

LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION



Laker

WINTER 1994



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

WINTER, 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

Built in 1899 by the Northern Pacific Railway to serve the city of Little Falls, Minnesota, the depot is noteworthy for both its architectural design and its architect. Cass Gilbert later rose to national prominence through his designs of the Minnesota State Capitol, the Woolworth Building in New York City, the U.S. Supreme Court Building in Washington, D.C. and the layout plan for the University of Minnesota in Minneapolis.

Used by the Northern Pacific and later the Burlington Northern until 1979, the building was donated by BN to the Cass Gilbert Depot Society in 1988 and is listed on the National Register of Historic Places. While the restoration of the structure is not yet complete, the building is currently the home of the local Chamber of Commerce. Additional restoration will be completed as funds permit. — Photo by T. Schandel



Mr. and Mrs. Mattlin donned waiters uniforms to serve guests aboard the Ranier Club in this June 1989 photograph with Dave Schauer.

CANCER CLAIMS LSMT FRIEND, SUPPORTER, CARROLL MATTLIN

Carroll Mattlin was one month short of his 80th birthday when he was called to his heavenly home, ending a brief battle against cancer. He passed from this life in St. Joseph's Hospital, St. Paul.

Carroll was born in the Bald Eagle Depot, a mile north of White Bear, on Christmas Day, 1913, where his father was a tower man and controlled traffic at the NP and Soo Line Junction.

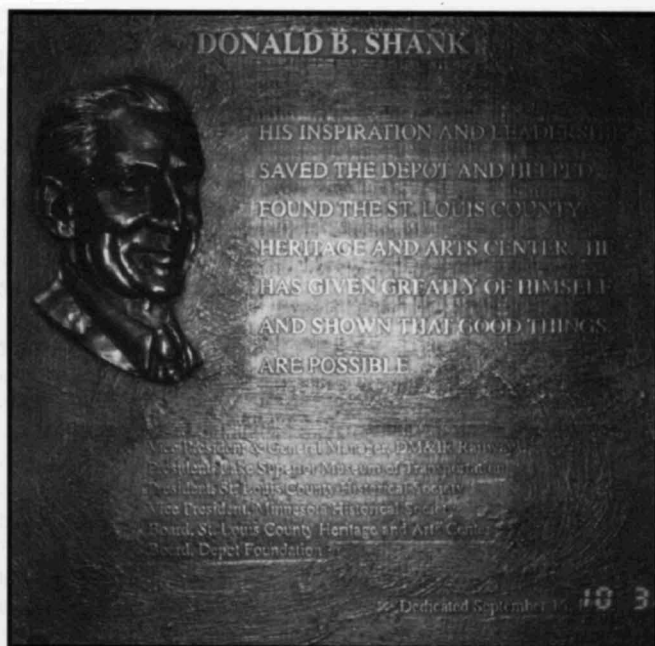
His father later started a general contracting company in 1928, building both residential and commercial structures and installing heating and air conditioning systems.

Carroll continued the business until his retirement in 1980. He had purchased a NP caboose in 1968 and later the sleeper-lounge-observation car No. 390, the "Ranier Club." It was the tail-end car on the Northern Pacific's North Coast Limited. Both the caboose and the 390 were situated on a piece of track next to Mattlin's heating and air conditioning company in White Bear and were used for entertaining.

The caboose was moved to the BN depot in White Bear which has been restored. Carroll was chairman of the committee that raised the funds for the project.

The "Ranier Club", a 1947 Pullman product, was purchased from Mattlin with donations offered by a number of LSMT and LSTC members and delivered to the Museum in 1983. It had been and still is kept in its original operating condition and used on special excursion

Carroll was a great supporter of the Museum and would often don a waiter's uniform to serve guests riding in the "Ranier Club." Our sympathies and condolences to his family and friends. Though he is missed, take comfort knowing that he now rests in heavenly peace in the arms of Almighty God our Father.



DONALD B. SHANK

"His inspiration and leadership saved the Depot and helped found the St. Louis County Heritage & Arts Center. He has given greatly of himself and shown that good things are possible. Vice President and General Manager of the DM&IR Railway; President, Lake Superior Museum of Transportation; President, St. Louis County Historical Society; Vice President, Minnesota Historical Society; Board member, St. Louis County Heritage and Arts Center and Depot Foundation."

Thus reads a bas relief plaque that has been mounted near the Great Hall of the Depot in memory of Mr. Shank. The bronze plaque was designed by Sterling Rath sack of Superior.

A celebration honoring Mr. Shank was held October 6 with a number of dignitaries and family members paying tribute to him for his civic endeavors and accomplishments.

Mr. Shank passed away on October 12 after a brief bout with cancer.



A rare EMD branchline 1500 h.p. (BL-2) was caught by the editor outside of the Janesville roundhouse. No. 52 of the Janesville and Southeastern was former BAR No. 52. Powered by a 567B diesel engine, there were 58 made from 1948 to 1949. The odd projections on either side of the front were called "chain guards," resembling a bicycle chain guard housing.

