

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

SPRING 1993



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

SPRING, 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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COVER PHOTO

Is the lone man on the station platform disappointed that he missed his train? Or is he a rail fan waiting for some action? The tree is leafless and he has his overcoat on indicating the weather is getting cold in this October 28, 1926, photograph of the Rush City, Minnesota depot on the NP line between Duluth and the Twin Cities. The picture may have been taken by a company photographer who then used the letters to identify certain features about the station for company purposes.

EDITORIAL COMMENT

At the dedication dinner in Chisholm for the Jaques exhibit, a vocal group entertained the participants with several vocal selections. One male soloist did a number entitled "Somebody Else—Not Me!"

It is about a circus that comes to town and three tigers get loose. The tiger man is to ill to capture the big cats. So the circus manager asks a bystander to capture the cats:

"Here is your chance to be famous, to become a hero, to be respected by the citizens of your town. All you have to do is to capture the big cats and you will become renown."

To which the bystander answers: "Yes, it's nice to be famous and a hero I can be. It's a risk, I know, but get somebody else—not me!"

The circus manager again attempts to coerce the bystander with flowery words to which he again responds: "Somebody else—not me."

Isn't that a good comment on our present-day life? Whether it is helping a neighbor, or volunteering one's services for a worthy cause—the local church or synagogue, fraternity, senior citizen's center or museum.

Some people are great in giving of themselves and doing it unselfishly—it gives them a sense of pride and accomplishment and keeps them active and vigorous right up to the end.

But there are many out there who like the bystander at the circus says: "Somebody else—not me." Try saying that to the Almighty when it its one's turn to leave this earthly life.

It sure would be nice to hear some of our members say: "Somebody else—and me."

If any of our readers can come up with a method by which to build up our volunteer base, please let someone hear your ideas. We have a wonderful museum and a great little excursion railroad along the river in West Duluth—both with great potential. But it takes many hours of volunteer work to keep both operations running at their best efficiency.

I apologize for being late with this issue. When it comes time to put out another issue, I am trying to come up with an interesting topic—something besides what is going on at the Museum or on the L S & M or club meetings

This is a newsletter, but its purpose is also to educate, preserve and report on some of the rail history of our region and rail-related events such as the Jacques dedication and the Como Shop history. It takes time to get the photographs developed and the articles written and I am trying to make this newsletter interesting for our readers. So please be patient.

PHOTOGRAPH CONTEST ON AGAIN

Gentlemen, clean your lens! And don't forget the film!

The 1993 Railroad Photograph Contest for the 1994 calendar is open to all members of the Lake Superior Transportation Club, the Missabe Railroad Historical Society and all active and retired members of the DM&IR and their immediate families.

Photographs must depict equipment and operations of the DM&IR, must be five by seven inches or larger, color prints in a horizontal format. Negatives or slides from which prints are made must accompany the photographs.

All photos become the property of the DM&IR Veteran's Association and must be submitted by August first to **Jan Oviatt**, secretary, DM&IR Veteran's Association, 540 Missabe Building, Duluth, Minnesota 55802.

Six prizes ranging from \$300 to \$25 will be awarded.

ONE DAY IN THE MOVIE BUSINESS

by Dick Halverson

It was 20 below and my brother Wally and I were out in the cold getting the Steam engine ready to travel to Palmers for a shoot. The Disney people were doing a Movie called "Iron Will" which is the story of a dog sled race from Winnipeg to St. Paul which actually happened in 1917. (Palmers is a whistle stop 16 miles up the shore toward Two Harbors.)

The first job was to drag about 150 feet of 4" fire hose out and hook up to the hydrant to fill the tender to perform the filling process, it is cold. We were dressed for the cold and got the job done.

After the tender was full all the hose had to be dragged back into the Museum and coiled up to be ready for the next fill. It was frozen almost solid in those few minutes of exposure to the cold. (I had so many clothes on I could hardly bend over to pick the darn thing up.) Then we had to wait for a written statement called "A Travel Warrant" from the head honcho of the Northshore Railroad who was already up at Palmers with the diesel and the movie crowd at the film site. They were shooting some static shots inside one of the passenger cars at this time.

I acted as switchman while we were in the yard and then we were off to the main line. Both Wally and I had a chance to fire—that is to shovel coal into the hot fire box while we headed for Palmers. Stan Gardner, the movie company rep, rode with us and kept us entertained with stories about his private railroad that deals almost exclusively with making movies. He is in partnership with another Californian and they have some 20 railroad cars of many different eras and seven Locomotives including three steam locomotives.

Two of the engines are wood burners and he mentioned that they burn mostly Eucalyptus wood as it is grown in California and burns exceptionally hot. Although it is not native to California, some entrepreneur imported seventeen varieties, hoping to find the one particular variety that produces very straight grain wood for lumber but none of the seventeen turned out to be the one. Now it is used for wind breaks around golf courses and the wood is readily available.

We rattled and banged through downtown and Lakeside with the bell clanging and the whistle tooting at every crossing and some times just to hear it ourselves with lots of onlookers waving and smiling.

We stopped at milepost 15 to await further orders and were informed we should wait there for 45 minutes until they were done shooting the current scenes. About an hour later, we were told to back the engine up to the intersection at the Ryan Road so we could be piked up and taken to the site (The big boys call it "Base Camp") and have lunch. Stan is about 300 pounds as is Lee Tuskey the engineer and the vehicle picking us up was a Ford Tempo. Soooo, Wally ended up riding in the back of an open pickup box the 3.5 miles to base camp. He almost froze his wazoo.

The camp is made up of many large trucks and trailers with most every thing they could possibly need or want. Even indoor plumbing in a large trailer with 2 dressing rooms on each side. I met David Ogden Stiers face to face but he didn't recognize me so I didn't even say "Hello Winchester".

The dinning hall is a 50 by 50 foot plastic tent with folding tables and chairs. Lots of hot food and large salad bar and desert table.

We were encouraged to fill our pockets with goodies for the road as we finished eating. The "Goodies" table held many miniature candy bars, raisins, both plain and chocolate covered, those red chewy twisted ropes, pop tarts, fresh fruit, Pearson Mints (which I took a large hand full) and many others I can't even recall.

I had baby barbecued back ribs and baked beans. They also had baked chicken and several other entrees. Salads galore, French bread, chocolate cake and pudding, coffee, milk, tea, instant soups, etc.

The kitchen is a large truck with a window opening to place an order to be selected from a menu listed on the side of the truck. The

plastic tent was flapping and snapping in the wind and the noise from two propane heaters added to the din. But it was very comfortable considering the conditions just outside the tent flap.

After having lunch, Wally and I caught a ride back to the Museum as it was time for a crew change and #14 was to just sit and wait for the shoots in progress to be completed. The scene to be shot was the young star flagging down the steam engine to recover one of the other dog sleders who had been seriously injured in an accident during the race. (Of course Aston was the hero in this scene) I wish we could have witnessed that scene but it was to take place in the very late afternoon or night.

I found out later that the engine sat at mile post 16 all day with one delay after another. They kept saying on the radio "Be ready to move up to base Camp in 15 minutes—be ready in 10 minutes—there will be a one hour delay." This went on until nearly 6 PM and then called it a day without even having the engine get to the site. It seems, like the Armed Forces, the movie business is also hurry and wait.

REMEMBER . . .

When the last train left the former Soo Line Depot in downtown Duluth?

Ex-Missabe Consolidation No. 28 of the D&NE pulled excursion trips during Port-O-Rama Days between the downtown and West Duluth Soo Line Depots on July 31 to August 1, 1965.

The 2-8-0 was also used on the last steam excursion trips on the D&NE in Cloquet the weekend of August 28-29, 1965.

Joseph Nowak caught No. 28 on film at the downtown depot and is shown in the January 1966 issue of "Trains" magazine.



Bill Graham caught the engine crew on Mikado No. 14 during a filming session on the BN. In the cab is Lee Tuskey, Bruce Routh on the steps and Duane Benoit on the ground. The Great Northern logo covers up the number 14 on the cab.



Kent Ohlfs and John Terrell of Ladysmith man a table at the LSTC flea market offering mugs, tee-shirts, caps and model equipment to raise funds for the Soo Line 500A project. Terrell right, is managing editor of the Ladysmith News.

ANNUAL FLEA MARKET HELD AT SUPERIOR'S CURLING CLUB

The Lake Superior Transportation Club held its annual flea market May 15 in the Curling Club on the Tri-State Fairgrounds in Superior. Eighty-two tables were sold to venders from a wide area at \$10 a table with a variety of things to sell. One could find just about anything from kits to finished models of various sizes and scales, tee-shirts to caps, photographs and posters, timetables, railroad magazines, artifacts and novelty items like the lapel buttons with crossbucks and flashing crossing signals and miniature locomotives and airplanes with sound.

