

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

SPRING 1994



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

SPRING, 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.

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

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Steve Ruce, Duluth; John Diers, MTM;
Bill Mickelsen, Acting Director

COVER PHOTO

The late afternoon sun illuminates the Great Northern SD-45 No. 400, the "Hustle Muscle," as it powers the LSMT dinner train through Lakeside on May 12, the first time the locomotive, owned by the Great Northern Historical Society, had not been used for some time. — Mike Oswald Photo.

JONASSON ELECTED PRESIDENT OF LSMT, McGIFFERT ADDED TO THE BOARD, REPLACES SEDERBERG

The Lake Superior Museum of Transportation held its annual dinner and business meeting with election of board members on May 12th. Prior to the business meeting and election, held in the Museum, the dinner was held in Lakeside, Lester Park, Lakewood, Clifton, French River and Palmers — aboard the North Shore Scenic Railroad.

Participants had a choice of walleye pike or prime rib with strawberry short cake for dessert and a complimentary glass of wine, all served up by **Beth Cherney** of **Savory's Caterers**.

Following the dinner, members gathered in the Museum for the annual meeting chaired by outgoing president **Phil Rolle**. Museum secretary **Claudia Busch** left the train at Palmers to hurry back to the Museum to prepare the chocolate torte and coffee to be enjoyed by the 66 who attended the dinner and the meeting. The dinner train concept for the annual meeting originated in the mind of **Tim Schandel**. Claudia said she doesn't want any credit.

The dinner train consist was made up of three of the NSSR Budd cars and the former CNW observation-lounge, the "Iowa." Great Northern Historical Society's SD-45 No. 400, "Hustle Muscle", provided the power with **Kent Rengo** and **Ron Ericksen** in the cab.

Handouts gave the highlights of the past year, touching on the making of the movie "Iron Will," the successful Fall colors trip in September, the Model Engineering Exposition in December as well as the Lionel train setup for the Christmas season and President's Day in February which drew over 5000 visitors.

Also remembered was the recognition dinner in honor of **Don Shank** and the receiving of the Minnesota Preservation Alliance Award, both in October. The award was given for the restoration of D&NM steam locomotive No. 14.

"We had some very successful excursion trips — one was the Fall color trip in September and we plan to do it again in 1994," stated Phil Rolle who chaired the business meeting. He also shared some good news with the group, stating that "we have \$159,000 in excess revenue due to the movie "Iron Will." There is also \$288,000 in assets "so we are in good shape," stated Rolle.

Wayne Olsen brought the attendees up to date on the failing health of longtime board member **Lenard Draper**, now 93. He is a resident of the Benedictine Health Center. Draper has been a LSMT board member since its inception. His real hobby was in supporting the Museum and often would come to the LS&M to see how things are.

Gordon Jonasson chaired the personnel committee that was in the process of selecting a new director. **Wayne Olsen**, **Bob Sederberg**, **Tom Gannon**, **Clint Ferner** and **Stewart Beck** comprised the committee that had received 19 applications which were then pared down to six, then to three finalists who were invited to come to Duluth. It was stated at the annual meeting that a few reference checks had to be made before a final decision could be made.

The full staff of the Museum was utilized in the selection -- an improvement over past years in the process. Since the annual meeting, **Richard Welch** has been chosen and is expected to come on board toward the end of June. He is from Florida, having last held a position in California. Acting Director **Bill Mickelsen** will stay on for a while until Welch becomes acquainted with his new position.

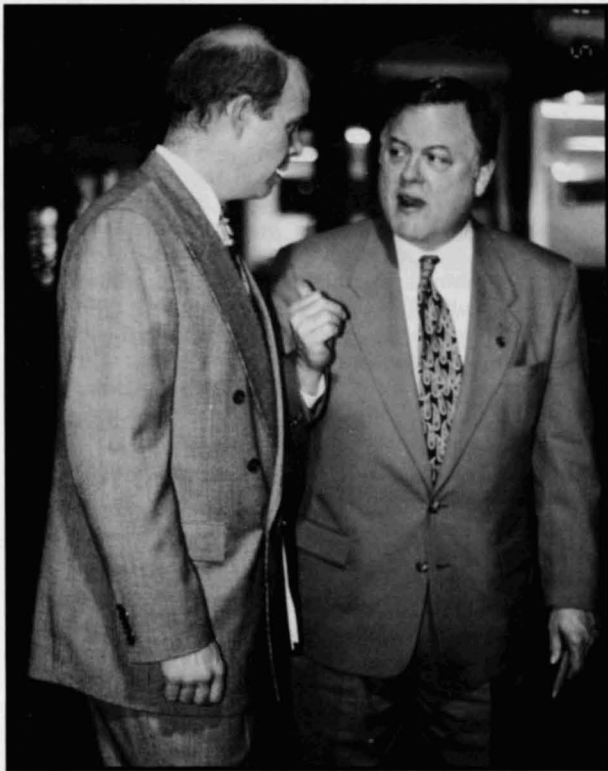
Rolle named the board members nominated to the executive board: President **Gordon Jonasson**; Vice President **Clint Ferner**; Secretary **Stewart Beck**; Treasurer **Phil Rolle**. There were no further nominations from the floor and the slate was approved by the membership. **Bill McGiffert** was added to the board and **Bob Sederberg** asked not to be reelected.

In his report, Mickelsen called attention to the new exhibits: two of steam locomotive bells and two of steam locomotive

Continued on next page



Outgoing LSMT President Phil Rolle addresses the annual meeting.



Phil Rolle gives some sage advice to his successor, Gordon Jonasson following the annual meeting and election of the SMT.

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headlights, all of which are housed in lighted show cases with descriptions. Bill also called attention to coming rail excursions — two steam excursions to Two Harbors, the Hinckley Fire Centennial and the August seventh West Duluth Centennial.

Mickelsen also discussed a letter from **Pat Dorin** requesting that **Lee Tuskey** be allowed to train engineers for the LS&M. The operations committee of the LSMT board recommended that **Lee Tuskey** and **Warren Symons** be named Supervisors of Locomotive Engineers and **Ron Erickson** as training officer.

CLUB MEMBERS ENJOYED RAIL/RIVER TRIP IN ST. CROIX DALLES AREA

Several months ago, a member suggested that the Lake Superior Transportation Club have some type of activity in addition to the usual Friday meetings of reports, coffee and ... and slides or videos. It has been at least a decade since the group organized any type of special event aside from its annual hobby shows and flea markets.

President Steve Ruce took the suggestion seriously and appointed **Chuck Jensen** and **Jergen Fuhr** to plan for just such a special event.

The suggestion and planning was culminated in a bus/train/boat trip to the St. Croix River Dalles area. Forty-three people took advantage of the offer on June 11th.

The group traveled by bus to Osceola, Wisconsin to catch the 11:00 Osceola & St. Croix Valley Railroad excursion train to Marine-on-St. Croix, Minnesota. The former Soo Line track, now Wisconsin Central, hugs the cliffs along the St. Croix River on the Wisconsin side and was the route to Superior and Duluth. The line is still used by WC to haul ballast from the rock quarry at Dresser and other freight.

Following the excursion trip, the group had lunch at the Dalles Restaurant in St. Croix Falls, Wisconsin, which offers a combination lunch/train ride for \$16 and serves an excellent lunch. Owner **Bob Clark** is a member of the board of MTM which operates the train.

Lunch was followed by a paddle-wheel boat tour down the St. Croix from Taylors Falls. Enough time was allowed prior to the river tour for the group to walk around the landing area to view the scenery.

On the river, a variety of rock formations, an eagle, buzzards could be seen and narrated by a park official.

Then it was home, stopping at Cassidy's in Hinckley for supper.

The O&St.CV uses two Rock Island commuter coaches and triple combine 1102, powered by two former Lake Superior Terminal and Transfer locomotives, Nos. 102 and 105. No. 102 is still in the LST&T color scheme of green and orange, while the 105 has been painted in the former Northern Pacific colors.

On the trip out, the train was double-headed; on the way back, the 102 took the lead with the 105 on the tail end for the 1 1/2 hour trip. The train also takes a shorter trip to Dresser.

The paddle-wheel boat holds 250 people, draws 17 inches of water due to its flat bottom and aluminum construction and also takes a 1 1/2-hour trip down the St. Croix and back.

It is powered by a 150-horse Perkins diesel which drives the twin paddle wheels through a hydraulic system. The twin paddle wheels, each having its own hydraulic motor and which can rotate in opposite directions and three rudders allow the boat to be turned in own length.

The O&St.CV was formerly the Stillwater & St. Paul until people who built next to the tracks complained about the train next to their meticulous yards. MTM did not want the hassle and legal fees to fight the politicians and moved across the river. Stillwater's loss was Osceola's and St. Croix Falls' gain.

Last year, 5000 people took advantage of the eat-and-ride combination offered by the Dalles.

This year also marks the 150th anniversary of Osceola with special events planned throughout the year to celebrate the village's rich history.

The Osceola Historical Society is restoring the town's depot. It is expected to be finished in 1995 to its original 1916 grandeur and will function as a depot for the O&St.CV railroad. A quarter of a million in local and federal matching funds has assured that restoration has begun.

The tourist railroad currently has a temporary ticket office next to the depot.

THOUGHT OF VIDEO CAMERA DASHED: AUDITING COMMITTEE APPOINTED

Membership secretary **Dale Carlson** reported at a recent meeting that the LSTC roster stands at 210 members with 16 new and 194 renewals.

The number of contributing members continues to increase and now stands at 51; there are 95 voting members, 5 junior members, 56 associates and three sustaining members.

As of the end of May, there was \$5175 in savings, \$2247 in checking with receipts of \$1212 since the last meeting, bills of \$59.50 paid and unpaid bills of \$30.56. Much of the receipts were for the upcoming bus trip and the expenses for the trip would take down the checking account considerably.