DONALD B. SHANK MEMORIAL CONTRIBUTIONS

Florence Aldrich
Arne and Mae Anderson
LeRoy and Mary Ann Anderson
Mrs. Charles Austin and Bill
T. J. and Betty Barker
Mr. and Mrs. George G. Barnum, Jr.
Christian F. Beukema
Jack and Sally Birk
Edward and Grace Bonderson
John Bray
Howard and Jean Clarke
Lenard A. Draper
Duluth Syndicate
Ron and Barbara Erickson
Clint and Rene Ferner
Mrs. Harley Hakala
Denny and Jane Harris
Mr. and Mrs. Chester Hedin
Mrs. Luther (Nora) Hendrickson
Richard B. Hood
Morgan and Mabel Hoseth
Warren and Jane Jamar
R. Marshall and Barbara M. Johnson
Dorothy King
Sara and Phillip King
Arnold Knight and Family
Mr. and Mrs. Vern Kraetsch
Robert and Lorraine Lake
Thomas J. Lamphier
Mrs. Max Lavine
Fred C. Lewis
R. and Mrs. R. N. McGiffert
Bill and Peg Mickelsen
James and Catherine Maloy
Dr. John and Charlotte Moyer
National Association of Railway Business Women,
Twin Ports Chapter
Robert and Anne Nickoloff
Merrill and Marie Nolden
Byron D. Olsen
Wayne C. Olsen
Dick Olson, Stewart-Taylor
John and Louise Owens
Susan Poupore
Robert B. Rhode
Robert and Janet Rosati
Richard and Elizabeth Schnuckle
Robert M. Sederberg, Jr.
Mrs. Virginia F. Sellwood
Richard and Lorayne Sielaff
John and Virginia Soetebier
Shirley Staples
Transtar Inc., Donald H. Hoffman and Board of Directors
Bob and Adele Unzen
Helmut M. Volk
Randolph M. Williams
John W. Yount
Dorothy and George Zeller



LS&M NEWS

MUD LAKE TRESTLE TO BE REPAIRED, CITY TO HELP WITH THE COST

As the Lake Superior & Mississippi Railroad prepares for its 14th season of operating an excursion train along the St. Louis River, a big project in the works for this spring will be to get the Mud Lake Bridge repaired.

The timber trestle was declared unsafe a year ago when the Disney people wanted to do some filming on Mud Lake. The plan was to operate D&NM locomotive No. 14 and the "movie train" over the Mud Lake fill. Camera crews would have been able to get a long panoramic view of the train in the wide-open area.

Many of the timber pilings are questionable and will have to be replaced. The deck is in good condition.

The LS&M stopped short of the bridge last summer and backed to West Duluth. An air horn and brake valve was mounted on the back end of the safari car.

Kraemer Construction of Duluth has been given the contract for the work.

The plan is to use the LS&M crane with Kraemer supplying a pile driver. Steel piles are to be driven between the ties and new caps installed to support the deck.

The \$34,000 project will be funded 50-50 by the LS&M and the city. The real estate that the LS&M operates over belongs to the city, having been donated by the BN after its abandonment of the former NP trackage.

A new grade crossing on McCuen Street (Highway 39) has been created with the closing of the McCuen Street overpass. The bridge was declared unsafe for trucks and snowplows and was not plowed this past winter.

The LS&M will also be acquiring a tie shear from Tomah, Wisconsin, a diesel-powered track machine that cuts ties in three pieces, making removal much easier. In some places there is little room on the shoulder of the right-of-way in which to pull out ties with out falling into the swamp or river, which makes for a very unsafe condition. The machine will need a replacement 453 diesel engine.

Three ore cars were moved into the shop last fall. Two were at Riverside and one at the end of the line in New Duluth. The board of directors has authorized up to \$1500 for steel and bearings to make the cars operable as ballast cars.

ANNUAL MEETING, ELECTION HELD

The LS&M held its annual meeting and election of board members on March 5th in the Board Room of the Depot. **Ken Johnson** of Superior was nominated and elected to fill a vacancy on the board.

A new brochure and advertising was discussed and the schedule for 1994 will be the same as last year — July 2 to Sept. 4 with trips at 11 a.m. and 2 p.m.

Greg Vreeland appeared at the board meeting with an offer to buy solarium car No. 28. He plans to sand blast the exterior and repaint the car. Then the interior will have a lounge area at one end and tables at the other end — turning the car into a first class coach. The LS&M will have partial interest in the car for the same value as the purchase price. Greg is president and general manager of Duluth & Northern Minnesota Railroad who has recently purchased CNW observation car "Iowa."

"FREE DAY" DRAWS LARGE CROWD TO DEPOT

Bratwurst, ice cream, hot dogs, pop, coffee, doughnuts.

Trivia contest, HO and Lionel displays, artist demonstrations, face painter, china car exhibit — it was "Free Day" at the Depot with many activities and exhibits being conducted by the various agencies throughout the Depot complex. "Free Day" is an annual event conducted on President's Day. Downtown merchants also launch a sales campaign for the weekend — Downtown Depot Days.