A few tables were given to old cameras of all makes, still and movie, box cameras and 35-mm. and accessories. Another table had some radio equipment.

The curling club also serves as an exhibit hall during fair week and is often used for wedding receptions and other social functions. It has an elevated eating and dance area with a small kitchen and counter for food service. A full glass partition allows spectators in the eating area a view of the rink/exhibit area.

Double doors at one end permit vehicles and large exhibits to be brought in while several smaller service doors on one side allow exhibitors to back up close to the building to load or unload merchandise.

Over 200 people paid a dollar admission fee to browse among the many tables and buy whatever struck their fancy and their wallet.

Ron Soder had several full-size stand-up cutouts of **Jack Halley** advertising the North Star Zepher dinner train that never took hold. The train was to run between Duluth and Two Harbors.

John Terrell and **Kent Ohlfs** from Ladysmith manned a table with a variety of items with the proceeds from the sales going toward the Ladysmith Rail Display Restoration Project. Items for sale included several HO pieces of rolling stock painted in Wisconsin Central livery, tee-shirts, caps, photographs, mugs and buttons.

The Ladysmith group is actively raising funds to complete the restoration project of its Soo Line F-7 No. 50A and three coaches.

Soo Line coach No. 998 was a first-class Barney & Smith product from Dayton, Ohio and built in 1911. The 74-foot, 131,000 pound, six-axle car had a capacity of 76 with a plush-green

upholstery. A Waukesha ice engine was installed in May of 1940 and used until the mid-'60s when the Soo Line discontinued passenger trains. The coach was then converted to B&B diner use and numbered 603 and used until in the '80s. The car is privately owned and being restored with a rubber roof to be installed.

It is interesting to note that the Soo Line never replaced its vintage passenger equipment with new and lightweight coaches as other railroads had done after World War II.

RPO/REA car No. 552 was also a B&S product built in Oct. of 1911 as Soo Line Parlor Car No. 400. At 81.5 feet long, the car was very elegant with leaded glass windows and gothic trim. The 138,500-pound, six axle car was rebuilt in 1941 with the front 15 feet as the RPO section and the rear 61 feet for the REA. It was converted to section cook car 602 in 1968.

Another piece of Soo Line equipment awaiting restoration is a passenger/baggage car 358 which was also a B&S product built as sleeper No. 1240 in 1913 and named the "Bruce" after the village of Bruce. The car originally had a state room at one end and a smoker at the other with berths in between.

Rebuilt in 1941 as passenger/baggage, the rear 28 feet had 13 seats in a gray mohair, 26 seating capacity, two toilets, a washstand and a coal heater. The front 43 feet was for baggage. The last rebuild turned it into a cooking-eating-sleeping car for a section crew and numbered 1470. The 121,000-pound car is privately owned.

The group has also restored Soo Line caboose No. 99103. Photographs displayed at the flea market document the progress—taking the outside planking off from one side and replacing some of the wall studs. The wood caboose had undergone almost a complete rebuild.

And similar to the 2500A at the LSMT in Duluth, the Ladysmith F-7 unit had also seen snow-plow service. And like the 2500A, restoration meant putting a new skin on the sides and repainting to the former Soo colors of maroon and yellow.

The restoration work being done in Ladysmith is all outdoors. They don't have the luxury of indoor facilities. That is dedication and enthusiasm.

CENTENNIAL OF DSR CAR NO. 78 TO BE CELEBRATED AUGUST 7

Anyone and anything that gets to be a hundred years old is a good excuse for having a party and MTM is having a party to celebrate the centennial of Duluth Street Railway Car Number 78. The celebration will begin at 10:30 a.m. on Saturday, August 7 at the Linden Hills waiting station, 42nd Street and Queen Avenue South in Minneapolis, just a hoot an' a holler away from the Lake Harriet Pavilion.

The single-truck streetcar was built in 1893 by the LaCledé Car Company of St. Louis, Missouri and retired from service in 1911. The Twin City Rapid Transit Company began building double-truck cars for Duluth between 1900 and 1917, making the smaller vehicles obsolete.

The car body became a storage shed in Duluth, unnoticed by many as the years and weather took its toll. Minnesota Transportation Museum acquired the car in 1972, stored it until the nine-year restoration of DSR car 265 had been completed. The fragile No. 78 was then moved to the Linden Hills car barn in 1984 to begin its complete re-build. August, 1990, saw its emergence from the barn as a fully-operating vehicle, going into service in 1991.

As MTM's Como-Harriet Streetcar Line begins its 23rd year of operation, their one millionth passenger is expected sometime in August.

MTM also operates DSR 265 and TCRT 1300 between Lake Harriet and Lake Calhoun on the former TCRT right-of-way that once extended from Como Park in St. Paul to Lake Minnetonka as well as two TCRT motor buses.

Anyone interested in attending and organizing a group trip to the celebration is asked to contact **Bill Graham** at the Museum, 727-0687.



This photo shows the west side of the paint shop in its last days—it is now the Sunwood Inn. To the left is the boiler house and the stack displaying "N.P. Ry." Some of the tracks have already been taken up and soon-to-be MTM's combination 1102 with broken windows is to the left under the stack.



A late afternoon sun and darkening storm clouds highlight the west side of the Como shop complex with the boiler house, right, and the machine shop to the left.

— Como Shop pictures by J. E. B. Elliott, courtesy of Aaron Isaacs of MTM.



A man directs the movement of Amtrak Great Dome No. 9372 onto the transfer table from the Como paint shop. The boiler house is in background. The small building to the right is a lavatory.



Amtrak Great Dome No. 9372 (x-NP) is on the Como Shop transfer table. View is looking to the north end of the table with the stack and boiler house to the left.

HISTORY OF NP'S COMO SHOPS AND IT'S REJUVENATION INTRIGUING; ALSO PLACED ON NATIONAL REGISTER

Ever sleep in a railroad car shop? More specifically, the paint shop?

While attending the Gopher State Chapter, Buick Club of America Spring Extravaganza on May 2nd at the State Fair Grounds with his 1950 Buick, the Laker's editor had the opportunity to stay at the Sunwood Inn in Bandana Square in St. Paul and became intrigued and fascinated with the restoration and preservation of the former car shops.

Bandana Square (bandana refers to the large handkerchief that engineers once wore around their necks on steam locomotives) is a re-incarnation of the former Northern Pacific Como Shops between Lexington and Snelling Avenues.

Except for the canopy over the front entrance to Sunwood Inn, new windows, doors, landscaping and parking lots where railroad tracks once were, the exterior of the buildings were not changed as per specifications to be eligible for the National Register of Historic Places. It was necessary to preserve the brick walls, massive timber beams, concrete floors and tracks which date back to the early 1880s and have been preserved as Bandana Square. Renovation began in 1982 by the AHW Corporation of St. Paul.

The interiors of the buildings could not be altered, so the Inn which was the paint shop still has the cement floor with the tracks still in place. Likewise the heavy timbers and roof bracing are still very visible—the rooms of the motel being build around them.

Coming in through the front entrance, a set of tracks leads to a copy of the Minnehaha Depot in Minneapolis. The replica, built in 1985, is used as a continental breakfast place. The huge double doors through which many pieces of rolling stock were rolled into the paint and car shops are still in place with smaller service entry doors and windows cut into them. The windows are for the rooms on the ground level, while rooms on the second (top) level have windows facing the interior of the lobby and swimming pool.

Cutting windows into the exterior walls for the upper level rooms would have altered the exterior of the buildings and would have negated the building's designation as a historic site.

The two largest buildings of the Como complex were the paint and coach repair shops. A series of tracks ran from one to the other via a transfer table between the two buildings whose distance of movement extended several hundred feet.

