

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

WINTER 1993



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

WINTER, 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

Continuing our study of old railroad depots, we offer this photo of a new "old" depot. A new-fallen snow in January covers the tracks on the left and the sacks on the platform. Birch Ridge is a whistle stop on the LS&M at the foot of Clyde Avenue in Smithville, the station newly built for the movie being filmed in Duluth "Iron Will." The apartment building in the background, once a college and a seminary, was named the "Birch Ridge Hotel." After the filming was finished, "Birch Ridge" disappeared.

MOVIE COMMENTS

Several members of the LSTC and the Museum have had a close contact or have watched scenes being filmed for the movie "Iron Will." We have asked them to write something on a humorous incident or their observation and impression of watching and working with movie producers. We have four people in this issue to give their views. We hope to have more in the Spring issue.

It's not often that a major movie studio will spend 45 days filming in and around Duluth utilizing railroad equipment from the Museum and their personnel and volunteers.

Lenard Draper, a resident of Greysolon Plaza, watched as a scene was being shot in the lobby. The lobby represented the Imperial Hotel of Winnipeg, the scene was the musher's dinner and sign up for the race. A scene called for several people to be at the bar and toss down a jigger of whiskey. The scene had to be shot several times to get it right. Said Mr. Draper, "If that had been real whiskey, they would have become quite intoxicated."

Bill DeRoche, wearing an old conductor's uniform befitting the era of the movie, was on camera as part of the crew for Mr. Harper's train. Press people were filmed getting off the train and the scene had been shot many times. About two a.m., Bill left the rear platform of the Northland behind **David Ogden Stiers**, both grumpy, irritable and cold after a long day of shooting:

"While working next to David Ogden Stiers, we had an exchange of a few lines from Shakespeare culminating with my retort as follows:

'When the bats in your belfry begin to flut, and there's nobody home in the top of your dome,
your head's not a head but a nut.'

Mr. Stiers reply was: 'I've been had.' We all laughed and went back to work."

EDITORIAL COMMENT . . .

"Cool." "Far out, man." "Wish I had one!" "Fantastic." "Awesome" were some of the comments written in the guest book by visitors to the China Car during the Depot's annual free day held annually on Presidents' Day.

Some of the comments were from young people who were not around in the days of elegant dining on passenger trains — some from older folks who remember the glory days of fine china and silver, flowers on the table and excellent food prepared on board. They have seen freight trains and locomotives but have not been exposed to the finer aspects of train travel.

It can be a taxing and tiring task, but still rewarding and interesting to observe people, to watch their expression and hear their comments as they walk through the car.

Several commented and asked if the Museum has ever considered serving dinner on board the diner and allow patrons to relive a bit of their nostalgic past and give younger folk a taste of what used to be. Any thoughts . . . ?

Some of our people were with the movie train and not available for free day, but a few more bodies could have been used for security and safety sake — like keeping people off of No. 14 when it came into the building for minor repairs — and it was still hot. The fire had been dumped.

Unless otherwise noted, photos and articles are prepared by "Laker" staff personnel.

VIDEOS WANTED . . .

Lee Tuskey would like to get a video of the September 29, 1992 steam excursion to Two Harbors. Anyone who can be of help can contact him at 1364 E. County Road E, Vadnais Heights, Minn. 55110, phone (218) 484-4309. The museum would also like to obtain a video of the steam trip.



D&NM Mikado No. 14 fills the underside of the Fifth Avenue bridge with smoke and vapor as it moves into position close to a fire hydrant across the street to get ready for the movie "Iron Will."

LIGHTS, CAMERA, ACTION — STEAM TRAIN, VOLUNTEERS, PLAY PART IN MOVIE

Ever hear of the village of "Birch Ridge"? It's a whistle stop on the Lake Superior & Mississippi Railroad between Riverside and Morgan Park and a few long strides from the St. Louis River.

How long has it been since a steam locomotive was seen traversing the LS&M tracks with a mixed freight in tow — 40 years at least? How long has been since a GP-9 was seen on those same tracks? And how long has it been since any winter operation of a steam locomotive was seen in the area?

A light dusting of snow was falling from a hazy sky, the sun trying to burn through as D&NM Mikado No. 14 was steamed up for a practice run to "Birch Ridge" with a Great Northern box car and passenger coach, a Northern Pacific cattle car and a Santa Fe caboose making up the train. The fire was lit late Wednesday morning, the 13th of January, the tender loaded with coal from a stake-body truck with a mounted clamshell bucket.

Once steam pressure was built up, the 14 backed away from the Railroad Museum amidst a cloud of smoke and vapors from the open cylinder cocks, creating a fog that totally obscured the steamer until the cylinders were hot and the cocks shut off — a scene that can be created only by combining a steam locomotive and a cold winter day. The locomotive made a quick run toward Garfield Avenue and back.

Duane Benoit, serving as the engine watch, kept the Mikado hot through the night alongside the Museum on track one. The following morning the tender was filled with water and steam pressure built up for an 8:00 o'clock departure which left at 8:30. The NSSR's 652 lead the train backward through West Duluth and on to Riverside, the 14 at the rear of the train going backward.

Passing the Lake Superior Paper Industries plant in West Duluth, the steam train was delayed by a switching operation into the plant. Once cleared, the 652/14 proceeded through Mike's Yard, past the Zoo and on to Riverside where the 652 and the caboose uncoupled from the train and ran ahead on the BN track toward Steelton. The 14 and its mixed freight backed down the LS&M track to the left and on toward "Birch Ridge".

The whole operation was a rehearsal for a movie being made in and around Duluth by Buena Vista Films. "Iron Will" is based on a true story about a marathon sled dog race from Winnipeg to St. Paul in 1917.

A train figures prominently in the motion picture and D&NM No. 14 (Baldwin, 1912), DM&IR coach No. 33 and the freight equipment, (not the Santa Fe caboose) are from that era. A box car that has been used for storage at the Museum was emptied of its contents, repainted and lettered "Great Northern." Likewise, a gondola was also emptied of its contents for possible use in the movie and DM&IR coach 33 has been re-lettered "Great Northern."

You were wondering about "Birch Ridge"? Don't look for it on a map or on a timetable — it's a fictitious whistle-stop town built at the foot of Clyde Street in Smithville, the Munger boat landing. But it looks real enough. A near-by three-story apartment house that began life at the turn of the century as a seminary for the Finnish National Church and later a "workers college," has a large sign which reads: "Birch Ridge Hotel."

There is also a genuine depot, a storage building, another building that reads: "Palmer's Tannery" — it was used to serve lunches to the film crew and actors — and a cattle chute. A huge stack of hay bales hides a modern home across the tracks from the depot.

You were wondering about the cattle chute? Yes, several cows were borrowed and they were herded them up the ramp into the cattle car at "Birch Ridge." Horses from Nebraska, along with cutters and sleighs were also a part of the scene.

The depot and other buildings are very authentic looking with their weathered paint and dirty windows. The depot has a loading platform on three sides complete with wood barrels, milk cans and packing crates. The interior is stocked with items that could be found in a general store of that era. At the other end of the platform is a small telegraph office.

The NSSR's GP-9 No. 652 made a pass through the snow at "Birch Ridge" and around the curve toward Morgan Park, Blackmere Curve, then back to Riverside to clear the LS&M track and allow the 14 and its mixed freight to take a practice run coming from Morgan Park toward "Birch Ridge" on January 14.

The whistle stop was originally going to be called "Antelope". There are three places in the U.S. and Canada named Antelope, plus twelve other places with Antelope as part of the name, such as Antelope Creek, Antelope Flats, Antelope Hills, Antelope Island. And there are seventeen places with Birch as part of the name, such as Birch Lake, Birchwood, Birch Tree, Birch Creek, Birch Bay and Birchdale — but no "Birch Ridge".