CLUB NEWS

A motion was made and much discussion followed on the prospects of the club buying a video camera and documenting various events for posterity. The pros and cons were weighed — the cost, the keeping properties of video tape, who would take control of the camera and be responsible for recording such club activities.

Movie film was suggested but is often hard to find and expensive. The project was voted down.

It was also moved for the club to have an annual audit of its books. **Bob Cibuzar**, **Tom Gannon** and **Ken Johnson** were named to the audit committee.

It was also reported at a recent meeting that the Superior City Council is considering selling the Soo Line steam locomotive No. 1003 which has been a center of controversy for many years.

Interesting videos and slides have been shown at recent club meetings — the Flying Scotsman, the No. 222 Yellowstone which pulled the last steam-powered ore train of 180 cars on the DM&IR, GN ore trains and mines.

Mike Oswald takes a goodly number of slides to aid in his modeling. He and **Dan Mackey** traveled to Cloquet to get measurements for making up decals of the Duluth & Northeastern.

Oswald likes to get overhead photos of equipment to show what is on top. When viewing model railroads, visitors see much of the tops of trains. One photo was of a methane-fueled BN locomotive. He also had shown several night shots of ships in the harbor, rail yards and winter scenes.

Club and family members have been transferred to a better life with their heavenly father, the God and Creator of the Universe.

Member **Bob Mortinsen** lost his father in March. Members **Robert Rantala** of Superior and **George Elliott** of Duluth also passed away in March. George had been an optician at Twin Ports Optical for 50 years.

Joyce Downton-Welsand, Duluth, wife of **Art Welsand**, passed away May 30 in a local nursing home. Art had helped out many times as a conductor/brakeman for the LS&M.

Our sympathies and condolences go out to the families with the knowledge that death is not the end but a beginning of a much glorious life eternal.

PRESERVATION ALLIANCE GIVES AWARDS

The Duluth Preservation Alliance has given its 1994 plaque to **Peter Stephenson** and **W.H. Harrison** of the DM&IR for cement work done to preserve the original look of the Morgan Park bridge.

The Preservation Alliance recognizes the work done by businesses and groups of preservationists and awards their efforts in restoring the city's historical heritage.



The GN's Empire Builder races across the Stone Arch Bridge over the Mississippi River at the Twin City Model Railroad Club. In the background is the Third Avenue Bridge and the Minneapolis skyline.

CONSTRUCTION OF TWIN CITY MODEL RAILROAD CONTINUES; LOCAL GROUP MAKING CHANGES IN LAYOUT

The Twin City Model Railroad Club is proud to present Trains at Bandana, a scale model of panorama of railroading in the United States in its heyday in the 1930s, 40s and 50s.

The Club is a Minnesota non-profit organization composed of about 70 members who volunteer their time, money and many skills to bring you this state of the art miniature railroad, faithfully reproduced in 1/4" scale.

Models of many famous trains can be seen during our special shows, including the Twin Cities Hiawatha, the North Coast Limited, the Zepher, the Black Hawk, The Empire Builder, and the original "400" to name a few.

Great care is taken by the members to create exacting reproductions of the various locomotives and passenger and freight cars that saw service throughout the U.S.

There are various vignettes of Twin Cities scenes, including a spectacular reproduction of the St. Anthony Falls Milling District, complete with the famous Stone Arch Bridge and three scale model, steel girder bridges that connected Minneapolis and St. Paul across the Mississippi. The trolley system will operate between two business districts and are connected via a reproduction of the Third Avenue Bridge in Minneapolis. A scene featuring high bluffs and river frontage reminiscent of the Hiawatha Valley appears on the North side of the layout.

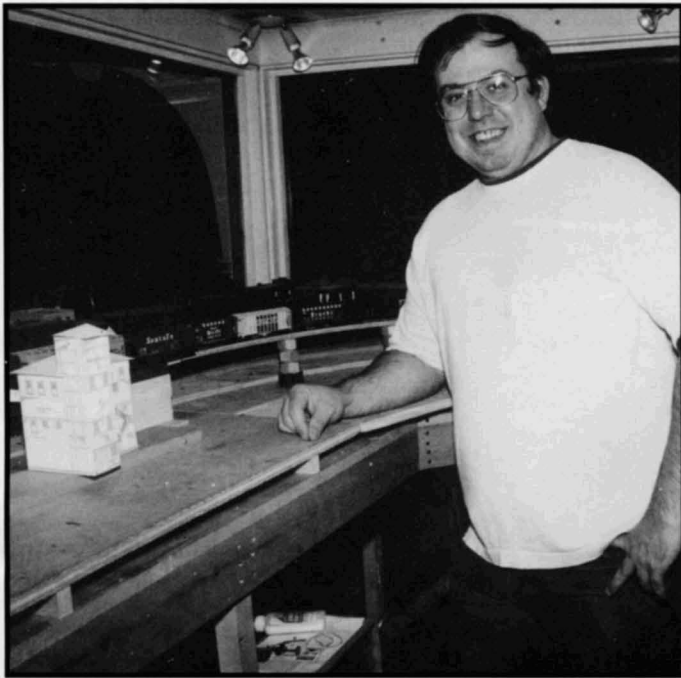
The romance of the American railroads, steeped in the lore of the Pullman Standard and the great limiteds, weaves a common bond between young and old.

The layout also features an extensive locomotive servicing facility including a working turntable, roundhouse, coaling tower and many scratch-built steam and diesel locomotives. The roundhouse has a plexiglass roof to enable visitors to see the interior.

The TCMRRC is presently working to finish the center portion of the vast layout — completing the Third Avenue Bridge over which the streetcar line will be extended, and completion of the Great Northern Union Depot and surroundings.

A backdrop depicting downtown Minneapolis in 1940 was done by artist **Karen Remus**, a graduate of the University of Michigan School of Art. Hired by the TCMRRC, she worked from black and white 1940 photographs, visits and photos of 1940s

Continued on next page



Museum staff member Mike Oswald stands next to his project — building a model of the West Duluth DWP depot and the bridge over Grand Avenue. Photo by Tim Schandel.

SUMMER GALLERY CAR SHOW

A passenger train crossing the Montana Flathead River in the 1950s; the Empire Builder passing through Glacier Park; the Prince of Wales Hotel built in 1927 by the Great Northern Railroad. These are just a few of the black and white photos on display in Gallery Car No. 255 at the Lake Superior Museum of Transportation.

Titled **MEMORIES OF THE GREAT NORTHERN**, these photos beautifully illustrate various activities of the Great Northern Railroad in the '50s, '60s, and '70s taken as publicity shots for use in various advertising campaigns for the railroad.

During this period passenger service was still a concern of the railroads so most of the photos were used to attract passengers to trains such as the Empire Builder. Taken by the photographic firm of Hedrich-Blessing of Chicago, Illinois, most, if not all the photos were posed, or at the very least, carefully planned to create the image needed.

On display through Labor Day, this exhibit is on loan to the museum by **Byron Olsen**, a former Vice-President, Law and Government Affairs, Soo Line Railroad, now a Minneapolis attorney and a member of the Board of Directors of the LSMT.

SOO LINE MIKADO No. 1003 PURCHASED BY WISCONSIN GROUP; TO BE RESTORED

Thanks to the efforts of the Wisconsin Railway Preservation Trust, Soo Line locomotive No. 1003 will soon return to the track she serviced 50 years ago. The Class L-1 Mikado has been purchased from the City of Superior for \$40,000 and the Trust is currently raising the \$250,000 required to professionally restore the locomotive to operating condition.

The Trust is a non-profit organization incorporated in Wisconsin and based in Osceola. The specific purpose of the Trust is to lead an active, coordinated railway preservation throughout Wisconsin and the Midwest.

Restoration of the 1003 will be the Trust's first project. Purchase was made possible by donations from local railway pres-

MODEL RAILROAD — Continued from preceding page

buildings that still exist and information from the Historical Society and club members.

She had also painted a 96-foot back drop of the modern Minneapolis skyline for a private club in Ann Arbor, Michigan which was featured in Model Railroad Craftsman.

Members of the Twin City group are currently making three-dimensional models of some buildings to block the view of the openings through which trains pass from one scene to the other.

The O-gauge layout has ten cabs and can be operated by ten people or one operator can take care of all ten cabs. There are about two scale miles of mainline track, plus numerous sidings and yards. Closed-circuit television also keeps an eye on the operation and the visitors.

During weekdays, it is operated by the Ramsey County Historical Society from 10 to 8 — on weekends by club members from 10 to 6 on Saturdays, noon to 5 on Sundays with work sessions on Tuesday and Friday nights after 6.

For a time the future of the club layout was threatened until Bandana Square was taken over by a private owner about two years ago and business is coming back. It was formerly owned by the St. Paul Port Authority.

In one corner of the layout is a small village named Town of Mattlin in honor of Carroll Mattlin of White Bear Lake who passed away recently.

LOCAL HO LAYOUT UNDERGOING CHANGES

The Lake Superior Transportation Club's H0 model railroad at the Museum is also undergoing some changes.

The mine scene on the north side and the pulp operation on the south side are being transposed. In the southwest corner, a model of the former DWP three-level depot located on Grand Avenue is being built along with the trestle that carried DWP tonnage over Grand Avenue to and from its West Duluth yard.

A new power supply is also in the works. The computer that has operated the trains automatically has been down for a long time and the trains are run manually.

The town in the Southwest corner is also being completed and a marshalling and storage yard installed behind the scenery on the south side of the model building.

(Ed. note: Part of this article taken from a brochure: TRAINS AT BANDANA.)

ervationists. Diversified Rail Services of Georgetown, Texas will do the restoration with their own professional crew and project volunteers.

Length of the project which is anticipated to be from nine to twelve months depending on the funding available. The 1003 will be operated throughout Wisconsin and the Midwest as a symbol of railway preservation and will be made available to professional and excursion railroads, museums and communities for special events and educational purposes.

