

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

SUMMER 1993



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

SUMMER, 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.

LSTC OFFICERS

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

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

LS&M OFFICERS

President	Pat Dorin
Vice President, Administration	Mark Olson
Vice President, Operations	Bruce Routh
Vice President, Engineering	Dick Hanson
Vice President, Mechanical	Zeke Fields
Secretary	Jergen Fuhr
Treasurer	Bill Mickelsen
Directors-at-Large	Elaine Ellian DeWayne Tomsek, Bill Graham

LSMT BOARD OF DIRECTORS OFFICERS

President	Phil Rolle
Vice President	Gordon Jonasson
Secretary	Leo McDonnell
Treasurer	Jean Sumner

BOARD MEMBERS

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

EX-OFFICIO BOARD MEMBERS

Steve Ruce, Duluth; John Diers, MTM;
Bill Graham, Director, LSMT

COVER PHOTO

The former Milwaukee Depot in Janesville, Wisconsin had a large overhang to protect the passengers waiting to board the train. It is now Depot Decorating. The present owner has closed in the area beneath the overhang as a showroom for carpeting, wall coverings and other decorating items. The tracks have been taken up and were located to the right of the building. Except for the contents, the interior is little changed and still has the original ticket window, drinking fountain, rest rooms and other features.

EDITORIAL COMMENT

As a member of the Buick Club of America and two state chapters — the Gopher State and the Fireball Chapter, I recently attended a Heartland Regional Buick meet in Janesville, Wisconsin. The Heartland Region is composed of Minnesota, Iowa, Illinois and Wisconsin chapters and now newly joined Missouri and Kansas.

As part of the activities in Janesville, the group had a tour of the GM plant, maker of Blazers, Suburbans, Crew Cabs and medium-sized GMC trucks. Also a visit to the Janesville Wagon Factory, which having discovered occupies a former freight depot, caught my interest in the history of the building.

The return trip from Janesville was by way of East Troy, stopping briefly at the East Troy Electric Railroad and Museum. So I would like to depart for a moment from purely railroad and Museum fare and give our readers some information about the GM plant and the wagon factory, which are also fascinating, and then tell you about the East Troy Electric Railroad, a very interesting operation.

The entire 1000-mile round trip to Janesville in my 1950 Buick Super was made without a hitch. Going through a couple of heavy down-pours, the venerable old Buick did not skip a beat, but purred like a well-oiled machine, which it is.

Old automobiles, old trains and depots are our legacy, our heritage from the past and worth preserving.

Did you wonder about the blank pages in the last issue? That was a bonus and inserted for those that might need a piece of scratch paper. Or make up your own special page. Or for notes. Or a paper airplane or a paper hat.

Actually it was way to save time and work. When the "Laker" is printed, it is done on a 17x22-inch sheet, four pages at a time. The "Laker" pages are made up in multiples of four.

The "Laker Extra" had six pages and to expedite the printing of the last issue, the printer was asked to put in a blank page which saves time in the shop by not having to deal with a single 8 1/2x11 sheet and in the mailing by not having to stuff and staple in a loose sheet.

Oops! The horizontal hold on the CRT is beginning to malfunction on the word processor. Let's hope we can get this issue of the Laker out before it goes out completely.

Our apologies to all you Southern Pacific fans for the error on page six of the Spring issue of the Laker. The Amtrak great dome No. 9372 shown on the Como shop transfer table is not an NP car as stated.

It is a former SP car and was built in the Sacramento shop in 1955. **Donald Rodmond** of Bozeman, Montana, called our attention to it. He once owned a companion car, No. 9371.

TWO LSTC MEMBERS TAKE HONORS IN DM&IR PHOTO CONTEST

Each year the DM&IR Veteran Employees' Association sponsors a photo contest in selecting a photo for the next year's calendar. The deadline for the 1994 calendar was August first.

Photos must depict equipment and operations of the Missabe Railroad and the contest is open to members of the Lake Superior Transportation Club, the Missabe Railroad Historical Society and all active and retired employees of the Missabe and their immediate families.

Club members **David Schauer** won first, fourth and fifth place while **Steve Glischinski** took second and sixth place. **Joel Reed**, a draftsman in Missabe's engineering department took third place honors.

Advice for those interested in entering next year's contest: Load your cameras and plan a photo shoot — maybe take several photographs and submit your best one(s).

JANESVILLE — FORMERLY A PROMINENT RAILROAD CENTER, HOME TO TWO VEHICLE MANUFACTURERS

Janesville, in the southeast part of Wisconsin, just off of Interstate 90, was named after its first settler, Henry Janes, and established in 1839. By 1900 it became prominent as a railroad center for the Midwest region and today has a population of over 50,000.

It is also the home of two vehicle manufacturers. One is located on 137 acres and the building covers over 3.5 million square feet. The other — two or three thousand square feet and located in a former freight depot — hence the interest and the reason for this writing.

One plant has 4,725 employees who work specific hours, the other a handful of senior citizens (the youngest is 65) who work when they want to.

One builds large vehicles that are powered by gasoline engines and are made of metal using many robots and assembly lines. The other builds small vehicles that are foot powered, are made of wood and are made by hand with the familiar tools found in a woodworking shop.

The first one is the General Motors assembly plant, makers of GMC trucks, Blazers, Suburbans and Crew Cabs. In past years the plant also produced Chevrolets and Buicks. The second is the Wisconsin Wagon Company.

When the GM plant is in full production, 270 rail cars per day are required to bring in all of the necessary parts for putting together a vehicle. The assembly line totals over 31 miles where much of the work is done by 236 robots. A Suburban is built in 21 hours, a medium duty truck in 21 1/2 hours and a heavy duty GMC 3500 in 23 hours.

The assembly line employees work a 10-hour, four day week with two shifts. Four hours of each day is used for clean up and maintenance.

The manager of the Wisconsin Wagon Factory referred to his place as "the second vehicle manufacturer in Janesville." From 1900 to 1934 the Janesville Ball Bearing Coaster Wagon was THE standard of quality and sixty years later, many are collectors items and some still in use.

The wood general purpose vehicle was a fast coaster, a covered wagon, a bus, a farm wagon, the family shopping vehicle, paper route truck, trash hauler, laundry cart. The solid oak replicas made today are serially numbered and registered.

Three sizes of wagons are made — 16x33 inches, a 24x51 inch and one for little people measuring 8 x16 inches.

The 24 x 51 inch "Islander" is used on Fire Island, New York, where neither automobiles or horse-drawn carts are allowed. It is a summer-only place and the residents have their names engraved on the back of their large wagons used to haul the groceries and supplies from the ferry to their homes. The valuable wagons are locked in a special parking place. The cost of one is \$300 to \$400 depending if stake sides are included and a name engraved — plus shipping and handling.

The wagon factory also builds scooters, kiddie cars, sleds, wheelbarrows and doll furniture — all made from a variety of seasoned hardwoods.

Janesville was a major railroad center, the biggest in Wisconsin in the early part of the century — up to 100 trains a day passing through between the Milwaukee Road and the Chicago North-western.

The biggest export is automobiles and trucks. The second is sand and gravel. Janesville is located on a rich glacial deposit of material that makes excellent concrete.

Getting back to the wagon factory . . .