The lead character, Will Stoneman, is a 17-year-old who runs mail with a dog sled team in Antelope, South Dakota, and neighboring towns.

Following the trial run, the train was taken back to the Museum. Sunday, the 17th, the train was back on location for filming of the railroad scenes which were to be done over that week, keeping the 14 and the train at "Birch Ridge" with an engine watch and security personnel. Security was tight around the shooting location to keep curious spectators and rail fans away.

LIGHTS, CAMERA, ACTION

Shooting of the railroad scenes for the 10-million dollar movie began Monday, the 18th, at "Birch Ridge". The director is Charles Haid who played Renko on the television series "Hill Street Blues" and is Haid's debut as director of a feature film which will be marketed by the Walt Disney studios.

Mackenzie Astin, son of Patty Duke and director John Astin, plays the part of Will Stoneman. Duke had the lead role in "You'll Like My Mother," a 1972 film shot in and around Glensheen Mansion on London Road in Duluth. His father played Gomez Addams in the television comedy, "The Addams Family."

Another familiar face in the film will be David Ogden Stiers who plays the part of railroad magnate Harper. Stiers is best known for his role in "M*A*S*H" as Winchester, the III, the pompous doctor from Boston.

It is expected that the producers will drop three to four million bucks into the local economy — rental of apartments and hotel rooms, vehicles, restaurant bills, costumes, office space, props from local stores, and the building and purchasing of material to

Continued on next page

build movie sets, and the rental of the train. Antique dealers should make out very good on the movie.

Filming stopped for two days during the first week because of some actors coming down with the flu. But filming began again on Saturday, the 23rd, during a heavy snowfall, much to the delight of the movie makers. A Museum train crew member, standing at the back of coach 33 during a backup move, said it was weird not being able to see the tracks. Snow had covered the tracks and he trusted the tracks were there someplace.

More production was lost when a cold snap descended on the area and cameras became rather stiff.

Some dog sled racing scenes were filmed on the St. Louis River with camera crews riding snowmobiles.

Another scene calls for a gondola to be coupled behind the DM&IR's heavy-weight, the Northland. A camera crew on the gondola filmed the actors standing on the rear platform of the Northland, which with the Missabe's W-24 combination and the Museum's SP&S baggage car 66 will make up the VIP train. Filming was done by Superior's Soo Line Depot.

The movie calls for two trains — Will's train and Mr. Harper's train. The 14 was used on both. Will's train is the one from which the dog sled race is filmed. The original event of 1917 on which the movie is based was filmed from a Great Northern train and overseen by Louis W. Hill, the grandson of James J. Hill. Louis' father was president of the St. Paul winter carnival.

Louis wanted to make the most of publicity for the race and arranged for newspaper reporters, photographers and movie studio cameramen to ride on flatcars to capture the intense drama of men and dogs on the ten-day derby. The train was used wherever the St. Paul Sports Carnival Derby race paralleled the tracks.

For Mr. Harper's VIP train the Northland, the W-24 and the baggage car were re-lettered Great Northern and the 14 had a few changes to make it look different from Will's train. The headlight was moved to the top of the boiler from the smokebox cover and a logo painted on the cab side. The stack also had something added to it to change its appearance. The tender sported a large banner advertising the St. Paul winter carnival.

While the movie is based on a historical event, "poetic license" was taken to make a few changes. The railroad portion is perhaps the closest to reality being that the Hill name and the Great Northern played a large part in the actual event which closely followed the GN from Winnipeg south through the Red River Valley to Fargo, Alexandria, St. Cloud and St. Paul.

Several local railroad employees and volunteers from the Museum and the LS&M had a part in the movie as train crews, though it is not certain if they will ever be on camera. And though the 14 and its train are featured prominently in the filming, 45 days of shooting and mega-reels of film will be pared down to a feature-length film of 90 to 120 minutes with much of the film covering the cutting floor at the studio. (No, film clips of No. 14 will not be available.)

Whenever the 14 was steamed and sent to the movie location, the NSSR's GP-9 No. 652 towed it and the train, then backed away from the filming location, the engine crew reading magazines and waiting and waiting and waiting while the steam train was put through its paces for the movie makers.

Filming was scheduled to go on through February and possibly into March at various locations around the area. After the filming during the last two weeks in January at "Birch Ridge", a scene with the 14 on the Soo Line turntable in Superior was shot, as well as a scene at Superior's Soo Line Depot.

Also in February, shooting locations were tentatively scheduled for Floodwood and Brookston, on the North Shore, on Cloquet's Dunlap Island and the Northeastern Hotel and at Steelton in Duluth.

An army camp was to be built in Steelton to represent the Minot, N.D. army camp. In the movie, Minot is on the route from Winnipeg to St. Paul. Shooting schedules and locations were

subject to change almost on a moment's notice according to the weather, personnel problems and other variables.

MANY LOCALS TO BE IN FILM

At least 250 local people were scheduled to be in the film, some students from the UMD theater department. Casting calls were held at the Depot and the Fitger's complex and people were asked to come in period costumes.

LS&M members and Museum volunteers were scheduled to work as an operating crew for the train scenes, though they may not have all been called, depending on the shooting schedule. Some served as engineers, others as engine watches, firemen and conductors. Train crew members also had to be attired in the proper clothing of 1917 railroaders, just by chance that they may be on camera.

One scene called for the 14 to come at a fast pace around the curve from Morgan Park into "Birch Ridge", pinch down quick and stop at a precise spot. After several tries, the engineer said it would be impossible to come to a quick stop — the train would always slide past the precise spot. So the producer decided to film the train coming fast into the station, stop the camera and then film the train standing still next to the station.

Two shifts were scheduled for a day's shooting. But often a second shift was not needed, depending on when the first shift starts, which could be before dawn, getting steam pressure up and be ready for shooting at first light. In such a case, a second train crew could get in a few hours of daylight in the afternoon.

OTHER SHOOTING LOCALITIES

The end of January saw the movie crew moving into the Greysolon Plaza lobby which was remodeled to resemble Winnipeg's Imperial Hotel of 1917. The hotel was the scene for a musher's dinner prior to the race. Formerly the Hotel Duluth, Greysolon Plaza is now a senior citizen's apartment building.

An item in the daily press warned locals to be prepared for street closings as the movie crew sets up scenes, some of which were in front of the old Central High School, which represented the city hall in Winnipeg, and the Civic Center in Duluth, Gooseberry Falls on the North Shore and some filming to be done on the Iron Range. One scene calls for a dog sled to go over an icy waterfall. Filming will also be done in the wide open vistas of Montana.

As the movie crews and actors began filtering into Duluth, it was feared that the production would be stymied by a lack of snow — Duluth had just a few inches since October. Those fears were alleviated at Christmas when the snow season came in earnest and stayed. Up til the end of January, Duluth has had over six feet of snow for the season, nearly two feet coming in January. (The record is 132" in 1949-50.)

The last weekend of January and into February saw above-normal temperatures which melted much of the snow.

The film is scheduled to be released later in the year. The last picture show filmed in the Duluth was "Far North" in 1987 and bombed out. Other movies made in the Northland were: "Women of the North Country", 1952, made in taconite country. "Wildrose", 1984, filmed on the Iron Range and Bayfield. "Rachel River", 1987, filmed around the Sandstone area.

MOVIE COMMENTS MOVIE STRETCHES LSMT'S RESOURCES

The museum's venture into the "Wonderful World of Disney" has been a great learning experience for all of us. Producer **Patrick Palmer** assembled two different trains from LSMT's collection needed to film the movie IRON WILL, the true story of a 1917 dogsled race from Winnipeg to St. Paul sponsored by the Great Northern Railway. The availability of the steam locomotive, D&NM No. 14, vintage freight and passenger cars, and lots of snow, combined to swing the movie-maker's decision in favor of Duluth.

