

LAKE SUPERIOR TRANSPORTATION CLUB  
Lake Superior Museum of Transportation



*Laker*

FALL 1994



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



# THE LAKER

FALL, 1994

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 .....	Dan Mackey
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 .....	Ken Johnson
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, Pat Dorin, Gary Lucia, DeWayne Tomasek, Bill DeRoche

## LSMT BOARD OF DIRECTORS OFFICERS

President .....	Gordon Jonasson
Vice President .....	Clint Ferner
Secretary .....	Stewart Beck
Treasurer .....	Phil Rolle

## BOARD MEMBERS

Philip Budd, Cloquet; Edward Burkhardt, Chicago; Wayne Hatton, Overland Park, Kansas; John Larkin, Wells, Michigan; Byron Olsen, St. Paul; Jean Sumner, Duluth; Bill McGiffert, Duluth; Peter D. Stephenson, Duluth; Ken Haugen, Superior; E. Eugene Shepard, Pontiac, Michigan; Tim Kelly, Stevens Point, Wisconsin.

## EX-OFFICIO BOARD MEMBERS

Steve Ruce, Duluth; John Diers, MTM;  
Dick Welch, Director

## COVER PHOTO

This photo of the magnificent Soo Line Depot in Ashland, Wisconsin, was taken April 30, 1916 by an unknown photographer. The railroad ceased operations here in the late 1960s and the building remained vacant for years until Mike Ryan purchased it in Nov., 1986, remodeled the interior and opened a restaurant on the ground floor a year later. The upper floors are offices for Blue Cross/Blue Shield and a home nursing care business. To the right of the building is a sign: "Western Express" and "Northern Express Company".

## DIRECTOR'S CORNER

Another successful year for the Lake Superior Museum of Transportation is drawing to a close. More than 75,000 visitors and 8,000 school children came to the Museum during the past year to enjoy the exhibits and learn about the railroad history of our region. Exhibits were improved and expanded. The Museum acquired many new artifacts for its collections — the most recent of which was a complete overhead pulley and belt system and wheel lathe, circa 1900, from the Duluth & Northeastern Railroad Company's Cloquet shops. These will eventually be installed in the Museum's restoration shop, a 12,000 square foot building which came closer to being a reality during 1994. Plans for expansion of The Depot also progressed during the year and the capital campaign will continue in 1995.

A forty-three page *Personnel and Management Policy Manual* has been prepared and is currently being considered by the Board of Directors. The Museum's promotion brochure has been updated and re-printed, thanks to a generous contribution by Norwest Bank. A new membership brochure is at the printer and should be ready for distribution soon. We need to know our audience in order to offer programs that will increase our attendance. To answer the question about who makes up our audience a survey is underway that should provide important information about our visitors and what they want from the Museum. The Executive Director is especially interested in developing education programs for the Museum and has been meeting with Duluth School District personnel to develop programs that will supplement the local school curriculum. We have re-published the four-color booklet, originally published in 1982, that describes the Museum and the history of railroads in northeastern Minnesota. It will be used for promotion, and will be sold through the Museum Store in *Depot Square*. They make ideal gifts, as do Museum memberships.

Income in 1994 did not reach projected levels and new sources of funding were investigated, including a year-end drive which is currently underway. Letters have gone to members of the Museum and the LSTC. We hope for a generous response. Grant applications are pending at several foundations in Duluth and the Twin Cities. Unfortunately, the Museum did not get an Institute of Museum Services (IMS) grant this year, but we will try again in 1995.

Excursions are not only a source of income for the Museum, but are also an enjoyable and educational experience. The excursion for the Hinckley Fire Centennial in August attracted 3,899 participants. Bad weather did not dampen enthusiasm for a cooperative Fall colors excursion with the North Shore Scenic railroad to Two Harbors. There were excursions at Proctor and West Duluth for their centennials, a steam run to Two Harbors in July, and the Museum worked with the DM&IR railway on the AIME train in September. Several of these excursions were made with the Museum's steam locomotive, D&NM #14.

Volunteers are very important to the Museum and we thank every one of them for their help during the past year. LSMT Volunteer recognition Day, December 16, offers the Museum an opportunity to say "thank you" in person. We are always looking for good volunteers and if you have time to offer, please call us. There are many volunteer jobs available at the Museum, so no matter what your interests or skills, we probably have something for you. Call the Museum office, 727-0687, for a list of current volunteer opportunities and an application.

Richard Welch, Executive Director  
Lake Superior Museum of Transportation

## LS&M RAISES FARES, FIRST SINCE '89

The Lake Superior & Mississippi railroad, the area's first regularly scheduled excursion train, has decided to raise its fares for the 1995 season one dollar across the board. The new fare structure will be six dollars for adults, five for seniors and four for children twelve years of age and under. Little tots held in arms or on laps are free.

It is the first major raise since 1989 when the fares for adults and seniors went up 50 cents to five and four dollars respectively. Children's fares remained at two dollars.

When the LS&M operated on the Lakeshore Line in 1990, the fares were six, five and four because of the added expense of operating on the Regional Rail Authority's tracks and having to pay them a percentage. In 1991 when the operation returned to West Duluth, the children's fare was upped to three dollars while the adult and senior fares remained at five and four.

LS&M Treasurer Mickelsen stated the reason for the increase was the rise in insurance costs which takes about half the gross proceeds, leaving little else for equipment repairs, track work, advertising and other expenses.

General liability, volunteer and equipment coverage, and insurance for each trip which amounts to \$100 per trip brought the premium up to \$6,347 for the past year. The board is considering changing carriers.

In his report to the LSTC meeting in September, **Bill Mickelsen** said that "1994 was a safe year and the railroad passed the FRA examination on its paperwork." When operating a regularly scheduled excursion train, accurate records are needed as to the amount of miles traveled, hours worked by train crews, points of beginning and ending work hours as well as hours off and dates and cab cards kept in the locomotive. Train crews have been doing a good job in keeping records.

Bill gave some comparison figures for 1993 and 1994:  
Passengers boarded in 1993 — 3,964. In 1994 — 3,281.  
Ticket sales in 1993 were \$15,654. In 1994 — \$12,896.  
Car rentals in 1993 were \$2,500. In 1994 — \$1,644.

The LS&M joined the American Short Line Railroad Association, a lobbying group in Washington for the small railroads. The ASLRA has FRA-approved operating guidelines which will be adapted to the LS&M.

An extra fall color trip was run on September 17 and 18. The cost of operating that weekend was \$722.16 while the gross revenue was \$854.

The LS&M was approached by Diversified Rail Services about the possibility of using its shop during the winter for the restoration of the Soo Line Mikado No. 1003. Because of certain labor restrictions and liability, their request was denied.

The LS&M board of directors had plans for putting up a small depot at its West Duluth Terminal to provide customers with some shelter while purchasing tickets in the event of rain.

Another big project is also to finish off the pit in the shop and install a lighting system for repairs and inspection of the underside of equipment. Both plans were put on hold.

A committee has been appointed to investigate advertising methods. Television and radio commercials, newspaper ads, rack cards and brochures and billboards have been tried in the past.

## LS&M, LSMT PARTICIPATE IN RAILROAD DAY

The Park Inn International Motel on Canal Park sponsored a mini railroad fair on October 25th, inviting area railroads to set up displays and do some public relation work toward educating the public about what the railroads are doing in this area.

The BN, DWP, DM&IR, NSSR also participated.

**Ken Johnson, Elaine Ellian, Tim Schandel and Bruce Routh** attended the occasion, handing out brochures, showing photographs and answering questions about the excursion railroad.

## KUDOS TO ZEKE FIELDS

President **Ken Johnson** commanded the board of directors to get themselves out to Hallett Dock and view the tremendous job Zeke has done in stockpiling the tie plates and angle bars. When the track hardware was delivered, it was dumped in a heap on the ground. The yard looks much neater now. A big thank you to Zeke for a job well done.



## LS&M NEWS



**Myrna Fuhr, Dick Hanson, Elaine Ellian and Dave Wood, l to r, survey the scenery from the rear platform of Jon Nienow's private car. The occasion was a thank you party aboard the train for the volunteers who helped on the LS&M the past year.**

## LS&M SAYS "THANK YOU" TO ITS MANY VOLUNTEERS WITH PARTY

And a good time was had by all!

The Lake Superior & Mississippi Railroad hosted a special day-long party for its volunteers aboard — what else — a train to say thank you to the 42 individuals who have helped out in one way or another the past season — and to the spouses who graciously let them go.

The party was held aboard **Jon Nienow's** private open-end observation car and the E&LS coach No. 100, both of which were coupled on to the end of the North Shore Scenic Railroad's excursion train to Two Harbors on the first of October, a cool and sunny day.

The group had planned to use its own Solarium car 29 and setting up a table in the solarium end for snacks and beverages. The car was being used for a promotional film being made for the National Park Service and was unavailable for that Saturday.

The observation car holds very few people so the 100 was added. The dining room and kitchen in the observation car were used to serve food and beverages which were generously supplied

Continued on next page



## LS&M VOLUNTEERS

continued from previous page

by **Elaine Ellian** who with the help of **Jergen Fuhr** arranged for the party. **Tim Schandel** arranged for the use of the cars and made arrangements with the NSSR. Invitations were sent to all volunteers and their spouses. A cake with a railroad motif saying thanks to the many volunteers was ordered from the Patty Cake Shop.

During the two-hour layover in Two Harbors, some of the group browsed in the various shops or had lunch in a local cafe while others stayed on the train, munching on sandwiches and relish-tray items, drinking hot cider, coffee or pop, all supplied by Elaine.

The volunteers performed a variety of duties in the operation of the LS&M — selling tickets, repairing the tracks, working in the shop, repairing the equipment, conductors, brakemen, car attendants, engineers and assistants.

The volunteers:

<b>Alf Johnson</b>	<b>Jim Klinkner</b>
<b>Elaine Ellian</b>	<b>Franz Von Reidel</b>
<b>John Murphy</b>	<b>Zeke Fields</b>
<b>Mark Olson</b>	<b>Pat Dorin</b>
<b>Warren Vincent</b>	<b>Dan Mackey</b>
<b>Terry Solomon</b>	<b>Dave Bruns</b>
<b>Jerry Heath</b>	<b>Dave Woods</b>
<b>Chuck Jensen</b>	<b>Ernie Andrys</b>
<b>Bob LaGesse</b>	<b>Ken Johnson</b>
<b>Bill Mickelsen</b>	<b>Stu Beck</b>
<b>Bill DeRoche</b>	<b>Gary Lucia</b>
<b>Sarah Lucia</b>	<b>Duane Benoit</b>
<b>Gary Kollath</b>	<b>Al Kollath</b>
<b>Gary Greiner</b>	<b>John Herlick</b>
<b>Dick Hanson</b>	<b>Keith Hanson</b>
<b>Jeff Hanson</b>	<b>Dewayne Tomasek</b>
<b>Linda Tomasek</b>	<b>Harold Jensen</b>
<b>John Davidson</b>	<b>Anna Routh</b>
<b>Bruce Routh</b>	<b>Don Fobear</b>
<b>Fred Glibbery</b>	<b>Roger Krob</b>
<b>Bob Cibazar</b>	<b>Jergen Fuhr</b>

The LS&M is grateful to all of its volunteers who have helped in whatever capacity.



A cake from the Patty Cake Shop with a railroad motif says thank you to the volunteers from the LS&M.

## SEVEN LSTC MEMBERS PASS AWAY THIS YEAR, MOMENT OF SILENCE HELD

At the September meeting of the Lake Superior Transportation Club, a moment of silence was observed in respect to those members who have passed on this past year.

