

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

SUMMER 1994



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

SUMMER, 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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COVER PHOTO

The Labor Day weekend was the second biggest event following the filming of "Iron Will" for D&NM Mikado No. 14, seen here storming across the Snake River near Pine City on September 5 during a photo run-by, which when done with a steamer, a lot of smoke is produced for the benefit of the photographers. An auxiliary water tank is behind the tender followed by the LS&M's solarium car 29 and a dozen others which the 14 handled easily during its four days of excursions for the Hinckley Fire Centennial. Photo by Ken Johnson.

DIRECTOR'S CORNER

The Laker is prepared by Jergen Fuhr each quarter for members of the Lake Superior Museum of Transportation (LSMT) and the Lake Superior Transportation Club (LSTC) as one of the benefits of membership in these organizations. These two groups are affiliated, but are not the same organization.

Members of the Lake Superior Museum of Transportation provide direct support to the museum through membership dues and contributions. In addition to the newsletter, LSMT members receive discounts on selected items in the Depot Square Store, discounts on Museum-sponsored tours and excursions, and free admission to the LSMT exhibits.

The Lake Superior Transportation Club is a volunteer organization of rail fans, model railroaders, and others who are interested in railroads and their history. Club members work on Museum exhibits, such as the model railroad exhibit, excursions, and other LSMT programs. The LSTC also supports the Museum by raising funds for Museum activities, primarily the model railroad. Some members of the LSTC also operate the Lake Superior and Mississippi (LS&M) Railroad. The LS&M excursion train runs from the Western Waterfront Trail along the scenic St. Louis River from July through Labor Day. Working on the LS&M provides members with the fun of working on an operational railroad and the satisfaction of knowing that they are providing a popular summer attraction for Duluth's growing number of tourists and residents. Benefits of membership in the Lake Superior Transportation Club include a subscription to *The Laker*, discounts on selected items in the Depot Square Store, invitations to club meetings and programs, and the opportunity to vote for members of the LSTC and the LS&M Boards of Directors.

Membership in one of these organizations does not necessarily mean you are a member of the other. Of course, we hope that all readers of *The Laker* are members of the Museum, but if not, we hope that you will continue to support the LSTC and volunteer to work with the LS&M during the year ahead. Please support these organizations by renewing your membership during the coming year — or give a gift membership to a friend or relative.

If you are interested in joining the Lake Superior Museum of Transportation, call the Museum at (218) 727-0687 for a membership application. If you are interested in the Transportation Club, call the LSTC Membership Secretary, Dale Carlson, at (218) 722-5765.

The Lake Superior Museum of transportation lost a good friend this summer with the death of Wayne Olsen. He will be missed. A memorial fund has been established by the Museum which will be used for a project that was of special interest to Wayne. Many contributions have already been made to the fund. If you are interested in honoring Wayne by making a contribution, send your check to the Wayne Olsen Memorial Fund at the Museum.

Richard Welch, Executive Director
Lake Superior Museum of Transportation

Museum Want List

Desk top copier
Plain paper fax machine
4-drawer metal filing cabinets

Carr's Offers Discounts to Members

Need something for your model railroad? Are you into RC models — planes, boats, cars? Or car models? Rubber-powered flying models? Visit Carr's Hobbies.

Jack Carr is offering members of the LSTC a 10 percent discount on any no-sale items by showing a current membership card at the time of purchase.

No Laker Extra in this Issue

Due to unforeseen circumstances and situations beyond the control, influence and well-being of the editorial staff there is no Laker Extra with this issue. Look for it in the next issue.



With flags and bunting to mark it as a special train, the GN SD-45 No. 400 with coach 33, E&LS coach 100, power car 1000 and a NSSR Budd car in tow, passes up the LS&M excursion train in West Duluth. The special Centennial train is about to board the celebrants for the trip to Bayfront Park ceremonies on August 7th marking the 100th anniversary of West Duluth joining the City of Duluth. — Photo by Ken Johnson.

SPECIAL TRAIN TRANSPORTS CELEBRANTS, WORSHIPERS FOR WEST DULUTH CENTENNIAL AND WEDDING CEREMONY

Picnic baskets, lawn chairs, blankets and period costumes were the order of the day for many of the passengers who rode a special train from West Duluth to Bayfront Park for Bayfront Family Sunday.

The Morning Celebration of Faith, an ecumenical church service sponsored by several churches in West Duluth started off the day that was the culmination of a two-week long celebration commemorating the 100th anniversary of the union of West Duluth to the City of Duluth.

The Lake Superior & Mississippi Railroad with the cooperation of the LSMT and the NSSR and borrowed equipment, operated a special train to transport the Centennial celebrants from West Duluth to the bay front.

Due to a mix-up in communications, the Centennial train left the Museum at about the time it was supposed to arrive in West Duluth near the Western Waterfront Trail and a number of people were late for church on Sunday, the seventh of August.

Some of the Centennial program participants scheduled to take the train drove to Bayfront so they would not be late.

Two trains were scheduled to bring participants from West Duluth to the park, the first one leaving at 9:15, the second at 11:15, each requiring 45 minutes in each direction. The first train was for those wishing to attend the church services, the second for those

wanting to go later to attend the re-enactment of the wedding ceremony.