The building was first a freight depot built in 1872 for the Milwaukee Road. It was sold about 1900 and became a tobacco warehouse. The new owners jacked up the roof and extended the walls upward to create a second story. It later was used as a feed and seed store, then a poultry equipment manufacturer. In 1985, the Wisconsin Wagon Company moved in. The building is shared



The Milwaukee Electric Railway & Light Co. sub-station is now home to the East Troy Electric Railroad and Museum.

EAST TROY MUSEUM PRESERVES LAST REMNANT OF VAST SYSTEM

The historic East Troy Railroad is the last remnant of The Milwaukee Electric Railway & Light Company's vast interurban system. In its glory, TMER&L operated 202 miles of interurban trackage throughout Southeastern Wisconsin, 130 miles of city streetcar trackage in Milwaukee and was known as one of the finest public transportation and electric utility systems in the country. TMER&L was the predecessor to today's Wisconsin Electric Power Co. and Milwaukee County Transit system.

The East Troy line was just one of TMER&L's five interurban lines. Completed in 1907, the 36-mile line carried passengers and later freight between Milwaukee and the communities, farms and resorts along the line. The first car rolled into East Troy on December 13, 1907, at 3:50 p.m. and was greeted by band music, firecrackers and scores of East Troy residents. The trip between Milwaukee and East Troy was an hour and fifty minutes — the round trip fare costing \$1.25.

Because the interurban was the only efficient form of transportation in the area, the line was designated an official mail route. In 1915 freight service was started. TMER&L later expanded freight service to all of its lines. At its peak, the railroad carried over 8,000 gallons of milk per day, a variety of farm produce, general merchandise and operated interchange freight service with connecting railroads. A farmer in the 1920's paid 19 cents to ship a ten-gallon container of milk from East Troy to Milwaukee.

Despite several improvements to the line, including reducing the running time to 65 minutes, ridership fell as popularity of the

Continued on next page

with a group of artists who conduct classes in painting.

Across the tracks from the freight depot was the CNW passenger depot, long since gone, that boasted the longest passenger canopy in Wisconsin. Four mainline tracks — two CNW, two Milwaukee Road — separated the freight depot and the passenger station.

A few hundred feet from the freight depot was the Milwaukee's combination freight and passenger depot. Passenger traffic was discontinued in the early '70s and the building is now home to Depot Decorating, an interior decorating service.

A very wide platform and overhang gave the passengers a good measure of protection from the weather. The present owner has enclosed the area beneath the overhead and has preserved some of the building's original architecture.

EAST TROY VOLUNTEERS STRIVE TO PRESERVE LAST REMNANTS OF INTERURBAN RAILWAY

The East Troy Electric Railroad Museum is the home of the longest museum-operated stretch of original interurban railway in the country.

Organized in 1975, museum volunteers began constructing a replica of an 1890's open air car. In 1981, the group acquired space in the former Milwaukee Road depot in North Prairie and moved the open air car No. 21 and other trolleys to the site.

After four years in North Prairie, the group was invited to move to East Troy and take over the operation of the railroad. The museum is located in the former sub-station of The Milwaukee Electric Railway & Light (TMER&L) Co. built in 1910 and was the first fully automated 1200 volt D.C. sub-station in the country. Inside are a variety of railroad artifacts, numerous photographs of the area's electric railway service, souvenirs, railroad books and a ticket office built to resemble an old-time ticket booth.

On the weekend of August 21-22, two HO modular railroads were on display and operating — one a small "L" shape layout with freight trains, the other a long rectangular streetcar operation with a city business district and a residential neighborhood.

EAST TROY MUSEUM, continued from previous page

automobile increased and service to East Troy was abandoned on August 13, 1939.

To accommodate the East Troy industries, the railroad agreed to sell the seven-mile segment of the line between the town and the Soo Line to the east (now the WC) to the Village of East Troy for \$10,000.

TMER&T (now the Transport company) continued to operate the line until 1949. Box motor M15 was fitted with a snowplow, an overhead platform and office space before being permanently transferred to East Troy. The village took over operations in 1950, dump car D13 was also transferred for use as a backup locomotive and the rail line officially became the Municipality of East Troy Wisconsin Railroad.

In the '40s and '50s, over 800 cars per year traveled the line bringing coal, cattle, lumber, oil, raw and manufactured merchandise. Trucks and improved highways helped to dwindle that number down to 300.

In 1969 Trent Tube, the town's largest employer, expanded its plant and built a rail spur from the mainline to both the old and new plants. But the company did not want overhead wires over the spur, forcing the village to purchase a diesel locomotive to service Trent, and eventually was used on all freight moves, mothballing the M15 electric.

The number of cars moving over the line increased to 500 per year by the mid '70s. The tracks were deteriorating and the village raised close to \$700,000 in local, state and federal funds to rebuild the line.

The demand for freight service fell once again and in 1985, the village invited the trolley museum to take over the entire operation which was now down to 30 cars per year.

Today the museum and the trolley line are operated by volunteers. Weekend trolley rides, private excursions on the Ravenswood, ticket sales, trolley and track maintenance and the museum are all managed by a dedicated volunteer staff. The East Troy Electric Railroad also provides freight service to village industries. With your support, the museum can continue to preserve this living landmark and offer today's and future generations the chance to experience this once common form of transportation. — **ETER 1993 Visitor's Guide.**

FARM MARKET AT END OF THE LINE

On that weekend, Chicago South Shore & South Bend car No. 1130 was used, running from the museum to the Elegant Farmer, Wisconsin's largest farm market seven miles to the east. The car stops and waits about 15 minutes at the farm market before returning to East Troy, allowing riders to purchase produce, something to eat at the deli or just to browse.

In the Fall, customers are encouraged to pick their own pumpkins, make their own caramelized apples or take a hay ride at the market.

On the way to the Elegant Farmer, the single car passes Trent Junction, Sawyers, Army Lake, Winema and Beulah Lake siding, a resort area. The rail line goes further beyond Elegant Farmer to Phantom Woods Trolley Park built in 1972, Mukwonago station site and connects with Wisconsin Central.

The 1993 schedule was from May 29 to October 24, leaving East Troy four times each Saturday and Sunday, except holidays, beginning at noon. 1993 fares were \$7 for adults and \$3.50 for children. Little ones under four were free.

MUSEUM HAS VARIETY OF EQUIPMENT

Car 1130 is one of six Chicago South Shore & South Bend heavy-weight cars built between 1926 and 1929. Traveling between Chicago and South Bend, they reached speeds of 80 m.p.h. Cars 1130 and 1111 were originally numbered 30 and 11. The president of the East Troy line, being a Milwaukee Road fan, added the extra digits.

Cars 9 and 30 each seat 50 passengers. Cars 11, 24 and 25 (the Ravenswood) were lengthened to seat 80 during WWII to accommodate the increase in riders due to a fuel shortage. No. 25 has been remodeled into a dining car seating 50.