They are:

**Carol Mattlin** of White Bear Lake, Minnesota.

**Wayne Olsen** of Duluth.

**Robert Rantala** of Superior, Wisconsin.

**Thomas Hecker** of Hibbing, Minnesota.

**Frank Lillyman** of Duluth.

**Charles Summers** of Duluth.

Add to that list the name of **Lenard Draper** who passed away November 4th in the Benedictine Health Center at the age of 93. Lenard had been a member emeritus of the Lake Superior Museum of Transportation board of directors, having been on the board since its beginning. Lenard was the board's insurance advisor.

Treasurer **Charles Jensen** gave the financial report. As of Sept. 30, there was \$583.71 in the checking account and \$4,307.09 in savings. The June 11 LSTC "Rail and Sail" outing to Osceola and Taylors Falls netted a \$33.60 profit. It was not intended to make a profit on the trip, but to keep the cost low enough for members to have an enjoyable day with a minimum of expense. The modular account stands at \$1,472.80.

It was reported that the Soo Line F-7 No. 2500 will be getting some cosmetic work done this winter. It will be several months, however, before the prime mover will be started and the locomotive becomes operational. The engine was started last spring for the first time in several years.

Some of the passenger equipment is also in need of some much needed repairs and will be brought in on track seven for the work, hoping that the equipment can be shuffled around before the snow gets too deep outside making switching difficult if not impossible.

**Bill Mickelsen** gave a report on the LS&M, giving some statistics on the 1994 operating season.

**Dale Carlson**, membership secretary for the club, gave a report at the October meeting:

The current membership stands at 227 with 25 new members and 202 renewals. There are 103 voting members, 58 contributing members, 58 associates, five juniors and three sustaining members.

Dale reminds all members that 1995 dues are now payable.

**Dan Mackey** reported that the flea market went well with 50 tables sold and 189 people coming in. The gross revenue was \$1,058 with about \$600 in profit. The funds will be used to purchase new locomotives for the model railroad. "The ones we have are getting pretty tired," said Mackey.

**Tom Gannon** gave the Museum report saying "we are going to see some nice changes," referring to some ideas and plans the new director, **Dick Welch**, has. "If the model railroad can be used for teaching or showing young people what railroading is all about, then it may be possible to get a grant for the model railroad," stated Tom.

Gannon also informed the members that three billboards will be placed around town advertising the Lionel layout which will be set and running the Saturday after Thanksgiving. He made the plea for volunteers to be available to operate the Lionel trains which will may be viewed by an influx of visitors due to the billboard advertising. Operators will be needed during the week as well as on weekends. Some days may be very slow and boring, others may be busy with groups of school children and hoards of visitors coming.

The Lionel display will be kept intact through the Christmas and New Year's holidays. Last year it was kept until President's Day which is "Free Day" at the Depot when everyone is admitted free into the Depot complex.

**Dave Schauer** gave the slide program on what railroading is today, showing a series of photographs taken recently in the area and out west, displaying the latest in motive power and equipment.

"Mail is returning to the rails," stated Schauer as he showed the eastbound "Builder" made up of several mail storage cars. The last BN

Continued on next page



## CLUB NEWS

Continued from Previous Page

SD-60 in Cascade green, Marias Pass on the BN, East Glacier, WC taconite train, the Twin Cities & Western and Dakota, Minnesotas & Eastern railroads were pictured, as well as scenes of Seattle, Havre, the Fairlane plant on the Range and other sites.

It was reported by **Dan Mackey**, model railroad director, that a 3x16 foot passenger and freight yard had been donated to the club from the Summers estate and will be incorporated into the club's HO layout in the Museum.

**Bill Mickelsen**, reporting for the LS&M, stated that the fares will be increased across the board by one dollar. He informed the club that the insurance takes about half of the proceeds, leaving little for track and equipment improvements.

**Dick Welch**, the Museum's new director, was introduced to the club members at the October meeting.

For the program, **Tim Schandel** presented a slide show from his own collection of photographs. He and Gayle had taken a trip west on Amtrak's "Empire Builder" last year and photographed several depots along the way. His photos of the mountains were fantastic. He also had shown several photos taken locally of various excursion trips and railroads.

**Don Fobear** had a serious life-threatening illness recently but is now recuperating nicely at home. It was also announced at the November meeting that **Lloyd Berger** and **Ken Gerard** had recently been hospitalized.

**Mickelsen** informed the group that the roof on coach 85 had been painted, diaphragms repaired and the retractable steps had been lubricated. The LS&M is working on getting a training program in place for engineers and will be implemented as soon as it is approved by Washington. The LS&M is using the American Short Line Railroad Association rules as its guideline.

It was also announced to the members that the Soo Line Mikado No. 1003 is at gateway on 12th Street in Superior where it is undergoing restoration.

**Dan Mackey** reported the club had bought two new locomotives for the model railroad an NP S-4 and Alco RS-11. He showed slides he had taken several years ago in the Kansas City area.

---

The Lake Superior Transportation Club meets in the Ruth Maney Room of the Depot the last Friday of every month except June, July, August and December.

The annual meeting and election of officers will be held January 27. Up for election will be the offices of vice president - administration; director - equipment restoration; membership secretary and treasurer.

## FORMER CNW NO. 402 NOW HAS COLOR SCHEME OF NYC AND NEW OWNER

**Jon Nienow**, who resides in Lewiston, Minnesota, is the owner and operator of a GM automobile dealership and the owner of former Southern Railway office car No. 2.

The car was originally built by Pullman as the Van Cortlandt. It was the first of four baggage-buffet-barbershop-club smoking cars constructed in Lot 6371 to Plan 3987. All were completed in August of 1930 and placed in service in the New York Central's *20th Century Limited*. The Van Cortlandt was sold to the Southern Railway in August of 1945. They rebuilt it to office car 2. It became Penn Central 1 in 1971, Chicago & North Western 402 (name Iowa later added) in 1978, was sold to **John Baldwin** in 1991, and resold to the Duluth & Northern Minnesota Railway Company in 1993.

The D&NM was conceived as the resurrection of Alger Smith & Company's timber-hauling D&NM of the late 1890s and early 1900s. The new D&NM planned to haul freight on the former DM&IR line between Duluth and Two Harbors along Lake Superior. The Burlington Northern, however, outbid the D&NM for the line.

The office car was separated from the D&NM this year and repainted in New York Central's heavyweight business car colors by the DM&IR at Proctor, Minnesota in April, 1994. The car number has been returned to 2. In June the PV was set to move "home" to southern Minnesota where its interior refurbishing is to be completed. "I am attempting as close as possible to return this car to the original 'flavor' of the Southern railway," says Nienow.

At the time of purchase, Nienow saw a car which would be preserved and restored for personal use and also utilized by area railroads. The open-platform car would also be made available to the Duluth and Mid-Continent museums for inspection and entertainment purposes. — **Private Varnish News**

---

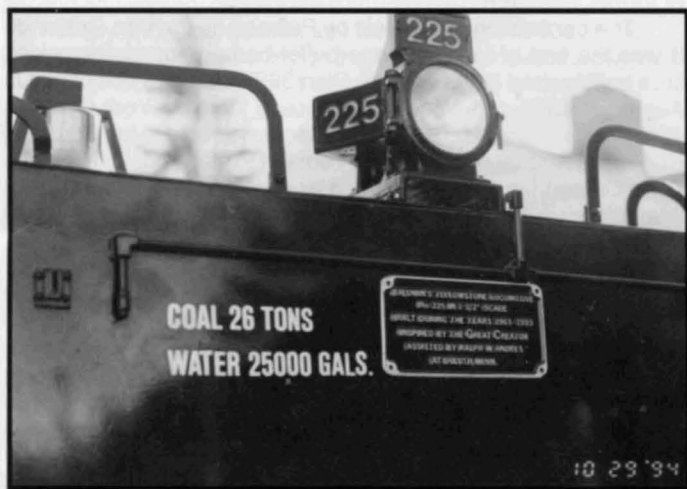
**Editor's Note:** The car has been used by the LSMT on several occasions. The "Iowa", No. 402, had accompanied the 1385 from Mid-Continent in 1983 for the steam spectacular, though not a part of the excursion train consist, and other excursion trips while in the green and yellow livery of the CNW with several LSTC club members having had dinner with **Ed Burkhardt** on board.

A past issue of the "Laker" mentions a "CNW business car bringing up the rear of the first class section" on the DWP trip to Virginia in October of 1982.

A descriptive booklet handed out to the passengers on the Bi-Centennial (August, 1976) trip to Fort Francis, Ontario, lists the "Iowa" as part of the consist which included five other business cars in the 19-car train. The booklet describes the 402 as being sold to the CNW in 1974.



# A 31-YEAR LABOR OF LOVE COMES TO END AS LIVE STEAM MODEL OF DM&IR YELLOWSTONE NO. 225 IS FINISHED



The plaque on the rear end of the tender reads: "Built during the years 1963-1993, inspired by the Great Creator, assisted by Ralph Andres at Duluth, Minnesota."

After 31 years of reading plans, machining, making castings, doing research and assembling a multitude of components while holding down a full-time job, **Ralph Andres** has finished his 1-1/2-inch scale of the Yellowstone articulated live steam locomotive. It is an exact copy of DM&IR's No. 225 which is on display in Proctor. During its construction, Ralph would pay many visits to the 225 to make sure he does not miss any details — even the smallest of details.

Details? Yes, even to the builder's plate on the smokebox showing the shop number is 62531 from the Baldwin Locomotive Works, and another plate of the Elesco Super Heater Company.

The 225 is propane-fired from a 20-pound pig hidden in the tender. The top of the tender has a layer of scale coal coated in epoxy to give it a realistic look. When operated, a foam rubber cushion is put on the coal for the engineer's comfort.

The 17-foot long steamer is 22 inches high and weighs nearly 3000 pounds dry, close to 4000 pounds when filled with 40 gallons in the tender and 16 gallons in the boiler. Though Ralph has not steamed his creation, he would use a Peizo lighter to ignite a pilot through the fire door. The pilot would then light the main burners.

Ralph said that every detail on his live steam model is copied from the prototype 225 except for two things — valves for external air with which to pressurize the boiler and the brake system. When charging the boiler, he found the locomotive began to move on 30 pounds of air pressure. And yes, even the air brakes are operational.

Ralph will not disclose the total cost of building the 225, though he did indicate that at today's prices he could not afford to build the Yellowstone. An example is the cost of the two turbo-generators, which 15 years ago cost \$150 each. They are now \$600 a copy. The turbos actually work, putting out three volts each at three amperes, the turbos revolving at 30,000 rpm.

The locomotive's 20 lights are grain of wheat lamps — headlight, marker lamps, number boards, both front and rear, six lights in the cab, the water column is illuminated and all wiring is in conduit, brass or aluminum, whichever was available. Like the prototype there are also running board lights.

The cab has operating air tank, brake line and steam pressure gauges and two water gauges. Four manual blow-down valves are mounted below the firebox, two are for blowing the ashes out. All of the driving rods and valve gear mechanism are aluminum with

steel inserts and the lubricators work.

The functioning oil lines are 1/16-inch diameter and there is also a valve for steaming ore — just like on the prototype. The piston and valve guide bars are lubricated by gravity feed from a tank on the right side of the rear engine.

The model is made to work on 125 pounds steam pressure and has three automatic cocks on each cylinder, one at each end of the cylinder and one in the middle for the valve body.

The sand dome was made from liquid steel which is 80% powdered steel and 20% epoxy. Ralph made a mold, poured the liquid steel into the mold and then finished the dome by sanding. It can withstand temperatures up to 250 degrees.

An interesting feature on both Ralph's model and the 225 in Proctor is the oil reclaimer mounted on the tender. The Messabi had experimented with recycling some of the exhaust back into the tender. The condensate would have some oil mixed in with it which would be separated out before going back into the tender. However, the experiment did not work out satisfactorily as the company had hoped.

There are 202 stays in the boiler, 56 flues of 3/4-inch diameter and 10 super heater lines. The tires are chrome plated; there is an air-powered reverse and movable sun shades on the windows.