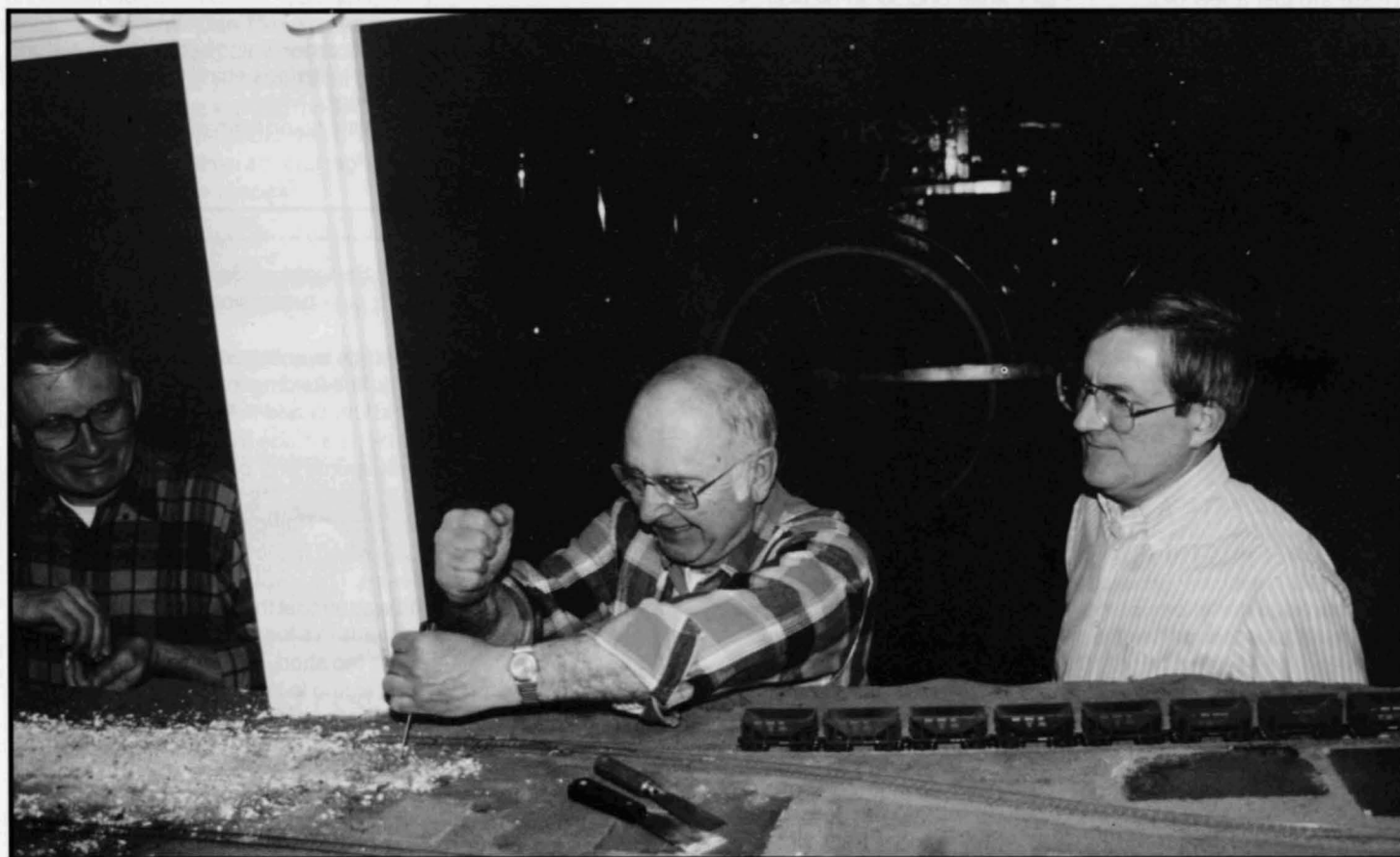
The Superior Shortline Steam Railroad had received a loan in 1988 to refurbish the 1003—when misfortune dashed the project and the city had to repossess it. The SSSLR had begun restoration toward being operable and was almost there. Bad luck dogged the group — the engine lost its home in a local roundhouse, new boiler tubes were ordered and were too short. The locomotive now rests as of this writing forlorn on a siding in West Duluth, its boiler shell empty and exposed to the weather and missing many parts.

It has resided next to the Superior Waste Treatment Plant off Highway 53 for years, then to the Berwind Coal Dock on the west side of town for its restoration, then to a roundhouse, then back to the Waste Treatment Plant and finally to West Duluth.

Information regarding contributions to the restoration of the 1003 and WRPT membership can be obtained by contacting the Trust at: P.O. Box 83, Osceola, Wisconsin, 54020-0083.



Daryl Nelson, left, and Scott Carney work on a Wednesday evening installing a new section of track in the HO model building. The track leads to a new siding a storage yard behind the scenery. Both photos by Dan Mackey.



Major changes are being made on the HO layout at the Museum. Fred Glibbery, Jim Morin and Ken Gerard remove the mine scene in preparation for moving it to the other side. A pulp wood yard will be constructed in this place.

PRIME MOVER OF SOO LINE F-7 NO. 2500 STARTED

Photos by Tim Schandel



The NSSR's GP-9 No. 652 was used to jump start the F-7 on April 30.



Lee Oviatt connects the jumper cables to the battery switch of the F-7 in preparation for the initial start-up. Others who worked on the locomotive are Bob LaGessee, Greg Vreeland, Leo McDonnell, Martin Flair and several others from time to time.



A feeling of success the first start-up of the F-7 comes to (l. to r.) Kent Rengo, Lee Oviatt, Ron Erickson and Chuck Jensen. Though the prime mover started, the unit was not moved under its own power; there is still a good deal of work to be done. Traction motors checked, cab interior work, wiring, windshield glass, headlight, number boards and Mars lamp are yet to be installed.



Jack and Martin Carr behind my favorite counter at Carr's, the O-gauge counter.

Lionel Lynas Lines

Photos and text by Dave Lynas

In our area, there's just no better place to find O-gauge supplies and vintage trains than Carr's Hobby in Duluth's "friendly West End". That's a fact I discovered many years ago, when I first moved to the area back in 1974. My family lived about 55 miles south near the border of Minnesota and Wisconsin. We would make trips north to the Twin Ports a few times a year and I discovered Carr's Hobby on one of those trips. At that time he was across the street from its present location. I was bowled over when I first walked in by the array of model airplanes hanging from the ceiling, my son was similarly impressed. Ever since that first encounter with Carr's, I've beaten a path to their door on every occasion I could invent. To me, it's the best hobby shop I've ever known. It's like visiting a museum, a shrine to hobbies. I want to delve into the history of Carr's Hobby and share what I've learned.

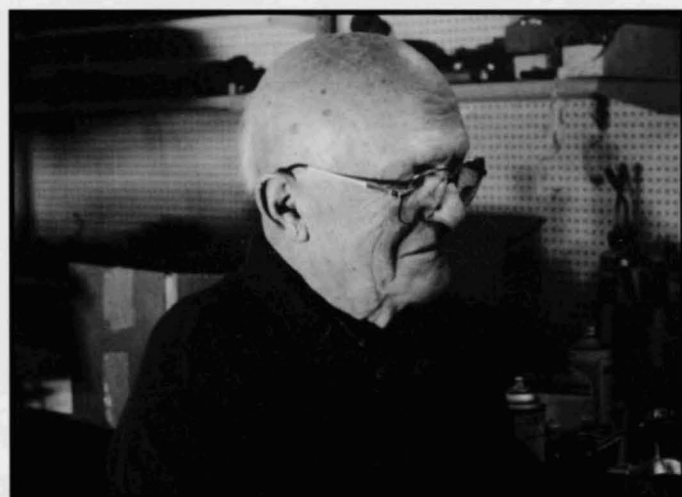
The heart and soul of Carr's Hobby is Martin Carr. "Marty" has been fooling with toy trains since 1935. He got a set for his daughter at that time and started expanding the set soon after. That was at a DX gas station at 901 E. Superior Street. Marty soon became "The Train Doctor" and started a Lionel Service Station to repair toy trains. He's been doing that for nearly 60 years now. He's now retired, but he can't stay away from the shop and spends a few days a week helping at the counter, rendering sage advice, friendly service and tinkering with repair of locomotives and accessories from his basement "operating room" at the shop. Jack Carr, Martin's son, now runs and manages the shop and Jack shares Marty's enthusiasm and love of hobbies. Jack has continued to amass a collection of the finest specimens from the world of toy trains and displays them in the "Lionel Room" within the shop. I have tried to give you a peek at the display, but photographs just can't do it justice. You have to see it to believe it! It is one of the most compact displays I've ever seen and is loaded to the gills with the best in tinplate toys, accessories and motive power and rolling stock in both Standard and O-gauge. Everywhere you look, you will see examples of the best of model railroading and toy trains. It's all displayed on a large layout and in glassed cases as well as a little room on the side for the tin toy collection.