A great attraction this year was D&NM steam locomotive No. 14 — the movie engine — which had been put inside for the occasion. Adjacent to the 14 was a continuous slide show of photographs taken during the filming of "Iron Will."

The Depot was open extra hours, 10 a.m. to 8 p.m., to accommodate the crowds. Those volunteers in the rail museum that stayed through lunch and/or supper were supplied with sandwiches and other refreshments.

LSTC members volunteered their services for operating the Lionel exhibit, the HO layout, crowd control, trivia questions, DM&IR No. 227 and the 14.

They were:

Leo McDonnell	Dan Mackey
Warren Symons	DeWayne Tomasek
Dan Kerelko	Bill DeRoche
Jergen Fuhr	Duane Benoit
John Boutin	Wayne Olsen
Kent Rengo	Henry Fournier
Jay Sharpe	Tom Larson
Ed Bellow	Bob Peacy

Museum staff personnel were **Claudia Busch**, **Tim Schandel** and **Bill Mickelsen**.

MTM'S COMO-HARRIET STREETCAR LINE PLAYS HOST TO 50TH MOTORETTE REUNION

On Saturday September 11th the Minnesota Transportation Museum (MTM) held a 50 year reunion of the women who drove streetcar for Twin City Rapid Transit (TCRT) during World War II. The reunion was held at the museum's Como-Harriet Streetcar Line in Minneapolis. The line is the only preserved portion of the TCRT system, which was converted to bus in 1954. MTM operates former TCRT streetcar #1300 on the line, plus two former Duluth streetcars.

The reunion was attended by 43 former Motorettes and Conductorettes. They brought with them pictures and other memorabilia. There was a program featuring speakers from the three sponsoring organizations: MTM, the Metropolitan Transit Commission and the Women's Transportation Seminar. The program was followed by a group photo, after which the women were invited to run a streetcar once again.

464 women worked on the streetcars during the war. The first was hired in July 1943 and the last in November 1945. Because of high turnover, only up to 183 were in service at any one time. Most resigned within a year after the war ended, but a small number made it a career. By 1950, only 25 remained in service. The last one a bus driver until 1980. It would not be until 1973 that women were again hired to drive buses in the Twin Cities.

MTM has produced a video of the reunion. In addition, a number of the women loaned photos of themselves to MTM, who reproduced them in cooperation with the Minnesota Historical Society.

For more information about the reunion, contact Aaron Isaacs at (612) 349-7690 days or (612) 929-7066 at other times.

LSMT BOARD IN PROCESS OF SELECTING EXECUTIVE DIRECTOR OF RAIL MUSEUM; 19 RESUMES SUBMITTED

The board of directors of the Lake Superior Museum of Transportation is in the process of selecting a new executive director for the Museum and possibly by the time this issue of the "Laker" is out, they may have chosen someone for the position.

The deadline for submitting resumes was February 15. By that date, 19 resumes had been received and the personnel committee of the board began culling them out. By the 18th, they had eliminated eight and divided the rest into two piles: potential candidates and the other worth contacting.

The field was narrowed further and the top candidates were asked to come for an interview. The resumes were about equally divided between female and male prospects.

The position pays a salary in the middle 30s with fringe benefits. Some of the resumes were from people getting much more than — some in the middle 60s. It may be the environment, not the salary, that attracts prospective candidates, which says something about our Museum, the city, our surroundings.

Whoever the board selects, it is the hope of our editorial staff, photographers and reporters that the person selected for the position will be one with a good deal of charisma, works well with volunteers and staff, takes a keen interest in the people he/she will be working with, is knowledgeable about railroads and trains and knows where to go for funding and other financial help.

It is hoped also that the new director can instill a pride of accomplishment, of belonging, and build up the volunteer corps.

COMMENTARY

MEMBERSHIP DRIVE, SIGNAGE, F-7, OTHER TOPICS DISCUSSED AT BOARD MEETINGS; DIRECTOR, SECRETARY CHANGED

A membership drive was discussed at the September board meeting of the Lake Superior Museum of Transportation. Also discussed was the possible combining of the LSMT and the Lake Superior Transportation Club's membership lists.

Bill Graham announced to the board that the Museum had been awarded the Preservation Alliance Award for the restoration of steam locomotive No. 14. It was proposed that **Tom Gannon** go to St. Paul to receive the award.

Gannon gave a progress report on the Soo Line F-7 restoration project, development of plans for additional kiosks and additional signage.

A proposal was received from **Dennis Johnson** of Iron Horse Limited to develop programs using locomotive No. 14 for civic events in various communities in the area.

It was also reported that plans to acquire the business car "Missabe" from the Maloy family have hit a snag and the acquisition may not be possible. The 1893 business car was the first to be used on the Missabe by the Merritt brothers and the Museum had been negotiating with the Maloys for some years to acquire the car.

Graham reported on a study he had done of the possibility of erecting a maintenance building in the former Bridge Yard or just west of the parking ramp. A minimum cost would be \$200,000 plus the cost of tracks, utilities and site improvement. A steel building could go a half million.