Other pieces of equipment in the East Troy collection are:

- Mississippi Valley Public Service No. 12 — a single truck Birney serving La Crosse from 1926 to 1940.
- Open car No. 21, a replica built in 1975-1985 of the single truck cars operated in the U.S. in the 1890's. Seats 48.
- Sheboygan Light, Power & Railway No. 26, a 44-seat car built in 1908 to serve the Sheboygan area until 1935.
- Green Bay Traction No. 103 — a wood interurban coach built in 1903 to serve Green Bay and other Fox River Valley communities.
- Milwaukee Street Railway No. 200 — the oldest streetcar in Wisconsin, originally was a horsecar in 1887, electrified in 1892. It was renumbered 800 in 1907 and used as an ambulance on rails. Retired in 1931, it became a toolshed until being acquired by the museum in 1987.

Continued on next page

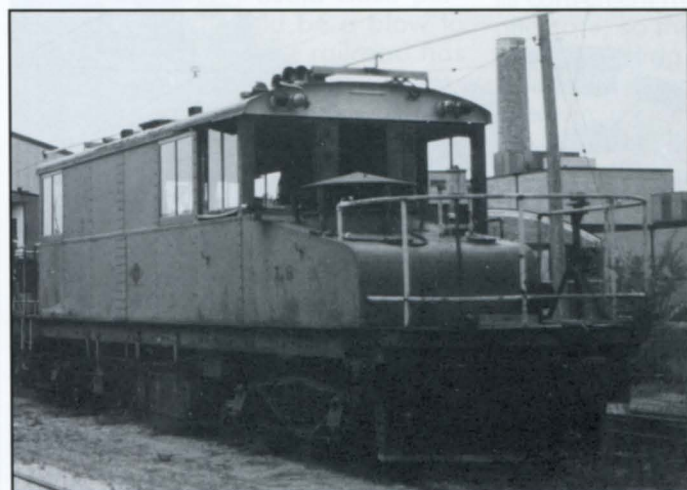


Chicago, South Shore & South Bend heavy-weight 1130 gets ready for the first run of the day as it eases up toward the East Troy Museum. Lauber's old-fashioned ice cream parlor and soda fountain is across the tracks.



This 48-seat open-air car No. 21, built between 1975-1985 is a replica of the single truck streetcars that operated in the U.S. during the 1890s.

- Duluth-Superior car No. 253 — a steel-sided car built in 1912 by the Twin City Rapid Transit is really a TCRT car numbered in the high 1500 series.
 - Chicago North Shore & Milwaukee Railroad No. 411 — the 58 seat car was originally built as a parlor observation in 1923, converted to a coach in 1942 and saw service between Chicago's Loop and downtown Milwaukee until 1963.
 - Chicago Rapid Transit No. 4420 — built in 1924, the 44-seat car operated on the elevated system in Chicago until 1973.
 - TMER&L line car D23 — built in 1907 with an overhead platform, tool bench and parts bins and is still in use today to maintain the trolley wire.
 - TMER&L work car L6 — with a three-ton crane on the deck, it was used for maintenance at the Lakeside Power Plant on Milwaukee's south side from 1921 to 1972.
 - TMER&L locomotive L8 — the 1935 locomotive switched coal hoppers at Port Washington Power Plant until 1977.
 - East Troy Railroad Locomotive L9 — the 1944 TMER&T Co. 53-ton steeple cab also hauled coal hoppers for the Lakeside Power Plant until 1973. It was restored in 1990 and is the road's primary freight locomotive.
 - Chicago North Shore Merchandise Car No. 228 — built in 1922, the car carried "less than carload" express freight between Chicago and Milwaukee.
 - METWR Diesel R4 — an 80-ton GE built in 1944.
- Car 25 has been remodeled into an elegant Art Deco styled



The TMER&L's 1935 box-cab electric L-8 switched coal hoppers at Port Washington Power Plant until 1977.

dining car with soothing pinks, grays and fine mahogany all softly lit by clamshell wall fixtures and brass table lamps which set the mood for an evening of fine dining.

The car seats up to 50 and takes a leisurely two-hour trip through the rolling hills of southeastern Wisconsin. It is also available for private dinners, luncheons, cocktails and business meetings. A variety of package prices are available. The 1993 rate for dinners was \$29.95 per person and included the ride, dinner, tax and gratuity.

The railroad offered two public dinner trips for Mother's Day and Father's Day and will be offering dinner trips in October.

MOTOR CAR GROUP PAYS VISIT TO DULUTH, TOURS NSSR, LS&M

People collect all sorts of things — you name it and there is a good chance that someone somewhere makes a hobby of collecting that object — stamps, cookie jars, bottle caps, match covers, license plates, hub caps.

And others will collect large objects — automobiles, airplanes, railroad rolling stock, motor cars, speeders, "put-puts".

On August 15, a group of 39 motor-car enthusiasts arrived in Duluth on 18 motor cars, using the county-owned tracks of the North Shore Scenic Railroad. The group drove to Two Harbors on Saturday, some staying at nearby camp grounds, others staying in motels.

Early Sunday morning they unloaded their vehicles from trailers, placed them on the tracks at the grade crossing near the Two Harbors Depot and headed for Duluth, arriving at the Lake Superior Museum of Transportation before the first scheduled NSSR train was to depart for Two Harbors.

The trailers have tilting beds, some with a come-along, some with an electric winch to get the machines on and off.

The group displayed their motor cars in the Museum on track seven during the layover while they visited the various tourist attractions nearby.

After the last NSSR train had arrived back late that afternoon, the group was ready to depart for Two Harbors, leaving about 4:30.

The motor car enthusiasts are from the Mississippi Valley Region, membership 140, a part of the North American Rail Car Operators Association (NARCOA) which has about 1800 members nation wide. Other national groups are the Motor Car Collectors of America (MCCA), Motor Car Operators West (MOW), and Midwest Motor Cars (MMC).

Mark Arnold from Stacy, Minnesota, said the group had been trying for years to obtain permission to run their vehicles on the NSSR. Minnesota, Iowa, Wisconsin and Michigan license plates were seen on the trailers and tow vehicles. One person was scheduled to come from the East Coast, had paid his registration, but failed to show up. The trip from Two Harbors to Duluth and back was a snap, a Sunday afternoon jaunt, compared to some of the trips they have taken. For example:

MOTOR CAR GROUP TAKES LONG TOURS

The first weekend in August, the group made the 296-mile trip from the Soo to Hearst, Ontario, on the Wisconsin Central, formerly the Algoma Central. They took four days, two each way, going 100 miles the first day.

The last weekend of June, 41 motor cars made the journey from Cochrane to Kirkland Lake in Ontario, to Senneterre, Quebec, on the CN and the Ontario Northland. **Hank Brown**, of Cottage Grove, Wisconsin, the group's treasurer, said they had gone through a snowstorm with 30- to 40-mile-per-hour winds on the 430-mile trip.

Next year's plans are for a trip from North Bay to Englehart, Ontario, on the Ontario Northland, which will be about 130 miles each way. A more challenging ordeal will be the trip from The Pas to Churchill, Manitoba, 590 miles by way of Thompson. And then a shorter trip from Clermont, Quebec, to Quebec, a distance of about 92 miles.

Continued on next page

MOTOR CAR GROUP

Continued from previous page

Of the 18 vehicles that came to Duluth, 17 were Fairmonts, one a Kalamazoo. Fairmont made about 90 per cent of all the railroad motor cars. Other manufacturers were Kalamazoo, Buda, Northwestern and Fairbanks-Morse.