Following the 10:30 worship service, the re-enactment of the ceremony took place with local personages playing the part of the silver-tongued orator Charles H. Towne (Dick Gastler); Mrs. John Martin (Donna Carlson, the Depot); Duluth Mayor Charles d'Autremont (Roger Morris); West Duluth Mayor John Martin (Don Bergman); Councilor H. R. Spencer (David Wheeler) and Rev. Dr. C. C. Salter played by Rev. Jack Kemp.

The Centennial Train consisted of LSMT coach 33, the E&LS coach 100, LSMT power car 1000 and a NSSR Budd car. The GN SD-45 No. 400 and the NSSR's GP-9 No. 652 powered the train in a push-pull manner with **Stu Beck** and **Tim Schandel** moving from one locomotive to the other as the train reversed its direction.

Bill Mickelsen was the conductor. **Fred Glibbery** and **Jergen Fuhr** helped on the train.

The train stayed at the Museum during the afternoon's Centennial program, returning to Bayfront for a 2:30 p.m. departure and another at 4:15 p.m. The majority of the passengers took the first train going to Bayfront and the first train to return. The passengers were serenaded by a Dixieland band and a bagpiper on the train.



Hallett Dock unloading bridges provides a backdrop for the LS&M section gang who have raised the shop lead and are tucking ballast under the switch ties with electric hand tampers. Track jacks are holding up the tracks. The bucket of the Komatsu front-end loader is behind Dick Hanson on the left. Dan Mackey is in the middle and Zeke Fields, right, is spreading the ballast with a shovel.

LS&M SHOP TRACK AND SWITCHES RAISED, BALLASTED 1994 BEST YEAR YET FOR TIE AND RAIL REPLACEMENT

Following some very extensive track work at Hallett Dock the first two weeks in May, more additional track work was being accomplished by a small crew in the same location.

Prior to the 1994 operating season, two switches had to be repaired before the LS&M could get any of its equipment out of the storage yard or shop. The repairs were also necessary to enable the crane and M/W equipment to be moved to the Mud Lake Bridge site.

July and August has seen more extensive track work in the same area — raising nearly a quarter mile of track leading into the shop and storage area.

A recent Saturday found **Zeke Fields, Dick and Jeff Hanson, Dan Mackey**, and two new young volunteers, **Jim Klinkner and Pete Gokat** working on the section crew.

The BN hopper cars loaded with coal, taconite, stone, have pushed the track into the mud while coming out of Hallett Dock. The Hallett and LS&M crew has also raised the Hallett Dock track leading to the CUS, car-unloader-shaker. In some places the track and the two newly-repaired switches have been raised over two feet.

The entire track leading into the shop has been raised, eliminating the dive it takes outside the door as well as a goodly portion of the storage track. For all practical purposes, the shop lead is now on the same level as the shop floor.

Hallett Dock provided the crushed limestone for ballast and fill beneath the raised track. Hallett employee **Terry Solomon** operated

a Komatsu WA600 front-end loader, donating his time, while Dan Mackey operated a smaller Michigan loader, each taking up scoops of ballast and moving it to the track site.

The ballast regulator was used to dig a trench next to the tie ends; next the tamper to partially lift the rails and break the ties loose from the mud and allowing the track jacks to put in place under the tie ends, the tracks lifted and ballast then dumped on the track. The actual lifting with the use of track jacks and getting the ballast tucked underneath the ties was very labor intensive by a small dedicated crew who had put in many long hours for the benefit of Hallett Dock and the LS&M.

Some ties came loose as the tracks were lifted, necessitating the job of having to drive spikes after the ballast was secured beneath the ties. Shovels were used to spread the crushed limestone and electric hand tampers then used to get it under the ties.

This past summer had seen the most tie and rail replacement ever on the LS&M. At least 250 ties had been replaced at the shop, on the siding behind the Tappa-Keg restaurant and at the Oliver Bridge where several lengths of rail were also replaced with 100-pound iron. Some rail also had to be replaced at Hallett Dock and switches into the shop and storage track were repaired.

The LS&M has leased the BN siding behind the Tappa-Keg. Having been declared unsafe, the LS&M section crew were required to replace a minimum number of ties before a train could be used on the siding.

MAYOR, TWO COUNCIL MEMBERS DEDICATE NEWLY REPAIRED MUD LAKE BRIDGE WITH CITY HELP

Mark Olson had sewed three plastic table clothes together — one red, one white, one blue — to make a huge banner to stretch across a railroad track. In trying to undo some stitching, he ripped a part of the table cloth and thought to himself "this stuff tears too easy, it will not work. It will tear in the wind before the dedication."

He proceeded to fasten the banner to two 2x4s and nail the 2x4s to the timber abutment on either side of the track on the Mud Lake Bridge in preparation for the dedication by the Mayor of Duluth and City Council members.

The occasion was the opening of the newly-repaired bridge on June 30 prior to the beginning of the LS&M's operating season. City Council members, the Mayor, members of Kraemer Construction, LSMT and Depot personnel and other important people were invited. Sub-contractors were also invited, as was family members of those invited. They boarded the train in West Duluth and traversed the entire line to New Duluth which the excursion train was not able to do last season.

Mayor **Gary Doty**, Council members **M. George Downs** and **Mike Talarico** were the only city officials attending. The city had expended about half of the cost to repair the bridge. The 4.3 miles of track which the LS&M uses from Riverside to New Duluth is city-owned, having been donated by the BN in 1978.