Several years ago, when I first started reviving my interest in

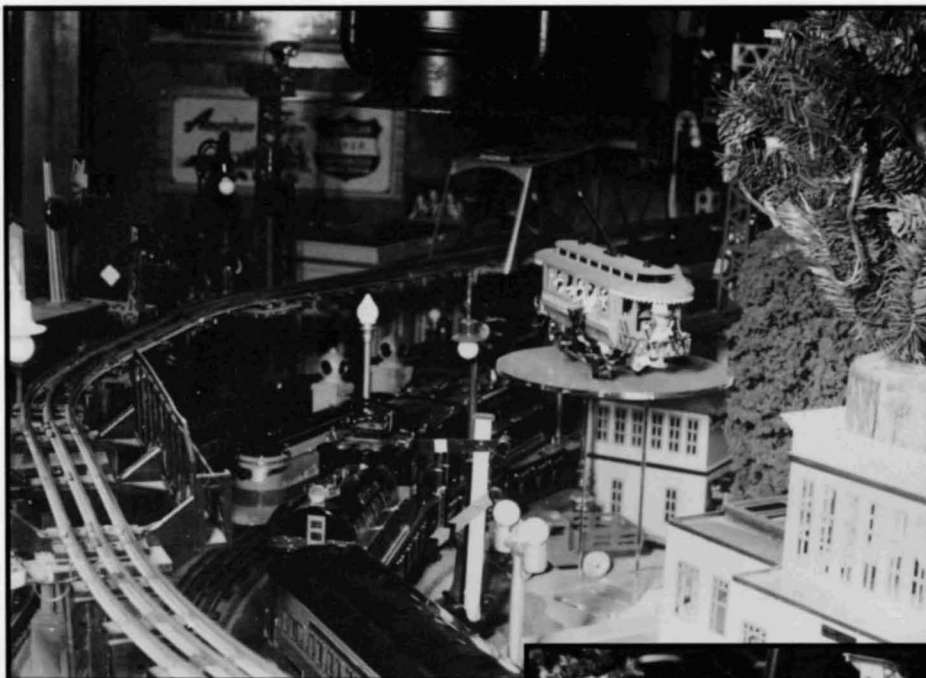
toy trains, I bought a Lionel 2026 locomotive from Carr's and discovered they had a lot of "vintage" early 1950's rolling stock and locomotives behind one of the many counters at Carr's. I was so pleased with the discovery that I could start to recapture my youthful love of Lionel right here in my backyard. Since that time, I've worn a path to that counter and added about half of what is now my collection from those same shelves and cases. Everything I've purchased has been in good running condition, and if something needs adjustment, Marty has fixed it. The prices have always been very reasonable. Compared to antique stores, mail order "list" purchases, and looking at the ads in magazines like *Classic Toy Trains*, Carr's can only be beat by trips to Swap Meets and the occasional private sale. As time goes on, I realize what a wonderful resource we all have right here in Duluth. I just can't say enough good things about Carr's.

Marty told me that the owner of the DX station, back in 1949, had told Marty he couldn't have trains in the station. Marty said nuts to that and moved his hobby business to a Marshall Wells Hardware store at 1911 W. Superior Street. Marty ran that business until 1959 when a fire forced him out. One can only speculate at the loss that fire must have caused. That location saw Marty through the "glory years" of Lionel. I wonder what went up in smoke in that fire? Lucky for us, Marty wasn't undone by the disaster and started anew at Carr's Our Own Hardware at 1014 W. Superior Street. Just across the street from its present address at 2009 W. Superior Street. When Jack Carr came into the business upon his return from military service, the hardware was out and it became all hobbies. The present location is about 3 times as large as the previous location and has many museum like features in its decor. There are many cases and displays that reflect a railroad theme, much like the "Depot Square" idea found at our own train museum. Planes of all sizes hang from the ceiling as well as loops of tinplate track with trains from the early days of toy traindom. There's an area for HO where I know a lot of you have spend many an hour. There's model cars, model boats, live steam, plastic kits, slot cars, every form of model plane and everything you'd need for your O-gauge empire.

Around Christmas this year, I was looking through a Lionel booklet of instructions and operating tips from the early 1950's. It listed Lionel Service Stations in the back. It was a thrill to see Carr's Hobby, and the "Train Doctor" listed right along with the famed Madison Hardware in New York City. Marty and Jack Carr have seen the whole history of toy trains unfold before their very eyes over the years. They are here for us to enjoy. Martin told me one day a young Canadian boy about 10 years old told his dad, "I just found Heaven"! That sums it up for me.



Martin Carr, "The Train Doctor," "giving birth" as Marty puts it, down in the basement work shop. Marty has had a complete train repair department since 1935.



Looking over the elevated loop into the wonderland of the Lionel Room at Carr's. Note the giant standard gauge 4547 Cascade Olympian passenger train. It is utterly awesome!

A Pride Lines Commodore Vanderbilt "goofy Express" pulls flat cars of Disney characters around the elevated loop as the Lionel pre-war Hiawatha 350-E passes a post-war Lionel 726 Berkshire on the lower mainline.



Much of Jack Carr's display handiwork is done on plexiglass platforms on the upper loop of the display. Here a large tin litho passenger station floats above the lower loops. The standard gauge collection is on shelves on the far end of the display beyond this area.

QUESTION: HOW MANY TOURIST

Railroads have a board of directors that also serve as train crews, track gangs, and literally do just about everything to see that their railroad is operating properly.

It is reasonable to expect that many do, given the parameters and nature of the typical tourist operation — non-profit, small operation, lack of a sufficient supply of volunteers and unable to hire personnel to do the work.

The Lake Superior & Mississippi Railroad has a dozen on its board of directors. On a recent Saturday, seven were working on a section of track replacing 67-pound rail with 100-pound stuff, and replacing a few ties.

Some of the larger operations may be able to muster up enough volunteers who do just the track work and equipment maintenance while the board sees to the administration and operation of the tourist train and make decisions.

COMMENTARY

Some of the LS&M's board members put a vast amount of time and energy into the maintenance of equipment, maintenance of the track in addition to the administration, operation and decision making.

Some of the smaller Mom and Pop commercial railroads that are short on profits may also be in the same position where officials double as train crews, maintenance of way personnel or track gangs — opposite end of the spectrum from the big boys that can employ the large work force needed to keep their thousands of miles of rail in top condition for efficiency and safety.

Yet the tourist railroad, the Mom and Pop short line and the transcontinental big boys are a part of the railroad picture of America, and all play an important part in preserving a unique form of transportation — a form that played a key role in the development of this great land of ours.

You have heard the saying about retired people: "They are busier than ever." I have found that to be very true — after a person retires they get into things that they had no time for during their working years. And this person who takes part in car shows, the maintenance and other activities involved in same, secretary for the LS&M, also seeing to the advertising, public relations — and then there are grandchildren, yard work, household chores and other summer time activities — in addition to putting out the "Laker" — the typing, editing, makeup, photographs, mailing. Yes, and even going back to the newspaper to help out from time to time and catching up on the new technologies in the printing business. So I beg your indulgence if your quarterly newsletter gets delayed at times.

The Duluth News Tribune will soon be putting out a small book in commemoration of its 125th anniversary. The book is made up of photocopies on the left hand pages of the front pages of the newspaper dating back over the past century. The right hand page has little snippets of news and photographs, condensed from newspaper articles about historic events. I had the privilege of helping to make up the special book and have included some interesting vignettes in this issue of the "Laker."

To those interested in the history of Duluth or who would like to send a souvenir to friends and relatives, I recommend the purchase of the book.

During a recent visit to a friend in Lakeshore Lutheran Home in Duluth, I chanced to pass by the name Charlie Summers on a door, which brought me up short and I had to stop and say hello.

Charlie said he had been there about three weeks. He has been a long-member of the club. He passed away June 27.

VIGNETTES OF HISTORY FROM THE NEWS TRIBUNE
SOUVENIR BOOK:

JUNK HEAP CLAIMS THE INCLINE

City Landmarks fade into pages of history

By Nathan Cohen

Sept. 3, 1939 — Let's sing a sad farewell for another old landmark going to the junk heap.

It was a proud day 48 years ago when Duluthians gathered at the foot of Seventh Avenue East to watch the Incline Railway make its first journey up the hillside. It will be a sad day Monday when, as dusk sends its shadows over the town, the elevated railway will make its final trip, and pass into the pages of history.

The landmarks go one by one. They took away the old aerial ferry which crossed the canal. The old stone horse trough at Ninth Avenue East is gone. The face of the Point of Rocks was too hazardous and it was lifted. Last fall someone tore down the first post office which, in its modest alley location near Fourth Avenue East, had served many a bootlegger well in the prohibition days.

Now goes the Incline. Everyone agrees it is a great tourist attraction. The view from the cars as they climb the hill is one which visitors seldom forget. Yet, it goes because a \$20,000 loss in operation is too much for the street transit company to absorb.

The elevated line was a dream of J.H. and R.H. Harris, Easterners who arrived in Duluth in the spring of 1886. Atop the hill, at Fifth Avenue West, stood a white house that everyone in Duluth admired because it stood by itself as a crown on the community. When R. H. Harris saw that house, he decided that "the finest place in America for a great summer hotel" would be the top of the hill.

He didn't build the hotel, but did with other partners established the Highland Improvement Co. and a \$2 million program to develop the Highland district into a residential area. To increase the value of their real estate, and to get people up and down the hill, the investors contracted to build and operate the Incline railway.

On the afternoon of Oct. 1, 1891, the great day arrived and the Incline took its first run with G. G. Hartley, Luther Mendenhall and a News-Tribune reporter as the only passengers. The Incline's popularity led to building a pavilion atop the hillside route, and 16,000 persons attended its opening on July 4, 1892. It became a social and entertainment center until destroyed by fire in 1901.

THE CONTRACT LET BY NORTHERN PACIFIC

June 15, 1870 — Every friend of Duluth and every person interested in the development of the great Northwest will be gratified to know that the executive committee of the Northern Pacific Railroad Company has let the contract for construction of its Minnesota division from the Dalles to the Red River.

It is also a matter of pride and congratulation to us, Minnesotans, that the contract for the building of this great national highway has been awarded to a company, most of whom are citizens of our own state. We rejoice that its construction has been entrusted to a company of enterprising gentlemen.

Now that the building of the great railroad of the continent is assured, we may confidently expect to see such a marching on to Duluth as will astonish and amaze even those who have been most sanguine, giving to the city a stimulus which will carry her forward with such momentum that Duluth is soon to be, not only the largest city in Minnesota, but that in a few years she will contend with Chicago for commercial supremacy of the great chain of American Lakes.

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Kent Rengo, left, and Ron Erickson make some adjustments in the electrical cabinet of the Soo Line 2500A. The test running of the engine was successful but much detail and adjusting work remains before the F-7 is ready for work. Photo by Tim Schandel.