HI-RAIL TRUCKS REPLACED MOTOR CARS

The vehicles that once were used for track inspection and transporting track repair and maintenance personnel are now being replaced by hi-rail trucks that can be put on and taken off the tracks at any grade crossing and driven along highways and city streets to another location. That feature is an advantage over rail motor cars that are rarely taken off of the tracks.

Motor cars were most often set off on a pair of light rails set at right angles to the running track and kept in a small track-side shed.

So the various motor car collectors have been acquiring them, rejuvenating them and putting them back into operation.

When railroads discovered the collector value of used motor cars, the price went up about 500 per cent over the last few years, according to a member. There are still some in Canada, but access to them is all but impossible — they are far out in the woods. The average price is \$1200 to \$2400 depending on the condition.

The group prefers to have their excursions in the remote regions of the mid-west and north central parts of the country and Canada — less grade crossings and less risk of accidents — and they carry a hefty insurance policy to protect themselves and the railroad they use.

Normally the track vehicles stop at grade crossings to let road vehicles go by. Leader **Mark Arnold** complimented the drivers in the Duluth area, saying they were very courteous and considerate, some waiting at the crossings to watch the group go by. Though some of the motor cars have very loud horns, lights and strobes, they may not set off crossing signals. At un-signalized crossings, drivers may not see the small vehicles and cross in front of them.

For that reason, the motor cars stay far enough apart for stopping reasons — steel wheels slide on steel tracks. Some owners install rubber treads on the back driving wheels for better traction.

Jim Lindholm from Grand Rapids, Michigan brought his Missabe car No. 587, a 1976 model with an Onan two-cylinder air-cooled engine. The machine weighs 1150 pounds and has a transmission with two forward, two reverse gears and a chain drive.

Tom Davis, Meredith, Wisconsin, has a UP motor car model MT 19, number 2497, a Fairmont machine with a window on the lower left side for track inspection. It also has a hydraulic turntable to allow the car to be turned anywhere.

The later models came equipped with the 20 horsepower Onan engines with electric start and are much quieter than the once familiar "put-put-put" of the single cylinder Fairmonts, giving them the name of "put-put cars." The one-cylinder engines were rated at eight to fifteen horsepower, depending on the model. All are equipped with 12-volt electric systems.

On Monday, the 16th, seven motor cars toured the LS&M tracks along the St. Louis River, putting their cars on the rails at New Duluth. Some toured the line once, others twice. The second tour was joined by **Ruth Ann Marks** and brother **Charles Marks** from the Twin Cities.

OPEN CAR "LIKE A MOTORCYCLE"

Dan McClary, an attorney from Ann Arbor, Michigan, toured the NSSR line on Sunday and the LS&M twice on Monday with his B&O Fairmont Class S-2 with the one-lunger and a belt drive. It is not enclosed like other machines — he likens it to riding a motorcycle — on rails. He stated his machine does not like to go slow — five or ten miles an hour. The belt drive cannot be tightened until the machine is going at least 25 miles an hour.

Dan starts his machine with a crank, or by giving it a push, jumping on, tightening the belt and setting the timing. To reverse the engine is a matter of shutting it down, and just as it is about to stop, the timing is reversed, causing the engine and thus the

Continued on page 12



Tom Davis' UP MT 19 No. 2497 has a window on the lower left for track inspection and is fully enclosed. A license plate holder on the back reads; "Another one of Tom's toys." The plate reads: "Putt-Putt."



Dan McClary had the only open car — "It's like riding a motorcycle on rails." Here the group is putting their vehicles on the LS&M tracks at New Duluth. Bill DeRoche (left) inspects the "putt-putt."



A meet between the big and the little. A motor car has a meet with the NSSR's GP-9 No. 652 at the Lakeside siding. The train waited for the motor car group to pass by on their way to Two Harbors.

Laker

Extra!

LAKE SUPERIOR TRANSPORTATION CLUB

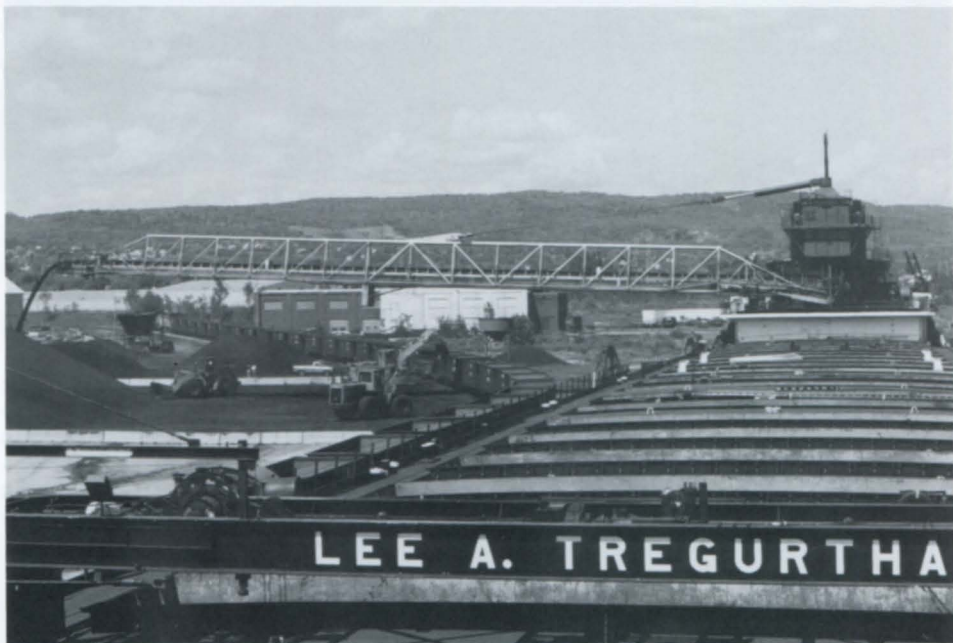
Range Strikes Idle BN Taconite

The month of August has not been kind to Burlington Northern taconite operations. Workers at both of the BN served Iron Range taconite plants, National in Keewatin and Hibbing Taconite, went on strike late in July and remained on strike for the month of August. This was the first strike at the two plants since 1977, when that strike lasted 4 months. Roughly 1,350 miners at Hibbing and National Taconite were on strike during August.

Good news came later in the month when workers at Hibbing Taconite voted to go back to work. BN ran the first post-strike train to Hibbing on September 1. Good news from Hibbing did not bring similar news to National. As of September 13, the workers at the mine and plant had yet to approve a new contract.

More gloomy news came when the owners of National Steel Pellet Company stated that they are looking at alternative sources for taconite and that the Keewatin plant could close permanently. This would be a blow to BN's operations, as the railroad has already seen one of its taconite customers close its doors in recent years (Butler Taconite). The BN is hauling Minntac pellets received from the Missabe at Steelton to fulfill National Steel all-rail commitments to a St. Louis mill. The train is numbered DM 400.

The BN did some interesting moves during the strike to load cars for the all-rail commitments. Some of the cars were loaded from the Allouez stockpile with loaders at the "old loop" but some of the stockpiled taconite could not be reclaimed by the old loop



system and had to be reclaimed by the "new Loop" mechanism.