Filming began January 18 at the Munger boat landing in west Duluth, where the movie company built an elaborate prairie village

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Steam locomotives and cold winter days make for a dramatic scene as escaping steam condenses into a fog that obscures the locomotive. No. 14 is on track one next to the Museum, steam pressure is up and it is getting ready to move.

set from scratch. Engineer **Leo McDonnell** and Fireman **Stuart Beck** charged to and fro for the cameras, later joined by **Bruce Routh**, **Lee Tuskey**, **Warren Symons**, **Warren Vincent**, **Ernie Andrys** and **DeWayne Tomasek**. **Bill Mickelson**, **Wayne Olsen** and **Gary Greiner** played conductor, while **Kent Rengo** and **Karl Symons** stood by on the North Shore Scenic diesel in case Engine 14 should need help. **Stan Garner** and **Dan Gaylord** of Shortline Enterprises, Inc., ably served as liaison between the movie producer and the Museum's train crew.

The days typically began around 5:30 a.m. and stretched into late evening. Temperatures fell to minus 16 degrees, and engine watchmen **Dick Hanson**, **Duane Benoit**, **Dan Mackey** and **Mike Oswald** learned how to keep a steamer warm and happy on frigid northern Minnesota nights. Miraculously, none of the appliances froze up or broke. Some nights were cold enough to freeze the train into a static exhibit, and the diesel was needed to break her loose. **Tim Schandel** scheduled crews and handled many critical details. **Tom Gannon** looked after coal, water and running maintenance. Since coal ash now is classified a "hazardous waste," Tom had to truck all the ash to Duluth's central steam plant for disposal. **Claudia Busch** passed messages and kept the office open during long absences of the other staff.

Filming was expected to end around March 10 after about 30 days of filming. The action took place on Soo Line, Burlington Northern, DM&IR, Lake Superior & Mississippi and the North Shore Scenic. As of mid-February, LSMT rolling stock and crews performed just about perfectly. While winter operations pose special problems, they became routine thanks to the outstanding teamwork of Museum volunteers and staff.

Was it all worth it? With any luck, the movie will be a blockbuster, and Engine 14 will join the immortal movie engines of the silver screen. Those who ran and maintained the trains will have stories to tell, and the Museum will add to its bank account. The sight and sound of our engine on a crackling cold morning, charging down BN track and telling the world about her return from oblivion, somehow made it all worthwhile. Will we make more movies? That's a bit harder to answer — *Bill Graham*

"DEAD" DOG COMES TO LIFE

The scene is at the old Northeastern Hotel in Cloquet. The train is standing in the station across the road from the hotel. "Iron Will", Will Stoneman, and his dog team are coming into town. The dogs and Will are exhausted. One of the dogs, Bozo, is riding in the sled because he is too exhausted to continue.

The scene is set this way: The sled, Will, the dogs pulling the sled and Bozo in the sled, start out upon a command from the dog trainer who is behind the camera. When the dog trainer calls the dog team forward, Bozo, who is supposed to be near death, also responds and runs ahead of the sled contrary to the script. They try to teach Bozo three times to stay in the sled while the other dogs pulling the sled are called forward. It doesn't work.

From out of nowhere comes a prop man with a "dead dog". This appears to me to be an actual dog that has died and has been stuffed by a taxidermist. This "dead dog" is put in the sled and Bozo is set aside. The director calls for action, and the dog team is called forward. Once again Bozo races forward and ruins the scene again.

Finally Bozo is taken away and the scene is shot with the dead dog in the sled.

He does not respond to any calls. — *Leo McDonnell*

CONTRIBUTING MEMBERS

This is a list of the members as of March 1, 1993, who have contributed \$25 or more. The list will be updated as 1993 dues come in to the membership secretary.

Julie Antonson	Dirk Lenthe
Duane Benoit	Bruce Lewis
John Boutin	Steve Lorenz
Arling Brinck	Dave Mikelson
Douglas Buell	Marvin Nielson
Otto Dobnick	Jon Nienow
Robert Dunnweber	William Plichta
Carl Ekholm	Dave Pulse
Elaine Ellian	Robert Rantala
Martin Fair	Steve Ruce
Kurt Haubrich	Wallace Ruce
Merril Hendrickson	Bernard Ruopp
John Herlick	Dave Schauer
Harold Jensen	Donald Weesner
Frank Kossila	John Whelan
J. J. Kreuzberger	James Yanke
Don Larson	



Sparks fly from Dave Lynas' torch as he cuts off unwanted projections on LS&M flat car 100 prior to putting on a new deck. The flat car was converted into the "Safari Car."

LIONEL LYNAS LINES

Photos and text by Dave Lynas

January 1, 1993

Happy New Year! 1992 brought many changes to my life. Changes in my housing, employment and my involvement in the LSTC. Summer found me working out at Hallett on the full scale trains and took me away from toy trains for a spell, but as winter came on, so did my desire to work on my new toy train layout at my new home which led to two new layouts.

I became one of 30 artists to participate in a new artist craftsman gift shop at 31 E. Michigan St. It's Under The Boardwalk at Frank's Place, the creation of Frank Nichols, a very good woodworker, who renovated one of the old shops into a very interesting space for many local craftsmen. We have potters, glassmakers, jewelers, weavers, basket makers and one toy train nut, myself. I've been busy making my biggest layout to date and plan to keep expanding the layout in the months ahead. The idea is to showcase my pottery within my toy train world. It's there mostly to create interest and some action as well as to sell my work.

I hope to add toy clay buildings and scenic details to sell as well as add to my toy train world. But the real reason is to add to my enjoyment of the hobby and have a place to work and play at the same time. It seems I have toy trains at every turn. At home, at Frank's and at the Depot.

The Lionel Christmas layout at the Depot was a great project. I sure enjoyed the Wednesday evenings spent working on the layout with the expert guidance of Dave Carlson, Robert Cibuzar, Norm Livgard and especially Marty Carr. Marty sure knows his stuff when it comes to O gauge rail. He tuned up the milk car and the barrel loader on nights when I was there and we built the elevated loop together complete with a reostat to lower track power for the downgrade. It was nice of the club to put in the elevated loop on the layout without any switches so that I could operate some of my Marx equipment which gets hung up on O gauge turnouts. The great work by the club made the layout a real crowd pleaser on weekends during the holidays. The new green astroturf table tops look mighty snappy too.

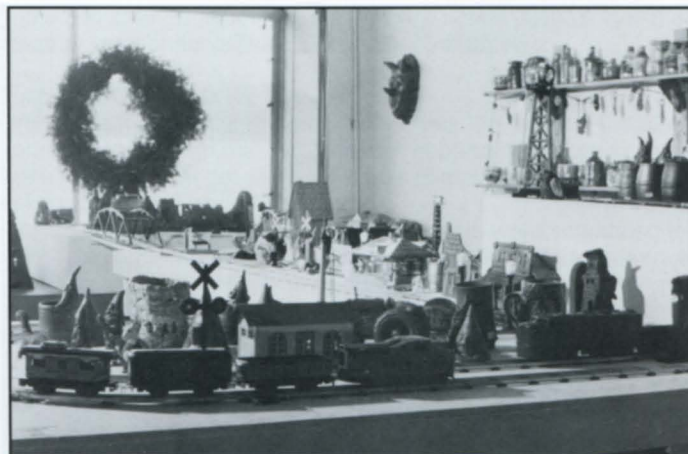
I couldn't participate in the weekend operation of the layout since I was the chief engineer down at Frank's Place on my own three rail tinplate endeavor. I have been adding a lot to my collection in order to fill my new space. A couple of trips to Minneapolis swap meets this fall filled my bill. I was looking for inexpensive accessories to add lights, sound and a little action to my flattop tables and some low cost locomotives to pull trains on my new pike. I didn't want to use up some of my more valuable equipment by running it to death.