THE IRON HORSE MEETS THE IRON RANGE

Duluth & Iron Range Railroad Opens the Mountain Division

Hundred Chippewa witness advent of new era

Aug. 4, 1884 — Last Tuesday the track of the Duluth & Iron Range Railroad, on the Mountain division from Agate Bay to the Vermilion iron mines, reached the town of Breitung and on the following day it was pushed to the pocket of the Breitung mine. By Thursday, 10 cars were loaded with 220 tons of iron ore and were that day shipped to Agate Bay, where on the morning of Friday the ore was unloaded upon the dock of the company.

A party composed of officers of the road with their wives and a few friends from Duluth and Agate Bay went over the road with the first shipment and found the track is already in fair condition but, of course, will require more ballasting and some filling where it had been built in wet places.

One notable incident in the opening of the road was the gathering at Tower of a hundred or more Chippewa Indians, all in paint and feather, to witness the advent of the Iron Horse into a land where, but a few years ago, they were the only inhabitants.

President Tower had been informed of their intention and was accordingly prepared for them. He took a great quantity of calico, trinkets, tobacco, etc., and distributed it among them, much to their satisfaction. To testify to their good feeling, the Indians got up a big dance, and had a high old time after their own peculiar style.

Though passengers are now carried on a mixed train, arrangements for fitting accommodations are not yet completed. After a short time, a regular passenger train to and from Tower city and Agate Bay will make it possible to travel between Tower and St. Paul in just 24 hours.

A small advertisement reads: For Duluth and all Lake Superior Ports, connecting at Duluth with Lake Superior and Mississippi Railroad for St. Paul and all points in Minnesota. The splendid steamer Meteor, Capt. Thos. Wilson. The ad then gave the departure times and dates from Cleveland, Ohio, Detroit, Michigan, for Duluth.



This photo gives the impression of the Lionel Room at Carr's Hobby of the "all at once look" of a double exposure, but it is just the way it is, folks. Fantastic! — Dave Lynas photo.

MUD LAKE BRIDGE HAS BEEN REPAIRED; 40 STEEL PILINGS USED

The Mud Lake Bridge is finally repaired!

And the LS&M will be able to operate its full length of six and a half miles, from the Western waterfront Trail in West Duluth to Commonwealth Avenue in New Duluth.

It all started in January of 1993 when the Disney people wanted to shoot some scenes at Mud Lake for the movie "Iron Will." The wide-open area would have allowed fantastic panoramic scenes of the train which played a prominent part in the film.

The safety of the bridge was questionable as to whether it would hold the weight of the Mikado and its train to be used in the film. There were differences of opinion — the LS&M does not run any heavy equipment across the wooden trestle. But it would have to be repaired sometime in the future regardless of its condition now — it has been there for many decades.

A fierce wind storm on November second of 1992 also had done some damage along Blackmere Curve in Morgan Park as it pushed the water from St. Louis Bay upstream, raising the water level on Spirit Lake two feet and with the wave action washed out a portion of the shoulder along the curve. The tie ends were exposed. The track skirts the shore of Spirit Lake below Morgan Park and a strong east wind coming across the lake can and has had some disastrous results on the rail line.

The washout had been repaired prior to the 1993 operation, allowing the train to go as far as the Mud Lake Bridge. The movie train stopped short of Blackmere Curve, doing the filming around the Clyde Avenue location in Riverside.

Kraemer Construction of Superior is doing the repairs using the Brown Hoist self-propelled crane from the LS&M on which they were thoughtful enough to install new cable.

The work started on May 16.

Following some difficulty, the crane was moved from the shop and towed to the work site with LS&M's No. 46, along with a flatcar loaded with the steel pilings. Though the crane is self-propelled, it would take much longer to move it to the work site under its own power — it doesn't move very fast.

Through the efforts of Soo Line's **Gordon Jonassen**, LSMT board member, the LS&M was given the use of a 1978 flat car to enable Kraemer Construction to haul pipe and other material to the Mud Lake work site.

The Kraemer crew removed the guard timbers, then moved a few bridge ties and drove the pilings down between the ties next to the bents, four pilings on either side of the five bents. The deck did not have to be removed as was previously thought.

A word here to the uninitiated on the construction of a timber trestle: Timber pilings are first driven into the ground, usually five in a row across the width of the bridge, right angles to its length. High timber trestles may have six. Depending on its height, the pilings may have cross bracing, longitudinal and lateral bracing. The higher the trestle, the more the bracing. The pilings are topped off with a "cap", a large square timber placed across the row of five. The pilings, bracing and the cap assembly is called a "bent."

Several bents are used, depending on the length of the trestle. Across the bents longitudinal "stringers" are placed, extending from abutment to abutment, abutment being the point at which the trestle stops and solid ground starts.

Across the stringers are placed the bridge ties, heavier and longer than ties placed on the road bed. The rails are then spiked down, along with tie plates and guard rails inside the running rails. A timber guard rail is bolted to the tie ends and extending the length of the bridge on both sides.

The Mud Lake trestle has five such bents on its 75-foot length and about three feet of the pilings showing above the water line.

The method used for the repair of the bridge is this:

Four steel pilings were driven on either side of the five bents,



With a cold wind blowing across Mud Lake, Allen Watson (left) and Glen Watson replace a long bolt as repairs on the Mud Lake Bridge near completion on June 7th.

driven between the bridge ties and making a total of 40 pilings used. Each piling is 30 feet long. A 15-foot length was welded on and the 45-foot piling then driven into the ground, taking five blows of the pile driver to push it down 10 feet. The pilings are then allowed to set overnight, the crew comes back in the morning, gives each piling a few more taps to make sure they are down to solid ground. The pilings go a few more inches, indicating they are down to solid ground beneath the lake bottom.

The excess pipe is then cut off on the top — the pilings going down between 30 and 40 feet, on the average about 35 feet.

The pipe was next filled with sand up to the water level and topped off with concrete. A steel I-beam cap then was placed across each row of four pilings, the bridge ties and guard rail replaced.

Upon completion, the timber trestle now has fifteen bents, five in series of three each — steel, timber, steel. Additional pilings were driven next to each abutment.

The construction crew had their pile driver, an electric generator and gas tanks for the welding and cutting, and used the LS&M's "slam-bang" to tow two push cars on which to haul equipment and personnel from the nearest grade crossing. (The "slam-bang" is a Kershaw diesel-powered track alignment machine which can move a section of track sideways for alignment.)

A hydraulic shovel was used to load the sand into a cement hopper at the grade crossing, the hopper then loaded onto a push car, towed to the site and lifted by the crane to be emptied into the steel pilings. The concrete was handled the same way.

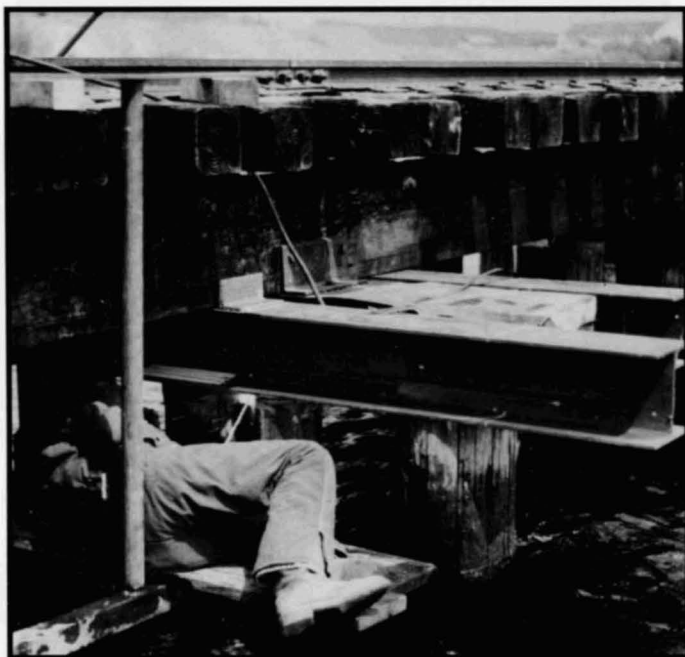
By the end of May, 22 of the 40 pilings needed had been driven. Board members **Elaine Ellian** and **Jergen Fuhr** were to the site on May 31 to inspect the operation, getting a ride back to the grade crossing on the "slam-bang/push-car" transfer device.

The crew was expected to be finished with the repairs by the weekend of June 11th. On June sixth, all of the pilings were in and filled, two caps were yet to be inserted in the center, ties and the timber guard rails replaced, some welding and bolting to be done.

The I-beam caps were wedged in tightly between the pilings and the stringers with precision fitting. The caps were then welded to the pilings and angle irons welded to the tops of the caps. Bolts then secured the angle irons to the stringers.

Mark Flumerfelt of the Huntington/Twin City Testing laboratory was at the site to monitor the pile capacity. Mark is an avid

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Roger Poukka lays on a suspended scaffolding as he welds the steel piling to the steel I-beam cap.

MUD LAKE BRIDGE — continued from previous page

streetcar fan and a member of MTM. He has done research on the Twin City Lines system.

Allen Watson was the supervisor, working with **Glen Watson**, **Roger Poukka**, and **Howard Anderson**. Howard operated the crane having been very familiar with a Brown Hoist from years past — "It's been many years since I've operated one of these."

TWO WEEKS OF INTENSIVE TRACK, CRANE REPAIRS NEEDED PRIOR TO BRIDGE WORK

The first two weeks of May had seen a large amount of work expended to get ready for the bridge repairs and the summer operating season in general.

Two switches had to be repaired before any equipment could be moved out of the LS&M shop area or the storage track. A switch engine caught the point of one switch and took out about 40 feet of rail on the switch leading to the storage track; the next switch which leads into the shop needed new wood beneath the rails, the ties having sunk. Twenty-eight ties were replaced and both switches raised up out of the mud and ballasted.