By having to use the new loop, BN lost its convenient method of loading taconite cars, so the railroad employed a very interesting maneuver to load the stockpiled taconite. The material was sent via reclaimer and conveyor to dock number 5 where it was loaded into a self-unloading lake freighter. The freighter then took its cargo to Hallet Dock Number 6 in West Duluth where it unloaded. Hallet then loaded the pellets into waiting cars which were placed in Mikes yard before being moved to Superior. The photo above by **Terry Solomon** shows the freighter *Lee A. Tregurtha* unloading its cargo of BN pellets at Dock 6. Three loaders are working to fill the taconite cars while two BN SW-1000

switchers move the cars ahead.

The sight of loaded taconite cars sitting in Mikes yard certainly was one of the oddities of 1993, just like BN taconite trains leaving from Rices Point yard with Cyprus pellets (see page 2).

SUMMER 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.



Top: Another view at Hallet Dock 6 in West Duluth this past August as front end loaders fill waiting BN taconite cars. Photo by Terry Solomon. **Below:** One of the fifteen BN ST-815 all-rail taconite trains destined for Utah awaits departure from Duluth on a rainy June 17, 1993. Two SD-60's and a lone SD-40-2 provide the power for this 106-car train. Notice the cars used for this movement are not standard taconite cars but hoppers that resemble the same cars used by the DM&IR/C&NW/UP on their Geneva trains. Mike Oswald



Burlington Northern

BN has settled suits over the June, 1992 Nemadji River derailment. The agreement, which still needs court approval, will mean millions of dollars in payouts. A preliminary report by the NTSB has pinned the cause of the derailment on severe cracking of the rail. At the time of the derailment, the rail in question was scheduled to be replaced by the BN.

As mentioned in the last issue of the *Extra!*, BN had a contract to haul 15 trainloads of Cyprus Northshore pellets from Duluth to Geneva Steel in Utah. The contract was for 100,000 tons with the first ship of pellets arriving in Duluth from Silver Bay on May 18. Workers at Hallet Dock 5 then loaded the fluxed pellets into BN 100-ton hoppers. If the test shipment proves successful, expect more business for the BN in Duluth. It is not known how this will effect the DM&IR/C&NW/UP routing to Geneva of 1.3 million tons of Minntac pellets. On BN the trains were numbered ST-815/814. They were delivered to the D&RGW at Denver.

There is talk of Hallet Dock seeing yet more BN business. Dock number 6 would load BN cars with coal destined for the Champion Paper mill near St. Cloud. BN is starting to haul the seasonal limestone to the sugar beet processors in the Red River Valley.

The BN locals to and from International Falls (893/894) are seeing very few cars sent their way. Most of the BN business from Boise Cascade is now travelling on Peg trains in BN America double stacks. The Wisconsin Central has won much of the Boise boxcar business via the Peg.

BN has been aggressively installing electronic highway crossing lights at a number of Superior grade crossings. Winter Street had the bases for the signals in-place in late August. Winter Street has become a detour route for highway 53 traffic that would normally have gone across the now closed (for repairs) Blatnik Bridge between Superior and Duluth.

Missabe Road

The DM&IR has sold three rebuilt SD-9's (309, 313, 314) to sister railroad EJ&E. The ex-EJ&E/B&LE SD-38's acquired by the Missabe continue to operate over the system in their orange paint. Proctor shops are busy installing ditch lights to Missabe locomotives. The lights are interlocked with the locomotive bell and alternately flash when the bell is activated. The Missabe ditch lights are very similar to the Wisconsin Central design that the Missabe not doubt had a good look at on the WC locomotives that ran on the DM&IR for all-rail taconite movements.

The Missabe hosted the annual AIME field excursion from Biwabik to Two Harbors on September 11, 1993 (see photo upper right). The consist included: locomotives 321/322, LS&M 29, Northland, W-24, Trempeleau River, Soo 1000, Sierra Hotel, Prairie Rose, LS&M 85, E&LS 100, DM&IR 33, and private car Iowa. Passengers in LS&M car 29 included club members who were allowed to ride the train (for a small fee). A great view of the Missabe's Iron Range Division, including a side trip on a Two Harbors ore dock highlighted the trip.

Inland Steel, owners of the Minorca mine and pellet plant near Virginia, have announced a plan to build a \$135 million dollar steel making facility adjacent to the pellet facility. The plant would be the first of its kind in Northeastern Minnesota and would use taconite to make a product called hot briquetted iron. It would be the first new iron ore product developed for the Iron Range since the taconite pellet. The first production from the new plant is expected in 1995. It is not known how much the Missabe will benefit from this new plant. Cyprus is also discussing the possibility of a similar plant in Silver Bay.

The Missabe recently tested a new type of car called the "Flex." The car is a 114-ton capacity automatic dumping hopper. Dumping is handled by using air pressure from the train line. Flex is one of the cars the Missabe is looking at for replacing older cars.



Top: Annual AIME (mining engineers) field trip was help on September 11. The train is shown in Biwabik on the Missabe waiting to depart for Two Harbors.

Above: A Summer 1992 view of Proctor yard finds the MRF rolling its train of various freight into Proctor while the motive power from a limestone extra cuts off its train. The MRF is the DM&IR's freight train that handles all of the non-taconite traffic the road generates. The MRF usually operates three times per week covering the line from Two Harbors to Proctor. Photos by Dave Schauer.