I came home with two Lionel 202 Union Pacific Alco A units. Both at under \$30 each. One ran great right away, but the other just sat there. When I opened it up I found ALL the wiring removed from the motor and E unit. By following the wiring on the other 202 I soldered on new wire (5 of them) and set it back on the track. Bingo, it took off, first try.

That is for me one of the great thrills of toy traindom. To take a pile of junk, all rusty, dusty and neglected, feed the juice and bring it back to life after who knows how long in some basement or attic. Most of the time it's just corrosion which rendered the toy lifeless back in 1962. A simple scrubbing of the drivers with a green scrubby pad, a little oil and grease, one loose wire to solder and bingo, it creaks off in a shower of sparks. I get the biggest kick out of that.

I also got a 994 Marx stamped steel 0-4-0 steamer for \$10. It's one of the biggest steamers made by Marx and has simulated pony and train trucks stamped into the body. A far cry from anything remotely "scale" but a neat toy for sure. I got it as a "restoration" project. I was going to strip it down and repaint the body, but after cleaning it up it looks great just the way it is. It runs great too. It only took the scrubby treatment to bring it to life.

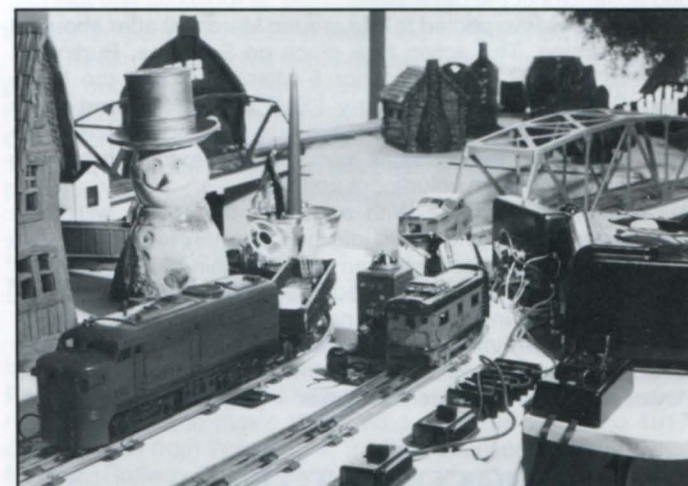
The best find at the meets was a Marx M10005 clockwork freight set. It's a beauty! I got a Marx electric motor thrown in on the deal with the idea to convert the clockwork to electric. The body for such a locomotive is the same for both clockwork and electric. Switching the motors was relatively easy. I had to cut the drive rods on the electric engine and switch the cross brace from the clockwork engine with that of the electric. Many of the Marx motors are the same dimensions so finding one that would fit was easy.



A peek at my new layout. I get a lot on two 4x8s plus a window box reached by two bridges. A mixmash of Marx, Lionel, and Flyer trains and accessories with some homemade clay buildings and scenery mixed in with gnomes, clay whistles and other pottery clutter the set up.



Marx Union Pacific "City of Denver" M10005 freight set, converted from clockwork to electric stops at the "Inbound Freight Station" by American Flyer in bright tin-litho. A Flyer Diesel Horn sign at the left. A Lionel 48W Whistling Station behind the Flyer sign.



Lionel Union Pacific 202 Alco A unit swings by the pre-war Lionel 91 circuit breaker and the tail of the Union Pacific M10005 freight as it heads for the Marx bridge. Here you see my power and control panel. A 100-watt "Trainmaster" and a TW transformer provide my power needs for now.

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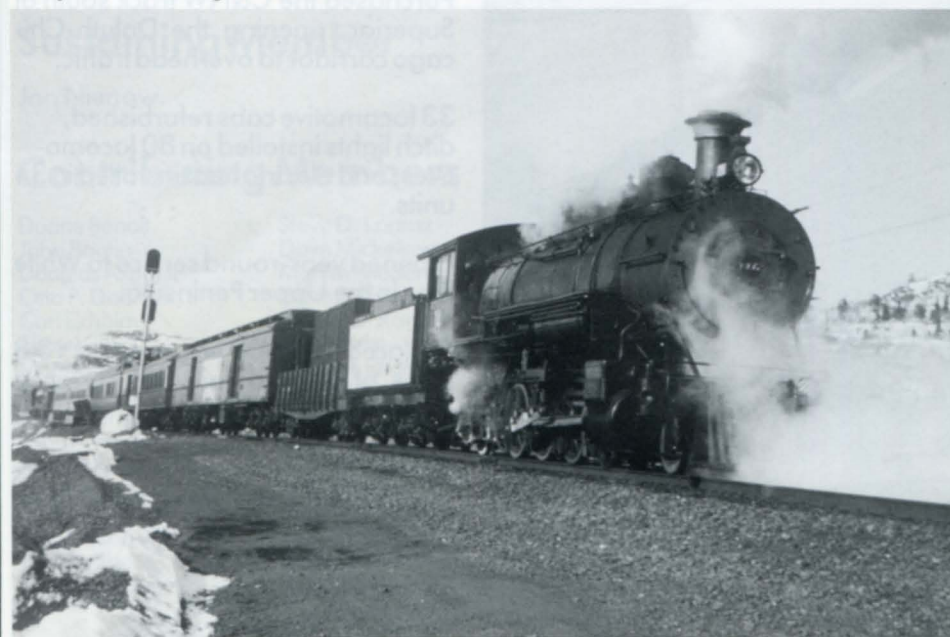
Laker Extra!

LAKE SUPERIOR TRANSPORTATION CLUB

"Iron Will" Films on Local Lines



Top: The engineer on DM&IR SD-18 number 175 notches up the throttle to move the "Iron Will" movie train out of Steelton on February 14, 1993. Below: LSMT number 14 assists the 175 in getting the train up the stiff grade to Proctor. The train was enroute to the Museum via Proctor after having completed filming at Steelton.



The Disney motion picture "Iron Will" spent the first half of February shooting rail related scenes on both Burlington Northern and Missabe. The film is about a sled dog race from Winnipeg to St. Paul in 1917. Much of the film is centered on the race and a special train carrying reporters and the wealthy sponsors of the event.

Equipment for the special train consisted of DM&IR's private car *Northland*, coach-baggage W-24, LSMT steam engine number 14, two North Shore Scenic Railroad budd cars (for the film crew), three vintage freight cars from the Museum's collection, SP&S baggage car 66, and coach 33. The *Northland* served as the private car of the race's chief sponsor while the W-24 starred as the reporters' car. All equipment was lettered for the Great Northern.

Filming took place on BN at Floodwood and on DM&IR at Steelton. NSSR and LS&M were also involved in the filming of some scenes. "Iron Will" is scheduled to be released this fall.

WINTER 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.



Three locomotives that were leading a loaded all-rail taconite train rest on their sides after having derailed south of Solon Springs. Of the three locomotives, two were run-through CSX SD-40-2s and the third was a freshly painted WC SD-45. Both photos by Dan Mackey.



Wisconsin Central

On the morning of February 10, Wisconsin Central experienced a major derailment south of Solon Springs. The train was carrying taconite from Minntac to a USX plant in Alabama. All three of the train's locomotives derailed (see photo opposite). Fortunately, only approximately 75 gallons of diesel fuel was spilled, which the DNR was able to control because of the frozen ground.

Of the 92 cars that were carrying 11,700 tons of pellets, 16 were derailed and at least two had spilled their cargo. The WC has not determined a cause for the derailment. The accident happened on track WC had purchased from C&NW last year.

In other WC news, it seems that the railroad has won some of the Boise Cascade traffic that is generated from the International Falls mill. Burlington Northern has handled Boise Cascade traffic to the Chicago gateway in the past. WC will pick up the traffic in Superior for the trip to Chicago.

WC is reporting that after one year of competition, they have secured 16% of the Duluth-Chicago overhead business.

1992 Wisconsin Central highlights:

Purchased the C&NW track south of Superior, opening the Duluth-Chicago corridor to overhead traffic.