Also discussed was the Depot's capital campaign to raise funds for a major expansion. The Depot had received a \$500,000 grant from the McKnight Foundation in addition to other pending grants and will be seeking a bond bill from the 1994 legislature.

Board member **Byron Olsen** has a set of photographs of the Great Northern Railroad taken by **Hedrick Blessing** and would like to donate them to the Museum. A display in Gallery Car 255 could be a possibility sometime in 1994. However, the Museum does not have facilities for proper storage of archival photographs with proper temperature and humidity control.

There is a small and effective corps working on the F-7, coach 33, those that worked on the Lionel display, the progress on the HO layout in the model building. There is always room for growth.

Duluth has a valuable asset in the LSMT, one of the best, if not the best, and as the Museum goes into its third decade of existence, there is the potential for improvement. With the planned expansion of the Depot and a maintenance building, the future looks bright.

We should recognize the work of our past directors — **Summers, McDonnell, Graham, Mickelsen**, for bringing our Museum to its present status. But now it is time to look ahead, not rest on past laurels, and to plan for the future. We wish him/her much success.

On "Free Day" your editor worked on crowd control for those wanting to see the movie engine, D&NM No. 14. An elderly couple, **Joe and Mary App**, brother and sister, was especially interested — their father had worked as engineer on the 14 while in the employ of Alger Smith Lumber Co. in Knife River.

Our apologies to **Duane Benoit**. In the last issue of the "Laker", his Lionel coal loading display was inadvertently left out in the article on the Model Engineering Expo. So we are giving him special coverage in this issue.

AT THE DECEMBER BOARD MEETING ...

Funds that were set aside for the purchase of the car "Missabe" are to be reinvested and Museum director Graham submitted his resignation. The board has advertised in various periodicals and resumes were received up until February 15. **Leo McDonnell** had also resigned from the board as secretary. **Stuart Beck** is the new secretary.

Director **John Larkin** had offered to help in repairing and painting some of the cars. He had offered in the past to return BN coaches A-13 and 14 to the former GN colors of Omaha orange and Pullman green.

It was also reported to the board that **Edward Burkhardt** of Wisconsin Central had taken care of the repairs to the radiator on the GN SD-45 No. 400, the "Hustle Muscle." Fluid which was inadvertently left in the radiator last winter had frozen, resulting in damage to the cooling unit, leaving the 400 inoperable last summer.



Bill and Peg Mickelsen enjoy refreshments at the Museum's Christmas party.

NEW PC BOARD, SOFTWARE SIMULATE ACTUAL TRAIN OPERATION

Modern cab units are now being found with console-type control panels equipped with on-board computers and video-display terminals that tell the cab crew everything about the locomotive. With the ARES system, the crew can have a video picture of the track profile and the information they see on their screen can be transmitted via satellite to a dispatcher.

Now the high-tech world of computers and simulators has teamed up with the model railroad industry. Though the new software will not tell of what's going on inside that SD-38 on your pike, the condition of the engine, brakes, etc., it will do many other things not found in prototype operations.

Digital Power of St. Paul brought a display to the Bandana Square flea market January 8 and 9. It consisted of a small N-scale two-track oval. A computer was attached to each track. On one track was a locomotive that to all outward appearances was a GP-9, but to the computer could be any one of 150 different power units, steam or diesel, from an 0-4-0 dockside to a UP Big Boy, from a SW-1 to a SD-60.

The Realroad Digital Throttle System has all the gauges found in prototype locomotives — wheel slip indicator, speedometer, accelerometer and a sanding switch. Assign a couple of GP-40s to a 4000-ton train and you won't reach 60 miles per hour. Your SW-1200 won't accelerate a train like your SD-60 or that 4-8-8-4 articulated.

Regardless of what is on the track, the operator can pick any type of locomotive and assign any number of cars to it. The computer will tell the weight of the locomotive, the train, the amount in percentages of total power available. The throttle and brake settings are indicated by a bar graph — the throttle settings showing in increments of eight — like the prototype.

Open the throttle halfway, notch four, on a light locomotive, the unit will accelerate quickly. Hang some heavy tonnage on the coupler of that same locomotive, open the throttle halfway and it will struggle to accelerate, or even slip its wheels — the same locomotive, same throttle setting, yet totally different performance.

It takes a steady hand on the throttle, brake and sanders, and an eye on the wheel slip indicator and speedometer on a prototype locomotive. The same can now be done on a model railroad, adding to the excitement of lifelike railroad operations.

Information such as starting and stopping voltages, pulse power characteristics and the actual scale speed is available through the new system. A scale speed time trial is performed on each of the locomotives on the pike to provide an accurate speedometer for each model which is then stored on the disk drive.

The simulator also calculates actual acceleration, and deceleration factoring in such variables as train weight, wind resistance, journal resistance. Go ahead — add more units for a multiple lash-up. The computer will compensate.

The printed circuit boards come in three models — one for small scales (36 watts), one for large scales (72 watts) and a new pc board dual-power board for two independently controlled trains. Each board is optically isolated from track power, has short-circuit and over-temperature protection. If you overload the system, the system will shut down the track power, protecting the equipment and alerts the user before any damage is done. The system also measures back EMF from the locomotive's motor and makes adjustments.