Ken Johnson, newly elected LS&M board member, **Gary Lucia**, **Zeke Fields**, **Bruce Routh**, **Dick Hanson**, **Tom Hanson** and **Dave Woods** worked every day for two weeks to get the switches repaired. Fields had put in different switch stands, the kind with a short target and a handle for throwing the switch. They replaced the "toe-breakers", the kind with a heavy weight on the end of the throw lever — if you don't get your foot out the way when the lever is dropped, it could break your toe.

Sunday, the 15th of May, proved to be another day of frustration and provocations for the crew trying to get the crane out of the shop in preparation for work the following day.

It was discovered that the brakes on the crane were in the applied position with air on the system. **Zeke Fields**, **Alf Johnson**, **Gary Lucia**, **Ernie Andrys**, **Jerry Heath** and **Bruce Routh** worked many perplexing hours, some until the wee hours of Monday morning, trying to get the air released on the crane and fixing a clutch.

Fix it they did and the crane was ready to roll to the bridge site in time for the construction crew to begin the repairs, thanks to some long hard hours by some dedicated people.

LS&M LOOKING FOR A FEW GOOD PEOPLE

The LS&M will be sending out volunteer registration forms to LSTC members asking them to become a part of the communications network for volunteer recognition, crew calling and information.

The form asks volunteers to sign up for maintenance and restoration, train crew and passenger services. Train crew personnel consists of engineer, brakeman, conductor and fireman positions which have to be filled with qualified personnel with a current 1993 or 1994 rules certification card. Training sessions to qualify will begin in the Fall.

Other positions in maintenance and restoration are: mechanical, electrical, painting, other. Passenger services consist of car attendants, coach cleaners and ticket sales.

LS&M PLANS FOR NEW DEPOT

At a recent meeting, the board of directors of the LS&M had begun making plans for a new depot and ticket office at their West Duluth terminal.

For the first few years, the tourist railroad used a concession trailer that was towed to the terminal site for the operating season, then moved back to the storage area for the rest of the season. The low-slung tow bar made it difficult to tow with a pick-up truck; weather and use soon took its toll on the structure.

For the last few years, the railroad used the Tappa-a-Keg's concession stand that formerly was used to sell hot dogs, pop and other snacks to people riding the train or using the Western Waterfront Trail.

Board member **Fields** came up with an idea to build an 8-by-16-foot depot with a bay window and an 18-inch roof overhang all around — looking every bit like a small-town railroad station.

The plan is to put it on steel beams with lifting eyes making the small building movable. It can then be lifted onto a flatcar and moved back to the shop area when not in use.

The building will also give customers a place to stand inside when buying tickets. Construction was expected to begin in June.



Bruce Routh and **Zeke Fields** install a new switch throw and ties on the shop lead at Hallett Dock as a BN coal train rumbles by. Photo by Mrs. Routh.

(In May of 1939, Crown Prince Olav and Crown Princess Martha of Norway were given a tour of Washington, Idaho and Montana on the Northern Pacific. A booklet to honor the event listed the royal party, a history of Yellowstone Park and the NP and a description of the three states and the itinerary of the royal entourage. The following is an excerpt from the book:)

THE NORTHWEST AND THE NORTHERN PACIFIC RAILWAY

Building of the Northern Pacific Railway gave America its first transcontinental line across the Northwest. It gave the nation direct connection with its first national park, Yellowstone. Moreover, it fulfilled the national need for expansion, for military protection of the far-flung frontier and for a route to the western ocean along the trail blazed in 1805 by Lewis and Clark. It commercially linked the various states with the empires of Asia by the shortest possible path through the Pacific Northwest.

The first survey of what is now the Northern Pacific Route was made in 1853 by Governor Isaac Stevens of Washington Territory upon orders of Secretary of War Jefferson Davis. On July 2, 1864, President Abraham Lincoln signed the Northern Pacific chartering act. General U.S. Grant was among the road's first incorporators.

Construction of the line westward was begun on February 15, 1870 at Carlton, Minnesota, near Duluth. A little later, construction crews on the west end began working eastward.

Jay Cooke, Philadelphia banker who financed the Civil War for the Union Government, financed the beginning work. His partner was Hugh McCullough, United States Secretary of the Treasury. W. Milnor Roberts, builder of the Lehigh Canal, Mississippi River jetty system and the Brazilian Railways, was one of the chief engineers. Other engineers were General Thomas L. Rosser of the Army of the Confederacy and General Adna Anderson, builder of military railroads for the Union Government during the Civil War.

Opposition of the Indian tribes to construction of the railroad across their favorite buffalo grounds put 20,000 warriors on the warpath, resulted in the tragic campaign of General George A. Custer, the final defeat of the red men and the opening of the region to white settlement.

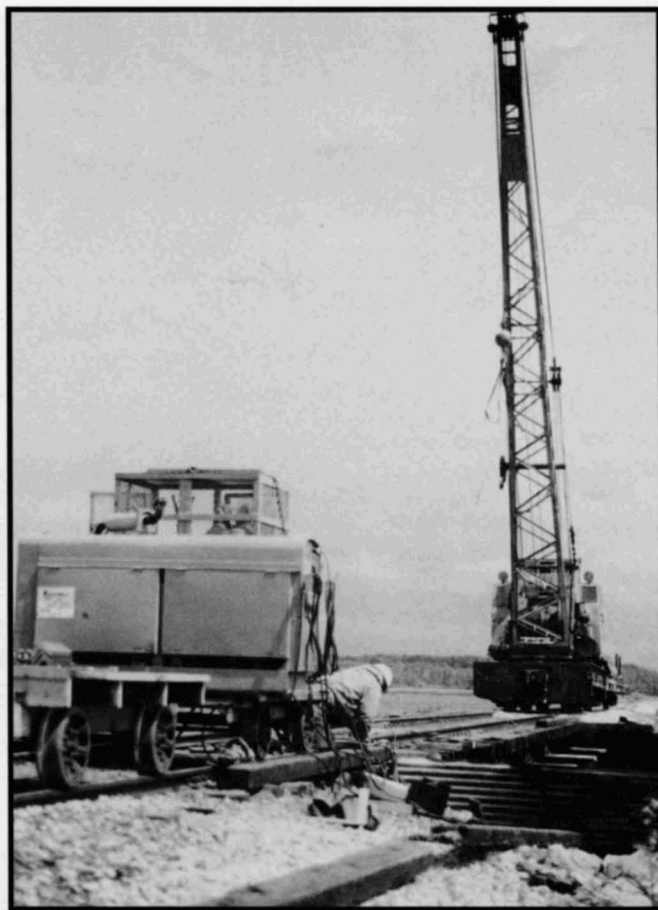
Construction crews from the east and the west met at Gold Creek, Montana, August 22, 1883, and completion of the road marked by elaborate international ceremonies and driving of the last spike September 8, 1883.

By transporting settlers and commencing development of its territory, the Northern Pacific was instrumental in bringing five new states into the Union by 1890. These states are: North Dakota, South Dakota, Montana, Washington and Idaho. The first four named are this year observing 50 years of statehood.

Out of Seattle the Northern Pacific climbs the Pacific slope stretching eastward from Puget Sound and crosses first an agricultural area. At the base of the Cascade Mountains it takes up the course of the Green River through great evergreen forests. Snowcapped peaks rise to the north and south — Mt. Ranier, Mt. Baker, Mt. Adams, Mt. St. Helens and Mt. Hood.

Up rugged canyons and along mountain sides the railroad climbs, describing the famous Figure Eight on its way to the summit of the Cascade Range. Stampede Pass at the top is pierced by Stampede Tunnel, nearly two miles long. There the Pacific Coast climate, moistened and moderated by the Japan Current, is exchanged for the drier climate of the inter-mountain area of summer heat and winter cold.

Twenty-three ranges of the Rockies border the Northern Pacific line across Montana. The main range or Continental Divide is surmounted west of Helena. Across the eastern part of the state the NP follows the Yellowstone River for 341 miles and at Colstrip the NP mines 1,000,000 tons of coal a year to fuel its locomotives.



The LS&M's Brown Hoist crane rests at the opposite end of the Mud Lake bridge after the pilings have been driven in. Kraemer Construction's arc welding generator and acetylene tanks are on a flat car at the near end.

FROM STATION AGENT TO MAIL ORDER TYCOON

In the misty past of a century plus, a young man interested in railroads became a station agent. He had received a shipment of gold watches that remained unclaimed for a time. He sold the watches and started his own watch company, the R. W. Sears Watch Co., and thus was the beginning of the world's largest mail order catalogue business.

Shrewd and cunning, Sears enticed his customers to buy a watch by convincing them that having their own timepiece, they would no longer have to ask strangers for the time.

He hired a mild-mannered, genteel watchmaker, A. C. Roebuck, who later became Sears' business partner and incorporated their business in 1893. Mr. Roebuck sold his share to Julius Rosenwald, a clothing manufacturer, in 1895.

Sears sold everything and anything, including houses and automobiles; even health products and home remedies like the electric belt advertised as a cure-all for rural folks far removed from professional health services.

Shrewd, Sears made his catalogue smaller than the Wards, so it remained on the top on a farmer's dining room table next to the Bible. The catalogue and the Bible were the reading material in farm homes.

Sears retired in 1908, died in 1914 at the age of 51. Mr. Roebuck came back to the company in 1933 during the depression and amid Sears' financial problems. He passed away in 1948 at the age of 84.

Moral: Would Sears have lived longer had he remained with the railroad? He definitely improved the living standard of many rural and city folks.

THE STEELTON RUN

It's been said many times by the old timers that steam gets in your blood. I have to believe it! Years later as I think back on those days I can feel it. Steam's in my blood, sure as we're sitting here.

A small boy perceives much on those special nights when the conversation of my dad or grandpa — maybe a double treat — the rare times the three of us were together and their soft talk turned slowly to steam. You could feel the very air change, a kind of excitement would drift into the room. Perhaps I would notice a quickening of dad and grandpa's breathing. They might sit up straighter in the chairs, a twinkle would form in their eyes, or other times a soft mist would form over those eyes, eyes filled with longing, longing for days that had years ago slipped away from both of them.