33 locomotive cabs refurbished, ditch lights installed on 80 locomotives, and electric heat installed in 34 units.

Opened year-round service to White Pine in the Upper Peninsula.

Replaced 109,000 ties, installed 13.8 miles of welded rail plus surfaced 610 miles of track.

Agreed to purchase Green Bay & Western and Fox River Valley railroads.

Missabe Road

After having to lay-off 126 employees because of the shut-down of Eveleth Taconite, the Missabe looked forward to the plant's resumption of production on March 9. The taconite operation, which has 770 employees, advised the DM&IR that the railroad should be ready to begin operation of crude taconite ore trains by late February. Eveleth produced 3.55 million tons in 1992, and projections for 1993 are less than 3 million tons. ETCO is expecting lower production levels this year because of reduced orders from Armco Steel. Armco is giving a portion of its 1993 order for pellets to Cyprus Northshore Mining in Silver Bay.

The results of an all-roads locomotive study are now beginning to take shape with a major reallocation of motive power among Tristar railroads. For the Missabe this will mean more SD-38's and fewer SD-9's. Seven SD-38's have been received from the B&LE and EJ&E. Three units, 210, 214, and 216 have been repainted into the Missabe maroon while B&LE 861, 862, 865 and EJ&E 651 have yet to receive new paint. The EJ&E and B&LE units are easy to spot, they have a bright orange paint scheme. DM&IR will be selling off older SD-9's as they become surplus.



Above: A DM&IR limestone train makes its way up Proctor Hill near Spirit Mountain on February 14, 1993. Note that the third locomotive is ex-B&LE SD-38 number 265 and has yet to be repainted from orange into the Missabe maroon scheme. While Eveleth Taconite was closed, these limestone trains kept running up and down the hill even though the dock in Duluth was closed. The era of the "Pumpkins" has returned to the DM&IR as exhibited by the orange locomotives that are currently on DM&IR property. While B&LE SD-38 number 892 was on Missabe rails during the 1980's as a maintenance test, it was dubbed "Pumpkin" because of its orange paint and the railroad even went as far as to paint a pumpkin on the locomotive's air filter cover. That unit has since been repainted as the DM&IR 215. **Below:** One of the recently reallocated SD-38's sits in Proctor with its new Missabe maroon paint job. This unit had been EJ&E 655. Photo by Kent Rengo.

Sustaining Member

Jon Nienow

Contributing Members

Duane Benoit
John Boutin
Douglas A. Buell
Otto P. Dobnick
Carl Ekholm
Elaine Ellian
Martin Fair
Kurt Haubrich
Merril Hendrickson
John A. Herlick
Harold R. Jensen
Frank Kossila
J.J. Kreuzberger
Don Larson
Dirk Lenthe
Bruce E. Lewis

Steve D. Lorenz
Dave Mickelson
Marvin Nielsen
Dave Pulse
Robert D. Rantala
Steve Ruce
Wallace Ruce
David Schauer
Donald Weesner
James H. Yanke
John Whelan
Arling Brinck
William Plichta
Julie Antonson
Robert Dunnweber
Bernard Ruopp

THANKYOU!





Above: EMD BL-20-2 number 122 idles with a BN SD-9 in Superior on February 13, 1993. The BL-20-2 is a remanufactured GP-9 that EMD hopes will take some of the rebuild business away from manufacturers such as Morrison Knudsen, the company that remanufactured the locomotive shown in the photo below. BN 1501 is also a remanufactured GP-9. As of February, BN had 36 of these 1,800 h.p. units on the roster. Photo in Superior by Tim Schandel

Burlington Northern

BN has taken delivery of their second liquified methane gas locomotive and tender. The unit is scheduled to operate on coal trains from Montana to Superior and Minneapolis via Staples. A refueling facility has been set-up in Staples to accommodate the refueling of both sets of LMG locomotives.

Tonnage on Canadian National Superior-Chicago trains number 340 and 341 has improved. As part of the BN-CN coordination agreement, the CN can run complete trains over the BN (with BN crews) between Superior and Chicago, thus connecting the DW&P with CN family member Grand Trunk Western. Look for increased tonnage in the near future.

BN hopes to have the delayed Duluth intermodal hub center at the Port Terminal operational by this spring. BN expects 10,000 containers to be handled by the facility during its first five years of operation. Significant ground modifications need to be made at the port site.



Photos...

View of the Ashland depot looking north over Highway 13. The tracks have been taken out over the crossing, thus isolating the depot. Note that it was just two years ago that the Association of Private Car Owners had their convention at the depot. Photo taken on November 10, 1992 by Dan Mackey.



The Soo Line (Canadian Pacific System) still has a presence in the Twin Ports, although at a shadow of its former self. A good source of local traffic is the pulpwood reload center on the site of the Soo's no longer standing freight house just west of downtown Duluth. The photo shows two GP-38-2's curving across Railroad street on their way back to the Soo's Rices Point yard after having delivered a number of empty gons to the pulpwood facility. The majority of the loaded pulp cars go directly to the WC for movement to Wisconsin paper mills.



The Twin Ports have never really been known for producing a large quantity of piggyback traffic. So it was interesting to see this sight in Superior at Burlington Northern's TOFC ramp as three new utility trucks awaited shipment. The trucks are from Reach-All in Duluth.





LTV Steel mining (formerly Erie Mining) has acquired three rebuilt locomotives. The photo shows the three locomotives being taken off the DM&IR interchange in Hoyt Lakes by an elderly LTV Baldwin S-12 switcher. The units are all ex-Burlington Northern GP-20's (2060, 2045, 2050) that were rebuilt by PNC at Mt. Vernon, IL. The locomotives will be used on pellet trains to Taconite Harbor. Only two S-12's will remain in operation at LTV. Photo by Doug Buell on December 7, 1992. Below: DW&P has been seeing an influx of Grand Trunk Western SD-40-2's (ex-UP/Missouri Pacific) on the Superior-Chicago trains that operate over BN. Photo in Superior by Tim Schandel.





Closeup of the "Inbound Freight Station" by American Flyer.



Lionel 50 bumper car flies past the station. I use this little fellow on my tiny loop on top of the tunnel box in the corner of my layout.

I can always return the clockwork motor to the locomotive with ease so I don't feel I've altered the value of the set by messing with it. To me, I've added value since I now have the cutest little M10005 electric set around. I added a light to the motor by bending one of the cut off drive rods into a holder for the socket and soldered it together. It works great and boy it really flies! The little 4 wheel tin litho cars in the set weigh nothing and sail along behind the mighty "City of Denver" locomotive, Marx style.

The best accessory on my new layout is an American Flyer "Inbound" Freight Station. It's a fine example of tin litho and very colorful. It has a light on the freight platform and adds a lot to the central focus of my layout. I've used Lionel 1121 automatic turnouts on my layout which seem to work very well. They are pre-war O-27 switches that have no guard rails to hang up early slider pickups or short out cast-in gears on the drivers of Marx and Flyer locos. I read about their value in *Trains from Grandfather's Attic* by Peter H. Riddle. It's a marvelous source on pre-war toy trains and accessories. I have found the switches readily available at recent swap meets and very reasonable in cost.

To add some sound to my layout, I got a wonderful little accessory for my birthday. My sweetheart Jan gave me a Lionel 48W whistling station. It's a tiny tin litho shack with a very loud voice. With the touch of a little lever you get as good a whistle as any Lionel whistling tender and without any power drop since it's wired into my accessory power. I also found an American Flyer billboard with Diesel Horn sound at the last meet. It's sound leaves a little to be desired, but it sounds good enough for me. A Marx bell ringer crossing warning rounds out my roster of noise makers.

Well, I hope you get a chance to stop in to check out the layout and compare notes. I'll be starting to work on "the lower loop" soon. I could use lots of suggestions. I can't wait to find that next toy to bring back to life and add to The Empire Builder play set down at Under The Boardwalk at Frank's Place. May your winter of '93 bring you the best from your hobby and warm the soul that dreams of toys on long winter's nights.