An optional walk-around cab unit contains two rotary controls for throttle and brake settings, power-on indicator, a wheel-slip indicator, sanding switch, emergency stop and direction switches.

The fly-by-wire system has no low-end dead spots or high-end raceways. The track power does not flow through the walk-around, enabling the user to extend the remote to up to 100 feet

with proper gauge wire.

The circuit board will provide DC power or pulse power in a variety of frequencies and easily installs in IBM PC/XT/AT or compatible computers.

On the demonstration at the flea market, the GP-9 running light was programmed to act like a GP-50 with a 2900-ton train. In starting out, its movement was almost imperceptible.

Current prices range from \$279.95 for a small-scale board and software to \$629.95 for a small-scale throttle board, software and two walk-around cabs. Large-scale systems range from \$459.95 to \$519.95 which includes a walk-around cab.

More information is available from Digital Power, Incorporated, P.O. Box 130472, St. Paul, Minnesota 55113.

COACH 33, F-7 PROJECTS PROGRESSING; FIRST START OF PRIME MOVER EXPECTED SOON

The two winter projects taking place on track seven at the Museum are progressing very nicely with a dedicated group of volunteers.

Track seven is also the trolley track in the summer, so any work projects have a time limit automatically set on them during the winter months.

Coach 33 is undergoing a much needed restoration. As of the end of February, all of the seats have been removed, the steel wall covering between the window sills and the floor has been removed on one side, the wood beneath it and the insulation has been removed. The purpose is to get the old horse-hair type of insulation out of the wall cavity, vacuum the accumulated dust and crud out, coat the cavity with a rust-preventative and install styrofoam insulation.

The car was originally built with tongue-and-groove horizontal planks beneath the window sills and sometime during remodeling of the car was covered up with sheet steel.

After the walls are finished, the floor will be sanded and repainted, a new strip of linoleum placed in the aisle, the bathroom repainted with new commodes installed. The exterior of the car will be repainted.

(The seats were fastened with a variety of bolts long and short, hex and square nuts. It took a contortionist to squirm between the piping and tanks beneath the car to get them undone, not to mention the bolts between the car body and the trucks.)

The Soo Line F-7 No. 2500 is nearing completion and members who are working on the unit say "it will be in operation this summer."

The volunteers have been working diligently Wednesday nights in the engine compartment and expect to start the prime mover by the end of February or as soon as the snow could be removed from outside the door on track seven.

The cab needs finishing work — installing of seats, dashboard covers and some instrumentation and floor covering.

With the completion of the F-7, the Museum will have five working locomotives — D&NM Mikado No. 14, the Mack, Minntac's No. 935, the F-7 and the GN No. 400, the "Hustle Muscle" which belongs to the Great Northern Historical Society.

For "Free Day" February 21, the 14 was brought inside to allow visitors to see the steam locomotive that starred in the movie *Iron Will*. It is scheduled to get a boiler wash and some of its backhead equipment re-calibrated.

Drive carefully — your automobile is not the only thing that can be recalled by its maker.

LIONEL DISPLAY BIG HIT WITH YOUNGSTERS, ADULTS

The first part of December, members of the Lake Superior Transportation Club's Lionel Division had again put the portable Lionel layout together for the Christmas season. It takes a while to get the sections down from their storage place, install the tracks, do the wiring and make sure everything runs right before putting it on display for countless youngsters and adults during the holiday season.

The 16 by 15 foot layout was assembled in the former Amtrak waiting room adjacent to the Lake Superior Museum of Transportation. Guarded by a chicken-wire fence to prevent little fingers from getting run over by the trains and derailing them, the layout has three loops, two at grade level and one elevated. Three trains can be run simultaneously. Sidings allow different trains to be operated on a loop. The fencing also prevents valuable equipment from taking flight and disappearing.

Buttons on the outside of the fence allow visitors to operate the log, barrel and coal loaders. Other buttons allow a baggage depot and a milk car to operate. Still others — the switchman pops out of his shanty and a diesel horn blows.

The layout is also complete with a number of accessories — a signal tower, airport beacon, passenger station, tunnel, to name a few.

The layout has been kept in place for President's Day at which time free admission to the Depot is allowed. Members of the club volunteered their time to operate the Lionel display during the Christmas and New Year's holidays. It was also operated during midweek if a group of children were scheduled to visit the Depot. Otherwise it was run on weekends.

At times it takes two people to operate the layout — one to run the trains — and another to continually load the logs, the coal and barrel loader — especially when a large group of youngsters continually push the buttons. For "Free Day", some of the buttons were disconnected. The constant operation of some of the accessories wears out the equipment and makes for constant repair and vigilance by those operating the display.

The display was also enhanced by a few advertisements and displays of some of Lionel's famous trains taken from calendar photographs.

The Museum's Lionel collection grows a little each year with donations. This year, **Wayne Olsen** donated a Burlington GP-9 and **Duane Benoit** contributed an Illinois Central bay-window caboose. The collection is a variety of both old and new equipment.