Each wheel set on the tender has its own brake cylinder, a total of seven air brake systems with each system composed of 368 parts. The centipede rear section has five brake cylinders, the front four-wheel truck has two. On the locomotive, each engine has its own brake system.

Ralph is also building a caboose which will contain an actual tape recording of a Yellowstone's low-pitched whistle, using a sound-on-demand tape system.

Why did it take 30 years to build the 225? Because Ralph is a stickler for details. Other live steam builders may put a locomotive together in much less time but lack the detail. But then who else would want to tackle a project with the immensity of recreating a miniature articulated locomotive?

Following the visit to Ralph's place, this reporter then made it to Ralph's brother **Dennis** to see what he has been doing in live steam. We spent about an hour viewing a video tape from **Pete Kilen** entitled "Big Little Railways," all about amusement park live steam trains.

One such operation pictured is the 18-inch Anacortes Railway, Anacortes, Washington, which since its beginning in 1986 has hauled 10,000 people every year and is the prime tourist attraction. The motive power is an 0-4-0 former Homestake Gold Mine engine that ran on 900 pounds of compressed air, reduced to operating pressure.

Another operation is the Billy Jones Wildcat Railroad, an 18-inch 1/3 scale operation in Los Gatos, California. It uses a five-ton Johnson Machine Works 2-6-2 built in 1905 that once ran in the streets of Venice, California from 1905 to 1926. The present operator found the locomotive in a junk yard, paid \$100 in 1940 for the boiler and the wheels. Billy Jones was an old-time SP railroad man that passed away in 1968.

Train Town in Sonoma, California, is also shown in the video. The ten-acre railroad park features a replica of No. 5212, a NYC J-1 Hudson built by Alco in 1937. The Hudson, teaming up with a Winton engineering Mogul pulls a 17-car train loaded with passengers. Train Town also has a miniature town built to the same 1/4 scale as the railroad.

Several other live steam operations are pictured, all of them out west.

Following the video, we went into the basement to see what projects Dennis has — and he has several in the works.

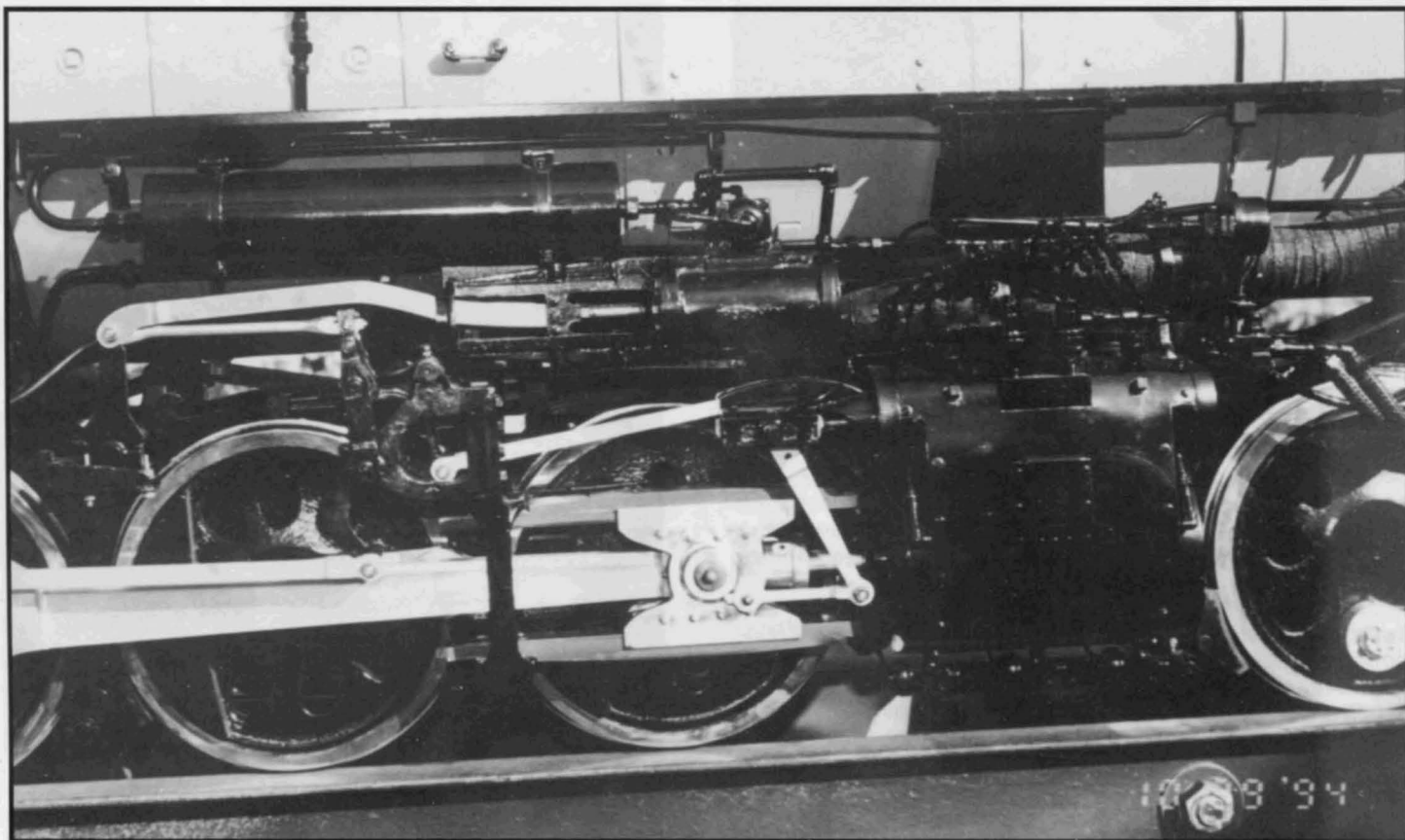
There are two Raritan 2-4-0s in 3/4-inch scale, a Tom Thumb and an American 2-4-0. He is also building a 1923 Case Bailing Press to be used behind his Case steam tractor and a 7-1/2-inch gauge B&O 0-4-0. Also in the works is a steam-powered carousel.

They are few, but there are other live steamers in the area. **Lloyd Berger** and **Pete Kilen**, to mention two and who have had their locomotives operating at the Esko live steam show in addition to the steam tractors and stationary steam engines.

Continued on page 8



Ralph Andres' 17-foot live steam model of DM&IR Yellowstone No. 225.



A photograph does not do justice to the intricate detail of the right rear engine. The reversing gear and air tank are just above the crosshead guide, the gravity oil tank for the guides is above the steam chest.

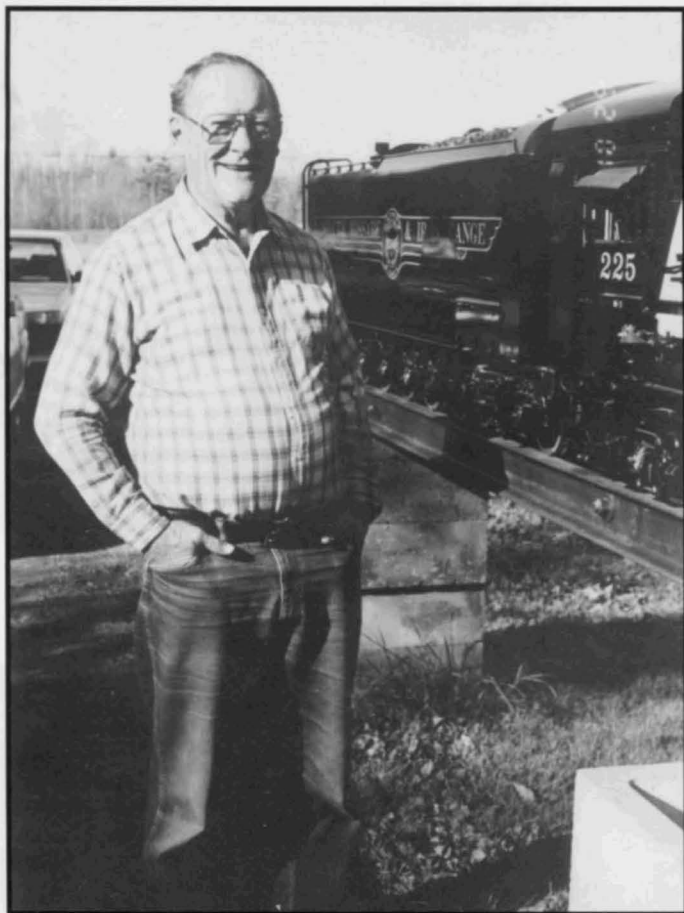


## YELLOWSTONE

continued from Page Six

When the Museum was first begun, a plan was to incorporate a live steam exhibit. A section of elevated track was constructed and Berger had his Soo Line Atlantic locomotive operating there. But nothing came of the plan.

To get a real taste of what live steam operations is all about, a visit to the Esko steam show in August is recommended. Or better yet, for railroad live steam, the place to see is the St. Croix Valley Railroad south of Hudson, Wisconsin.



Ralph stands next to his 31-year creation of DM&IR Yellowstone No. 225, a model of the one on display in Proctor.

## BUICK LIMO CONVERTED TO CP TRACK INSPECTION VEHICLE

In 1937, the Canadian Pacific purchased an eight-passenger McLaughlin Buick limousine for an inspection vehicle. Save for the engine and transmission, the running gear was replaced with a solid front axle, a Ford AA truck rear end, 30-inch flanged wheels in front, 34-inch in the rear.

The vehicle was equipped with air brakes, a compressor and tanks, a pilot, bell and pressure-operated sanders. The 9,000-pound vehicle had a screw-type jack in the middle which allowed it to be raised and turned in place.

The car was originally used on the Canadian prairies, later transferred to Fredricton, New Brunswick.

---

If I am not concerned for myself, who will be for me? But if I am only for myself, what good am I? And if now is not the time to act, when will it be? — Hillel

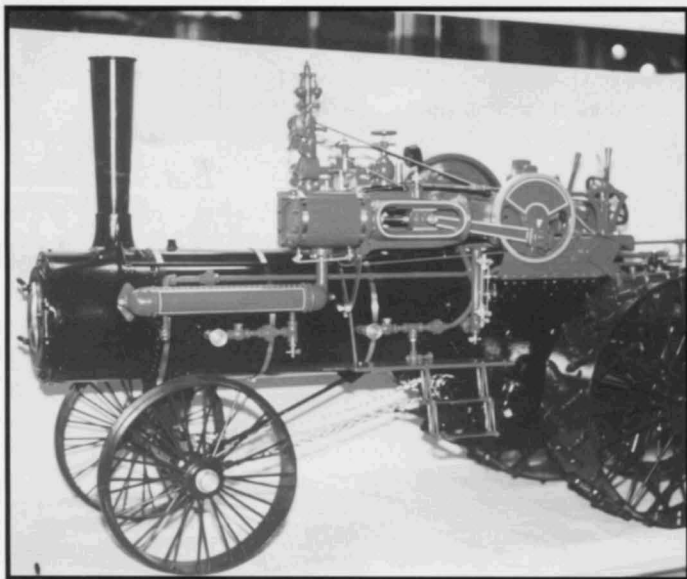


Top photo — Dan Mackey and Dave Carlson look over photographs at the club's flea market held at the Superior Curling Club this Fall. Lower photo — Wally Ruce, Dave Carlson and Bob Bloomquist look through some literature that was on sale.



The 3x16-foot stub-end yard complete with buildings, switch machines and a control board, from the Summers estate has been elevated almost to eye level in the model building and will be connected into the layout at this end. — Photo by Mackey.

## FOURTH ANNUAL MODEL EXPO FEATURES FOUR SHIP MODELS,



A 1/4-scale model of a Case steam tractor built by Tom Gannon.

### The introductory sign to the Model Engineering Expo reads in part:

"Even a museum can only hope to have a small collection of artifacts so that models allow a wider selection of technological history to be seen."