CITY-OWNED TRACK IS HISTORIC

That section of track is the last remaining segment of the original LS&M Railroad, the first rail link between Duluth and the Twin Cities in 1870.

The city had plans to construct a hiking and biking trail — the Western Waterfront Trail — along side the tracks, complete with landscaping, picnic and recreation areas, rest stops, fishing areas and cross-country skiing. A historic and interpretative program and facilities were also slated for development.

"This section, which runs from Riverside to Boy Scout Landing at the foot of Commonwealth Avenue in New Duluth, is the initial portion to be developed and is the section where the Lake Superior Museum of Transportation will run an excursion train. Additional easements or acquisitions are necessary to extend the train to Fond du Lac and to Indian Point," according to the city planning department report of January, 1979. The total length of the planned trail would have been nine miles, following the former railroad right-of-way from the end of the track in New Duluth, alongside the St. Louis River to Fond du Lac.

Construction had begun across from the Zoo and extended as far as Riverside, following the river shore around Indian Point. From there to New Duluth, there is just enough solid ground for the railroad — no room for a trail. In many places there is water and/or swamp on both sides of the right-of-way.

Since then, the Munger Trail has been created, using the former NP right-of-way which has been black-topped and extends to Carlton.

That right-of-way was the relocation of the LS&M trackage after being reorganized as the St. Paul & Duluth in 1877. Named the Duluth Shortline, it was constructed in 1886, extending from West Duluth to Thomson away from the river. The grade and the distance were both reduced and later became absorbed into the NP's transcontinental line between Duluth and the West Coast. The original line of the LS&M along the river between Fond du Lac and Thomson was later abandoned at the turn of the century.

Passenger trains, until the middle thirties, and freight trains until 1970 continued to service the communities and industries along the river as far as Fond du Lac. Upon the demise of the passenger service, the tracks beyond New Duluth had been removed. The Western Paint Company and the Coolerator plant in New Duluth needed rail service.

Mark's fears of the banner across the tracks tearing before the official ceremony were alleviated. As the nose of LS&M's No. 46 hit the banner, it did not break. Rather the 2x4 on one side was broken



The coupler of the LS&M locomotive No. 46 is about to break the banner stretched across the track.

off and with the help of the stiff breeze off of the lake, the banner whipped the broken timber across the front the locomotive, sending it sailing across the lake.

Cake and refreshments were served aboard solarium coach 29 as the train made its usual hour-and-a-half round trip under threatening skies. Parts of the city and areas along the south shore of Lake Superior were deluged while West Duluth had only a light shower during the special run and stopped as the guests departed from the train.

Kraemer Construction of Superior drove 40 steel pilings, four on either side of the four bents and four next to each abutment. The pilings next to the bents are capable of supporting 15 tons, while the ones at the abutments will support 20 tons. The pilings are 8 5/8 inch diameter steel pipe, .322 inch thick. They were driven in by a 4000-pound hammer dropped from a height of ten feet. Each piling was filled with concrete.

A representative of Twin City Testing was on the site to monitor the operation. When a piling was driven as far as it would go, it was allowed to settle for a few hours after which it was given a few more whacks. When the piling would move only a few inches, they knew it was down to solid ground. Some pilings were allowed to settle over night and were given a few more blows to make sure they were down solid.

The total cost of the repairs \$38,118.23 which included the contractor's fee, permits, inspectors fees and other incidentals.

The city paid \$19,500, the LS&M \$18,618.23.

The LS&M is greatly appreciative of the City of Duluth in helping out with this project.

Additional photos on Page 12.



LSTC members rode the St. Croix Valley railroad excursion train on June 11. The train is operated by MTM with the cooperation of Wisconsin Central. The Osceola depot is currently undergoing restoration by the Osceola Historical Society. Former LST&T locomotive No. 105 now painted in NP color scheme pulls the train.



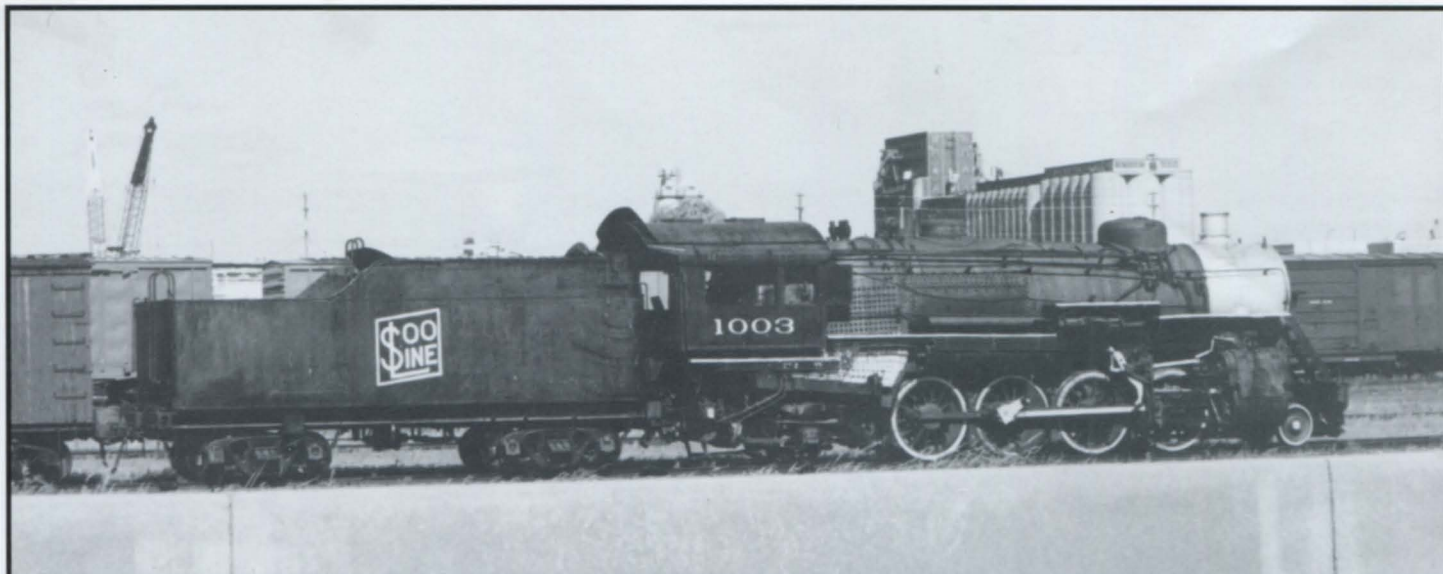
Forty-three members and spouses took advantage of a special "Rail and Sail" trip sponsored by the Lake Superior Transportation Club June 11th. Following lunch at the Dalles Restaurant in St. Croix Falls, the group enjoyed a leisurely and relaxing cruise on the St. Croix River paddle-wheel boat "Princess," seen here at the dock in Taylors Falls.