RAIL TRAFFIC GETS HEAVY DURING CHRISTMAS HOLIDAY

During the last part of December, railroad traffic was heavy at the Museum — passenger and freight trains coming and going with steam and diesel locomotives and a B&O RDC No. 400. A 4-6-4 No. 2055 with passenger cars City of Chicago No. 9503, City of Tacoma No. 9504, City of Aberdeen No. 9501 and RPO combination No. 9506. A Soo Line switcher No. 8569 was seen hustling a short cut of cars around as the RDC made frequent calls at the station.

Also an Alco Santa Fe unit, a 2-4-2 steamer No. 233 and an A-B F unit from the Rio Grande also made an appearance. The later two units were built by Lionel in August of 1957.

The activity was on a portable Lionel layout constructed by Lake Superior Transportation Club members years ago. The layout is stored for most of the year and put together for the Christmas season as a special display. Club members were recruited to operate the trains on weekends and during the week for special tour groups.

The layout had three loops, one of which was elevated, allowing three trains to be operated simultaneously. Just as some railroads construct fences to keep citizens away from the tracks, a chicken wire fence separated the trains and tracks from little hands, and big ones, too.

At several locations on the outside of the fence around the 15 by 16-foot square layout were buttons that visitors could push to operate various appliances — a coal and log loader, a milk can and barrel loader, a switchman's shanty, and a diesel horn.

The Lionel layout had been set up in various locations in the Depot complex — this year it was in the NSSR waiting room — easily accessible to patrons visiting the Railroad Museum.

The layout was kept into February to be operated on President's Day, which is Free Day at the Depot complex. Because of the school holiday, scores of youngsters take advantage for the free admission to visit the Depot.

The Target Stores had contributed a sum of money for the improvement of the layout and the building of a pictorial display using framed calendar photos of some of Lionel's classic locomotives and train sets. A description and historical insight into the Lionel legacy, written by **Tom Gannon**, accompanied the photographs. It read:

The history of Lionel can be broken down into two phases: The first covers an era from 1900 to 1941. The second from 1945 to present. In the first phase all pieces were made of metal in one form or another. This was known as the era of "tin" or "brass plate." These were not accurate models and were painted in very colorful schemes.

Production was stopped in 1941 during World War II and the factory was pressed into service for the war effort.

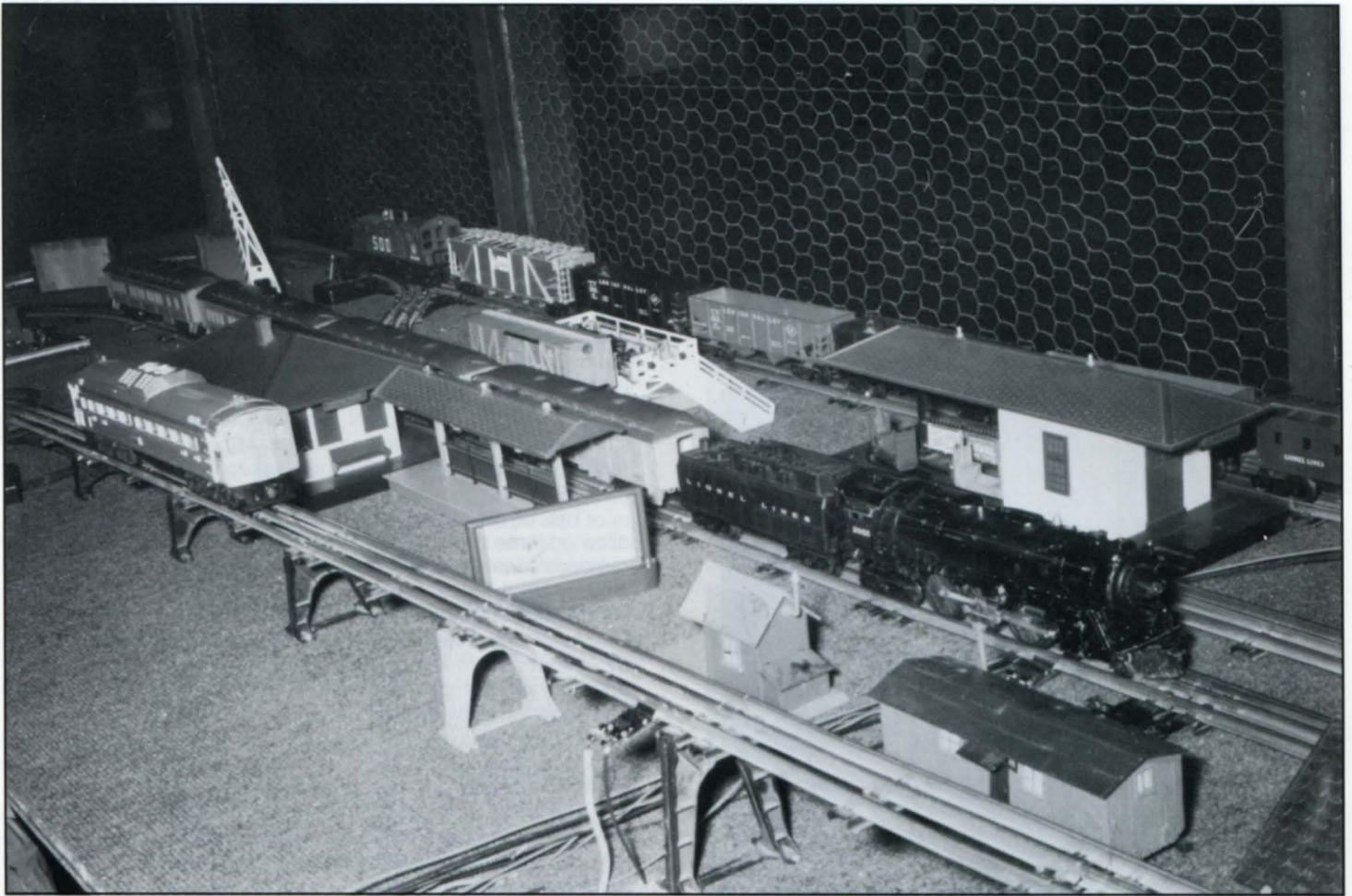
When production resumed after the war the trains were markedly changed, being much more realistic in appearance with knuckle couplers and molded plastic bodies.

During the years after WWII and into the '50's many department and specialty stores would set up a large Lionel layout at Christmas to promote sales. For a short while it became traditional for kids and parents alike to at least go see the action, if not to buy.

This layout attempts to recreate the look and feel of a bygone era. The layout and those of the past were designed to have as many trains moving as possible and to show off as many accessories, operating and non-operating, as could be crammed onto the layout table.

Lionel had been attempting to develop operating accessories in an era from about 1936 to the WWII shut down. The early models were not very reliable. During the war they had some time to experiment and develop as well as to learn many things from their war contracts so when production was resumed a great number of accessories were produced. At the heart of

Continued on next page



A Lionel 4-6-4 with whistle and smoke and four passenger cars in tow waits at the station for the highball sign. The RDC passes by on the high-level line and a Soo Line diesel switcher shuffles cars around in the background. The action is on the club's Lionel display set up for the Christmas season.

Remember...

Twenty years ago, in February of 1973, Governor Wendell Anderson appointed Michael Berman of Minneapolis to the Port Authority of Duluth. The Vietnam conflict was finished. Erling Berg was president of the Duluth Automobile Club whose annual meeting was to be held on February 13.

And your morning paper cost ten cents; a cut price store on Superior Street advertised Penetrex 10W-30 motor oil for one dollar a quart and a pocket radio for \$2.23.

A photograph in the paper of February 2, 1973 shows **Don Shank**, **Joseph Ewen** of Nashauk, **Henry Brower** of Two Harbors and **Tom Hoff** of White Bear Lake looking at a model of the Duluth Union Depot and the proposed railroad museum.