Some museums that deal with and exhibit various modes of transportation and technology collect all kinds of artifacts connected with the subjects, providing they have the space. Others may concern themselves with just one particular phase or method of transportation. Regardless of the process a museum uses, none could possibly encompass all of the technology in the field of transportation that has accumulated over the past century plus.

The Lake Superior Museum of Transportation deals primarily with rail transportation, though to begin with it had the name "Industry" tacked on to the end of its title. Which indicated that its founding fathers may have envisioned exhibiting some non-rail-road items. There was a plan to exhibit several antique automobiles, but to date there is only one, a 1913 model T Ford.

A model engineering exposition enables a museum to display a larger collection of transportation history, but again may be limited by space.

The annual LSMT model engineering expo is housed in a former NP baggage car, Gallery Car 255, and is limited by the dimensions of its show cases that line the walls on either side of the car and the size of the free-standing exhibit cases in the center of the car.

The months of October and November marked the fourth annual Model Engineering Exposition sponsored by the LSMT, which closed on November 20. Gallery Car 255 was situated on track seven in the Museum up against the bumping post.

And again the Museum staff, **Tom, Tim and Mike**, having contacted a number of exhibitors and spending two days assembling the show cases in the former baggage car, have put together a great exhibit.

The show cases are fastened to the walls, are removable for a photographic or art display. The Museum staff also assembles one or more free-standing glass cases to house exhibit items too large for the wall-mounted show cases.

This year's exhibit includes four ship models, one which is accompanied by a photograph of the model in Lake Superior and if it had smoke coming from the stack would be very difficult to distinguish it from the prototype after which it was copied.

Outside the exhibit car was displayed a 1/4 scale model of a Case steam tractor built by **Tom Gannon**, similar to the one built by **Dennis Andres** and pictured in the last issue of the Laker. Tom said his model has not seen a fire in its inards yet and has a few minor things to finish before lighting a match.

The ship models:

The "Star Light", a steam-powered small cargo vessel, radio controlled, built by **Jack Carr**.

A Flower-Class 1/72 scale model of a Navy Corvette by Revell, radio-controlled. The U.S. Saucy, PG 65 anti-sub vessel and convoy escort, was used in WWII. Built by **Kent Rengo** and photographed by **Mike Oswald** in the waters of the Big Lake. The small ripples when compared to the model could well have been four-foot waves.

**Franz Von Reidel** constructed a model of a "tin-stacker", a U.S. Steel self-unloader bulk cargo ship, the Irvin L. Clymer. The prototype Great Lakes cargo vessel is currently being scrapped.

A lumber hooker commonly seen along the shore of Lake Superior hauling lumber and general merchandise prior to the advent of roads and land vehicles from 1890 to 1900 was built by **Bill Galinski**. The 1/8 scale model has a pilot house toward the bow, after cabins and engine room toward the stern with a crane and cargo space in the center of the small ship.

**Mike Oswald, Kent Rengo and Dan Mackey** are three modelers who will often build, paint and/or letter models for other club members or will team up to create a special model. Where one excels at the building, the other may excel at the painting or lettering.

The majority of the railroad models are in HO scale unless otherwise noted.

Three UP units — two locos and a caboose, were displayed by **Bob Peacy**. UP locos No. 3687, a SD-40-2, and 3287, a SD-40 which was made from a combination of a SDP-40 and GP-35 and other kits were then painted and decaled by Bob with a black smudge around the exhaust ports to show the engines had been doing some heavy work. He also had built a UP class C-11 caboose No. 25839.

Since the advent of the Wisconsin Central into the region, more local modelers are building models of WC locomotives.

**Dan Mackey** displayed two such power units — No. 724, a GP-35 with custom painting and lettering, and a GP-30 No. 713 which was kitbashed from four different models and then painted and lettered.

He also had a 100-ton three-bay hopper car with heavy weathering.

Kitbashing is the process of constructing a model that is not available in a commercial form, combining several other kits as a starting point. Scratch building is another method of construction which uses building material and individual parts not found in kits and working from plans or photographs.

UP loco No. 6058, a SD-60, was kit-bashed by **Dave Bruns** using a Rail Power body and an Athearn drive by **Lenny Ruel**.

**Larry Poulter** displayed his "Hit and Miss", a four-cycle water-cooled gas engine which was built from scratch. It is called a "Hit and Miss" because when idling, it does not fire for several revolutions — just enough to keep it going. When under load, the governor then causes the engine to fire regularly — on a four-cycle would be every other stroke.

**Terry Solomon**, an employee of Hallet Dock who has helped the LS&M the past summer operating a front-end loader, has built a beautiful model of a Cat dozer. The 1/2-inch plastic scale model was modified by adding a cab roof, blade guard, then painted and weathered. A bit of extra detailing shows the stuffing coming out of the seat cushion.

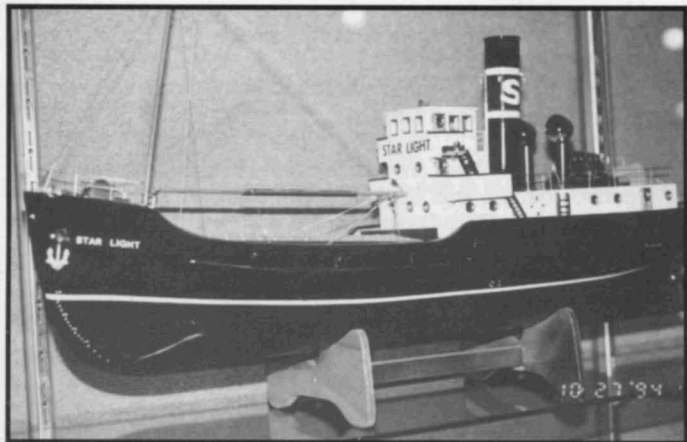
A four-truck drop-center flat car for heavy equipment and a shingle factory was built by **Mike Oswald**. The factory was kitbashed and the flat car owned by **Daryl Nelson**.

A display of kitbashing was built by **Wally Ruce** showing how some inexpensive models can be turned into something different not available in kit form. The display featured a Potlatch log train of four 40-foot cars accompanied by a bottle of glue, sticks and

Continued on next page

## MODEL EXPO

Continued from page 9



The "Starlight," a small steam-powered cargo vessel. The model built by Jack Carr is radio-controlled.

several basic hobby tools.

A series of work train models for the Minnesota Valley Railroad was built by **Tom Gannon**. A steam-powered Marion shovel for large excavations came from a kit with some added details. An American ditcher — a small steam shovel mounted on rails on a flat car and used for light work on road beds was built from a kit with added details.

A kit-built Jordan spreader for spreading ballast and sometimes light snow. A rotary snow-plow that was modified by the California Logging R.R. with no cab over the boiler in the center. A small cab in the rear for the fireman and a small one up front for the operator makes it look like a locomotive mounted on a flat car with its cylinders turned toward the front. The unit was scratch built.

Tom also built a Russell push-type plow from a kit and a 120-ton Brown Hoist crane with a boom car, also from a kit.

**Pete Kilen** has his picture in the last issue of the "Laker" showing him riding behind his Tom Thumb locomotive. He displayed his 3/4-inch scale American (4-4-0) live steam locomotive which burns coal, operates on 80 to 100 pounds steam pressure and runs on a 3-1/2-inch track, capable of pulling three adults. The unit was restored by Pete. The original builder is unknown.

Again **Oswald** had photographed a piece of rail equipment and built a model from the photo. Using a Trailer Train flat car with heavy detailing, he scratch-built a long flat car carrying one section of rotary kiln.

He also displayed three trucks and a modern 100-ton grain hopper owned by **Tim Schandel**. The hopper went with Mike's model of a modern Cargill grain terminal. Also displayed were two Red Wing Milling Company buildings, one in a kit form and the other completed.

A C&NW SD-40-2 No. 6832 and a SD-45 No. 6523 were displayed by **Scott Carney**.

**Mackey** built a model of a GN switcher, No. 208, in the sky blue color scheme that lasted only three years prior to the merger that created the BN. A NP SD-45 was also built by Mackey, both locos owned by **Ron Soder**.

Athearn kits were used to build CSX SD-40-2 No. 8418 and a WC GP-40 No. 3023, painted by Mackey and lettered by **Kent Rengo**.

Models of six CB&Q wood-sided cars were built by **Bob Viau**, one showing the well-detailed interior and all built from plans in the 1987 Burlington Historical Society Manual. One a combine, one a coach, three observations and one car with an observation platform at each end.

**Tom Dorin** displayed his O-gauge NP gas-electric car built by **Andy Anderson**. The model is a combination RPO and coach and used when the lack of passengers no longer warranted the use of a full passenger train.

**David Wood** had two passenger trains displayed. One an Amtrak train with two EMD F-40PH, Nos. 346 and 278 pulling two baggage cars and hi-level coach. His masterpiece is a 15-car WWII troop train powered by two NP Pacifics, Nos. 2202 and 2257. The lead baggage car is in the modern two-tone green NP color scheme while the rest of the train is Pullman green. Six passenger cars were up front and two at the rear. The troop section located in the middle of the train were glorified box cars that were assembled quickly to serve the growing demand for troop movement by rail. Three of the cars served as kitchen cars. Dave had added extra detail to the commercial models.

**Duane Benoit** displayed his British Columbia Alco RS-3 in the old-style two-tone green livery. The Lionel model has working head and cab lights and a sound system added for realism. Also shown were a Lionel tanker, a caboose and lumber cars with added detail. Duane had operated his RS-3 on the Lionel layout during the last holiday season.

A DWP and a GTW loco, Nos. 5907 and 5932 respectively, sporting the new CN North America logo, were built from Athearn kits by **Steve Ruce**.

Two GN hopper cars were built by **Dan Mackey**, one built as is from the kit, the other weathered and with very faded lettering to indicate its heavy use over a number of years.

Two models in two scales of a NP F-9 A-B unit were displayed: an O-gauge numbered 7005, owned and built by **Dave Schultz**, and one in HO-gauge, No. 6019, owned and built by **Jim Morin**. Both are in the yellow and black color scheme with added details, weathering and decals.

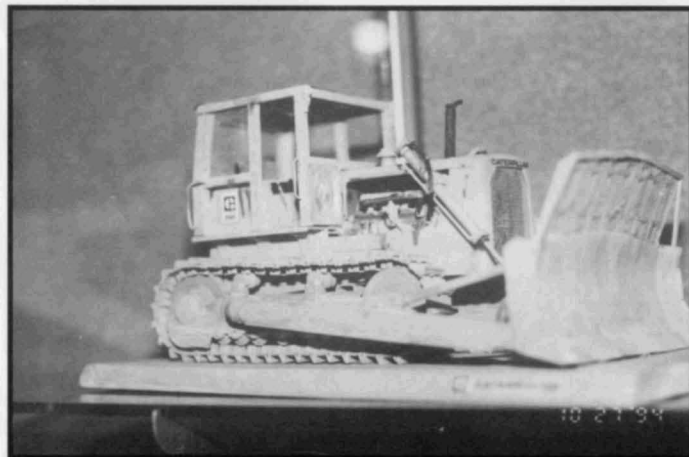
A NYC American steam locomotive modeled after the old "999" that set a speed record of 112 mph. in 1893 was brought into the expo by **Leo McDonnell**. The kit was assembled by Olney and Warren of Long Island, N.Y. around 1900. The kits were semi-finished, needed some machining and assembling. This model was believed to have been built by **Henry Hall**, a Duluth firefighter. The 3-1/2-gauge scale model sold for \$18 when new. The prototype model of the "999" is in the Museum of Science & Industry in Chicago.

**Ken Gerard** brought his S-scale model of a Rio Grande caboose with real glass windows made from microscope slide glass, with the roof off to show the exquisite detail of the interior. Also his HO-scale model of a K-36 outside-frame D&RGW narrow gauge loco with a sound system. The commercially available model has been painted, weathered and lettered for extra detail.