DeWayne and Linda Tomasek wait to board the "Princess."



Allen Anway, Myrna Fuhr and Mrs. and Mr. Will George wait under a shelter during a brief shower to board the boat.



Using a telephoto lens, the editor caught the 1003 in the Rice's Point Yard and pulled off on the shoulder of the freeway to get the picture August 14.

RESTORATION OF SOO LINE NO. 1003 BEGINS AT FRASER SHIPYARD, SUPERIOR WRPT looking for volunteers, donations

The further ramblings of Soo Line Mikado No. 1003 — from the Superior Waste Treatment Plant to the Berwind Coal Co. to the Soo Line roundhouse, back to the treatment plant, then to West Duluth where it was parked on a stub siding next to the former Bombardier plant. Then it was seen in Rice's Point yard and now is in Fraser Shipyard getting some preliminary work done.

Tom and Vickie Jensen were at the annual flea market sponsored by the Lake Superior Transportation Club held at the Superior Curling Club on the Fairgrounds. They displayed a model of the 1003 and handed out information and flyers inviting interested people to sign up as volunteers and supporters of the restoration project. Photocopies of the dimensions and numerous statistics of the Mike were also available.

Rick Buehre of Forest Lake had built a very detailed model and though it is not finished, the Jensens wanted to display it to begin developing interest in the restoration of the Soo Line steamer. The model was displayed to represent the present status of the 1003 — no headlight, no jacket, no marker lamps and a few other appurtenances missing.

Fraser Shipyard workers will be sandblasting the tender and the inside of the boiler to remove rust and scale. The boiler has been void of tubes for years and while in West Duluth remained open to the elements with no smoke box front. A plastic boat covering that had been used to cover the front soon disappeared either by human or by nature.

The tender will be removed from the undercarriage and a new deck will be installed.

The steamer was built in March, 1913 in the American Locomotive plant in Schenectady, N.Y. It had 1,700,000 miles on it when it was retired in 1954 after having covered virtually all of the Soo Line territory. The Class L-1 Mikado was an over-all workhorse. Its 63 inch drivers made it suitable for mainline service and it was small enough to operate on branch lines, to reach into a yard and snatch out a string of cars.

The Mike was repossessed by the City of Superior and the Wisconsin Railway Preservation Trust bought the locomotive for \$40,000, the amount that the city had given the Superior Shortline Steam railroad to restore the locomotive. The \$40,000 from the Trust was raised by donations from various individuals and private organizations. It is estimated that the total cost of restoration will be anywhere between \$200,000 to \$250,000.

A photograph of the 1003 appeared in the February 25, 1984 issue of the Superior Evening Telegram. An article accompanying the photograph stated that "members of the SSSR are looking forward to Memorial Day. That'll be the start of the first season of runs along the Superior waterfront for the old steam locomotive No. 1003."

Vickie Jensen, secretary of the Trust, is a member of MTM and is working with the Osceola Historical Society to restore the depot in Osceola, Wisconsin. It is from that depot that MTM operates the St. Croix Valley

Railroad with the cooperation of Wisconsin Central.

Vickie organized the contract with the WC to begin the restoration of the Osceola depot.

Wisconsin is the first state to begin a railway preservation trust. **Mark Smith**, former editor of Locomotive and railway Preservation magazine, is heading up a movement to begin a National Preservation Trust, working with **Ray Saley** of Green Bay and **John Hanke**.

H. Nick Moller of the Wisconsin State Historical Society and **Nick Modders** of MTM are also on the board of directors for the Trust. Modders is also project manager for the 1003 which has the support from WC president **Ed Burkhardt** and Wisconsin Governor **Tommy Thompson**.

The Trust is a non-profit organization incorporated in the state of Wisconsin and is based in Osceola. Its purpose is to lead an active and coordinated railway preservation throughout Wisconsin and the Midwest. The 1003 is its first project and when completed, the Mike will be available to professional railroad companies, museums, excursion train operators and communities for special events and will be a symbol of railway preservation and what can be accomplished when a group of people set their minds to the task before them.