Duane explained one advantage the new equipment has — that of plastic side frames on the trucks which give less rolling resistance. Metal side frames of the older rolling stock have more friction and need lubrication frequently.

Duane has been very prominent in keeping the Lionel display in operating condition by fixing the wiring, the equipment and other needed repairs. For "Free Day" he has added a large number of accessories, rolling stock and scenery.

The tunnel and a nearby farm silo has been fitted with a QSI sound system to produce woodland and farm sounds — crickets, frogs, owls, a dog, cows, horses and other animals.

A Marx hand car was fitted with the Disney character Goofy — Goofy's Express — which pulls a gondola loaded with other Disney characters.

His Long Island Circus Train, "The Greatest Little Show on Earth," has a giraffe car (a giraffe sticks his head out through the roof and pulls it in as the train goes under a tell-tale, a device that warns a brakeman standing on a box car to lay down as the train approaches a tunnel), a horse car in which horses stick their head out through the side.

A military train has some very secretive and classified equip-



ment. One car has a thief pursued by a railroad dick. A guard stands on the locomotive with rifle at the ready. A rocket launcher fires missiles at a target balloon launched from another car or at a target box car that explodes when hit.

Another car launches a satellite. There are also two search light cars and one containing radioactive material. Another military train has a search light and a radar antenna that revolve as the train is operated.

A forth track was extended part way around the layout with a bumper at each end — not a complete loop. The track was for the bumper car, the Disney characters or a trolley car.

Duane has been collecting Lionel equipment for the last 20 years and likes "dressing things up" by adding people and details to his equipment, putting pigs in the pig car. A box car is equipped with a sound system that randomly gives various animal sounds triggered by the movement of the car. He has also scratchbuilt some of his rolling stock.

He has two locomotives equipped with sound. One a Canadian Pacific F7 which when the speed controller is cracked, one hears the prime mover in idle position. As the controller is increased, the sound of the prime mover increases, a bell rings, the dispatcher is heard giving clearance and the F7 slowly gathers speed in a very prototype fashion. When stopping, the diesel engine is heard to slow down to idle, eventually shutting off completely.

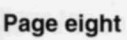
A British Columbia RS-3 No. 711 also has realistic sounds. He also has a Alco FA-2 and a 50th anniversary edition of Lionel's Union Pacific No. 2023.

Following "Free Day" the display will be dismantled and put away until next December. The tracks will remain fastened to the plywood which is covered with green outdoor carpeting. Sections of track can be removed at the junction of the modules.

Elaine Ellian has also been bitten by the Lionel bug and has resurrected her Lionel equipment after about a quarter of a century hidden in boxes. She also has a few pieces of G-scale equipment.

PHOTO ON PAGE EIGHT

A West Duluth-Aerial Bridge streetcar is passing Second Avenue West on Superior Street in Duluth. Notice the number of people on the sidewalk, the horse and wagons and very few automobiles. Also the Central High School bell tower on the left of this photo taken about 1915. The building in the foreground later became the site of Walgreen's Drug Store. — W.C. Olsen Collection.



FOUR INCUMBENTS RE-ELECTED; DAN MACKEY IS NEW DIRECTOR, MODEL RAILROAD

The Lake Superior Transportation Club held the first meeting of 1994 in the Ruth Maney Room of the Depot. All meetings are held in the same location on the last Friday of every month with the exception of December, June, July and August.

The January meeting is the annual election of officers and the report from the treasurer of the past year's financial situation. As at other meetings throughout the year, reports are also given on activities at the Museum, membership reports, the model railroad and the Lake Superior & Mississippi Railroad.

Dale Carlson, membership secretary, reported that as of the end of the year, the LSTC had 224 members, 194 of which were renewals and 30 were new. Breaking down into categories, there was one sustaining member, 50 contributing members, 104 voting, four juniors and 65 associate members.

Membership dues are payable as of the first of the year and as of the January meeting, 41 have paid, there were 32 renewals from last year and 13 contributing members.

Dues are payable to Membership Secretary Dale Carlson, Lake Superior Transportation Club, 506 West Michigan Street, Duluth, Minnesota 55802. Dues are \$12 for voting members, \$10 for associate and \$8 for junior members. Contributing memberships are \$25 or more.

In his report on the model railroad, **Dave Carlson** recognized and thanked **Mike Oswald** for his work on building a model of the West Duluth DWP Depot. The building was rather unique, located on Grand Avenue and was three levels high with the top level the passenger area. The DWP crossed Grand Avenue on a trestle. Mike is constructing the trestle and the depot.

Tom Gannon reported that the F-7 project is moving ahead nicely. Work crews come on Wednesday nights and there is hope to start the prime mover sometime by the end of February.

He also reported that Museum staff had tried to move No. 14, but the wheels slid. Plans are to bring the steamer into the Museum, remove the plugs and give the boiler a washout. Purchase of an impact wrench is necessary to remove the plugs, thereby saving on skinned knuckles and other injuries.