There were not as many entries in this year's model exposition as in past years. But the quality of workmanship and the variety remains at high caliber.

And some members of the visiting public take a quick look in the gallery car while others take the time to study, inspect and appreciate the quality of work that goes into producing the intricate and well-detailed models.

For those of you who would like to be in next year's display and are working on a model or plan to start one soon, keep the Model Engineering Exposition in mind and contact the Museum.



Terry Solomon's Cat Dozer.



# LIONEL DISPLAY AGAIN ASSEMBLED FOR THE HOLIDAY SEASON IN NSSR WAITING ROOM

## EVERY YEAR IT GETS BETTER WITH NEW FEATURES

The Lionel display is up and running again for the Christmas Holidays, having opened to the public November 26 and will be operated every day during the week and weekends, providing there are enough operators available. Last year the portable layout was kept intact through President's Day in February, which is a "Free Day" at the Depot complex. School children and adults are invited to come to the Depot and discover its many artifacts, collections, exhibits and what the Depot has to offer in the way of classes and activities.

As in past years, the display was assembled in the former Amtrak waiting room, now the NSSR waiting room and ticket office, adjacent to the Rail Museum on the lower level.

The 15x16-foot layout is made up of folding sections which are stored for the better part of the year. A chicken-wire fence surrounds the layout to keep little hands and fingers away from the equipment and prevents the valuable rolling stock from taking flight. This year a plexiglass shield has been added to the fence on one side to prevent little fingers from pushing the cars off of the track or moving buildings by reaching through the fence.

### BENOIT IS MASTERMIND OF THIS YEAR'S DISPLAY

Duane Benoit, with the help of Mike Oswald and others have set up the sections and Duane has been doing a yeoman's job in rewiring the layout with new controls and block switches. Last year he did much of the maintenance and brought a considerable amount of his own rolling stock like the Army train with its rocket launcher and searchlight car.

There has also been added working block signals and Duane has wired the display like a modular layout to make it easier to take the display apart and set it up each year.

This year are the two loops, the inner and outer loop, plus a separate track for the trolley car which when it hits the bumper at each end, it reverses direction and the trolley pole also switches directions. The car triggers several actions as it trips relays along the track: the fuel oil man who runs a hose out to fuel a diesel locomotive; a forklift truck that dumps oil barrels into a gondola; a log loader; a switch tower in which an operator comes down the stairs and another comes out onto the balcony, and another barrel loader and the coal loader.

There is a special action track on which several operating cars are located: the twin side-dump car that dumps rocks into the tray, the milk-can car in which a man pushes milk cans out onto a platform and the culvert loader where an overhead crane picks up culvert sections and deposits them on a gondola.

Duane, who is into Lionel big time, has also built an airport and town in one corner of the layout and has made other improvements. Several buildings have been added, including a Plasticville Hospital which over the main entrance is a flashing sign that reads: "Merry Christmas." Flashing grade-crossing signals, trucks and cars, an army camp, a farm and many other small details that make the whole display very attractive and interesting.

Some of the equipment the Lake Superior Transportation Club has purchased to add to the layout and some Duane has brought — for instance the cattle car which when in a train consist, the movement of the car will trigger the sounds of the animals inside. The car can make to produce the sound of cows, pigs or horses.

He has added a switchman's tower in which the figures are supposed to move. Instead he has installed a lighted track diagram and switch levers in the tower.

A work train with a working tamper, a self-powered crane and the Goofy Express with a gondola car filled with Disney characters are part of the display.

To supply enough power for all of the equipment, more power packs and bigger train controllers have been added to eliminate the threat of burning out or overloading a power supply unit.

Duane has also brought his Canadian Pacific Alco No. 1412 and his British Columbia RS-3 No. 711, both with realistic sounds and the voice of the dispatcher giving clearance orders for the train to move out of the yard and onto the mainline.

Because of the added throttle controls, block switches and accessory control buttons, Duane has given operating instructions to several club members who will be operating the display, the first was on Saturday, November 26, the second on November 30.

Though the whole operation is not very complex, there is enough action between the trains and the accessories to keep an operator very busy to the point where one individual commented: "We will need an operator's license to run this." (Can a rules class be far behind?)

### PHOTOGRAPHS, HISTORY, CATALOGS DISPLAYED

The Lionel display also includes a collection of magnificent photographs depicting locomotives, trains and accessories, both new and old. There are several Lionel catalogs and a brief history of the Lionel Company including a year-by-year chronicle of the important events in the production of Lionel trains starting in 1901 until 1986 with a brief stoppage during WWII for the production of war material.

The Lionel display has been a holiday feature in different locations of the Depot for several years and with the billboard advertising this year it is expected to draw a larger amount of visitors. Curator Tom Gannon said there may be some slow days and again there may be some very busy days, especially on weekends. Groups of school children often come during the week on class trips.

It is possible for one operator to handle the entire display. However, when a group of children flock to the exhibit, it is better with two — one to operate the trains, the other to operate the various accessories such as the log loader, barrel loader, coal conveyor and the automated cars on the action track.

A big difference this year is having the operating buttons inside the fence where the operators, not the kids, will push the buttons. It was a great idea but to many youngsters would beat on the buttons as fast as they could like they were playing a Nintendo game and it was hard on the operating accessories.

If you are interested in being an operator of the Lionel display, call the Museum at 727-0687.



## NEW LOGO FOR LAKE SUPERIOR MUSEUM OF TRANSPORTATION

# LIONEL LYNAS LINES

Story and photos by Dave Lynas

Here we go again, another winter coming at last after a delayed hobby season. All those fine Fall days keeping us away from our toy trains. My display at Frank's Place is dusted and ready for limited operation. I ran the train all day Sunday during our second anniversary celebration and will also run the trains through the holiday shopping season as I tend shop at Frank's Place.

At home things are dusty on the layout, but I have acquired two old Lionel locomotives that I sure do like. One is a 6220 diesel switcher, first made by Lionel in 1949. It has magnatraction and a powerful motor. High tractive force and the ability to keep the rails at high speeds characterizes this heavy black beauty. It has a white Santa Fe herald on the hood. It has electrically operated couplers front and back and a warning bell that rings in a rather mellow way as the locomotive pulls the work train.

The other locomotive is a Lionel 2023 Union Pacific diesel in yellow with red typography and stripes and a grey roof. I have just the A unit, but it's a beaut. It has the same motor as the 6220 switcher and is as heavy. It has operating couplers on both ends, a horn, powerful magnatraction and a centering spring on the front coupler. Both locomotives were made for O-27 operation.

The 2023 jumps the track while negotiating left-hand curves on O-27 track, does fine on right-hand curves. The motor on both locomotives swivels along with the front truck much like some of the Marx articulated trains and the Marx 21 Santa Fe oversized tin litho brute. In the tin litho light body shells of Marx trains, this swiveling motor truck wears at the pivot point on the body shell and gets loose with age and operation. The body shells swing along as the train makes its way around the track.

The Lionel version of this type is little like the Marx. The truck/motor assembly is thick cast metal and very heavy. It rides on a heavy cast metal frame. The body is only a shell, not part of the structure as in the Marx. There's no room to spare inside the shells on either locomotive. The motor rides up inside the cab of the 6220. When it gets under power, the cab light over the motor smokes a moment from the brush assembly. The motor assembly on the 2023 rides up on something on the right-hand curves, tilting the truck slightly, enough to derail. I haven't located the trouble yet, so it sits in the yard spur at home until I or **Marty Carr** can figure out a solution.

Maybe it will work on the wonderful and improved layout up for the holidays at the Museum. **Duane Benoit** has done a marvelous job of rewiring the layout and adding many new improvements. Maybe my 2023 will make the wide radius curves on the outerloop mainline. I've signed up with **Tim Schandel** to run the layout during several days and I'm looking forward to that.

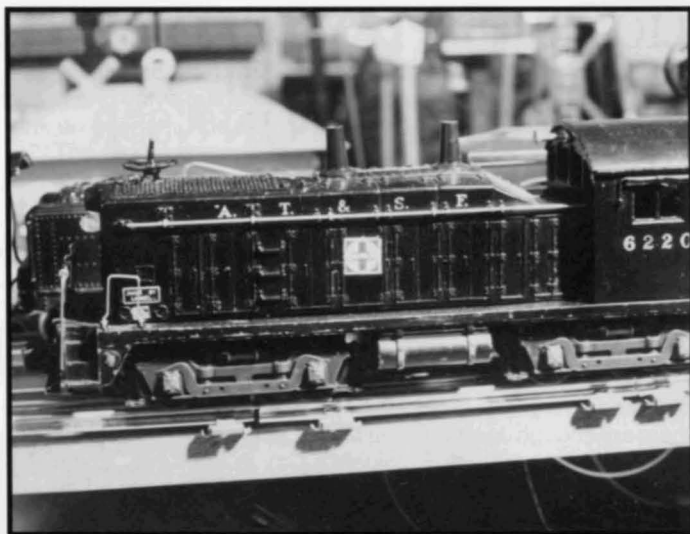
I haven't had a single Wednesday evening to spend on the club layout like last year. I need a train fix bad. Come to think of it, I need a train fixed too. My little red tool box awaits my winter fun. Time to up the Christmas layout, build more clay buildings for my layout and finish some of the ones that need lighting and painting.

I'll be teaching a winter kid's clay class with a toy train theme. We'll make a village and have some fun racing clay cars and running trains through the one-day layout. I love to grab all my extra track and set up a temporary loop on the floor or large tables pushed together. The kids have some great layout ideas and they love to see their creations assembled to form a miniature world that didn't exist before they put it together.

The clay class has provided me with a lot of incentive to do modeling. I started to make small clay figures through doing kid's clay. I decided to make some little people for my train layout and started in a large scale, then worked my way down in size. I found I could do smaller and smaller detail, simply by using smaller and smaller tools.

The clay dries quickly when done in small pieces but the work takes as much time as large versions. Last winter I got together with a local metal caster and we discussed casting some of my clay figures. It wasn't two weeks later and there were many little guys

Continued on next page



Lionel's mighty 6220 switcher.

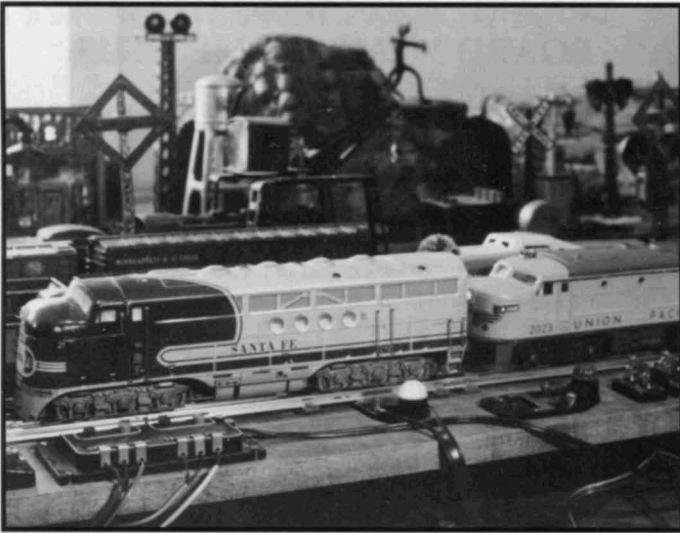


The 6220 on my home layout in front of a 1656 steam switcher.