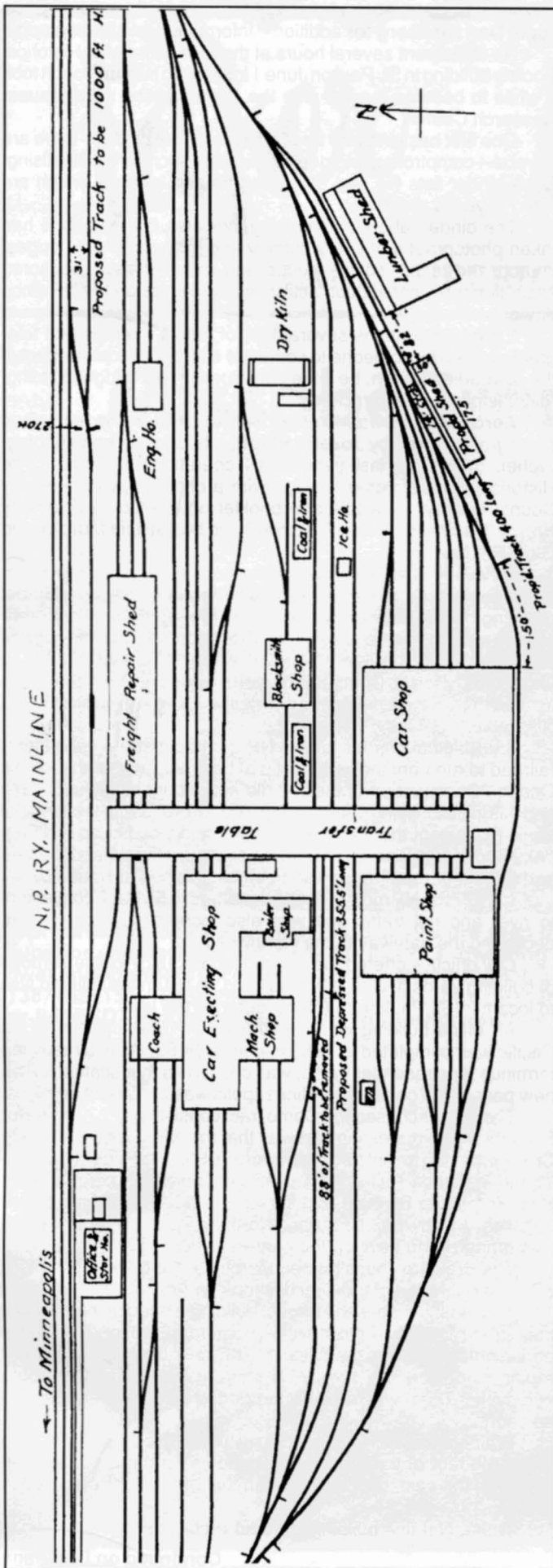
The car shop has been remodeled into a series of shops and restaurants. The Twin City Model Railroad Club has an extensive layout on the second floor. A small streetcar pike and town scene occupies one corner of the vast O-gauge layout built to resemble familiar scenes near the Twin Cities. A hobby shop dealing with many model railroad kits, supplies and artifacts occupies a space on the ground level below the model railroad room.

Like the Sunwood Inn, the former car shop has kept its concrete floor and tracks. The exterior has not been altered save for installing pedestrian doors in the huge double doors.

The transfer table pit had been shortened up considerably with landscaping between and around the buildings.

The blacksmith shop to the north of the coach repair shop has been made into a children's museum. The Atrium Office building is the former cruciform building where most of the repair was done when the Como complex first opened up. A medical clinic occupies the former truck shop.

Continued on next page



The proposed sketch of Como Shops was drawn by the division engineer's office, St. Paul Division of the Northern Pacific in April, 1905. The scale is 1 inch = 200 feet. Photocopy from the Minnesota Historical Society.

Continued from previous page

NP/GN MERGER BRINGS CHANGES

The merger of the Great Northern and the Northern Pacific saw the end of the GN's Jackson Street shop and coach yard. The new BN moved its remaining passenger coach repair operation into Como with NP super **Don Kjellberg** staying on as the BN super.

The BN moved all of its business cars to Como. Amtrak took the stainless steel great and small domes from both the NP and the GN and everything from the CB&Q which after WWII built all of their famed Zephers in stainless steel. Amtrak also took the mail/express cars, rebuilding them with electric heat for head-end units as baggage/mail cars.

The modern BN business train took shape in the Como shops—the Valley Series and the River Series. The president's car, the Red River observation was built from scratch at the Jackson Street facility and the chairman's car, the Mississippi River, was a former CB&Q piece. Much of the '50's equipment was rebuilt into business cars with electric heat, showers and a lead insulator in the floor for sound-deadening purposes. It was said that Como had an excellent truck shop.

DEMOLITION BEGAN ON SOME BUILDINGS

The BN closed the Como facilities in 1981 and began demolition of some of the buildings. The huge smoke stack emblazoned with "N.P. Ry." was toppled, much to the consternation of some who had the opinion that the famous landmark should have been left standing.

The three-track wood structure on the north side of the complex had been home to the Minnesota Transportation Museum for nearly a decade. They had two years to plan for eventual eviction. MTM had no sooner moved the last of its equipment out of the building on August 31, 1982, when the wreckers began chewing away at it. The nearby Midway Stadium, home of the St. Paul Saints baseball team, had been demolished a year earlier.

MTM had over 20 pieces of equipment to move out plus ten box cars full of spare parts (some call it junk), according to the "Minnegazette." Some of the rolling stock, including locomotive No. 328, was stored at the Minnesota Transfer Railway in St. Paul, the rest of the stuff wherever they could find an empty building.

MTM MADE GOOD USE OF COMO SHOP

During its nine-years of occupancy, MTM did a lot of work in an unheated structure with broken windows. During the winter months, a furnace would be installed in a piece of equipment undergoing restoration to heat the interior of the car or coach being worked on.

Duluth streetcar 265, NP 10-wheeler 328 and the Dan Patch had all been rebuilt there. The NP triple combination 1102 had been restored. MTM had also overhauled two Rock Island Commuter coaches and repainted BN coaches 1096 and 1097.

"They had restored a lot of stuff," said **Bill Graham**, including two cabooses, one being NP No. 1631 which is a carbon copy of LSMT's NP caboose No. 1311. Also restored was an 1868 CB&Q "Drover's Caboose" which served as sleeping quarters for cowboys herding cattle on and off the train.

In addition to streetcars 265 and 78, MTM also had TCRT car No. 1496 at the Como shop which later went to the LSMT in Duluth in an unrestored condition, going back to MTM in January of 1992 in the same condition.

COMO'S REJUVENATION BEGUN

The BN had sold the entire complex to the AHW Corporation, the for-profit arm of the Wilder Foundation, a large social service organization based in St. Paul for development into a shopping and hospitality complex. Condominiums sprung up adjacent to the Como shops with the idea that the residents would patronize the shops and restaurants in Bandana Square.

A trolley line had also been planned to connect Bandana Square with Como Park a few blocks away. The trolley line has never been built.

As it started at the beginning of this article, the "Laker" editor became interested in the history of the Como shops after having stayed at the Sunwood Inn. He then contacted the Minnesota

Historical Society, **Aaron Isaacs** of MTM and former Como Shop super **Don Kjellberg** for additional information and photographs.

He also spent several hours at the new Minnesota Historical Society building in St. Paul on June 1 looking up information. It took a while to become familiar with the system in the Weyerhaeuser Research Center.

One first has to thumb through a loose-leaf binder—there are several—comptroller, engineering, finance secretary, advertising. Each binder lists file and box numbers and subjects which are listed in yearly order.

The binder labeled advertising indicates that someone had taken photographs of every sorority and fraternal group, lodges, church and ladies social groups and rail fans that sponsored excursion trips, convention activities and picnics on the NP since day one.

Each box contains several files of letters, memos and telegrams written by someone to someone else about some aspect of the railroad operation, be it the construction of a bridge, building, relocating a piece of track, etc.

Aaron Isaacs was kind enough to send some marvelous photographs taken by **Joseph Elliott**, a talented railroad photographer, during the last year of BN operations at Como. The Historical Society came through with a photo copy of "Ramsey County History" — a 22-page booklet on the Como Shops by **Nancy Tracy** and Como's Neighborhood by **Patricia Murphy** and **Gary Phelps**.

Following is an excerpt from the booklet:

Construction of the Como Shops began in July of 1885 but planning had been underway for several years. The shops were but one part of the extensive terminal development that the NP was to undertake in the Twin Cities between 1882 and 1887. To understand why the Como Shops were needed and why they were located in St. Paul, one must look briefly into the early history of the NP Railroad.

The original charter for the NP granted in 1864 called for a railroad to run from the western tip of Lake Superior to the Pacific Ocean. Construction of the line did not get underway until 1870 and this initial building effort came to a halt in 1873 with the financial panic that swept the U.S. By this time tracks had been laid from Lake Superior to Bismark, ND on the Missouri River. Headquarters and the major repair shop had been established at Brainerd.

In 1877 the NP moved its headquarters to St. Paul, convenient to river and rail traffic and was also increasing in population, becoming the gateway to the Northwest.