Gary Benzman of Diversified Rail Services of Georgetown, Texas, will be overseeing the restoration project and has made several trips to Superior and Fraser Shipyard. A combination of professional and volunteer workers will be used to complete the project and will be looking for inside facilities in which to work during the winter. The return to service is anticipated to be sometime in 1995.

Individuals are encouraged to join the Wisconsin Railway Preservation Trust. By doing so, they will help to:

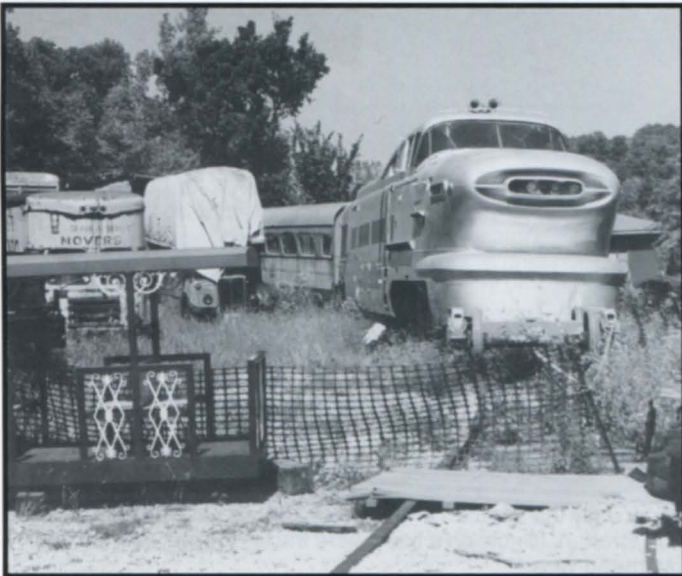
- Promote the study of railroad history and encourage the preservation of railroad related resources.
- Advance public education and awareness of the significance of railroads in Wisconsin history and the importance of preserving railroad sites, equipment, structures and artifacts.
- Encourage individuals and organizations to identify and solve issues impeding railway preservation with coordinated plans, policies, and proceedings,
- Coordinate Wisconsin railway preservation efforts with other states in participating in a National Preservation movement.
- Restore the Soo Line Mikado to service.

Membership in the Trust will include a Trust newsletter and information on the 1003 project.

For donations of \$2,500 or more, each contributor will receive a 1/24th scale model of the 1003 set on an attractive base. There will be a limited edition of 50 models produced by Buehre, displaying the myriad details involved in a Class L-1 locomotive and tender and utilizing the 1003 as the absolute source of measurement and design.

All contributors for whatever amount will receive a one year WRPT membership and project 1003 restoration updates.

For further information, write to WRPT, P.O. Box 83, Osceola, Wisconsin 54020.



The Rock Island "Aerotrain" built by General Motors in 1955 rests among the weeds, a spare truck, a covered motor bus and other artifacts at the St. Louis Museum of Transport.

MUSEUM OF TRANSPORT HAS MOST COMPREHENSIVE COLLECTION IN THE U.S., PLANS TO EXPAND

The "Gooney Bird" looked like it was ready to start its engines and take off. Though known for its ability to land and take off in short fields, it would have had trouble clearing the locomotives at the top of the hill a few hundred feet away.

The Mississippi River tug boat appeared to be ready to sail — if it had some water to sail in. It was on dry land.

Frisco's 1522 was still warm after returning from an excursion trip for Topeka's Rail Days on Wednesday, the 7th of September. On an adjoining track, Union Pacific's "Big Boy" No. 4006 was getting a new coat of paint and a Fairbanks-Morse road switcher was shuffling a hopper car loaded with ballast into the museum grounds — the ballast off-loaded into a front-end loader and spread along a display track.

The Laker editor was in St. Louis for the Heartland Regional Buick Show, Buick Club of America, the weekend of September 8-11 and visited the National Museum of Transport.

The museum is located in the town of Kirkwood, off of Interstate 270, southwest of St. Louis and occupies land formerly owned by the Pacific Railroad, a pioneer trunk line west of the Mississippi River. It lies between the two Barrett tunnels which were constructed in 1851-53 and were the first such engineering projects west of the Mississippi River. One tunnel, which is of historical and architectural significance, was used by the Missouri Pacific until 1944 when a double-track line was built to circumvent the single-track bottleneck through the tunnel. Both tunnels are on the National Register of Historic Places since 1979.

AN 1880 STREETCAR WAS CATALYST FOR NMOT

The NMOT was originated in 1944 by John Roberts and a group of citizens who rallied to preserve a mule-drawn streetcar, acquired 39 acres of land at Barretts Station in St. Louis County next to the MoPac Railroad. The 1880 10-foot streetcar "Bellefontaine" was soon joined by hundreds of other artifacts. If it had wheels, was drawn by animals or powered by an engine and flew, floated or traveled over land, the MOT soon acquired it. Even some artifacts that have no wheels, does not fly, float or even move.

On September 1, 1979, the county's Park and Recreation Department assumed operation of the MOT and the founding corporation was renamed the Transport Museum Association which operates the finest broad-based historical transportation showcase in the nation.

The museum was closed for eight months to permit an

uninterrupted period of construction in which a number of improvements were made, including shelters for much of the equipment and artifacts. The museum was reopened to the public in the spring of 1980.