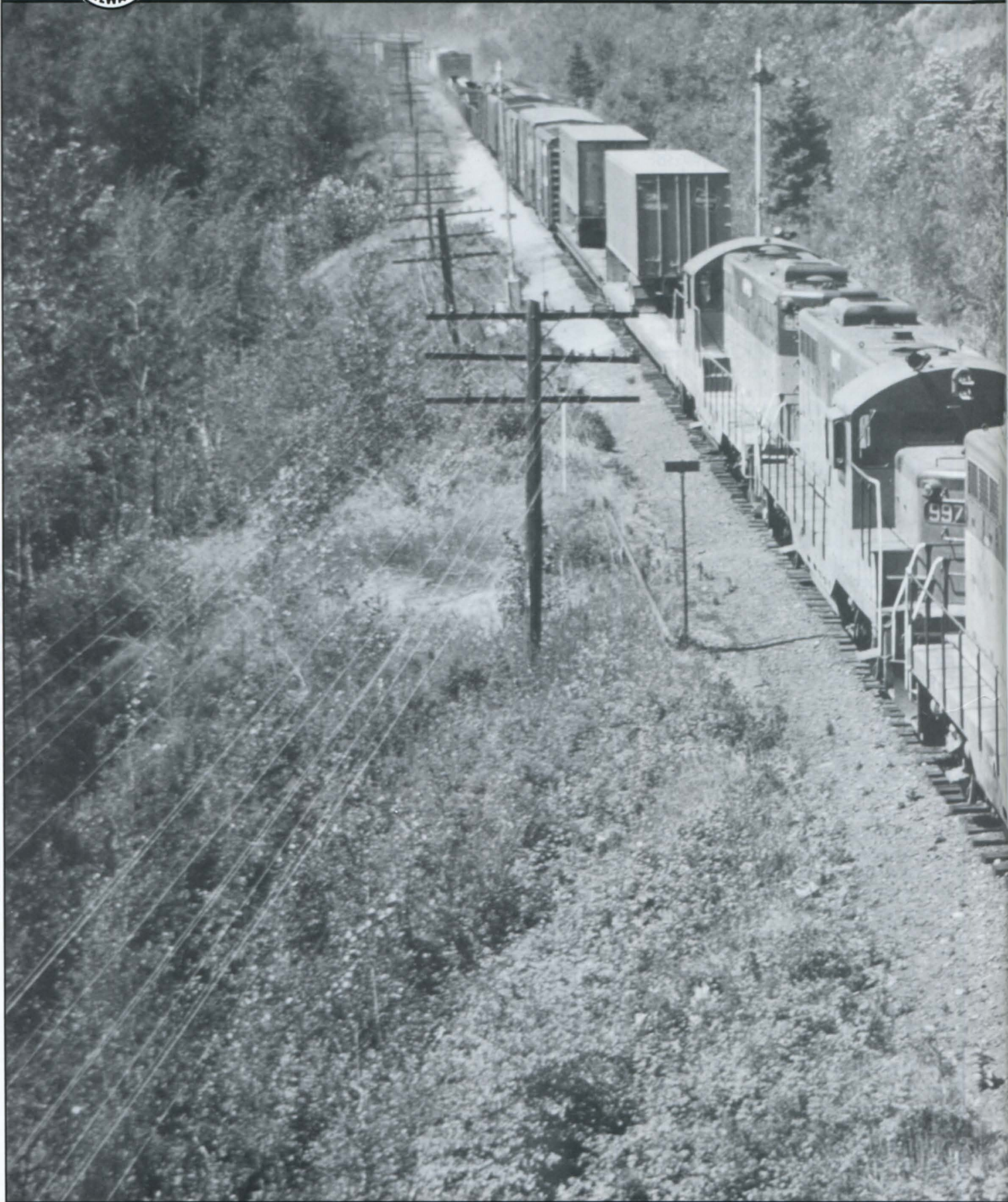
Contributing Members

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

Sustaining Member

Jon Nienow





Wisconsin Central

Wisconsin Central plans to acquire the Green Bay and Western and Fox River Valley rail properties before the end of September. The acquisition has been delayed by arbitration....WC posted an 11.6% rise in 2nd quarter volume to nearly 58,000 revenue units. Canadian - U.S. shipments of lumber, pulp and paper via Duluth/Superior continue to rise. However, CN North America seems to be routing a number of Duluth-Chicago cars in their own trains that operate over the BN between the two cities. WC has expressed some concern over this.

DW&P

CN North America seems intent on consolidating all non-operating positions for its U.S. railroads in Detroit. The DW&P accounting department is one of the first Peg groups to be making the move. The accounting forces occupied a large area of the Pokegama general offices....A large number of CN pulpwood cars are being interchanged to the BN in Superior for movement to the Lake Superior Paper Industries mill in West Duluth. It seems that LSPI is getting some of its raw material from north of the boarder.

Shorts...

LTV Steel Mining has leased two DM&IR units (159/175) until the end of October for use on the mainline pellet trains. This will free up two LTV units for the almost daily limestone train from Taconite Harbor to the pellet plant at Hoyt Lakes. The limestone needed to be moved due to a pile slide on July 28 that required cleanup. Alco Century 420's number 4218 & 4219 have been renumbered 7220/7221 and removed from mainline service and reassigned to the pits. GP-20's number 7260, 7261 and 7262



A very surprising sight this past August at the Soo Line 21st street engine facility in Superior was this freshly painted caboose. There are two surprising items, first that the caboose was painted in Superior, and second that it was painted Soo maroon instead of the CP Rail System scheme. Photographed by Dan Mackey.

have been renumbered to 4207, 4208, and 4209 and have been transferred to road service with the EMD F-units....Return of the Laker? It seems that a group including club member Greg Vreeland and Great Lakes Western car owners are dead serious about bringing back a passenger train between Chicago and Superior. Unlike the original Laker, this train would operate only for the delight of tourists both during the summer and winter ski months. Currently the group is seeking seed money from the State....The upstart Ironwood shortline, Wisconsin & Michigan, which leases approximately 33 miles of ex-WC(Soo) trackage between Bessemer, MI. and Mellen, WI., is operating tourist trains using ex-Algoma Central passenger cars and one of five ex-LS&I GE U-23C locomotives that it owns (see photo page 8).

Thanks...

Thank you to the following people who provided information for this issue: Tim Schandel, Dave Carlson, Doug Buell, Steve Ruce, Kent Rengo and Dan Mackey.

Heritage Series

Starting with this issue of the *Laker Extra!*, we will be running a photograph each issue that takes us back in time. I'm sure you have noticed the center spread found on pages 4-5. Not every issue will feature a full two page spread, but rest assured that the *Laker Extra!* will indeed take a look back at how railroading used to look in the Twin Ports and surrounding area.

For the first installment of the Heritage Series, we have chosen to look at actually two railroads, both the Milwaukee Road and the Northern Pacific. The photo on pages 4-5 comes to us from **Marvin Nielsen** of Rice Lake, WI. When Marvin took this photo he was looking west off the Becks road overpass in far western Duluth. The scene takes us back to when the Northern Pacific (BN) still had their line from West Duluth to Carlton and when the Milwaukee ran over it daily to and from St. Paul. The connecting track to the right goes to the Missabe. The NP line is now a bike trail, but the Missabe line is still in place and seeing a great deal of traffic.



Above: CP Rail System's new red paint scheme on SD-40-2 779 in Superior. Dan Mackey. Hallet Dock loader fills BN taconite cars as Hallet Dock's NW-2 positions more empty cars for loading. Both photos by Terry Solomon. Below: Early on the morning of July 4, 1993, a private passenger extra lead by Wisconsin Central GP-30 number 713 heads out of Duluth on the NSSR. The "Explorers VII", as the train was dubbed, consisted of five private rail cars on which passage could be booked on for a \$2,450 fee (the train carried 35 paying passengers). Photo by Mike Oswald





Bill Graham in Lisbon trolley No. 530 instructs the operators prior to the 1993 operating season.

LISBON TROLLEY PASSES TENTH YEAR OF OPERATION AT LSMT

Lisbon trolley number 530 again had a successful summer of operation in and out of the Lake Superior Museum of Transportation. The single-truck, yellow and white streetcar is operated under the jurisdiction of the St. Louis County Historical Society and is a part of Depot Square.

Depot Square is a re-creation of some of Duluth's buildings of the 1910 era, though reduced in size in keeping with the small trolley. The business establishments along Depot Square are also replicas of those that actually existed in Duluth and along with the cobblestone street and the tram, give the visitor an idea of what Duluth was like at the turn of the century.

The Depot has two trolleys — No. 530 and 531, which were the same numbers when the cars traversed the streets of Lisbon.

Tram No. 531 arrived in the winter of 1978-79. It was unloaded from the freighter "Atlantic Challenge" in Chicago, loaded onto a low-boy and trucked to Duluth. No. 530 soon joined and became operational in the Spring of 1983. No. 531 became operational on February 28, 1981, using a portable 600-volt generator powered by a gasoline engine and towed behind the car, courtesy of Minnesota Transportation Museum and their **George Isaacs**. The overhead wire was strung later.