City officials offered the railroad land in 1879 for the purpose of building yards and an office building. In return the railroad was to locate in St. Paul permanently or forfeit the land.

An office building was constructed in 1882, the line to the Pacific was completed in 1883 and in 1884 St., Paul, already the terminus for passenger traffic, was chosen as the location for the new passenger car shops. Minneapolis was the freight terminus.

The NP purchased the Como tract consisting of 220 acres for \$108,941. An interesting fact was that the NP had no tracks into St. Paul, having to rent trackage from J. J. Hill's St. Paul, Minneapolis and Manitoba Railway. The NP later purchased the line from Sauk Rapids to St. Paul and full-time work on the Como Shops began in 1885 by the St. Paul and Northern Pacific Company which was organized to develop the properties in the Twin Cities.

The Brainerd shops burned March 29, 1886 and the NP took over the operation of the Como Shops on April 1.

The most unusual and largest building of the original five was built in the form of a cross—the cruciform building—with wings added onto a long narrow building. The structure was used for car repair, woodworking, a machine shop, cabinetry, seat cleaning and dying. The metal rods that supported that line shafts can still be seen.

Brainerd had lacked a good paint shop. The Como paint shop had 1200 feet of track inside, eight doors on the west side and seven on the east, built in 1885 with the transfer pit completed in 1902.

These first five buildings had an architecturally harmonious

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Laker *Extra!*

LAKE SUPERIOR TRANSPORTATION CLUB

Missabe Transforms Roster



Top: Three DM&IR veteran high hood SD-9's are seen at Burlington Northern's Superior engine facility in early April, 1993 awaiting shipment to their new owner, Independent Locomotive Service at Bethel, MN. The units are numbered 138/155/156. Tim Schandel. One of the newly acquired Missabe locomotives, ex-B&LE SD-38 number 862, at Allen Junction on June 1, 1993. D. Schauer



The Missabe Road has quietly been transforming their motive power fleet from one consisting mainly of older model EMD SD locomotives to one of rebuilt and more modern examples of EMD's catalog. Only 10 years ago a visitor to the DM&IR would have been treated to solid consists of high hood EMD SD-9's and 18's with an occasional SD-38 thrown in for variety.

Today, with an aggressive rebuilding campaign over the past few years, and the recent arrival of newer SD-38 type locomotives from sister railroads EJ&E/B&LE, the Missabe has been able to thin its fleet of older non-rebuilt high hood units. Some of the high hood units will stay around for a while, like numbers 129 and 130, the former steam generator equipped units which recently underwent a limited overhaul. But the days of solid high hood consists of SD-9/18's is over.

Quietly and with little fanfare has this major motive power transformation taken place. Wouldn't recently repainted SD-9 number 129 look nice in the Museum? Think about it.

SPRING 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.

Wisconsin Central

Wisconsin Central began to handle crushed ore from Flambeau Mining Company's open pit mine near Ladysmith on May 12. On that date, 13 cars were loaded with gossan (gold) ore for shipment via WC to Sault Ste Marie, Ont., destined for Quebec. On the next day, May 13, 15 additional cars were added to make up the first train. Flambeau (a subsidiary of Kennecott Corp.) has to remove the gold ore before it can begin mining the copper ore. The copper ore will then be shipped to the Timmins, Ontario concentrator. On a 5-day per week schedule, the mine will load 1280 tons of ore daily. To handle this new business, WC added Monday-Friday train L0910 between Ladysmith and Rhinelander and trains L038/L039 between Rhinelander and Gladstone.

New Equipment... WC has acquired 21 EMD SD-45's from the Santa Fe. Rebuilt between 1980 and 1985, the SD-45's will most likely replace some of the older, unrebuilt SD-45's WC now rosters. The new units are planned to be repainted during this year. WC has also taken delivery of approximately 870 new reconditioned freight cars and has leased an additional 300 100-ton covered hoppers, 170 gondolas for the Ladysmith copper ore, and 14 double door boxcars.

All-rail taconite traffic as well as increased Duluth-Chicago overhead business helped the WC post a record month in terms of cars handled, nearly 21,000 in March.

The WC has leased a portion of its unused ex-Soo trackage between Mellen, WI. and Bessemer, MI. to the new Wisconsin & Michigan railroad. The short line has handled cars of stockpiled iron ore, pulpwood, wood products, and saw logs. The ore came from the Peterson Mine and was shipped to Milwaukee and Springfield, IL.. Wisconsin & Michigan uses a 44-ton GE for operations. According to published reports, the railroad will acquire LS&I U23C's and 5 RS-3's (some Minntac).



Two of the newly acquired ex-Santa Fe SD-45's help a WC sister lead train T004 south out of Superior on ex-C&NW trackage. Below: WC is reportedly interested in purchasing the C&NW yard at Itasca. The WC would like to use the yard and engine facilities for its ever-growing Twin Ports business. The photo at Itasca shows a DW&P transfer, C&NW switch job, and the DM&IR picking up an empty all-rail destined for Minntac. Photos by Dan Mackey.



Missabe Road

The 1993 shipping season began on March 23 when the SPEER loaded 52,000 tons of Minntac pellets at Two Harbors. The first ship at Duluth followed a day later when the BEEGLY loaded 26,500 tons.

Minntac is scheduled to operate all of its lines in June. The month also looks good for Eveleth Taconite and Inland, with both plants operating at full production. All-rail trains to Geneva and Birmingham are operating as forecasted.

The Two Harbors storage facility had a record start to the shipping season in terms of tons handled. For the shipping month ending April 13, a record 1.6 million tons were handled.

As of early 1993, DM&IR slug 500 was still at Proctor. The slug will be sold for scrap during this year. SD-18 193 is missing its yellow stripes on the short hood. SD-38 214 has a black sill rather than the standard maroon.

The Missabe ran a special passenger extra from the Depot to Wales and return on May 22 for a U.S. Steel ladies group. The train used trackage rights over the NSSR between Duluth and Two Harbors. A photo of this train is on page six.

DW&P

The first non-Canadian National locomotive to have the new "North American" paint scheme applied to it is GTW SD-40-2 5930. Expect to see the DW&P blue scheme vanish as Peg units are shipped for overhaul. In fact, Peg SD-40 5907 is the first DW&P locomotive to be repainted (see June 12 photo above right). A frequent DW&P visitor, CN SD-40 5214, has had the new paint applied.

The DW&P continues to see increased traffic, mostly due to parent Canadian National sending trains over the Peg for forwarding to Chicago via the BN. A minimum of four trains per day each way travel between Superior and International Falls. In addition to these



four trains, the Peg also plays host to the Burlington Northern's Superior-International Falls local as well as numerous unit potash/sulfur trains.

Canadian National General Electric C-40-8M locomotives are being run on the DW&P (photo above). These units have rarely been seen in the Twin Ports. Also noted at Pokegama were CN wide nose EMD GP-40-2's. The two GTW EMD GP-38-2's that the Peg uses in transfer service (see page 2) are still in Superior.

Photos at Pokegama by Steve Ruce.

Sustaining Member

Jon Nienow

Contributing Members

Julie Antonson
Grace Bartels
Duane Benoit
John Boutin
Arling Brinck
Douglas A. Buell
Tom Casper
Gerry Dobey
Otto P. Dobnick
Robert Dunnweber
Carl Ekholm
Elaine Ellian
Martin Fair
Jergen Fuhr
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
Bill Mueller
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



Above: Derailed BN taconite cars sit just east of Cloquet after an early morning derailment. Photo by Dan Mackey. Below: Burlington Northern has just announced its intention to purchase 350 state-of-the-art EMD SD-70MAC locomotives. Until those units arrive, the honor of being BN's most modern locomotive will remain with the EMD SD-60's that BN has purchased over the past few years. Two examples of that locomotive can be seen here on a westbound empty Detroit Edison coal train at Wright on the former Northern Pacific line to Staples. Most of these trains operate over this line with cabooses. It will be interesting to see if the new crew reduction agreement will eliminate cabooses from these trains. 4/18/93, Dave Schauer.



Burlington Northern

Burlington Northern experienced a major taconite train derailment just east of Cloquet on the morning of March 26. The train originated at Hibbing Taconite as was bound for Allouez when 50 of the loaded cars hit the ground, starting 29 cars deep in the 162-car train. BN operated over the Missabe for a few days until the derailment could be cleaned up.

In a more positive taconite note, National Taconite in Keewatin, a major BN shipper, has come to an agreement with the Minnesota DNR on lower mineral rights. The cheaper lease agreement covers 400 state owned acres that National mines. The rate could be extended to cover an additional 320 acres. As part of the agreement, all of the ore on the site has to be mined.