Visitors and tourists alike can walk through 150 years of transportation history, not only by rail, but also automobiles, buses, streetcars, aircraft, horse-drawn and river-boat conveyances.

Director **Wayne Schmidt** has been with the NMOT for two years. Formerly with naval and marine museums, he has exciting plans for future development and improvement. Currently the museum has no public transportation connection and future plans are to establish a commuter station and operate a heavy-rail commuter train from downtown St. Louis which in turn would greatly enhance the museum as a tourist attraction.

LACK OF PUBLIC TRANSIT A DRAWBACK

The NMOT is hoping to obtain a commuter train from MoPac and will also look into the possibility of acquiring equipment for sale from Amtrak at Beach Grove, Indiana. A NMOT representative was going to Philadelphia to obtain two PCC cars.

Director **Schmidt** said it would be ideal to be able to operate four trains a day to and from the museum — two in and two out. Though the nearby UP trackage gets heavily used by Montana coal trains, Amtrak, stack trains, mixing a commuter train in with the traffic could present some difficulties. The museum has excellent relations with the BN and the UP.

Though the museum has a varied collection of passenger coaches, it has no "train set." Three coaches are current and two are potential candidates for air brake work. The coaches are used behind the 1522 when it goes out on excursion runs.

The 1522, a 4-8-2 Mountain-type, was restored by the St. Louis Steam Train Association and put into service in April of 1988. It was scheduled to pull the Victorian Express between St. Paul and Winona in October of 1990 when an over-heated bearing in the pony truck forced a cancellation of its use. A pair of Soo Line units powered the VE.

The pony truck has since been rebuilt with roller-bearings. A winter project for the 1522 will involve pulling the jacket off for a boiler inspection. The asbestos insulation was removed in the late '50s or early '60s and replaced with fiberglass.

The NMOT is funded by a half-million dollar county budget and tax-deductible donations under 501 (C) (3) with extra income from auto shows which it does three times a year, catering to Ford-Mercury car clubs, the Corvair Club, Chevy Club and British and Jaguar car clubs. A display of British automobiles was scheduled for the weekend of September 10.

There are between 30 and 35 active volunteers and including the steam people, the number rises to about 60. A full-time staff of seven tends to the administration of the complex which in recent years has acquired more real estate and now has at least 130 acres of property. The equipment and buildings occupy about 40 acres.

In the opinion of this writer, they could use dozens more volunteers to restore and preserve the many one-of-a-kind, priceless and historic pieces of transportation history before they are gone beyond restoration. Though much of it is under cover, much of the equipment is exposed to the elements and wood rots, paint fades and metal deteriorates.

The NMOT has a collection of 65 locomotives, steam, diesel and electric. In addition to the 1522, NMOT has seven operating diesel locomotives.

NMOT HAS SEVERAL VERY UNIQUE LOCOMOTIVES

Among the steamers is a DM&IR 2-10-2 No. 502, a 1916 Baldwin; a 1905 Alco "Mother Hubbard" No. 952; a B&O "Camelback" of 1873 and a Great Lakes Carbon Co. No. 7, a "fireless cooker" whose boiler was charged at a central steam plant. Water was also put in the tank and as the steam pressure decreased, the water boiled, creating more steam. The 0-4-0 was able to work for up to eight hours without recharging.

The museum also has the "Black Diamond", a 2-2-2 Baldwin built in 1889. The unit is an inspection locomotive with a walnut-paneled observation room for rail executives on short business trips. The 22' long engine had small boys do the firing because of the limited area behind the firebox — too small for a grown man to swing a shovel.

A SP 1943 "Daylight" No. 4460 used to pull the "Cascade" and the "Klamath", a C&O 2-8-4 No. 2727 K-4, "Kanawha" and the

Continued on next page

Lake Street Elevated No. 9, a 0-4-4T from Chicago, to name a few of the steam locomotives in the NMOT's collection.

Among the variety of juice jacks is the Milwaukee Road's bipolar E-2, the last one of five "gearless" units built by GE in 1920. The 76-foot long electric, unprotected from the weather, is beginning to show deterioration and its paint badly faded.

The last "shovel-nosed" power car No. 9908, the stainless steel "Silver Charger" which powered the "General Pershing Zepher" is also in the open with some of its front windows boarded up. It was built in 1939, used on the Burlington and retired in 1965.

Another interesting diesel-electric unit is the Chicago, Rock Island and Pacific "Aerotrain", a futuristic concept employing light weight construction and a low center of gravity, built by General Motors in 1955.

The "Aerotrains" rode poorly, needed special maintenance requirements, lacked switching flexibility and were used for about ten years in suburban service between Chicago and Joliet, Illinois.

The General Motors EMD FT No. 103 still has its like-new paint scheme of yellow and brown since its appearance in Duluth in the summer of 1990. The 1939 GM demonstrator, later sold to the Southern, toured the country to commemorate the 50th anniversary of the "diesel that did it," selling railroad companies on the attributes of a new generation of motive power and began the downfall of the age of steam.

WIDE VARIETY OF PASSENGER EQUIPMENT

A 1980 edition of the NMOT's roster lists 25 pieces of passenger equipment. Though time did not permit looking at all of the equipment in the museum — there is so much of it — I was able to walk through three of the cars that were open to the public — the three coupled together to make up a train set.