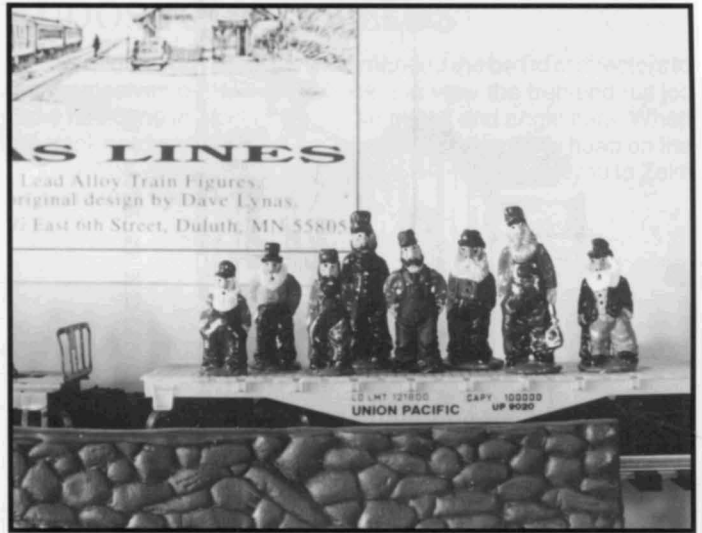


Lionel's 2023 Union Pacific yellow and grey A unit.





Comparison of a Marx 21 Santa Fe tin litho giant and the Lionel 2023. The Marx may be big, but for quality and tractive effort, Lionel's 2023 is the clear winner.



Close up of some of Lynas Lines lead alloy train figures.



A strong combination, 2023 lashed to 6220 to pull the work train.



My display at Woodbury. Clay scratchbuilt buildings, a wood and clay trestle and bridge to hold flat cars of "little guys."

#### LIONEL LYNAS LINES — continued from previous page

cast in metal — Lynas Lines railroad figures. They were molded in rubber and vulcanized under high pressure and heat. The clay figures held up well, except one batch in which the rubber did not release the figures and some of them were broken. The figures are fired to stoneware temperatures so the clay is tough.

The castings have come out very well with hardly any parting lines to file. We've been using lead centrifugally cast into the mold. It's cheap and in a way I like the traditional aspect of the material. I think we will have to start casting in a non-lead alloy to play it safe with the EPA.

However, for now it keeps the selling price as low as we can provide. I've painted most of the samples in hobby enamel over a grey metal primer. They are on display on a trestle I built last winter to show off my little guys at a Woodbury swap meet. I didn't sell any of the figures but it was fun to be there and look at my fellow vendor's collections and make some buys.

I like the aspect of our hobby that let's one pretend they are a little business when you go to meets and make products to sell that don't. Your expenses are somehow justified for the sake of free enterprise. I rather like the idea of making something for the toy train market, hope to add to the scope of my little adventure into the cast figure market and add my little footnote in the history of toy traindom.

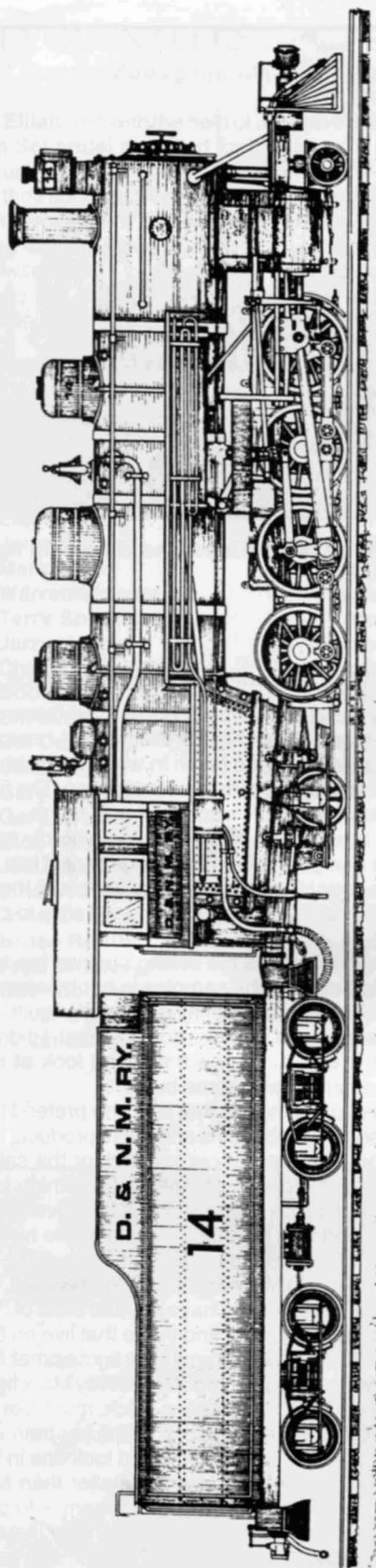
I love my few lead cast Marx and Lionel train figures. They add a lot to the toy feel of the layouts. I have painted most of the K-Line plastic figures available at Carr's and those that live on the layout at Frank's. I have some Bowser metal cast figures that I'm slowly painting also. They are tinny in comparison to my Marx figures, but are more true to Marx 3/16" scale rolling stock, much like S gauge.

I like the mix of scales so common in the toy train world. My figures are not strictly in scale. Some would look fine in G gauge, some in standard gauge and some are smaller than Marx train figures. None are as small as Bowser. My dream is to produce a little mail order catalog and cast my hook into the classified seas of model magazines. In the meantime, my little figures have found their way into Carr's Hobby, the Depot gift shop and Tom's Logging Camp, not to mention Frank's Place.

I've been working on some seated figures and a couple of fellows with articulated arms. So far they have been waiting for experiments to see if they can be cast in the regular two-piece mold, as the simple frontal figures have been.

I hope you have happy modeling this winter and can find the time to lay on your belly and smell the ozone. Get some Christmas needles in your gondolas and light up a child's eyes with the lights of a headlamp coming through a toy tunnel. **Never too late.**





BRUCE G. SMITH

© 1984

1913

His dislike for instant boxed mashed potatoes and hot air hand driers was legendary, but Bruce Smith loved railroads and he was a talented artist and illustrator. Before his death in 1985, Bruce made many line drawings of locomotives of the Chicago, Saint Paul, Minneapolis & Omaha (CSTPM&O), as well as drawings of most of the engines and rolling stock in the Museum's collections. The original drawings, including this one of the LSMT's Duluth & Northern Minnesota #14, are now in the Museum's archives.

## LENARD A. DRAPER, MUSEUM BOARD MEMBER EMERITUS

The Lake Superior Museum of Transportation has lost another faithful friend with the passing of Lenard A. Draper on November 4th, 1994 at the age of 93.

Since its beginning, Mr. Draper was a member of the Museum's Board of Directors. He accepted this position with enthusiasm, dedication and a great sense of responsibility. His generous contributions will be recognized and enjoyed for many years. The much-needed museum maintenance building will be constructed because of Mr. Draper's vision for the future.

Mr. Draper's quiet demeanor and gentlemanly manners have been an inspiration. As a former Marsh and McClennan co-worker wrote to the Museum's Board of Directors, "Lenard instilled in me many fine attributes in the way to conduct one's self in the business world as well as socially. For this I am ever grateful." We are all grateful to have had him as part of our Museum and our lives. He will be missed. — C.B.

## COMMENTARY

### WE WANT TO HEAR FROM YOU

Offspring are often-times expected to follow in the steps of their parents. Such was the case when I entered West Junior High School and my English class was in charge of producing the school publication, the "Echo". Because my parents had been in the newspaper and printing business, it was expected that I should be also. So it should seem natural that I should take a course in printing (hand-setting type out of a California job case) and be the exchange editor for the school newspaper.

The exchange editor was in charge of picking out little tidbits of information from other school newspapers.

The Lake Superior Museum of Transportation receives several newsletters from various other museums and we also send out free copies to others in return. We are going to review our mailing list and cull out those freebees to museums from which we do not get copies of their newsletters.

It is hoped with time and space available that we can incorporate some news items from other museums and railroad fan groups into our newsletter.

A note to you other museums: If you have a publication and would like to be on our mailing list, send us yours and we can exchange newsletters.

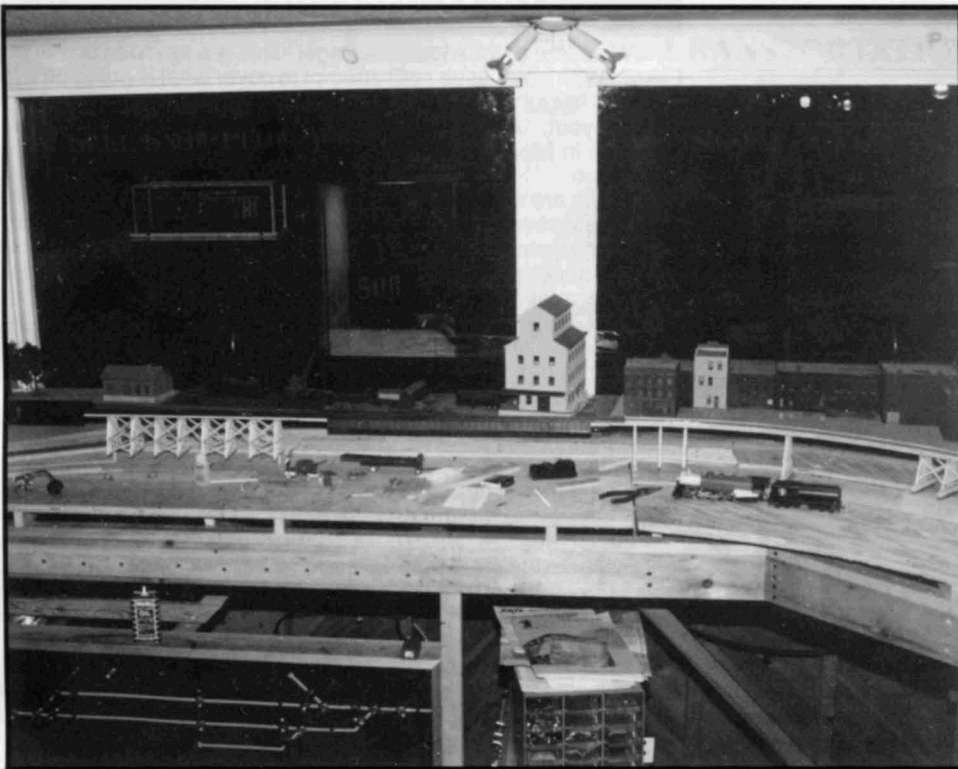
### WHAT OTHERS ARE SAYING ...

The North Star Chapter, NHRS, hosted a trip to Boone, Iowa September 17 to ride behind the Chinese 1988-built steam locomotive. Members could also ride a Chicago, South Shore and South Bend car under wire or watch the CNW mainline.

Milwaukee Road Northern No. 261 ran excursions out of Montevideo on September 24 and 25, left Green Bay on September 19 and was not used on the Victorian Express or the New River trip.

It was suggested that the North Star Chapter paint the ex-Grand Trunk locomotive at Bandanna Square. The group is hoping to get the sandblasting and painting donated. Also planned is to eliminate the Bandanna Square logo and put the Grand Trunk lettering back. Donations to the chapter for the project would be appreciated and are tax-deductible. They want the locomotive to look nice for the 1996 NRHS board of directors meeting.

Early Friday morning, September 16th, the vacant Dale Street Shops in St. Paul were totally destroyed by fire of a suspicious nature. — Northstar News



Construction continues in the Southwest corner of the model building on the model of the DWP trestle that once was in West Duluth. A model of the DWP depot will be added, all becoming a part of the town/industrial scene. — Photo by Mackey.