Taconite also played a part in a unit train that left from Duluth on the evening of June 4 destined for Utah. The train was the first taconite train loaded with pellets from Cyprus at Silver Bay. Cyprus ships the ore to Duluth via lake boat, then the pellets are transferred to waiting BN hoppers (painted mineral red like ore cars). BN then puts the cars together and departs from Duluth with road power (this first train included a GE).

BN has donated \$50,000 to Douglas County for an emergency operations center. The room will be used for emergencies such as the derailment of a BN train last June 30 that resulted in the evacuation of thousands of Twin Ports residents.

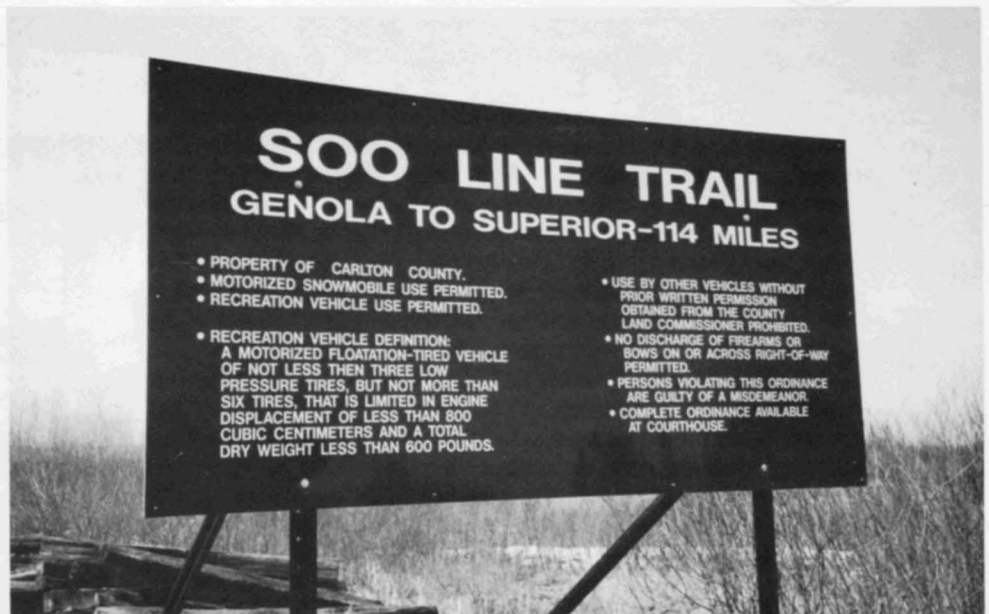
BN is using EMD BL-20-2 demonstrator number 122 on the Superior to International Falls local. The locomotive was observed in International Falls on June 4 with a caboose. This local operates over DW&P trackage.

BN has installed a talking defect detector at State Line, on the former GN line between Superior and Carlton.

A new reduced crew agreement has been negotiated between BN and its unions.

Photos...

The recently abandoned and removed Soo Line trackage from Superior to Genola has been made into a state (county) trail. Some of the ties from the line still remain littered along the right-of-way. Most of the high quality crushed rock ballast remains, so this is not your best "rails-to-trails" bike path, like the NP line from West Duluth to Carlton, which is paved.

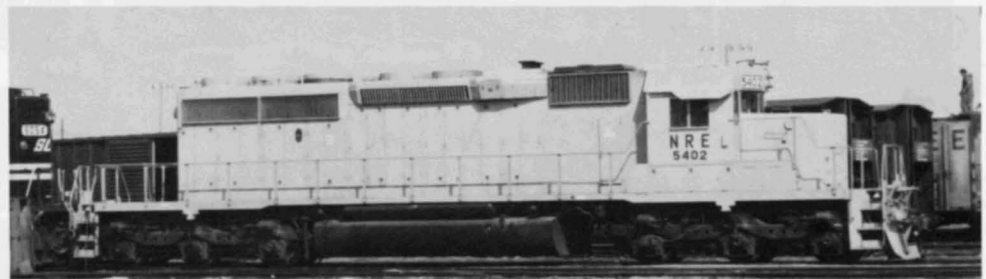


Interesting motive power can be found in the Twin Ports. Top to bottom: The C&NW has leased some of General Electric's rebuilt locomotives. One of the grey and red units is shown here idling at the North Western's Itasca yard in Superior. C&NW has leased ten of the "Super 7" units, 3001-10.



The Soo Line has leased National Railway Equipment SD-40-2 number 5402. The drab grey locomotive was at the Soo's 21st street engine facility.

Both photos by Kent Rengo.



With the recent announcement that the Union Pacific wishes to purchase more interest in the C&NW, scenes like this might become common place at the Head of the Lakes. Two UP EMD SD-60's and a sole SD-40-2 lead a loaded all-rail tacomite train. The UP, DM&IR, and C&NW team up to move this train from Minntac to Utah.

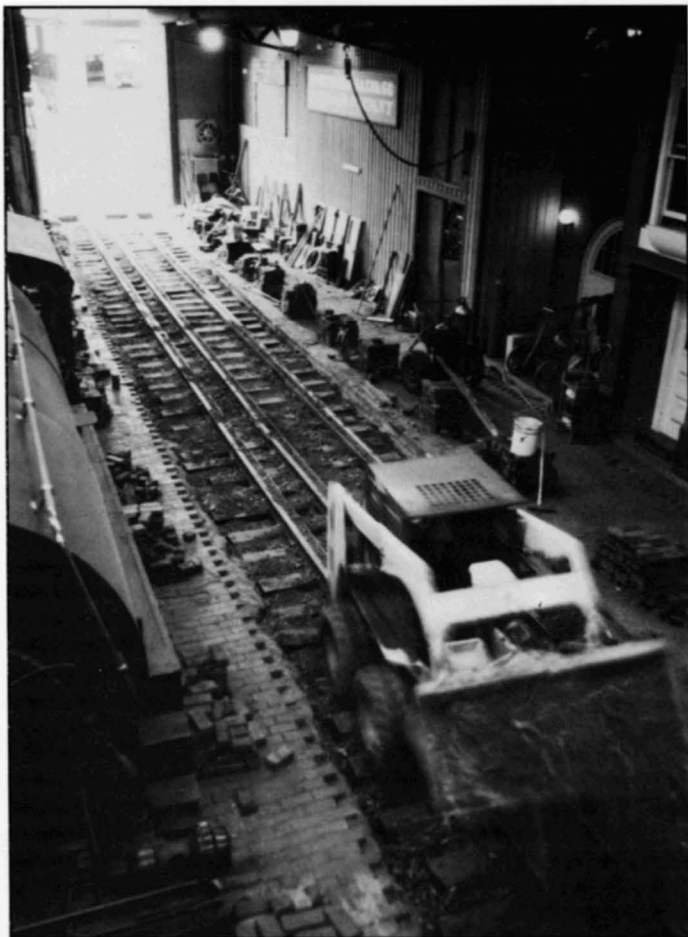
Photo by Steve Ruce.





Above: The Missabe ran a special passenger extra for "The Silhouettes", a U.S. Steel ladies club, on May 22 from Duluth to Wales and return. The extra used the museum's power car, diner 1250, DM&IR's Minnesota II and Northland. Photo by Kent Rengo at 21st street in Duluth. Below: A Sperry Rail Services track inspection car makes its way over the North Shore Scenic Railroad. Photo by Tim Schandel.





The new ties are in, the rails and the steel guard rails are in place on track seven as a bobcat dumps new ballast. Stacks of bricks line each side of the track. The 7-Spot, and 0-4-0 is on track six on the left. —Mike Oswald photo

ROLLE, OTHER BOARD MEMBERS RE-ELECTED AT ANNUAL MEETING

About 86 members and guests for the Lake Superior Museum of Transportation attended the eighth annual meeting and dinner held May 13 in the Great hall of the Depot.

The festivities started with a social hour in the railroad museum at 5:30. Musical selections were provided by the Mike Meier Duo—**Mike Meier** on guitar and **Rod Mattson** on the Accorgan—an instrument that looks like an accordion cut in half and wired up as an electronic keyboard synthesizer.

Sammy's Lakeside Pizza catered the dinner of lasagna, salad, green beans and spice cake for dessert.

The business meeting and program were held in the Great Hall due to the theater being used by another group.