Pullman No. 482, circa 1948, the "Dubuque" from the North Coast Limited, contains six roomettes, three bedrooms, one compartment and eight duplex roomettes. The paint is faded and the lettering above the windows is faded into oblivion. The interior is fair but shows signs of wear from the traffic through the car. Which brings up the question of should the public be allowed to tour the inside of passenger equipment.

Visitors to the LSMT often ask to see the inside of a sleeper or a dinner or if there is one to be seen. Yes, it is part of the education purpose of a museum. No, the heavy traffic would soon take its toll on the carpeting and furnishings which may be irreplaceable.

Diner No. 192, the "Silver Spoon" from the Burlington, a Budd stainless steel car, is devoid of any interior furnishings save for one table. The galley is complete.

MoPac parlor-observation No. 750 was used by Senator Harry S Truman to commute from his home in Independence to Washington. The American Car and Foundry product from 1940 was retired in 1960 after bringing up the rear of the "Missouri River Eagle" for 20 years. The car has 26 reclining swivel seats in the main part, 13 on each side, a lounge area partitioned off at the tail end and an office in the front. The car is fair condition but would need work — upholstery, woodwork, carpeting — to restore it to its original condition.

All three cars are under cover of a train shed as is much of the passenger equipment and some locomotives, though the sides of the structure are open. And the visiting public cannot keep from writing with their fingers their names, initials or snide remarks on the weathered and faded sides of the NP coach, the MoPac observation coach and other pieces of equipment. There are wide and neatly graveled isles between each two sets of tracks and this year will see the completion of the shed which is eight tracks wide and 500 feet long and no columns. Also a two-bay restoration shop will be completed.

A Union Pacific "Centennial" No. 6944, a DD40A is cosmetically respectable, rests on the upper level and is very prominent in its open area outside. The public is allowed to climb up into the cab while a Pennsylvania GG-1 under the train shed is sadly in need of a paint job.

NMOT CELEBRATED 50th ANNIVERSARY

Currently the museum has 140 pieces of rolling stock, 30 pieces of trolley equipment and celebrated its 50th anniversary during the last week of July.

The NMOT also has a wide variety of motor vehicles. On the

day of my visit, a maintenance person was fueling a double-decker coach built by the Yellow Coach Division of General Motors for the Fifth Avenue Coach Co. of New York. The coach was to be used for a parade the following day.

A British double-decker vehicle, a 1932 Brill-built trolley bus and a French 1932 Renault motor coach, to name a few, are in the collection.

A rare motor vehicle is a 1910 Buick motor bus with a right-hand drive which carried 12 passengers and powered by a 22-horsepower engine. The vehicle.

Bobby Darin's "Dream Car", a futuristic vehicle with a glass roof is on display in the motor vehicle museum. The hand-formed aluminum body with a tubular frame of unitized alloy, a Ford 427 high-performance engine was built in 1964 at a cost of \$93,647.

A 1948 Lincoln Continental with a V-12 engine and weighing 5522 pounds has its oil, air, vacuum and fuel pressure gauges as well as the ammeter, oil and water temperature gauges under hood near the radiator.

The Illini railroad Club donated a 1939 White Motor Co. coach formerly used as a school bus and later was converted to rail service for the Illinois Terminal No. 206 and used between Alton and Grafton, Illinois on a line where the interurban railroad had no overhead wire.

ST. LOUIS CAR CO. INTO WAR EFFORT

In a corner of the automobile museum is an Army "jeep" displayed in a war-time setting with appropriate memorabilia. On the walls are photographs of the products turned out by the St. Louis Car Co. for the war effort. For example:

The company had built the XCG 11 cargo vehicle, a one-time glider intended to carry cargo silently into enemy territory. The invasion plans changed and the gliders were never mass produced. The Baden Plant in St. Louis had built eight "alligators" a day. Also known as "Water Buffalos", they were an amphibious landing craft.

St. Louis Car Co. built many 300 to 800 KW self-contained generators, 150 of which were sent to Russia in WWII for temporary power stations. Ammunition cars, kitchen cars and a variety of railroad equipment came out of the shops during the war. Whitcomb diesels were also built and sent to Italy following the U.S. occupation because of a shortage of coal. 1900 steam locomotives were sent to Russia under the lend-lease agreement.

GREAT PLANS FOR FUTURE OF NMOT

In the center of the automobile museum is a model of the master plan for the National Museum of Transport. Built by Whitesitt-Coulter Inc. model builders for the Sverdrup Corp., the plan calls for a representation and display of every conceivable method of transportation ever invented — a 24-stall roundhouse, many train sheds, an incline cog railway, a cable car system. Also an education center, concession and restoration buildings, the Great Hall, a special display library, a lake and water craft, even a landing strip and hangers. An aviation building, a railroad station are also included and the model showed a field for the launching of hot-air balloons.

REMEMBER BURMA SHAVE SIGNS?