## Museum Want List

Desk top copier  
Cassette tape recorder  
Plain paper fax machine  
4-drawer metal filing cabinets  
Personal computers for the Library and LSTC

## Give Something Special for Christmas

It's not too late to give a gift for Christmas that will be a reminder all year of your generosity. Give a membership in the Lake Superior Museum of Transportation to a friend or relative and we will send them a card that tells them of your gift.



cut here

☐ Yes, I want to give a one-year Gift Membership to:

Name

Address

City/State/Zip

Your Name (as you want it on the acknowledgement)

Gift Membership Category: ☐ Retired Railroad Veteran \$10  
☐ Annual Individual Member \$15  
☐ Annual Family Member \$20

Send this form to: Lake Superior Museum of Transportation  
506 West Michigan Street  
Duluth, Minnesota 55804

## THE MODELERS PAGE ...

Welcome to the Modelers Page. This is a new addition to the Laker. With each issue I will attempt to cover what is going on with the club layout at the Depot and try to feature a club member's home layout. Also I will try and give some information on new products in Model Railroading that are appropriate for the Twin Ports area.

There are many new things going on with the club layout. We have made several scenery changes this past year like eliminating the gorge scene on the South side of the layout and repairing the sagging benchwork with new wood. We have eased some of the curves by relaying the mainline and are in the process of relocating the mine scene in the South window where the gorge used to be. When we are finished the new scene will include a small mining town with a depot and stores. Also there will be an underground mine that can be viewed from outside.

The purpose will be to show people how ore is removed from underground, stockpiled and shipped to the ore docks at Duluth.

In the next window to the West we are currently making a model of the DWP West Duluth depot and a section of the trestle that crossed over Grand Avenue near Central Avenue.

On October 26, we acquired a 3x16-foot stub end passenger terminal from the estate of former club member **Charlie Summers**. It was donated by **Robert Cannon**, a relative. We will be working on connecting this section to the layout. Once connected it should make for some interesting operating sessions.

In the past few months we have acquired several new pieces of rolling stock and locomotives for the club layout. A few boxcars were purchased and several boxcars and reefers were donated by club members.

Also purchased were five new locomotives for the layout. They include an Atlas S-4 painted in Northern Pacific livery; an Atlas RS-11 painted in Duluth, Winnipeg and Pacific colors; a Kato NW-2 which will have the colors of the Lake Superior Terminal & Transfer when we figure out what to use for decals. We also purchased a Walther SW-1 which will be lettered Lake Superior Transportation Club; and finally, a Walther H-10-44 that will be painted in Chicago & Northwestern colors. Also purchased was a brass model of a Soo Line wood caboose. Well, that's all the new stuff I can think of for now.

As for new models, Accu-Rail has come out with some easy-to-assemble HO car kits that are really nice. Their 40-foot outside-braced boxcar is a finely detailed piece. We have a DM&IR and a NP one on the club layout. These make a nice addition to a '40's to the '60's eras layout.

Their other new car is the 55-foot ACF covered hopper. It comes lettered in several area railroads and looks great in a '70's to the present grain train. Both cars are less than ten bucks each and can be built in about 15 to 20 minutes.

I don't have anything on anyone's home layout ready before press time but will have something in the next issue. Look to see Jim Morin's layout. See ya then!

— **Dan Mackey**, LSTC MR Director

**P.S.** If you would like your home layout featured in the Laker, please let me know.

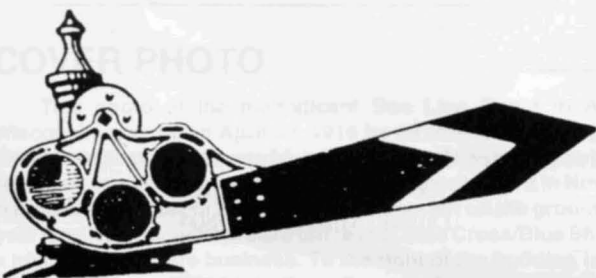


Wednesday nights are operating sessions on the club's layout after work is done. Here Steve Ruce operates a train with one of the new walk-around controllers. In front of him is one of the switch and block control panels. — Photo by Mackey.

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





# Laker Extra!

LAKE SUPERIOR TRANSPORTATION CLUB

## Taconite Rebounds for BN

Summer/Fall 1994

The Laker Extra is published by the Lake Superior Transportation Club. Its intent is to record railroad history as it is made in the Lake Superior region. News items and photographs are always welcome and can be sent to Tim Schandel, LSTC, 506 W. Michigan St., Duluth, MN 55802.

**E**arlier this summer things did not look good for the BN-served National Steel pellet plant in Keewatin. Many long term Iron Range observers felt that the labor strike at the plant would force its permanent closure. The plant had one of the highest pellet production costs of any Iron Range facility and owner National Steel was able to secure pellets it needed from other plants. Then a strange thing happened.

In early June a number of top management at US Steel's largest plant, Gary Works in northern Indiana, left to take over the management of National Steel Corp. The new management felt strongly that National should have its own source of taconite without having to rely on others for raw materials. This desire for control of raw materials lead management to negotiate a new labor agreement, reduce power and rail costs, and revise royalty

agreements.

The new labor agreement coupled with reduced power and rail costs (both Minnesota Power and BN helped reduce the cost per ton of taconite by approximately two dollars) resulted in National's decision to resume production at Keewatin, thus restoring 600 jobs and keeping a very good BN customer producing. National resumed mining on August 14 and acid pellet production on August 30. Fluxed pellet production began later in September. For the year 1994, National is expected to produce 1 million tons. Total plant production is 5 million tons per year.

*Continued on page 2*



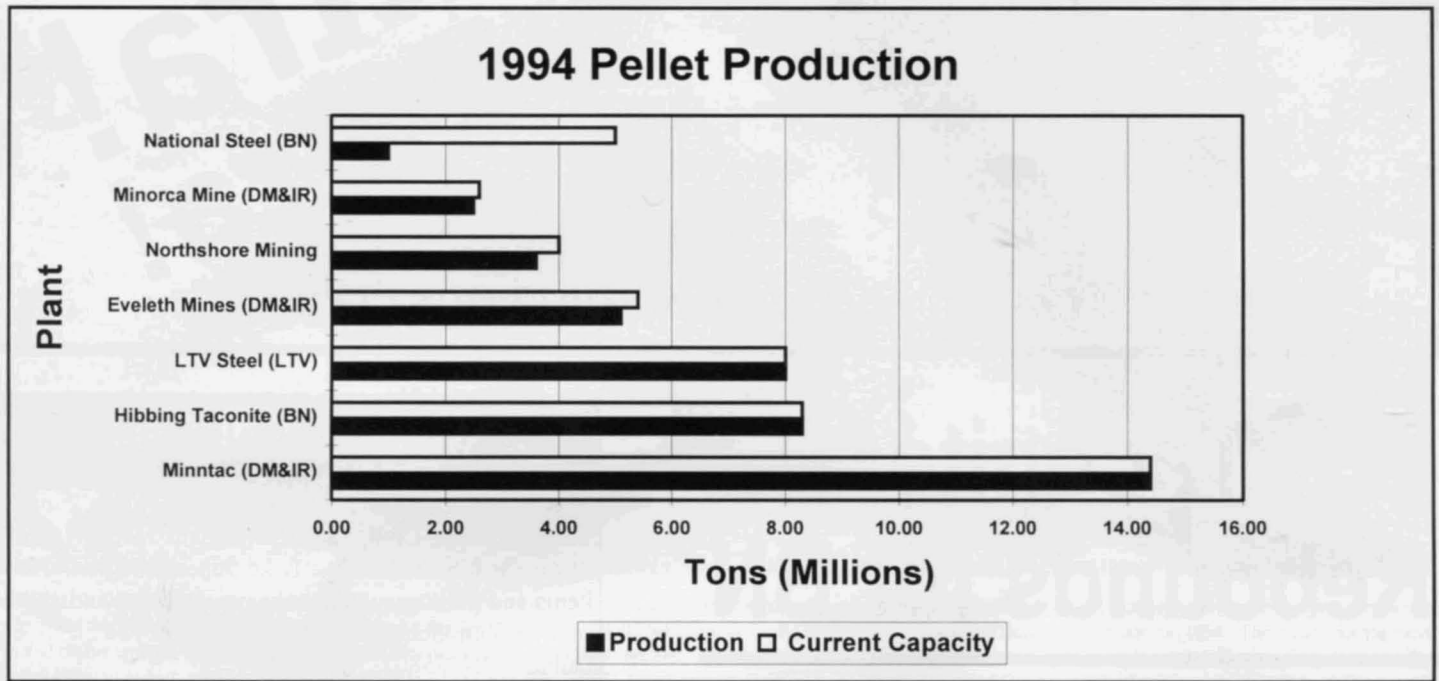
A National Steel all-rail taconite train rests at Boylston for a crew change before resuming its journey to Granite City, Illinois. Photo by David Schauer on October 1, 1994, one month after National resumed pellet production at their Keewatin plant which had been idled by a labor strike for over a year.

Continued from Page 1

The future of this important BN shipper appears to be good. The plant is set to produce to capacity in 1995. With the

company planning to invest over \$35 million in the next five years on plant improvements (the first major investment for production capacity in the U.S. iron ore industry since the late 1970's), it

looks like Keewatin can still count itself as one of the few Iron Range towns still actively involved in the mining of iron ore.



#### Burlington Northern

**AT&SF + BN:** The biggest news out of the BN camp this past fall has been the announced merger between the Santa Fe and Burlington Northern. The impact of such a merger would be hard to tell in the Twin Ports. Some jobs are planned to be cut in the area with the entire state of Minnesota standing to lose 508 positions. Both lines hope that the ICC can approve the merger by early 1996. To complicate things, Union Pacific has made a rival bid for Santa Fe which appears to be stronger than the BN offer, however, Santa Fe directors still feel that BN makes a much better merger partner. If the UP offer does not derail the BN/Santa Fe talks, look

for little operational change in the Twin Ports as a result of the merger come 1996. **VARNISH TO RAPIDS:** BN ran an executive train from Superior to Grand Rapids on June 28. The train turned on the Clay Boswell loop at Cohasset. BN's executive F-units numbers 1 & 2 provided power for the train. **ABC SPELLS JOBS:** The ABC rail products company, which has plants in Superior and Duluth, has announced that they will add 35 jobs to handle a large order from Burlington Northern for switches and crossings. The \$15 million order will be filled over a five year period. ABC currently employs 130 people in the Twin Ports. **NO MOVES:** As of late Novem-

ber, BN has not moved any commercial traffic over the Lakefront line between Duluth and Two Harbors. The BN had negotiated with the Rail Authority for commercial traffic to be moved over the line but it seems that getting the cars out of Two Harbors from the DM&IR is the sticking point. **OLD HORSES:** A handful of ex-Great Northern SD-9 type locomotives are still seen working in and around the Duluth-Superior terminal as are a few ex-Northern Pacific SW-1200 locomotives.

#### SOO LINE (CP)

**GO EAST:** The Canadian Pacific has made an offer to the Canadian Government to purchase all of Canadian Na-

tional's lines east of Thunder Bay. The offer of \$1.4 billion was made on September 22. CN would still retain shipper access in the eastern part of Canada. It is not known at this time how the proposal would impact the DW&P and operations through the Duluth-Superior gateway. Due to the ownership of the Soo Line by CP, it might be conceivable that most of the western Canadian traffic bound for the east might be routed via the Soo and not DW&P. This obviously could have a major impact on local railroading. **STRIKE ON HOLD:** President Clinton and congress extended the cooling-off period for the Soo strike until February 28, 1995.

Continued on Following Page

As we go to press, striking employees were voting on a new contract. The 47-day strike cost the Soo nearly 20% of its business during that time. *Continued on Page 6*



**SPARE DIESELS:** During the Soo Line labor strike this past summer, Wisconsin Central took advantage of surplus Soo locomotives by leasing the units for various duties across their system. Four of the leased units are shown here at South Itasca while handling a WC transfer run on August 13, 1994. All Soo units went back home after the President temporarily ended the strike. Note the three Marquette bound Museum cars directly behind the units.  
DAN MACKEY.