Mr. Gannon also said more kiosks and display cases are planned. "Knowledge of railroads is dropping very rapidly," he informed the group. "An introductory exhibit will be installed to orient the visitor to the rudimentary things about a railroad," he added.

Temporary Museum director **Bill Mickelsen** said seven resumes have been received for the position of director, both male and female. (Nineteen have been received as of this writing, half male, half female. The deadline was February 15, after which the personnel committee of the LSMT's board of directors will make a choice.)

He also reported that Proctor, Hinckley, Spooner, Ladysmith and Brainerd all would like to have a passenger train and steam locomotive No. 14 for a centennial or other celebration. They back off when they learn of the cost of renting the 14.

Speaking for the LS&M, Mickelsen also informed the group that the BN had approved the lease agreement for the LS&M to use and maintain the run-around track in West Duluth. Mark Olson reported on the progress of getting the Mud Lake Bridge repaired as soon as weather permits.

NO TERM LIMITS HERE

Unlike some citizens who are asking for term limits of state and federal politicians, LSTC members must believe the longer they keep their officials in office, the better they become and that experience is a virtue.

DeWayne Tomasek and **Pat Dorin** were the nominating committee and reported that there was only one change of office — that of director of the model railroad. **Dan Mackey** replaces

David Carlson who was complimented on his years as director.

Other incumbents were returned to office: President **Steve Ruce**, Vice President-Public Relations **Tim Schandel**, Recording Secretary **Allen Anway**, Laker Editor **Jergen Fuhr**. A unanimous ballot was cast for the slate of officers as presented by the nominating committee. There were no nominations from the floor. (Talk about a railroad job.)

INTERESTING PROGRAM PRESENTED

Fred Glibbery presented an interesting video on the history of the New York Central Railroad. The video began with the early days of the NYC, the 1831 De Witt Clinton and went on to relate how the railroad was formed from a combination of ten other smaller companies, extended to Buffalo from the Big Apple with a four-track mainline and eventually reached to Chicago with two tracks.

It was on the NYC that the famed locomotive 999 made a record run of 112 miles per hour. The video also showed the electrics which pulled the NYC trains from New York City to Harmon, about 30 miles up the Hudson, where steamers were exchanged for the juice jacks. At Harmon, valves were cracked open to prevent freeze-ups on the steamers giving a spectacular scene in cold weather.

Harmon was also the locomotive servicing area with sand and coaling towers, water plugs and ash pits. Company photographer **Fred Beach** took the early movies of the NYC.

LAKE SUPERIOR TRANSPORTATION CLUB

Summary of receipts, disbursements and cash balances for the period January 15, 1993 through January 14, 1994.

	Amount	Totals
Cash on hand January 15, 1993		\$2,865.43
Receipts		
Dues	\$3,284.50	
Laker sale to LSMT	1,610.65	
Flea market	1,171.00	
Sale of miscellaneous		
model railroad equipment	466.21	
Interest on savings	90.01	
Miscellaneous	11.50	
Receipts subtotal	\$6,633.87	\$6,633.87
Total		\$9,499.30
Disbursements		
Laker and Laker Extra	\$3,686.75	
Meetings: Programs	20.00	
Notices	45.63	
Refreshments	175.00	
Membership: Data processing	126.00	
Cards	46.00	
Dues notices	48.42	
Postage	294.50	
Model/Modular railroad	85.54	
Lionel layout	130.00	
Flea market	595.96	
Donations - WDSE-TV	200.00	
Flowers	54.88	
Miscellaneous, supplies, etc.	17.00	
Total	\$5,504.76	\$5,504.76
Cash on hand January 14, 1994:		
Savings	\$3,186.25	
LSTC checking	366.25	
Model RR. checking	441.35	
Totals Amount	\$3,994.54	\$3,994.54
Comparisons: 1990 receipts	\$4,934.37	disbursements \$3,612.39
1991 "	5,950.33	" 5,310.79
1992 "	6,261.06	" 5,375.15

Charles Jensen, treasurer

LIONEL LYNAS LINES

Here it is, mid Winter, prime hobby time. This issue, I have two stories for you which happened around the holidays, prime toy train time. I had a Lionel layout when I was a youngster (a Christmas present, as so many others got their start), but sold my set when I was a young man on the move. I rekindled my interest at the age of 45 and have made up for lost time. I thought you might be interested in my stories even though the holidays are past and we're thinking of spring in the northland.