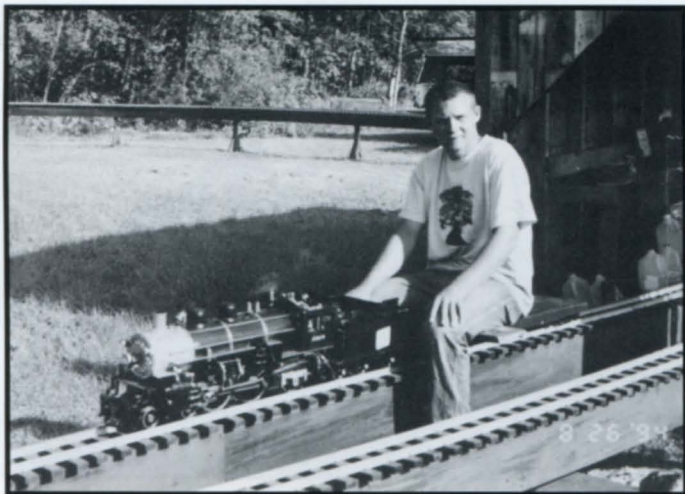
"Tempted to try it? Follow your hunch. Be 'top banana', not one of the bunch. — Burma Shave" was one of the many familiar Burma Shave signs found along highways prior to 1963. It is preserved at the MOT. Another one is preserved at the Smithsonian.

A collection of steam tractors, motorcycles, various types of engines and numerous articles of memorabilia are scattered around the grounds situated on two levels — a 40-foot difference in elevation between them.

Time did not permit checking out the St. Louis MetroLink light rail transit system or to get to the St. Louis Union Station which has been restored to former elegance and is now a shopping center. The fare on MetroLink is one dollar end to end per direction.

You don't know what a "gooney bird" is? It was a nickname for a DC-3 twin-engine transport plane. The one at NMOT is a 1943 Douglas Aircraft C-47A from the Missouri Air National Guard and is on loan from the U.S. Air Force Museum.

And yes, the 1950 Buick model 51 with 174,000 miles on it covered the 1,445 mile round-trip without a whimper, never skipping a beat, even in the torrential downpour on the way home between Minneapolis and Duluth.



AT THE ESKO LAKEHEAD HARVEST REUNION LIVE STEAM SHOW ...

Pete Kilen (above) pilots his 3/4-inch scale model of the Tom Thumb. The vertical boiler works on 60 lbs. pressure. The vertical engine drives the wheels through a chain drive. The elevated track was completely rebuilt in 1987 with a main line of 288 feet and a spur of 56 feet using 1675 ties. All lumber was sawed at the site during the 1986 show.

Above left — Josh Ritchie operates Lloyd Berger's model of a Soo Line Atlantic.

Left — Dennis Andres tends to his 1/3 scale model of a Case Steam Tractor. The tractor is powering a hammer mill in the black smith shop behind.

Every year the Esko steam show gets better. This year had seen more steam and gas engines, three full-size operating steam tractors, an addition to the lunch room kitchen for outside service serving 'dogs, brats, ice cream, coffee, pop, though the tasty hot dishes were discontinued — health restrictions? It is usually the last weekend in August. One steam tractor runs a saw mill where logs are actually sawed into planks. Another runs a threshing machine where locals bring in their grain and is sent through the thresher. There are also some hands on things to do.

SPECIAL MEMBERSHIP OFFER FOR CHRISTMAS

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 of your gift.

And, if you send the gift membership application to us by November 30, you will receive a 25% discount on that membership.

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Gift Memberships

Lake Superior Museum of Transportation
506 West Michigan Street
Duluth, Minnesota 55802

WAYNE C. OLSEN

On Friday, July 29, 1994, Wayne Olsen passed away suddenly. Wayne was a longtime supporter of the Transportation Museum and its many activities. While he divided his time among many personal interests, he always gave the museum his very best. Wayne served on the Board of Directors from its inception to the present day in a variety of capacities, including secretary and president. He was also a charter member of the Lake Superior Transportation Club, serving as its first president.

As the museum staff looks back on the twenty plus years of the museum's existence it becomes apparent that the structure and form were strongly influenced by three dynamic personalities. The "Big Three" consisting of Don Shank, Frank King, and Wayne Olsen have left their fingerprints throughout the museum in the form of the rolling stock collection, library collection, its policies and long-range plans. The existence of the Lake Superior and Mississippi excursion operation was also assured by the vision of these same people.

With Wayne's passing we are witnessing the close of a chapter of our organization's existence and the beginning of a new one. Wayne's presence will be felt for many years because of his unconditional love for the museum and its mission. He will be sadly missed. — T.S.



D&NM Mikado No. 14 and GN SD-45 No. 400 rest side-by-side in Rush City during the Hinckley Fire Centennial excursion runs on Labor Day weekend. The 14 needed repairs made to a driving box by a machinist who had a shop a few blocks away. The 400 was used by the BN briefly to pull a freight train when a BN locomotive malfunctioned. Photo by Ken Johnson



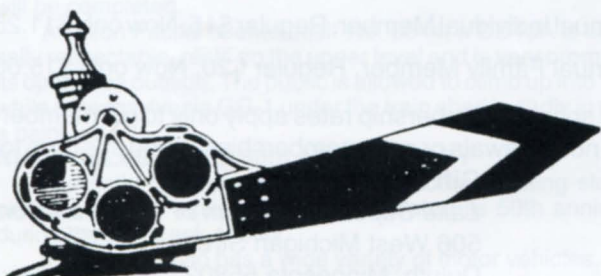
LS&M's excursion train breaks the banner and continues on to New Duluth across the Mud Lake Bridge following repairs which involved driving new pilings. The bridge was not used in 1993.



Mayor Gary Doty, Mrs. Doty and Donna Carlson relax in the LS&M's solarium car 29 during special excursion trip for the dedication and opening of the Mud Lake Bridge on June 30.

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