Other times I would find my small hand clasped in that great hand of grandpa's. We were standing on a depot platform as a great steam locomotive roared by, whistle screaming, haunting, cutting, and scaring me into numbness. As the train passed, I would look up at the man who held my hand so tight in all his 6'2" height and 240 pounds, up into his face.

There were tears in his eyes! Steam was in his blood! Oh, I listened well those days — to those men. Men who were engineers on steam traction engines threshing grain in southwest Iowa, or firing and operating the 125 horsepower Corliss stationary steam engine in the flour mill. As I grew older I dared ask why grandpa never went to work on the railroad. Of course there were sighs. He did — started out as a fireman on the big locomotives, but he had a very good friend. Grandpa, like I said, went firing and his friend went braking. Those were great times.

After three weeks or so, grandpa's friend missed the handhold and was killed under the train wheels. Well you know how life is sometimes. I never knew why and maybe grandpa didn't know either. With heavy heart he turned his back on the railroad. But by that time steam was in his blood.

The years have a way of passing us by and in 1952 grandpa died. That should have been the end of it. Grandpa gone, dad's life with steam gone, doing other work, trying to make a living up here in Northern Minnesota. It should have ended then and there, but it didn't.

I still remember that fall day. I guess I was 18 or so, no work in sight, and was reading the paper after dinner and kind of casual like said: "You know, Duluth-Missabe and Iron Range Railroad is hiring brakemen and firemen." After some moments of silence, I asked as I walked over to share the ad with him: "Where do you apply?" That afternoon I was interviewed, passed my physical exam, and was hired as a fireman. Of course, I remembered grandpa's friend, but when you're 18, you don't have doubts. I knew I could handle the job. I had listened well, knew how to fire, knew about injectors, boilers and all the hundred things grandpa and dad had shared with me about steam.

Five days as a student fireman, they coach you. That is, send an experienced fireman to give you a little help, if you need it. I must have been the fourth run. It was a night run. I walked into the office — there're our names on the board — Steelton Run. Now the Steelton run goes down to the Gary-New Duluth steel mill and back up to Proctor. The board said we had engine 706. She was an Alco 2-10-4 700 class — biggest two-cylinder steam locomotive ever built, weighed 520,000 pounds, tractive effort 96,700 pounds. The night was black as the coal we burned. Just a few lights scattered around the Proctor rail yard. The rails — ribbons of steel glistening in the lights, spreading out like a wet broken spider web.

There she rested, near the center of this maze. It kind of made a catch in my throat. She was black and beautiful. Her dress had white trim. She wore just the right amount of brass jewelry, softly reflecting the dim light. I was dwarfed by her size. She was breathing softly — maybe kind of purring. She seemed friendly as I grabbed her handrails and climbed up into the cab. I caught a hint of sinister beauty portraying only a whisper of her power and strength.

I gently pulled the injector. She needed a little water — water

was low in the water glass. Stirred her fire, opened the stoker valve, adjusted the coal jets. She took notice — and the engineer checked his watch again. The fireman watched my every move as he sat concealed in the shadows. The engineer gently cracked the throttle. She began to talk softly now as we backed our way to the ribbons of steel that would lead us down that steep hill called the Steelton Run. I guess she just played with us as we coasted down that hill. In fact, we rolled along with just a whisper from her, the long line of ore cars coaxing us along, brakes squealing, sharp cries of steel cutting the night air.

Slowly now, brakemen's lantern flicking out car signs, a couple of switches thrown. Loaded ore cars tucked away, another siding, steel coupling — slam and lock. Steam exhaust sighing as we move that long string of cars to the main line, gently stopping at the Steelton Depot. I stayed alone with her. The pumps hammered softly.

We were poised — suspended in time, facing that long hill called the Steelton Run, waiting for orders. When they came, I would have to bring her to life. That long string of cars behind it — it would require all she had, all the skill and sweat I could give, before this night was over. Little did I know how much at that moment. My eyes flicked from the water glass to the steam gauge and back. Hit the stoker valve, coal surged into her firebox — opened draft. Gently now with the injector ... the pumps hammered — fire began to roar. She was coming to life.

The fireman bounced up into the cab, hit the foot lever — the butterfly fire doors flew open. "Get her hot, boy!" I asked, "How hot?" He screamed "white hot!" We shoveled coal as fire doors opened and closed in an instant.

Steam gauge read 180 pounds per square inch. Her sides were shimmering with heat — brass gauges and levers danced. She murmured. The engineer bound up and hit his seat box. Not a word. He slammed the long throttle rod full open. She shuddered; she gasped; her steam exhaust began to bark as those giant cylinders slammed us into the night! Her gentleness was gone — only power undreamed of. There was nothing else ... only heat that seared my face as my shovel drove coal into that yawning white fire box. Thundering! Hammering! Alive! Could I match wits with a fire breathing monster? My mind raced — could my hands hold ... she reeked of Hell itself.

Heat! Hammering! She stank of searing hot metal — sulfur mixed with the sweet smell of valve oil. Overpowering! Hammering! Hammering! She lost traction; she danced — fire flying as drivers spun wildly on the rails. Sanders opened. Steel ground against steel.

The engineer slammed the throttle shut! Steel drive wheels held. He slammed the throttle open, we rode like a thunder cloud. No mercy! He screamed out cuss words almost in rhythm to the engine. Fire box reflected our sweat-covered faces. A red sheen — were we demons bound for hell? Was she Satan's own chariot?

Water low in the glass — must take water, have to feel through the steel lever to get the injector to take. Easy, easy, ah, it's taking ... good. Steam dropping, no time! Back to the white hot mouth with my shovel. More coal, engineer screaming, cursing. Heat! Hammering! Spinning! Running wild — fire, sand, sweat, sulfur cutting nostrils, hammering of steam exhaust like a runaway heart pounding into oblivion.

I am lost now. I no longer exist. She has totally consumed my every being. I live only for her many demands. I am fully alive — every cell joined to her awesome power. There is no other world. She has consumed me ... like the coal and water she consumes changes to steam, alive, powerful. She has changed me. I will never be the same again.

She's long gone now, but still alive in my mind. If the mood is right — the night black enough, we still make the Steelton Run — just her and I. I am sad now ... I would like my boys to become men on the Steelton Run, but it's gone like the morning mist. You know grandpa would have been proud, but just maybe, just maybe,

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SHUTTERBUGS, START YOUR CAMERAS

The Duluth, Missabe & Iron Range Railway Veteran Employee's Association again announces a contest from which they will select a photo for their 1995 calendar. The deadline for submitting photographs is August 1, 1994.

The rules:

- Photographs must be of equipment and operations of the DM&IR Railway.
- All photo prints must be 5"x7" or larger. Prints must be in color in a horizontal format. Negatives or slides from which prints were made must accompany photographs. All submissions become the property of the DM&IR Veteran Employee's Association.
- This contest is open to all active and retired members of the DM&IR Railway, their immediate family members and to members of the Lake Superior Transportation Club and the Missabe Railroad Historical Society.
- Time limitations for publication require that all entries be received by the Secretary of the DM&IR Veteran Employee's Association, 540 Missabe Building, Duluth, Minnesota, 55802, no later than August 1, 1994.
- Prizes: 1st - \$300; 2nd - \$200; 3rd - \$100; 4th - \$75; 5th, \$50; 6th - \$25.

CALENDAR OF EVENTS

July 2 - Sept. 4 — LS&M Excursion trips every Saturday and Sunday, 11:00 a.m. and 2:00 p.m. from Western Waterfront Trail across from the Zoo.

July 9, 10 — Steam-powered train to Heritage Days in Two Harbors leaves the Museum at 10:30 each day.

Aug. 7 — Special train from West Duluth to Playfront Park for West Duluth Centennial celebration.

Labor Day weekend — Centennial of Great Hinckley Fire with steam-powered train to Rush City and Pine City.

Sept. 24, 25, — Steam-powered Fall colors trip to Two Harbors.

SPECIAL TRAINS SCHEDULED FOR THIS SUMMER

Three steam-powered excursion trains will be scheduled this summer by the Lake Superior Museum of Transportation using D&NM Mikado No. 14.

July 9 and 10 will be Heritage Days in Two Harbors and September 24 and 25 will be a Fall colors trip to Two Harbors. There will be a two-hour layover in Two Harbors for the July trip with a parade, arts and crafts fair and other special events.

The train will leave Duluth at 10:30 a.m. and arrive back at 4:30 p.m., taking two hours each way. Coach and first class fares will be available with a baggage car for beverages, snacks and souvenirs.

The fares are: Adults, \$19; Children under 12, \$9; first class, \$35. Contact the North Shore Scenic Railroad at 722-1273 for further information.

The Great Hinckley Fire of 1894 will be remembered on Labor Day weekend with round trips to Pine City and Rush City aboard the Hinckley Fire Express. Again D&NM Mikado No. 14 will power the train in remembrance of engineers Jim Root, Ed Barry and William Best who stoically stayed with their train to the last minute to save more than 600 lives.

More information may be had by contacting: Hinckley Fire Express, P.O. Box 40, Hinckley, Minnesota 55037, or call 800-880-8108 or 612-384-6248.

The West Duluth Centennial Committee is also planning a special train to transport people from West Duluth to Playfront Park for the 100th anniversary of the joining of West Duluth to the City of Duluth. The festival affair will consist of a re-enactment of the official ceremony joining the two communities, musical groups and special acts and an ecumenical church service all on Sunday, August 7th.

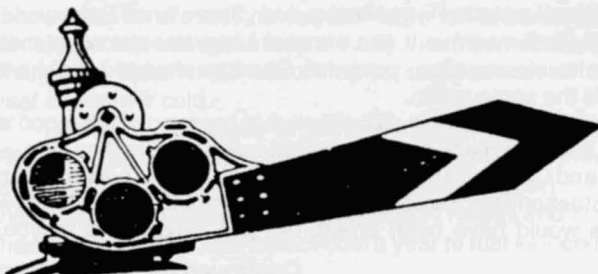
Continued from page 15

grandpa was there that black night. Maybe we made the Steelton Run together. So now my eyes mist over, cause there's steam in my blood. Who knows what dreams were passed on the black night we made the Steelton Run.