PORTABLE NOW IN TUCSON

The portable generator also powered Twin City Rapid Transit car No. 1300 when it first began operations by the Minnesota Railfans Association prior to the establishment and the move to MTM's Como-Harriet Streetcar Line. The "Goat" also powered the

trolleys at the East Troy Electric Railroad prior to their stringing of the cantenary. It is now a stationary generator and powers a 1.1-mile vintage streetcar line in Tucson, Arizona, the Old Pueblo Trolley, the fourth owner of the power unit.

The trolleys are narrow gauge (actually 2 ft., 11 and 7/16 inches), necessitating the installation of a third rail in the Museum, extending for 1700 feet to the end of the Depot yard.

Both Nos. 530 and 531 were built in Lisbon in 1926 to the specifications of 1902 Brill cars with a single truck and seating 24, giving them both a very authentic American look and also very similar to the first electric streetcars used in Duluth in the 1890s.

The cars are 28'-10" in length, 7'-9" in width and 11'-2" in height. They weigh 22,000 pounds and have two 35-horsepower motors which can move the car along at a pretty good clip. For Museum purposes and the short distance they have to travel, the controllers have been fixed to operate the car at not much more than a good running pace.

L&RP FEATURED ARTICLE ON PORTUGUESE TROLLEYS

The latest issue of Locomotive & Railway Preservation has an article on "The Tramways of Lisbon and Porto." Photographs of the narrow streets in Lisbon indicate that the narrow width of the little cars are very much suited for their locality and terrain. Nearly 60 of the trams have been sent to a dozen cities in the U.S., some to museums and some are being used in daily commuter service such as the Detroit Citizen's Railway.

Some Lisbon and Porto cars are still held in storage by Gales Creek Enterprises of Glenwood, Oregon, awaiting disposition. They were part of a shipment destined for a proposed vintage trolley line in Aspen, Colorado. Fifteen years of planning has not seen any positive movement toward those plans.

The LSMT trolleys are operated weekends in May, every day during the summer until Labor Day, and then again on weekends until October. **Beverly Houle**, volunteer coordinator for the St. Louis County Historical Society, has the duty of getting volunteer conductors and motormen. Last Spring, LSMT director **Bill Graham** conducted training sessions for the trolley operators.

Harold Jensen, **Norman Rose** and **Doug Tripp** saw to the repairs, cleaning and painting to get No. 530 ready for the summer operation.

Because of the out-and-back operation, the trolley pole has to be swung around at each end. After its arrival at the Museum, a second controller and brake stand had been installed in the rear of each car. Often two-man crews are used when available, other times a combination motorman/conductor. A spiel is given the riders about the Lisbon tram, a brief history of the car, the streetcar system in Duluth and often times something about Depot Square.

The trolley operators worked two daily shifts — 10 to 1 and 1 to 5. The 1993 operators were:

Pete Bergman, **Mike Drazich**, **Don Mantay**, **Warren Hoch**, **Bob Pehl**, **Paul Saari**, **Bob Panger**, **Jack Broman**.

Clarence Johnson, **Norman Rose**, **Roy Nyberg**, **Fred Glibbery**, **Clarence Sandeen**, **Bob Gelbman**, **Jergen Fuhr**, **Ken Mattson**, **Dougal Thomson**, **Harold Jensen**, **Doug Tripp**.

Paul Schoonover, **Sue Brewer**, **Vic Bittner**, **Dave Shefchik**, **Tom Slattery**, **Keith Thomson**, **Jim McDougall**, **Marcel Bourgeault**, **Clyde Duncan**, **John Rodberg**, **Eric Svee**, **Daryl Nelson** and **Mike Flaherty**. A few of the volunteers were on call.

Sympathy is extended to Charles Jensen on the recent death of his mother who passed away in September.

"The presence of trouble does not mean the absence of God."

— Seen on a billboard near Eveleth.

You can dodge responsibilities, but you cannot dodge the result of your dodging.



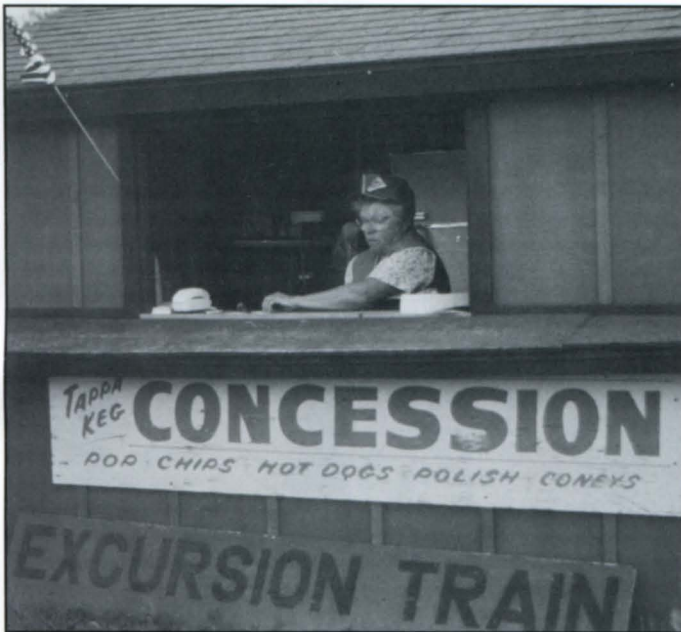
Norman Rose, Harold Jensen and Doug Tripp spent many hours in stripping, painting and repairing the Lisbon trolley last spring prior to the summer schedule. — Donna Carlson photo.



Hallett Dock's Fairbanks-Morse HD-11 barely gets into the LS&M shop. It is over the pit for needed repairs.



Zeke Fields is checking out the motor brushes on Hallett Dock's Fairbanks-Morse HD-11 while it is over the pit for some needed repairs.



Elaine Ellian is waiting for the next rush of customers. She took charge of the LS&M ticket office every weekend during the operating season. The building was formerly used as a concession stand for the Tappa Keg restaurant.

LS&M DOES "FAIR" FOR 1993 SEASON; "SAFARI CAR" BACK IN SERVICE

The Lake Superior & Mississippi Railroad finished up its 1993 operating season on September 5 ending a 10-weekend season which wasn't bad — it wasn't real good either. The weather may have had some effect — June and the first part of July were slow in the tourist business. Motel desk clerks expected the tourist numbers to increase the last part of July and into August.

The LS&M had seating for 152 the first seven weekends, increasing to 190 the last three with the addition of the "Safari Car." The former flatcar had two wheel sets replaced last Winter and Spring at the LS&M shop.

Fares were \$5 for adults, \$4 for seniors and \$3 for children 12 and under. Babies in arms were free. The average return per ticket remained at about \$4.25 for the season. On the slowest day, July 25, 103 people rode the train with a load factor of 33.8 percent. The best day was September 4 when a total of 294 rode the train with a load factor of 77.3 percent. The average load factor was 55.7 percent.

The total ticket sales were \$15,645, averaging \$782 per day and the average passenger count per day was 184.

A variety of advertising methods were tried — television commercials, rack cards, newspaper ads, some with a discount if the ad is brought to the ticket office. Radio commercials were also used on Shell Lake, Wisconsin radio station WSCW in exchange for passes.