The photo caption read in part: "They were among 40 persons who attended the organizational meeting of the Cultural Center Railroad Club Wednesday night at the Duluth Athletic Club. The purpose of the new group will be to design and build a model railroad exhibit for the center and to restore old railroad locomotives, cars and equipment for display here."

In March of that year, the new Wards store was opened at Miller Hill and the Central Hillside was the first area in Duluth to get cable television via Telepromoter CATV.

And down by the former Union Depot, ground was being broken for a new addition which was to become the Lake Superior Museum of Transportation. On March 19, **Donald Shank**, president of the Museum, wielded the first shovel full of dirt as **Joseph Priley**, county commissioner; **Robert Heller**, UMD vice provost; Mayor **Ben Boo**; **Jack Bailey**, Economic Development Administration, and **William Moser**, Architectural Resources, participated

in the ceremonies.

The Railroad Museum was to be managed by a nonprofit organization and construction was expected to be completed late that year. The project was aided by a \$352,000 grant which was about 80% of the projected cost.

Continued from previous page

many of these accessories is the use of electromagnets to create the required motion. The electromagnet was more flexible and dependable. Note how when certain of these accessories are used, there is a buzzing sound. This is the electromagnetic drive.

These models are known as O gauge models. The term O gauge refers to the space between the two outer rails — 1-1/4 inches. This size was felt to be a compromise between what kids could handle easily and yet not so big that it would take up too much room in the house.

O scale refers to models being produced to fit an exacting mathematical ratio. O scale is 1/4 inch equals one foot or 48 to 1. Lionel trains are 52 to 1 so they are slightly smaller in size than models built to the O scale standard, even though more effort was put into the models to make them more prototypical. The three-rail track and very sharp curves dictate compromise with scale.



LSTC HOLDS ANNUAL MEETING, ELECTION OF OFFICERS

Allen Anway spent three weeks in Germany traveling by train around the country on a Eurail Pass last summer, taking nine different trains. He showed slides of his travels at the November meeting of the Lake Superior Transportation Club.

The club held its annual meeting and election of officers on January 29. **Charles Jensen** reported that the treasury was "in good shape." Receipts for the year were \$6261.06 and disbursements were \$5357.16. As of the end of January there was \$2021.46 in savings, \$292.83 in the checking account. A special account for the model railroad stands at \$551.14 and last year's flea market netted a profit of \$497.

Membership Secretary Dale Carlson reminds all members that dues for 1993 are now due and payable.

Pat Dorin was chairman of the nominating committee and had asked the four officers whose term was up if they would run for office again. A "yes" made an easy job for the nominating committee and with no nominations from the floor, it was an easy shoo-in for the incumbents for another two years — no term limitations here.

Tim Zager is vice president-administration; **Dale Carlson**, membership secretary; **Charles Jensen**, treasurer and **Bill Mickelsen**, vice president-restoration.

President **Steve Ruce** proposed to the group that the club sponsor the half-hour film on PBS television channel 8 "Tracks Ahead," a video on railroading put out by a Milwaukee TV station. The sponsorship would cost \$400 for three months and would air at 12 noon on Saturdays. He asked that donations be made to sponsor the show. The LS&M agreed to share the expense. Both groups would have their names appearing as sponsors of the show narrated by **Ward Kimball**.

Following the meeting, **Steve Glischinski**, noted railroad writer and photographer from St. Paul, presented a series of slides on the Green Bay & Western Railroad and a photo shoot on the Cumbres & Toltec.

The GB&W is soon to disappear, being purchased by the Wisconsin Central. The line is the east-west rail service from Winona Junction on the Wisconsin-Minnesota border to Green Bay in the east. Part of it will become the Fox River Valley Railroad.

Steve counted 11 cars of rail fans following the GB&W in December and taking pictures, knowing it would soon disappear. The railroad was a great user of Alcos and has the only two RS-27s in the country. They had four and two were scrapped.

In 1970, the Rio Grande Narrow Gauge was sold to the Cumbres & Toltec. Last year Steve helped to recreate the Rio Grande freight train for photographers, using charter buses to chase the train and get the shutter bugs to vantage points along the line.

The photographers paid \$400 apiece for the once-in-a-lifetime privilege to capture the narrow gauge freight train on film. It may also show up on videos — Steve said he had seen a helicopter following the train.

The locomotives were relettered Rio Grande for the October, 1992, event, operating over 64 miles of the C&TRR at a speed of about 10 miles per hour.

LSTC TO SPONSOR FLEA MARKET

The Lake Superior Transportation Club will sponsor a flea market on May 15 in the Curling Building at the Superior Tri-State Fairgrounds.

ANNUAL FREE DAY AT DEPOT COMPLEX

On a sunny but cold mid-February day, hundreds of people with little ones in tow, some in arms, some strapped to their backs, took advantage of Free Day at the Depot complex — schools and some businesses are closed.

Every year on President's Day, the St. Louis County Heritage and Arts Center does away with the usual gate fee and lets everyone in for nothing, to roam around the complex to explore, investigate and examine the many attractions and opportunities the Depot has to offer.

Depot volunteers and members of the Lake Superior Transportation Club helped manage activities in the Railroad Museum, though some members were busy with the movie train near the Sucker River.

At the bottom of the stairs to the Museum, tickets were being sold for 50 cents each. Said tickets would allow the buyer to purchase a soft drink, donuts, coffee, pizza, ice cream or candy. There were activities for youngsters such as face painting, a puppet show, a drawing table and an artist to show little people how to draw.

The "Patchwork Puppets" activity had kids making puppets out of paper plates, egg cartons, scraps of cloth, paper and yarn and then displaying their work in a puppet theater. Very large sheets of paper spread out over a raised platform gave budding artists the opportunity to display their artistic talents with magic markers. Likewise and artist using an easel showed children how to draw by copying him on a kid-sized easel.

LSTC members operated the Lionel layout in the former Amtrak waiting room that has been up since Christmas. Others operated the HO scale model layout, answered questions and worked as docents in the China Car. Still others roamed around the Museum, answering questions, policing the crowd and attempting to keep visitors from climbing on the equipment where they are not allowed.

One attraction later in the day was the D&NM Mikado No. 14, the "movie engine." It had been out for some filming early, the fire dumped and brought into the Museum. Several people asked if that was the "movie engine." The brass plate on the smoke box front had the number 308 to identify it as "Mr. Harper's train".

KOHLER CO. ENGINE IS 50 YEARS OLD

An article in the "Capsule", a newsletter for the employees of the Kohler Company of Kohler, Wisconsin, tells of the plant's 80-ton locomotive celebrating its 50th anniversary. It is a GE center cab built in 1942 and is said to be one of two in existence. The yard foreman says the other one is in Guam. The locomotive is used to transfer materials throughout the plant.

According to the foreman, the serial numbers which identify the locomotive were intentionally mixed up during the war to prevent spies from learning how many locomotives were being built.

The locomotive was purchased from a used locomotive dealer in 1973. The Kohler Company manufactures plumbing fixtures, gasoline and diesel engines and generator sets.

LSMT SPONSORS VOLUNTEER PARTY

About 90 volunteers showed up for a Christmas party sponsored by the Lake Superior Museum of Transportation on December 30 and held at the Railroad Museum. Sammy's Lakeside Pizza catered the event, serving tom and jerrys, hot cider and a variety of hors d'oeuvres buffet style. Tables were set up with poinsettias on each table and attendees whose names were drawn could take them home.

The event was to say "thank you" to the many volunteers who have worked during the past year on excursion trains, on restoration of equipment and the many little mundane things that have to be done in the operation of a museum.

Several members of the LSMT board of directors were also in attendance.