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Laker

Extra!

LAKE SUPERIOR TRANSPORTATION CLUB

C&NW Seeks Access to MERC

Taconite Loss, Coal Gain

One of the most consistent all-rail taconite movements in recent years will shift railroads. Minntac pellets destined for the large Geneva Steel mill in Utah via the Missabe, North Western, and Union Pacific will instead be routed using a combination of DM&IR, Wisconsin Central, and Southern Pacific.

The CNW/UP combination lost out to a very competitive bid by WC and SP, too competitive says Union Pacific. UP is questioning the ability of the two railroads to turn a profit on their bid, feeling that the rate quoted for the movement was below breakeven. Like the CNW/UP combination, WC/SP will use the pellets to fill empty coal trains that are heading back west after having discharged their coal loads in the midwest.

Three to four trains per week are expected, with up to 26,000 cars handled per year. This will be the largest single movement in WC's history.



C&NW SD-40-2 6827 leads two Union Pacific sisters past Saunders with an empty coal train destined for Minntac and the loading of pellets for Geneva Steel. The UP and C&NW have lost this business to Wisconsin Central and Southern Pacific but might be able to pick up additional coal traffic into Superior to help off-set the loss. Dan Mackey

While the loss of this large taconite contract will certainly hurt, the North Western hopes that a new effort to serve the large coal shipment facility (Midwest Energy Resources Company - MERC) in Superior will pay off in the long run. Increased demand for low sulfur Western coal to meet federal and state clean air requirements has resulted in the need for greater shipments of coal from the Powder River Basin in Wyoming and Montana to the Great Lakes Region. The MERC dock in Superior currently handles 11 million tons per year of Powder River Basin coal, hauled exclusively by Burlington Northern (three trains a day).

To ensure competitive coal prices, MERC has contracted with the C&NW to provide 500,000 tons per year of coal from the Basin. To access the MERC dock, C&NW will need to construct a 2,900-foot rail extension from existing North Western trackage that approaches MERC from the southeast. The rail extension would require a single track extension west-northwest from the current intersection of the C&NW route and the former LST&T line to the MERC

Spring 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 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.



loop line. The route of the proposed extension would cross through the abandoned Union Oil tank farm where several above ground tanks have been recently removed.

When the connecting track is completed this summer, approximately three 110-car coal trains per month will call at MERC. The trains will be routed through Saunders to C&NW's Itasca yard for staging prior to delivery to MERC. All trains will move through east Superior and the "corridor" to access the dock.

C&NW is also looking at track-age rights over BN from Saunders directly to MERC. The BN has yet to respond to the North Western's request. Should the environmental impact study be approved and the ICC gives its blessing, look for BN to have some stiff future competition from the C&NW and their partner Union Pacific.

Missabe Road

Production at Missabe served plants continues at good levels. Minorca resumed production in early May after their annual maintenance outage. Eveleth taconite has kept the Missabe busy with increased production that has resulted in more crude taconite movements. The increase comes from orders that previously went to now idled National Taconite in Keewatin.

DW&P

Reports in the trade press state that CN will route much of their east-west traffic via the United States. The DW&P will become a vital link in this route, with up to eight trains each way per day operating over the line.



Above: The small industrial switcher that for years has moved tie cars around at the Koppers tie facility at Ambridge has been moved to the new tie recycling/grinding plant on the Superior waterfront next to MERC. Dan Mackey. Below: Due to a derailment on BN's Chicago-Seattle mainline in central Minnesota, several hot priority freights were detoured via the Staples line to Superior and then down the former GN mainline to the Twin Cities. One such detour train was photographed crossing the Nemadji River (site of the infamous benzene spill) on its way to the Twin Cities this past April 5. Kent Rengo.





Missabe Steel Caboose Roster

Number	Builder	Built	Notes & Disposition
C-200	International Car Co.	1952	Donated to the City of Proctor. On Display behind Yellowstone number 225.
C-201	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-202	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-203	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-204	International Car Co.	1952	Rebuilt in 1975, cupola removed, bay window installed. Retired, Azcon for scrap 12/1993.
C-205	International Car Co.	1952	On roster, stored at Proctor. Rebuilt in 1975, cupola removed, bay window installed.
C-206	International Car Co.	1952	Destroyed 10/12/73 at Highland. Retired 1/30/74, sold to Hyman Michaels for scrap.
C-207	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-208	International Car Co.	1952	Proctor, Minnesota. Donated to Rose School.
C-209	International Car Co.	1952	Rebuilt in 1967, cupola removed, bay window installed. Retired, Azcon for scrap 12/1993.
C-210	International Car Co.	1952	Rebuilt in 1967, cupola removed, bay window installed. Retired. Azcon for scrap, 12/1993.
C-211	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-212	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-213	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-214	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-215	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-216	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-217	International Car Co.	1952	Retired. Sold to Azcon for scrap, 12/1993.
C-218	International Car Co.	1952	Rebuilt in 1975, cupola removed, bay window installed. Azcon for scrap, 12/1993.
C-219	International Car Co.	1952	Rebuilt in 1975, cupola removed, bay window installed. Azcon for scrap, 12/1993.
C-220	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-221	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-222	International Car Co.	1974	On the roster. Assigned to Two Harbors for switching the L.P. plant.
C-223	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-224	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-225	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-226	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-227	International Car Co.	1974	On the Roster - stored in Proctor roundhouse.
C-228	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-229	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-230	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-231	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-232	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-233	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-234	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-235	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-236	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-237	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-238	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.
C-239	International Car Co.	1974	Retired. Sold to Azcon for scrap, 12/1993.

Roster Courtesy of Tim Schandel





Previous Pages

Heritage Series - Number 4

One of the most overlooked and least photographed railroads to ever serve the Twin Ports has to be the Duluth, South Shore & Atlantic. Often called the poor cousin of the Soo Line family, the 500-mile-long DSS&A never lived up to the grand schemes of its founders.

The "South Shore" principally ran from Sault Ste Marie to Superior, with a major branch serving the copper producing area of the Keweenaw Peninsula. Since 1935, when the DSS&A abandoned their own line, the railroad operated over the Northern Pacific from Ashland to Superior for access to the Twin Ports. Once in the Superior area, the South Shore used facilities of the Soo Line and Wisconsin Central. At one time the DSS&A did have their own facilities just north of Superior Union Depot.

After the 1961 merger of the Soo Line, Wisconsin Central, and South Shore into the new Soo Line, much of the DSS&A's elderly Baldwin and Alco locomotives remained in service on former South Shore trackage. The Soo trackage rights over the NP (BN) ended in 1973, and in 1980 the former DSS&A mainline between Ashland and Marquette was severed when 67 miles of track was abandoned between Bergland and Nestoria.

Photo: Two ex-South Shore Baldwin road-switchers prepare to depart Soo's Stinson Avenue yard in the early 1960's. The Soo did a nice job of re-lettering the locomotives by using the same red style lettering that the DSS&A had used. The colorful green, red, and yellow units would not last to see 1970.

Photo by Marvin Nielsen, collection of David Schauer.



Above: Some of the very last semaphore signals left in the Twin Ports have been removed. Soo signal crews took the 12th street interlocking out of service and removed the semaphore blades. The interlocking had protected the C&NW (Omaha) and Soo (DSS&A) in Superior. The photo shows removal of one of the blades this past February. Dan Mackey.

Below: A special WC directors special visited Superior this past May 2. The train consisted of GP-40 number 3002 and the private car "Wisconsin" (owned by Great Lakes Western and in its former C&NW colors). Photographed at South Itasca. Kent Rengo.



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Gene Bradfield
Lynton Brooks
Douglas A. Buell
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John Cartwright
Tom Casper
Otto P. Dobnick
Tom Dorin
Robert Dunnweber
Carl Ekholm
Elaine Ellian
Michael Enich
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Wilfred A. George
Kurt Haubrich
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Donald Weesner
John Whelan
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Sustaining Members

Frank Kossila, John Nienow, Timothy Zager

Thank You

Thanks to **Dan Mackey** for providing the photo of sunken NP switcher number 714 for last issue's heritage series section. Dan's name was omitted from the photo credit.

Thanks also go to the following people who provided photos or information for this issue: **Tim Schandel, Dan Mackey, Kent Rengo, Greg Vreeland, and Steve Ruce.**

So Long Sunnyside

The two photos on the right were taken only a mile apart. A very rare movement on April 3 found a WC train that had backed onto the short remains of the Superior (Ambridge) to Gordon line to wait for congestion at the Peg's Pokegama yard to clear. The top photo shows the train, with CN/DW&P interchange traffic, rolling off the line after receiving clearance into Pokegama. Just south of where the train was sitting, at Sunnyside, the remains of the mainline are evident. WC now uses the former C&NW line to reach Gordon and a connection with the Ladysmith route. **David Schauer.**





Above: The Missabe has been busy handling all-rail movements for a number of different routings. In May alone, there were 51 all-rail movements for interchange. Two Missabe units assist a pair of Wisconsin Central SD-45's northbound at Munger on February 12, 1994 destined for Minntac. Tim Schandel. Below: One of the more unique all-rail taconite movements involved the Missabe, WC, and C&NW who teamed up to move pellets from Minorca (Inland Steel - Virginia) to Escanaba, Michigan for loading into lake boats. Lake Michigan's shipping season starts earlier than that of Lake Superior. One of those loaded trains heads east at Glen Flora, Wisconsin (east of Ladysmith) on March 18, 1994. Power for the train consisted of two ex-Norfolk Western high hood SD-35's on lease to WC from EMD and a single WCSD-45. David Schauer.