A special thank you and appreciation to members of the board who distributed nearly 40,000 rack cards to visitor information centers, motels and restaurants as far south as the Twin Cities, southern Wisconsin, west to Fargo, east to Thunder Bay, north to the Iron Range and points in between.

DEFECTIVE TRESTLE CUTS TRIPS SHORT

The full six-mile trip on the LS&M was cut short because of the uncertainty about the Mud Lake trestle which was declared unsafe last winter. The train stopped at the trestle and reversed to West Duluth but still giving the passengers the hour and a half ride. The "Safari Car" had an air horn installed on the back end, plus a brake valve and gauge when it was put into service.

The passengers had no complaints about the shortened trip.

The railroad has agreed to pay half of the estimated \$34,000 needed to repair the bridge. The city has the other half in their budget for next year. Plans are to drive steel pilings between the deck ties on either side of the present wood pilings and install new caps. The deck is still in very good shape. Plans are to have the bridge repaired before the 1994 operating season.

LS&M HAS MEETS WITH THE BN

Taconite pellets were not being shipped out from Hibbing Taconite due to a strike. The BN had to ship the pellets from the stock piles in Superior. But the Superior facilities can load Great Lakes bulk carriers — not rail cars.

Interlake Steamship's Lee Tregurtha, a self-unloader, was utilized to transfer the pellets to the Hallett Dock in West Duluth, stock piled, then loaded into BN hopper cars with front-end loaders which can also weigh each bucket full as it is dumped into the rail cars — six loads to fill a hopper car.

One Saturday morning, the LS&M was delayed in its departure from the shop by a string of hoppers being shoved onto the dock for loading. Another time, a pair of BN SW 1000s pulled up alongside LS&M's No. 46 at the West Duluth terminal. The BN units were to shove a string of empties onto Hallett Dock.

Being present on BN tracks and more stringent FRA rules have required LS&M personnel to participate in random drug testing and taking a rules test to be certified.

Engineers for the 1993 season were: **Lloyd Rerger, Dan Fobear, Bruce Routh, John Dryke, Jeff Hanson, Dick Hanson, John Holt, Duane Benoit, Warren Vincent, Dave Bruns, Ernie Andrys, John Herlick and Ken Johnson.**

Engineer trainees were: **Gary Lucia, Franz Von Reidel, John Herlick, Ken Johnson and Jeff Hanson.**

Conductors were: **Gary Greiner, Harold Jensen, Bill DeRoche and Bill Mickelsen.**

Brakemen were: **Fred Glibbery, Al Kollath, Bruce Routh, Gary Lucia, Jeff Hanson, Dick Hanson, John Herlick, Duane Benoit and Bill DeRoche.**

Car hosts were **Bill DeRoche, Franz Von Reidel, Gary Greiner, Harold Jensen and Jergen Fuhr.**

Elaine Ellian took charge of the ticket office which was formerly a concession stand operated by a near-by restaurant. Elaine would also bring lunch, beverages and snacks for any train crew members who wished to partake of her offerings.

CONSIST CHANGED ON LAST WEEKEND

The last weekend of operation, September 18, 19, saw a poor turn-out. LS&M's coach 85 was being used in Brainerd by the BN, making it necessary for the LS&M to use LSMT's coach A-14 and power car 1000. The power generator was not started due to the lack of passengers and the cool weather, though some riders took advantage of being able to stand by the baggage doors to view the scenery while others braved it out in the "Safari" car.

The heavy-weights with their grandfather clause on window glass have no speed restrictions while the post-war light-weights with their lack of FRA-approved safety glass have a 25 mph limit.

DOCK ENGINE REPAIRED IN SHOP

Hallett Dock appreciates the LS&M putting a pit in their shop building. The dock company recently needed some repairs done on one of the trucks of their Fairbanks-Morse locomotive. There wasn't much space between the top of the locomotive and the top of the door into the shop as the unit was positioned over the pit, enabling **Zeke Fields** to perform the necessary repairs.

Hallett Dock's HD11, a 1000-h.p. unit, was built in September of 1946 as No. 51 for the Minnesota & Western, later going to the Minneapolis, Northfield & Southern as their No. 11. Hallett Dock has owned the unit since 1976 and next year will be the longest owner of the F-M power unit. It is unique in that it is the only one of its kind operating outside of a museum.



WEDDING RECEPTION HELD ABOARD NSSR

The North Shore Scenic Railroad was the setting for a wedding reception. The newlyweds are **Kent Rengo** and **Michele Tasky** who were united at the Lutheran Church of the Good Shepherd in Duluth on September 18.

Following the ceremony, the guests were invited aboard the NSSR traveling reception for a train ride to Marbles Siding outside of Two Harbors and return.

The consist was made up of **John Baldwin's** CNW observation No. 402, the "Iowa", three NSSR Budd cars and baggage car 66, from which the reception was served. The "Iowa" was used by **Randy Schandel** to host a private party for members of the Depot.

The train was powered by DM&IR's SD-18 No. 321 and operated by NSSR personnel and arranged for by **Tim Schandel**. The GNHS's SD-45 No. 400 is in need of repairs and the LSMT's No. 935 does not have the speed for the North Shore Line.

Kent started as a teen-age volunteer at the Museum and a LSTC member and quickly became an engineer for the NSSR.



Newlyweds Kent and Michele Rengo stop to welcome guests to the reception which was held aboard a special NSSR train.

MOTOR CAR GROUP

Continued from page 6

vehicle to run backwards.

He prefers a belt drive over chains and transmissions — the speed is controlled by advancing or retarding the spark, position of the throttle or slipping the belt and can go well over fifty at top speed.

Like Dan's vehicle, some motor cars are open to the elements, making a tour more of a challenge. Others are enclosed like Mark's with windows and sheet steel front and back and canvas curtains for the sides. Some are fully enclosed with plywood or steel sides. The Arnold machine is a Soo Line Fairmont with an Onan twin rated at 20 horsepower. The machine has ditch lights, a headlight, taillights, a beacon, four seats and a CB. For cold weather operation he has a small propane heater inside. The machine weighs 1470 pounds. The open air "putt-putts" may run between 700 and 800 pounds.

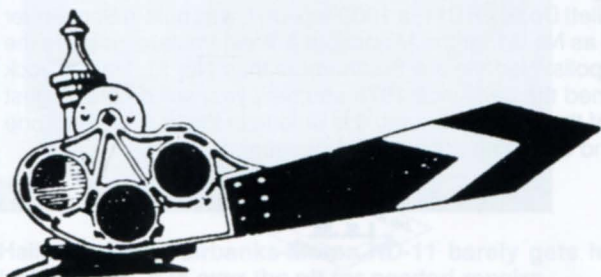
The August 16th trip on the LS&M was the second in as many years for Mark. His and two other motor cars from Duluth made a trip over the LS&M on a very cold and wet October 5, 1991. One couple wore -their snowmobile suits and carried an umbrella for a little protection as they toured the line.

The August tour here was the first time a motor car group of any size made their appearance in the Duluth area. It is hoped that their appearance, followed by their good reputation and responsibility, has set the stage for other possible tours in the Northland.

Models for the Model Expo should be at the Museum by October 4. Model Expo will be open to the public from October 8 to November 15.

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

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



VOID VOID