President **Phil Rolle** opened the business meeting by introducing special guests: **Elaine Ellian** who has been nominated for Volunteer of the Year, member of the board of the LS&M and spends many hours at the Depot; **Tom Lamphier**, Stillwater; **Mr. and Mrs. Carroll Mattlin**, White Bear Lake; **Bill Miller**, Executive Director of the Depot; **Joanne Coombe**, Executive Director of the St. Louis County Historical Society and **Beverly Houle**, Volunteer Coordinator for the Historical Society.

"1992 was a good year financially," stated Rolle in his opening remarks. A summary of the highlights of 1992 were typewritten and placed on the tables for the members. It read in part:

Total Museum attendance for last year 109,075, up from 99,323 the previous year.

Six excursion trains were operated—Grandma's Marathon Train with 1500 passengers; the inaugural of Mikado No. 14 on July 11 with 191 passengers; short runs to West Duluth with No. 14 and 80 people on July 25 and 26; the 100th anniversary special to

Mountain Iron with 360 passengers; the BN special to Brainerd on September 19 with 200 passengers for the 220-mile round trip; and the season's best—the Fall Colors trip to Two Harbors with No. 14 and 612 passengers.

The DM&IR Veterans Association, Minnesota Power's open house at Cohasset, the AIME trip to the Iron Range, the DSS&A and Soo Line Technical Society's fund raiser trip to Marquette all were loaned passenger equipment from the Museum. Funds from the last group were used toward the restoration of the Museum's Soo Line FP7 No. 2500.

The Museum also provided a locomotive, coaches and volunteers to the NSSR for the Lester River turn on weekends June 27 through September 6th. The revenue from rentals benefited the Museum financially.

The Lake Superior & Mississippi Railroad carried 4,411 passengers on weekends between the Fourth of July and Labor Day on its West Duluth Line.

Overall revenue was down slightly from 1991; \$370,000 as compared to \$378,000 the previous year. "This does not reflect the financial effect of the movie 'Iron Will,'" stated Rolle. The net proceeds from the movie will not be known until later in the year.

Board member **Byron Olsen** submitted a resolution "that on this the 20th year of operation for the Museum that a vote of acclamation be offered to **Don Shank** who truly was the spark plug who made the LSMT and indeed the whole Depot complex possible." A standing ovation approved the resolution. Don did not attend the meeting due to an illness.

Board member **Gordon Jonassen** was in charge of nominations for board officers for the coming year. Nominated were **Phil Rolle**, president; **Gordon Jonassen**, vice president; **Jean Sumner**, treasurer; and **Leo McDonnell**, secretary. The slate was voted by the membership unanimously.

Bill Graham, executive director of the Museum, introduced the members who worked as train crew members for the movie "Iron Will." He also informed the gathering that the Museum is hoping to acquire the business car "Missabe."

He then showed slides that he and **Tim Schandel** had taken during the filming of "Iron Will." Scenes were at Floodwood, Brookston, Two Harbors and Superior. Two slides were taken of a meet with the BN and the Soo Line.

In his remarks Bill stated that the Mikado No. 14 burned six to eight tons of coal every three days and thanks to a local roofer who supplied the services of his stake truck with a clam shell bucket on a hydraulic boom to load the coal into No. 14's tender. The roofer uses the truck for lifting gravel for roofing contracts.

Another slide was an evening shot of the train on Cloquet's Dunlap Island where the crew and producers worked almost 'til dawn. A picture of the train at Steelton and the army camp, another of the camera crew mounting the \$300,000 Panavision camera on an erector set-like mount attached to the side of the locomotive below the cab to get a view of the drivers and rods as No. 14 pounded along the rails. The camera was also mounted to the steps of one of the cars for a bug's eye view of the tracks and ties whizzing by.

Another slide showed the camera crew squirting a substance like Christmas tree flocking on trees near the Sucker River bridge to give a "wintery appearance." It was discovered later that the flocking was mashed potatoes—biodegradable. Many truck loads of snow also had to be hauled to some locations plus two gondolas of snow for the scene taken on the Sucker River Bridge where Will is overtaken by a train as both were crossing the bridge.

"And here is Como Park—right on Lake Superior," state Graham as he showed a slide of the finish line for the dog sled race. The Two Harbors depot had a sign: "Como Park."

One picture showed **McKenzie Astin** who played Will in the box car with his sled dogs and a distant shot of **David Stiers** on the rear platform of the DM&IR observation Northland. Stiers played the part of a railroad magnate and did not want his picture taken nor did he do autographs.

Stan Garner of Short Line Enterprises in California was the coordinator for all of the railroad scenes.



A posed publicity photo taken in December, 1973, has (l. to r.) Bob Mortinsen, Philip King, Frank King, Angelo Fena, project foreman and Tom Gannon manning shovels as they dig out years of accumulated debris and mud from between the rails on track number two prior to raising and ballasting. The Soo Line diner-lounge, No. 2017, behind them is Chuck Wiesner's car, the subject of an article in the last issue of *Locomotive & Railway Preservation* on the repair of the roof. The car was used on the "Laker" between Duluth and Chicago and is presently quartered at Mid-Continent Railway Museum, North Freedom, Wisconsin.

MUSEUM TRACK WORK DONE

One of the first tasks the volunteers for the Lake Superior Museum of Transportation and Industry (Industry was later dropped) was the hand tamping and ballasting of some of the tracks in the newly constructed building.

The former Union Depot had been vacant for four years following the discontinuance of passenger trains by the Great Northern and Northern Pacific. Heavy rains would soften the earth beneath the tracks, causing them to sink.

Following construction of an enclosure over the six tracks for the railroad museum in 1973 and before much equipment could be rolled in, some of the tracks had to be raised and blasted.

Twenty years later, track seven had to be raised, ballasted and new ties to replace those that may have been there since the construction of the Depot.

Over the years, rain water would wash down from the parking lot, under the door at track seven and soak into the ground immediately inside, the ties slowly rotting away.

Mikado No. 14, full of water and a tender full of water and coal,

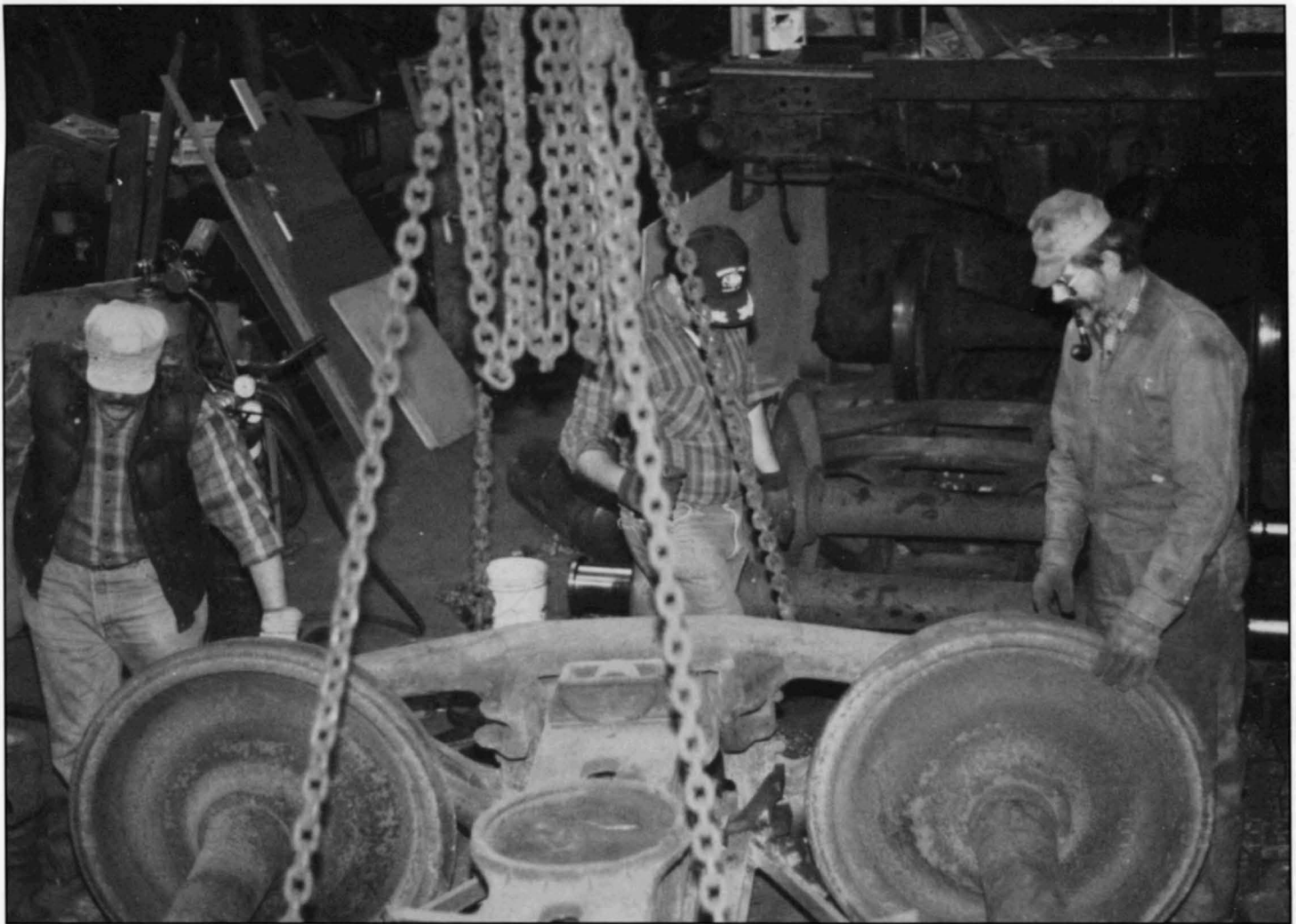
rested on track seven just inside the door, between filming sessions for the movie "Iron Will".

