lies in open pits.

From these pits giant shovels scoop the vital "red dust" into Great Northern cars, which dump it a few hours later into docks in Duluth and Superior, at the Head of the Lakes. There ore boats are swiftly loaded for delivery to the nation's steel mills.

When the shipping season closed Decem-

ber 5, new mining records had been set on the Minnesota ranges, and Great Northern Railway handled nearly 29,000,000 long tons — a *third of the Lake Superior district's total production.*

With the necessity of conserving equipment, Great Northern, between shipping seasons, is reconditioning motive power, cars, trackage, and its Allouez docks in Superior, making ready for a still bigger job in 1943.

The fabulous iron ore deposits in Minnesota are only part of the wealth contributed to America by the *Zone of Plenty* — and delivered by this vital artery of transportation.

## GREAT NORTHERN RAILWAY

ROUTE OF THE EMPIRE BUILDER—BETWEEN THE GREAT LAKES AND THE PACIFIC



Magazine ad for the Great Northern during the war year of 1943. A far cry from operations today.



**Above:** A Burlington Northern all-rail taconite train sits in Proctor yard on September 15, 1993. Due to the strike at National Taconite, BN was handling pellets from Minntac to fulfill National's needs. A derailment on the wye at Adolph prevented this train from proceeding down the Missabe's Spirit Lake branch, hence its appearance in Proctor. Photo by Mike Oswald. **Below:** USX corporate officers special train at Minntac on June 17, 1993. Train operated from the Depot through Proctor to Minntac. Photo by Tim Schandel.