**FLOWING PAINT:** The DW&P continues to have its units repainted into the new CN North America red-black-white paint scheme. What makes this unit unique is its number, 5920. This unit is believed to be the first "new" Peg power assigned in some time. The Peg never had an SD-40 numbered 5920. Four Peg units have been spotted in the new paint; 5902, 5904, 5907, and 5920. Get your photos of the older red and blue painted units now.  
STEVE RUCE.



#### FOLLOWING PAGES

## Heritage Series

The date is March 19. The year is 1983. The location is the Duluth Winnipeg & Pacific's West Duluth yard. Although this is not oldest photograph to be used for the Heritage Series, it is perhaps one of the most important for showing the major changes that have taken place in Twin Ports railroading during the decade of the '80's. Since the early 1900's, the DW&P had been serving Duluth via their twisting grade that followed the western Duluth hillside. With the construction of Interstate 35 through downtown Duluth in the mid-1980's, the Peg was forced to relocate their principle shops and yard to Pokegama, west of Superior. This move left the West Duluth facilities surplus and they were soon abandoned along with the curving grade to Nopeming. If one were to visit this location today, all that would remain is the stone bridge and weed infested grade.

The locomotive in this photo also tells a story of change. Milwaukee Road SD-40-2 number 205 has seen it all. From being placed into service on hot west coast trains during the 1970's, being transferred to the eastern portion of the Milwaukee after that railroad abandoned everything west of Miles City in 1980, and running into Winnipeg on DW&P/CN run-through trains in 1983. The Canadian National became closely tied to the Milwaukee Road in the early 1980's and instituted a number of run-through trains. These trains were one of the main reasons why the Milwaukee Road kept the trackage rights to Duluth when they rationalized their system in 1980, and also why the CN, through their US subsidiary GT, tried to buy the Milwaukee Road. This purchase was unsuccessful as the Soo Line and C&NW engaged in a bidding war for the remains of the Milwaukee. Soo eventually won the battle and completed the purchase in 1985, forever changing the Twin Ports railroading scene. The Soo then sold most of their Wisconsin trackage to WC to reduce debt incurred from the purchase.



*Heritage Series*



*Heritage Series*



Continued from Page 2

#### CHICAGO & NORTH WESTERN

**COOL COAL:** As of late November, C&NW had yet to construct a track into the MERC coal dock in Superior and no North Western coal trains had been spotted running over BN tracks to enter the facility. In an effort to ensure competitive coal prices, MERC has contracted with the C&NW for 500,000 tons of western coal to be delivered to their dock.

#### MISSABE ROAD

**END OF TRACK:** The Missabe has abandoned the portion of the former ELY/Winton mainline from LTV to Embarrass, MN. This portion of track, approximately five miles, was used to service pulp wood loggers who loaded cars in Embarrass.

**TID BITS:** The maintenance-of-way buildings in Proctor have a new look with the addition of maroon siding. Caboose 208 is still sitting at Proctor waiting for movement to Rose school. With the winter months now here, green Union Pacific side-dump cars are once again being used in limestone service from Duluth to the Iron Range. All DM&IR served pellet plants are operating at capacity this fall due to high demand. The annual AIME fall field trip was held on September 10. The special train operated over the Missabe from Hibbing to Eveleth Mines' Fairlane pellet plant and return. The 9-car train was pulled by three of the Missabe's diesel fleet, numbers 200, 213 and 318. This was the 25th anniversary of the fall field trip. The first trip was over the Missabe from Duluth to Minntac, Eveleth and return on September 10, 1970.

#### DULUTH, WINNIPEG & PACIFIC

**ORE NOT ORR:** Although the Peg runs right through the heart of the Mesabi Iron Range, it has never been a player in the transport of iron ore, until now. Well, not exactly iron ore. The Peg will be participating along with Wisconsin Central in the shipment of copper ore concentrate from White Pine, Michigan to Manitoba for smelting. In February the Copper Range Company will suspend for nearly three years smelting operations at White Pine to allow modifications to be made for both increased capacity and environmental standards. After smelting in Manitoba, copper anodes will return to White Pine via the same route for further refining.

#### WISCONSIN CENTRAL

**OH CANADA:** WC will acquire 322 miles of railway from Algoma Central between Sault Ste. Marie and Hearst, Ontario. WC will also acquire 966 rail cars, 23 locomotives, communications systems, inventory, and shop and maintenance equipment. The purchase is subject to Canadian regulatory approval and could take up to six months to complete. The plan is to have approval by the first quarter 1995. WC is currently funding rebuilding of AC's 272 open top hopper cars. **MORE HORSES:** An additional 31 SD-45 and two F-45 locomotives have been acquired from the Santa Fe, increasing the WC fleet to 182 units, of which 100 are the EMD 45 model. **PULP FICTION:** Consolidated Papers has relocated their pulp loading facility from the former Soo Line freight house site along railroad street in downtown Duluth to the WC's small ex-C&NW yard at South Itasca. Expect this site to be changed once again to the new industrial yard being proposed at Parkland (see photo).

**IMPROVEMENTS:** A new yard office has been placed near the Parkland yard. This yard office is a mobile trailer, a big improvement over the "shack" that previously provided shelter. A long passing siding has been constructed at Sheldon, WI on the Superior subdivision and other sidings are being considered. A new connection is being built at Ladysmith to speed taconite trains from Inland Steel's Minnoca plant to C&NW's Escanaba, MI ore dock. Apparently last years' running of these trains proved successful enough to run them again in 1995.

**NO UNION:** Conductors and engineers have rejected union representation at Wisconsin Central. Only 26% of engineers and 36.7% of conductors voted for the union.

#### NORTHSHORE MINING

**OPERATION SOLD:** Five years after trying to buy the former Reserve Mining operations at Silver Bay and Babbitt, Cleveland Cliffs purchased the company from Cyprus Amax Minerals of Denver. The \$66-million deal includes the mine and crude taconite at Babbitt, plant in Silver Bay, the railroad, and an electric generating facility. To help celebrate the transfer of ownership, Cliffs ran a special passenger train from Babbitt to Silver Bay and return on October 8 using ex-C&NW cars leased from Great Lakes Western. The name for the new operation will be Northshore Mining versus the former name of Cyprus Northshore Mining. No major changes in railroad operations are expected. The locomotives appear to be sticking with the Cyprus blue paint scheme but without the Cyprus wording and logo.

#### Common Carrier Railroads of MN

##### Class 1 Railroads

- ♦ Burlington Northern
- ♦ Chicago & North Western
- ♦ Soo Line (CP)

##### Regional Railroads

- ♦ Dakota, Minnesota & Eastern
- ♦ Duluth, Missabe & Iron Range
- ♦ Duluth, Winnipeg & Pacific
- ♦ Red River Valley & Western
- ♦ Wisconsin Central

##### Local Railroads

- ♦ Cedar River Railroad
- ♦ Dakota Rail
- ♦ MNVA Railroad
- ♦ Otter Tail Valley
- ♦ Twin Cities & Western

##### Switching & Terminal Railroads

- ♦ Duluth & Northeastern
- ♦ Minnesota Commercial
- ♦ Minnesota, Dakota & Western

Total Rail Miles 4,684

#### Sustaining Members

Frank Kossila Timothy Zager  
Jon Nienow

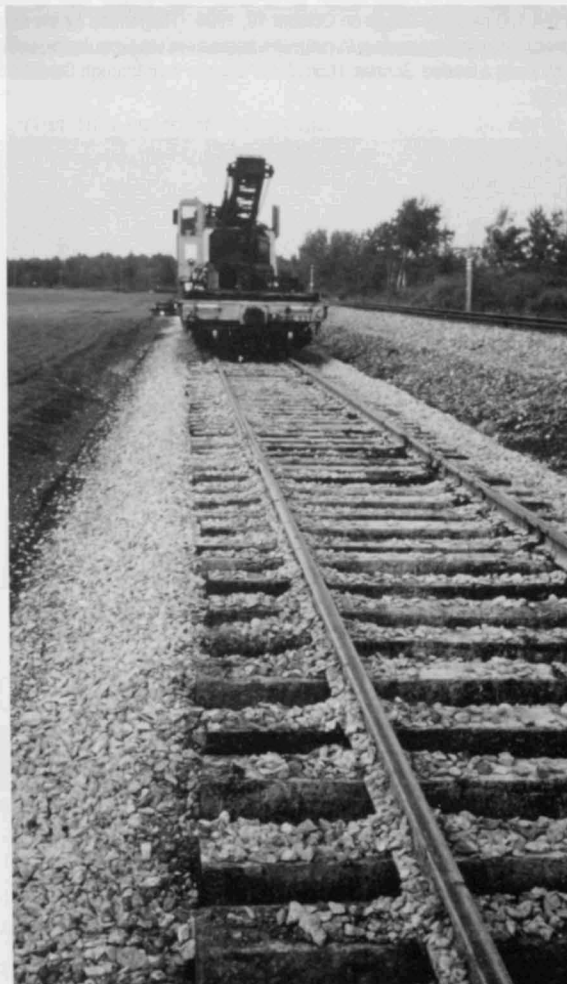
#### Contributing Members

Julie Antonson	Harold R. Jensen
Bill Bally	Ronald L. Kloss
Grace Bartels	JJ Kreuzberger
Duane Benoit	Don Larson
John Boutin	Dirk Lenthe
Gene Bradfield	Bruce E. Lewis
Lynton Brooks	Steve D. Lorenz
Douglas A. Buell	Dan Mackey
Martin Carr	Ruth Mattlin
John Cartwright	Dave Mickelson
Tom Casper	Gordon Mott
Otto P. Dobnick	Bill Mueller
Tom Dorin	Stephen Olmsted
Robert	Gene Clark
Dunnweber	William Plichta
Carl Ekholm	Dave Pulse
Elaine Ellian	Steve Ruce
Michael Enich	Wallace Ruce
Martin Fair	Bernard Ruopp
Jergen Fuhr	Randy Schandel
Wilfred A.	David Schauer
George	Dan Sherry
Kurt Haubrich	James Uzelac
Eliot Haycock	Douglas Von
Merril	Busch
Hendrickson	Donald Weesner
John A. Herlick	John Whelan
Fred Hoesser	James H. Yanke
Don S. Howard	John Wolak
Marlin Inch	





**THE LONGEST JOURNEY:** Wisconsin Central and Southern Pacific have taken over the longest all-rail taconite move in the country. On August 21 the first WC/SP all-rail train pulls upgrade at Nopeming as it makes its way towards Minntac for loading of pellets destined for Geneva, Utah. WC and SP under-bid the C&NW and Union Pacific for the contract which the WC hopes will result in four or five trains per week. DAN MACKEY.



**LAYING DOWN:** Wisconsin Central has put down their first new track at the Parkland property adjacent to the WC's former C&NW main-line. The new siding is the first step in WC's plans to build a small industrial yard at the site. The track is used mostly for locomotive storage, but pulp loading in the near future is expected. September 25, 1994.

DAVID SCHAUER.



**CYPRUS NO MORE:** Northshore Mining SD-18 1232 shows no signs of its former owner, Cyprus Northshore Mining, on October 21, 1994. The blue and white color scheme remains, only the Cyprus markings have been removed. DOUGLAS BUELL.



**NATURAL IN DULUTH:** The Missabe Road ran three natural ore trains over the Lake Front line between Duluth and Two Harbors this past October, making this the first commercial traffic use of the line since its rebirth. The photo shows the first of the three natural ore trains as three Diesels pull 120 cars into Duluth on October 19, 1994. The reason for the move was that the ore was too wet and sticky to load into lake vessels in Two Harbors. Instead, the Missabe and Wisconsin Central teamed up to move the trains all-rail to Gary, Indiana. The ore was from the Auburn mine stockpile. **MIKE OSWALD.** **PACIFIC MEET:** New Southern Pacific GE 8135 leads a loaded Geneva, Utah all-rail taconite train through Steelton on October 11, 1994 as a Duluth, Winnipeg & Pacific northbound freight waits for a clear signal. **DOUGLAS BUELL.**