The original paving bricks for the passenger platforms and the canopies were left in place during construction of the Museum. Additional bricks were placed next to and between the rails on track seven where the trolley operates during the summer—resembling a cobblestone street from early Duluth.

This past winter it was noticed some of the bricks next to the rails were beginning to stand up on end, being pushed down by the weight of the Mikado.

The last two weeks of April saw the rebuilding of 120 feet of track seven by J. R. Jensen of Superior, a general contracting firm. **Tom Gannon** was the project manager, supervising the reconstruction. The Jensen firm also supplied the coaling truck for the Mikado during its filming for the movie "Iron Will".

The work was a Depot project with Depot money being used. The earth beneath the tracks was dug down six inches below the ties and a plastic membrane was first laid down. The wood guard rails were replaced with a steel rail turned on the side. A crushed-rock ballast was tamped in, covered with a layer of sand as a base for the paving bricks.



Dave Lynas, Jerry Heath and Zeke Fields, l. to r., use a chain fall to lift and swing a truck around in the LS&M shop. Wheel sets from the truck will replace those under the "Safari Car"



Carnita Tuomela and Alan Noska at the dedication of the Jacques exhibit at Chisholm's Minnesota Mining Museum.

WHEELS REPLACED ON LS&M FLAT CAR



The LS&M's "Safari Car" has had its trucks repaired over the winter months at the Hallet Dock shop. It was discovered that one wheel set in each truck was worn beyond salvaging which meant removing each truck and replacing each of the two wheel sets.

The gondola that the LS&M had used for passengers a few years back has been sidetracked with a cracked bolster. The wheel sets were in good shape.

Both trucks of the "Safari Car" had been removed and disassembled, putting the two good wheel sets in one truck. Then a truck from the gondola was moved into the shop and disassembled and the wheel sets were then installed in the truck frames of the "Safari Car".

Several volunteers under the guidance of **Zeke Fields** helped with the project.

The LS&M began their 1993 operating season on July 3rd, operating every Saturday and Sunday for ten weekends through September 5. Prices and times have not been changed from last year—\$5 for Adults, \$4 for seniors and \$3 for children. Departure times remain at 11 a.m. and 2 p.m. from the Western Waterfront Trail on Grand Avenue.

This will be the 13th season of operation for the LS&M as a non-profit corporation.



"Will's Train" with Mikado No. 14, a cattle car, box car and coach 33 is shown at Floodwood, one of several shooting locations for the movie "Iron Will" taken last winter.

—T. Schandel photo.

PHOTOGRAPHS OF CAB UNITS NOW ON DISPLAY IN GALLERY 255

A new display of photographs in Gallery 255 had its grand opening on May 28. Gallery 255 is a former Northern Pacific baggage car that has been remodeled inside for the display of photographs, paintings, model exhibits and is climate controlled.

The new exhibit is entitled "Cab Units Across the Continent" and is a collection of colored photographs by noted railroad photographer and author **Steve Glischinski** and will be on display to September 7.

"Cab Units Across the Continent" chronicles the vanishing era of the streamlined diesel railroad locomotives that were common in the '40s, '50s and '60s. Steve has journeyed throughout the United States and Canada in the last thirty years to photograph these last survivors from the streamlined era of railroading. Included are freight operations on both large railroads and shortlines, commuter train operations and passenger carriers, Amtrak and VIA Rail, Canada.

The decline of the era accelerated in the '70s. Amtrak's creation in 1971 and the subsequent purchase of new diesel power sent many streamlined passenger locomotives to scrap yards, although a few remained in commuter train service. Through the late '60s and '70s railroads gradually retired their freight cab units, until just a few isolated operations remained by the 1980s.

The exhibit displays a variety of railroads and color schemes across the country and Canada. Of interest to local rail fans is a photograph of Amtrak's "Arrowhead" leaving Minneapolis for Superior on July 12, 1975, with E-9 No. 420 on the point and coaches in GN Omaha orange and Pullman green and the newer sky-blue color scheme. Another magnificent scene is VIA's Canadian winding it's way along the rugged shore of Lake Superior.

Steve Glischinski has been interested in railroads since he was 10 years old. A native of St. Paul, he began taking photographs in 1971 at the age of 14. Since that time, his photos have appeared in a number of books and numerous magazines, including Traffic World, Progressive Railroad, Trains and Railfan & Railroad.

A free-lance writer, he works with Briggs Business Communication, which handles public relations and communication programs for several shortline railroads. His first book was published in 1992 entitled "Burlington Northern and Its Heritage", an all-color book on the history of the Burlington Northern. He currently resides in Shoreview, a suburb of St. Paul.

HELP WANTED

Interested persons needed for restoration work. No special training needed. On-the-job-training provided. Scale is low, but great fringe benefits. Call 727-0687 or apply at your local railroad museum.

Same locomotive, different train—"Harper's Train". The number on the engine was changed to 807, the headlight moved, a flange around the stack, bunting, flags and pine tree garlands strung along the boiler signifies that this train is for someone important. Behind is baggage car 66, W-24 and coach 33. The train is on Soo Line Tracks in Superior.

—T. Schandel photo.

OPEN HOUSE, DINNER, MARKS DEDICATION OF JACQUES EXHIBIT

"Jacques designed and created his own locomotives and rolling stock. Originally the trains did operate."

"While a staff artist at the American Museum of Natural History in New York, Francis Lee Jacques first painted what would become the 'Great North Road.' He went to work on models of locos and cars he could not buy. He made his depots and freight yards and painted them to perfection. Their environment became his passion, his right of way ran to the heights of his mountains. The crowning glory of his landscapes are oil murals. Jacques' genius was his ability to use illusion to create a feeling of realism."

So reads some of the descriptive placards intermingled with several photographs and drawings by Francis Lee Jacques at the new exhibit recently completed at the Minnesota Museum of Mining located in Chisholm.

A new building was constructed on the museum grounds to house the exhibit—the building being climate controlled.

The layout is on two levels with a snow scene and the great mountain on the upper level. A depot similar to the one at Hudson, Wisconsin, a coaling station and freight yard also occupy the upper level.

The lower level contains a forest scene and a town. Some of the buildings in the town are B&B Book Store, Dee Dee's Den, The Hot Box Cafe, Tallow Pot Rooms, Barbara's Bar and the Great North River House. Windshield glass protects the layout. Plans were to make part of it operational. Seeing things move would be unimportant compared to the beauty of the diorama—in reality, trains are often seen standing still at the depot, in the freight yard, under the coaling station.

A theater marque displays a new play by written by Florence Page Jacques entitled "Dust on the Honey."

There is also a model of the "William Crooks" of the First Division of St. Paul & Pacific Railroad, a pay car, passenger cars "North Wind", the "Lucius Beebe" and a caboos.

Jacques put a lot of detail into his diorama—complete down to the building interiors.

Another descriptive placard reads: "Lee spent a lot of time with his model railroad which is unique. It is not a model—it is a real railroad in miniature. I am sure there is none more beautiful because all his skill as an artist, a museum man, an electrician and an expert on railroading went into creating it. He designed the locos so that they start and stop slowly as real steam locomotives do. He makes most of the freight and passenger cars himself. His backgrounds are masterpieces of modeling and painting—deep gorges and high mountains, a forest with a sawmill, a waterfall coming down from a glacier to form a lake.