The Soo Line F-7 No. 2500 poses for its first photograph, resplendent in its new maroon and yellow paint scheme. The number board, lights and glass are yet to be installed as well as clean and paint the underside. — T. Schandel photo.



Tom Gannon applies the maroon paint to the Soo Line F-7 No. 2500. A paint booth was constructed on track seven with an exhaust fan at the rear of the building. — T. Schandel photo.



Missabe engine No. 175 leads the steam train to Floodwood for several days of shooting. Behind the 14 are the baggage car, coach 33, W-24, three NSSR Budd cars, a box car, cattle car and caboose. The heated Budd cars are for the wardrobe and costume changes. Photo is from the Highway 2 overpass near Brookston. — Graham photo.

HIGH WINDS, WATER LEVEL DAMAGE SHOULDERS ON LS&M TRACKAGE

Railroads were often built adjacent to a river in the heydays of railroad construction — the river was flat — the construction crew had little to worry about steep grades and irregular terrain, cutting through high spots and filling in low areas.

The builders of the original Lake Superior & Mississippi Railroad in 1870 were no exception. The St. Louis River was relatively level, for the most part, providing a route into Duluth. Except for the Dalles between Fond du Lac and Thomson where long and high trestles had to be built to span the chasms.

The railroad also skirts two lakes — Spirit Lake and Mud Lake. The lakes are not large — not much more than wide spots in the river. But little did the builders realize the fury of the small lakes during a storm from the east.

A storm with winds up to 40 miles per hour (35 knots) whipped the Twin Ports from the east on November 2nd, 1992, causing huge breakers to wash over the piers at Canal Park and depositing rubble all along the shore line.

A strong wind from the east also can push the water from Lake Superior into the bay and up the river, causing as much as a two-foot rise and more in the level of the water at Spirit and Mud Lake.

The rise in water levels accompanied with wind-whipped waves can do damage to the shore line causing the LS&M to lose some of its shoulder material to the lake. At one point, the waves were washing over the track and threatening the shoulder on the opposite side.

The LS&M track crew will be dumping ballast and fill material to shore up the weakened shoulders as soon as weather permits in the spring. The tie ends are exposed, but there is no major washouts under the tracks. The railroad may also be looking for waste material like mining overburden, something substantial to anchor the shoulders with.

In 1979, when the former BN trackage was turned over to the city, the first thing the volunteers from the Museum had to do was to fill some big washouts — in one place where there was nothing under the tracks — before any equipment could be run over the tracks.

An ore car was pulled over a dirt road, set on the tracks, filled with material, towed to the washout that had been braced with vertical ties and dumped into the cavity beneath the tracks.



A cold and gray Oct. 31 finds Dave Wood and Dick Hanson gauging the newly-laid 100-pound rail on the LS&M west of Falcon Street in Morgan Park.

The washout was on the shore of Spirit Lake below Morgan Park.

MCUCEN STREET BRIDGE TO BE REPLACED

The McCuen Street bridge which carries Highway 39 traffic toward the Oliver Bridge is due for replacement and has been abandoned by the highway department. The bridge, located in New Duluth, is falling apart and deemed unsafe for snow plows — and no plowing means no traffic.

The bridge carried traffic over the LS&M tracks. The Oliver is one of three bridges connecting Duluth and Superior — the other two being the Blatnik and the Bong.

A temporary grade crossing has been installed, using a former Priola & Johnson grade crossing. Work began last August with clearing of brush and trees for better visibility, cutting back the banks next to the tracks, landscaping and improving the road surface. Plans are to replace the bridge in 1994.

TRUCK WORK BEING DONE ON "SAFARI CAR"

The LS&M's outdoor pullman, the "Safari Car," flat car 100, whatever, is having its trucks completely overhauled. Defects in two wheel sets were found and replacement wheel sets were taken from the former LS&M gondola which has not been used the last few years because of breaks in the bolster casting.

Zeke Fields has been doing the work at the LS&M shop evenings with the help of other LS&M members, and often doing it solo. (Guess where he spent New Year's Eve?)

The gondola was a popular piece of equipment on nice days and last August demonstrated that the "Safari Car" is also a hit with passengers and increases the seating capacity of the train.

The LS&M makes every effort to keep its equipment in safe operating condition and meet FRA regulations.

SCHEDULE SET FOR NEXT SEASON

The LS&M board of directors has set the 1993 operating schedule with no changes from previous years except for the dates. The new schedule calls for ten operating weekends July 3rd through September 5th. Departure times are 11 a.m. and 2 p.m. from the Western Waterfront Trail across from the Zoo and fares remain unchanged: \$5 for adults, \$4 for seniors and \$3 for children 12 and under. Babes in arms go free.



A leadened sky drops snow crystals as No. 14 backs down toward Morgan Park on the LS&M track for a trial run in the movie "Iron Will." Scene is at Clyde Avenue and the "Birch Ridge" depot on January 14.

CALENDAR

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

May 22-23 — Opening of Jacques Exhibit at the Minnesota Museum of Mining, Chisholm, with a banquet on May 22.

March 19 — LS&M Annual Meeting, 7:30 PM, Board Room.

PHOTOS WANTED

Kurt Peterson and John Cartwright would like any photos of the BN, preferably any GN or NP photos. They could be sent to 5945 Wooddale Avenue, Edina, Minnesota 55424-1841.

OPENING OF JACQUES EXHIBIT SCHEDULED FOR MAY 22-23

The Minnesota Museum of Mining will celebrate the opening of Francis Lee Jacques mystical railroad diorama "The Great North Road" during "Jacques Days at the Museum" May 22-23.

Tickets for the banquet on Saturday will be \$10 and available from members of the board, the Chisholm Free Press, 216 West Lake Street, Chisholm, Minnesota 55719, or by mail from the Museum, P.O. Box 271, Chisholm, Minnesota 55719.

The diorama which previously had been in the former Amtrak depot in Duluth has been reconstructed in a special building at the Chisholm museum by **Allan Noska** and **Carnita Tuomela**, museum designers and artists.

Speaker at the banquet will be **Donald T. Luce**, Jacques scholar and biographer. Mr. Luce is curator of the James Ford Bell Museum of Natural History at the University of Minnesota, Minneapolis.

During Jacques first dozen years of his life, he developed an impulse to draw and a fascination for steam locomotives. He worked as a fireman on DM&N and the D&IR between 1913 and 1916 and produced many scratch-board drawings of the railroad scenes he witnessed. He was also a staff artist at the American Museum of Natural History in New York.

LSTC FINANCIAL REPORT

Lake Superior Transportation Club summary of receipt, disbursements and cash balances for the period January 15, 1992, through January 14, 1993.

Description	Amount	Totals
Cash on hand Jan. 15, 1992		1961.52
Receipts		
Dues	3166.00	
Sale of Laker to LSMT	1598.84	
Flea market	973.15	
Sale of misc. model RR equip.	415.15	
Interest on savings	96.43	
Misc.	<u>13.49</u>	
Subtotal	6261.06	6261.06
Total		\$8222.58
Disbursements		
Laker	2804.35	
Laker Extra	504.29	
Meetings: Programs	20.00	
Notices	49.02	
Refreshments	242.83	
Membership: Data processing	120.00	
Cards	40.42	
List	93.77	
Dues Notice	41.77	
Postage	538.50	
Model/Modular R.R.	1582.82	
Credit	1363.27	219.55
Lionel layout	134.90	
Flea Market	476.15	
Donations	34.77	
Flowers	35.75	
Misc.	<u>1.08</u>	
Total	5375.15	5375.15
Cash on hand January 14, 1993		
Savings	2021.46	
LSTC Checking	292.83	
Modular R.R. checking	551.14	
Total	2865.43	2865.43
Comparisons		
1989 receipts	5344.37	Disbursements 4462.25
1990 "	4934.37	" 3612.39
1991 "	5950.33	" 5310.79
1992 Flea Market profit	497.00	

Chuck Jensen, treasurer

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