A mine of "millenium ore", several small stations with names such as "Moot Point" and "Glottal Stop." There is a large station at the "Bay of the Woolly Mammoth" and tracks running through a spiral tunnel up to the "Millenium Mines."

"When world crisis bore to heavily on Lee, he would forget them in his railroad world. It gave him great happiness and he never ceased working to improve it."

Alan Noska and **Carnita Tuomela** reconstructed the layout and built the displays, working nine months for the Mining Museum in Chisholm.

The layout had been moved from Lee's residence after his death in 1969 and donated to the St. Louis County Historical Society where it was displayed in the former Amtrak depot, then stored in a warehouse until a permanent local could be established.

Alan also was a greensman for the movie "Iron Will", working at Cloquet's Dunlap Island, Floodwood, Pembina, Two Harbors, Central High School and Oliver building sets for the movie. A greensman also puts up trees to hide something not to be seen in the film. He also built the set for the interior of the army camp in the Soo Line roundhouse in Superior.

Continued on next page

Continued from previous page

DEDICATION DINNER HELD

Two hundred were expected for the dinner held in St. Joseph's Hall in Chisholm with musical selections by the Mesaba String Ensemble. **Rudy Theodore** is president of the Mining Museum's board of directors. **Jack Krause** was the MC for the dinner and introduced honored guests and the speaker for the evening, **Don T. Luce**, curator of the Bell Museum and who is responsible for the largest collection of Jacques art in the country.

Luce came to the Bell Museum in Minneapolis in 1979, ten years after Jacques' death and researched Jacques extensively. "He was perhaps the best wild life artist in the U.S. and did some quirky things," stated Luce. Lee was a taxidermist in Aitkin, Minnesota and worked on his family farm.

LITTLE JACQUES TOOK INTEREST IN TRAINS

Born Sept. 28, 1887, Lee grew up near the Rock Island in Geneseo, Illinois and would run from window to window to watch passing trains. Once he fell and bit a hole in his tongue—leaving a great impression. His family moved to Kansas and he started drawing at the age of six and became the country's best artist of waterfowl at 16 years.

His family then moved to Minnesota—taking six weeks. Father and son walked—there was no room on the wagon. In Minnesota, the spring thaw had come along with flooded roads and the family decided to settle in Aitkin.

He had no formal training in art, was an electrician, joined the army in WWI and worked in shipyards in Duluth. He became a commercial artist in Duluth doing drawings for hardware stores.

Having been told there was no future in wild life art in the

1920s, Lee shot a duck, became enthralled with its beauty, painted a picture of it and sent it to the American Museum of Art in New York where he was later commissioned to paint a domed ceiling with ducks. He also hung some stuffed ducks—the birth of the diorama. He traveled extensively to the South Pacific, Bahamas, the Rain Forest, Peru, Alaska. He would paint in the field—no camera or colored film. He made pencil sketches quickly in cold weather, noting the various colors with letters and numbers.

While walking one winter night, listening to animals, a train came by. Enthralled by the sound and the light from the firebox, he decided to work for the DM&N railroad and later for the D&IR between 1913 and 1916.

"Canoe Country" was his first book of Minnesota's boundary waters where he spent three weeks on his honeymoon. Wife Florence had never been in the wilderness until then. She had collaborated with Lee on seven books—"Geese Fly High," and "Snow Shoe Country" to name two. Lee also illustrated many of **Sigurd Olson's** books.

Referring to the Great North Road—"It is not a model railroad—it is a marvelous diorama—trees are bits of carpet. He painted the ladders on the cars. One cannot tell the difference."

A time table of 1959 for DM&IR's Vermilion Route shows train No. 5 leaving Endion Station, M.P. 0, at 10:00 a.m., arriving 1:39 p.m. at Winton, M.P. 118.

Track gauges in the U.S. varied from two to six feet. England's George Stephenson built a locomotive for a four-foot-eight-inch gauge. Adding a half inch later, the gauge was adopted in the U.S. in 1886 by virtually all railroads.



A two-unit diesel locomotive powers a passenger train upgrade around the mountain on Jacques diorama. The Great North Road logo pictures an elk with the inscription: "Service between the Bay of the Woolly Mammoths and Millenium Mines."

CONTRIBUTING MEMBERS

The following are members who have contributed \$25 or more to the LSTC for the current year.

Julie Antonson
Grace Bartels
Duane Benoit
John Boutin
Arling Brink
Douglas Buell
Tom Casper
Gerry Dobey
Otto Dobnick
Robert Dunnweber
Carl Ekholm
Elaine Ellian
Martin Fair
Jergen Fuhr
Stan Garner
Wilfred George
Steve Glischinski
Chilton Hagan
Kurt Haubrich
Merril Hendrickson
John Herlick
Charles Jensen
Harold Jensen
Sustaining club member
Jon Nienow

Frank Kossila
J. J. Kreuzberger
Don Larson
Dirk Lenthe
Bruce Lewis
Steve Lorenz
Dan Mackey
Dave Mikelson
Bill Mueller
Marvin Nielsen
Stephen Olmsted
William Plichta
Dave Pulse
Robert Rantala
Steve Ruce
Wallace Ruce
Bernard Ruopp
Randy Schandel
David Schauer
Dan Sherry
Donald Weesner
John Whelan
James Yanke



The LS&M "Safari Car" loaded with passengers crosses Clyde Avenue in Smithville, the location for "Birch Ridge" in the movie "Iron Will" last winter.



A roofing contractor loans his truck and clamshell bucket to load coal into No. 14 to get ready for another day of filming for the movie "Iron Will." Leo McDonnell is on the tender, Tom Gannon is in the truck. The action is on track one next to the Museum. The banner on the side of the tender advertises the St. Paul Winter Carnival dog sled race on which the movie is based.—photo by M. Oswald



Beverly Houle, volunteer coordinator for the St. Louis County Historical Society signs up trolley operators for the summer season.



SYMPATHIES TO . . .

The James Morin family on the passing of Jim's mother, Elaine Morin, Proctor, who departed from Nopeming Nursing Home for her heavenly home on April 10.

CALENDAR

The Lake Superior Transportation Club meets the last Friday of every month beginning in September through May in the Ruth Maney Room of the Depot.

grouping and continuity—a vaguely Romanesque style making frequent use of the rounded arch for windows and doors.

A large car shop was constructed to the east of the paint shop, separated by the transfer table which could move a coach from the repair shop into the paint shop, through any one of several doors. The transfer table was extended to the south in 1911 along with the two shop buildings on either side.

The Como Shops were once destined for the wrecking ball after the BN ceased the repair of its damaged cabooses, bringing to an end a long tradition in local railroad history. Enlightened heads prevailed and the shops, now on the National Register, are the third National Historic District in St. Paul.

The exteriors were washed with a chemical cleaner to remove decades of grime and reveal the cream-colored bricks. The interiors have been sandblasted, exposing the warm color of the pine support columns and woodwork. The glass block windows were replaced with triple-glazed small windows, similar to the original small-paned windows. The distinctive round car doors were replaced with similar panels, except for three of the original doors, carefully restored, which stand open to greet visitors and customers alike to the retail complex of Bandana Square. Window frames and doors have been painted a brick red, similar to the color once used.

The transfer pit was dug up and part of it recreated at the south end of the original pit with the platform and the operator's shed.

The master plan for the 218-acre Energy Park was approved by the city in September, 1981. It has attracted national attention and may be the nation's only industrial park center around a cluster of renovated railroad shop buildings.

The author, **Nancy Tracy**, has a M. A. degree from the University of Kansas and the research of the Como Shops was the result of a class in industrial archeology she attended in 1981.

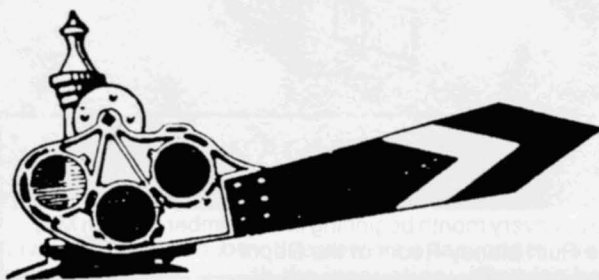
It was 1852 when the first locomotive operated west of the Mississippi River. The first tracks to cross the river were on a bridge near Davenport, Iowa, for the Chicago & Rock Island.

"Do not on any account try to write on both sides of the paper at once."—W. C. Seller

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Bill DeRoche is cleaning the cab roof of No. 28. He often drives from Knife River to perform cleaning duties on the Museum's equipment while Mike Oswald operates the forklift to elevate Bill to greater heights.



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