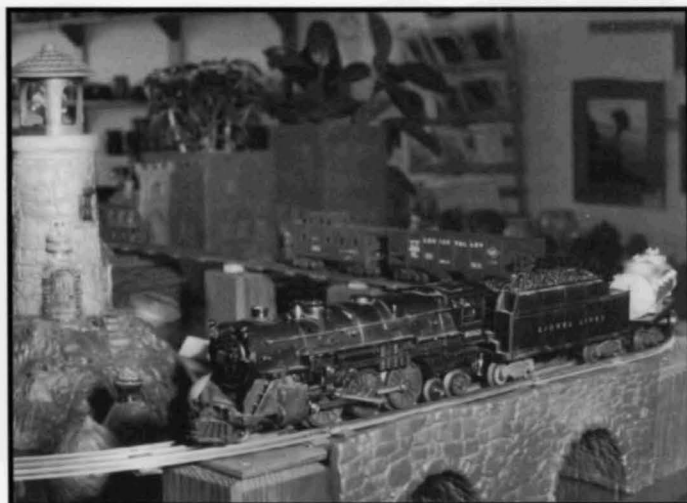
Never Too Late

I had a nice time making preparations for Christmas, although it always seems to get so intense. You know what I mean, could be interpreted as stress, I prefer to call it busy. The most fun was making up a toy train set for my son Jeremy. He never had a set as a kid, due mostly to the lack of electricity in our household through most of his childhood. We lived in a log cabin deep in the backwoods of northern Minnesota without the conveniences of modern life. I've been trying to make up for the lack of such wonderful toys as I enjoyed as a boy by giving my children things they didn't have as kids. I found a nice Marx 666 steamer through Toy Land (Gettysburg Antiques). I've been buying from their list and am most pleased with the Marx toy trains they offer. It's in fine condition and smokes better than any locomotive I've ever had. It was fun to run it on my layout at Frank's Place (an arts and crafts shop in Duluth where I have been able to set up a modest display layout). It blew dandy smoke rings when it climbed the grade up onto my elevated trestle. The locomotive came without a tender, so I added a Marx Allstate 8 wheel slope back tender to the set. It has a plastic fork coupler on the rear. I wanted to mate the Marx loco and tender with some Lionel rolling stock with knuckle couplers, so I needed to make up a special car, with a plastic fork coupler on one end and a knuckler on the other. I recently purchased two nice Frisco Boxcars from Bob Cibazar, LSTC member, and decided to convert one of them to my purpose. Martin Carr of Carr's Hobby helped me by finding a spare truck with the needed plastic forked coupler. We had to add a "C" clip type rivet post to the Marx truck to mate it up with the Lionel box car frame. The resultant car is a bit funky, with a slight tilt as the Marx truck is slightly taller than the Lionel truck on the other end. Lastly, I wanted to have a lighted caboose on the end of Jeremy's train. I looked at Carr's for an oldie but goody and found a Lionel square window "Hack" with a roller pickup and interior lighting. I had to re-solder the pickup lead so Marty cut me some of his flexible stranded wire for the job. After fussing with the caboose it worked great. I gave Jeremy two transformers. The first is a small Marx transformer to go into the set box I was making. The other is an RW style Lionel 100-watt transformer that I replaced on my display layout with a ZW a few weeks ago. It will give Jeremy plenty of power for his set and allow him to run accessories later if he gets into it.

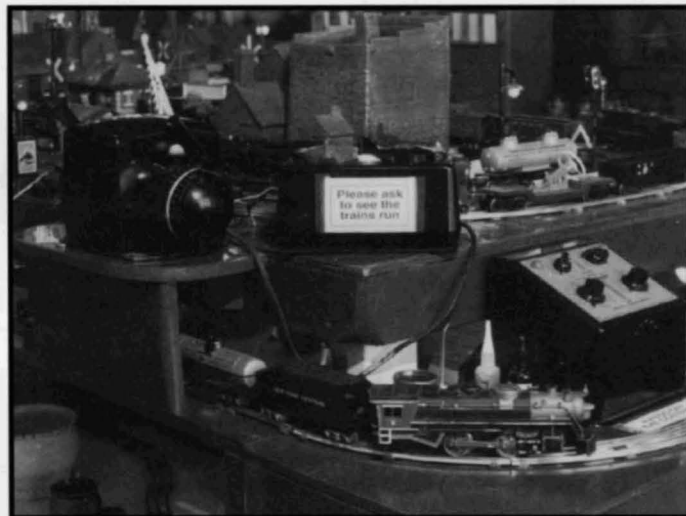
Once I had all the ingredients, it was fun to make up the set box. I cut cardboard dividers and fit it all together into one box (except for the big transformer). Jeremy's set contains quite a bit of 027 track, two prewar Lionel 1121 switches, a crossing, loco, tender, two box cars, caboose, lock-ons, smoke fluid, Marx 75-watt transformer, and the big Lionel Multi-Volt Trainmaster transformer. We had fun setting it up at Jeremy's on our Christmas Eve get-together. I could tell he likes it even though he's 25 years old, it's never too late for toy trains.

The Calling

While clerking and running my own toy trains at Frank's Place during the holiday rush, I got a letter from a fellow in Minneapolis who had seen one of my dragon masks at the Minnesota Renaissance Festival this autumn (I'm an artist working in clay). He wanted to buy it for his wife for Christmas. I packed it up and shipped it down UPS. I received a nice check in the mail soon after. With the "dragon money", I decided I'd look for a train set for my collection. As luck would have it, a musician friend stopped by



My new/old Lionel 2035 2-6-4 steamer with its 6466 WX tender and set of 1950's rolling stock on my elevated trestle and clay bridge.

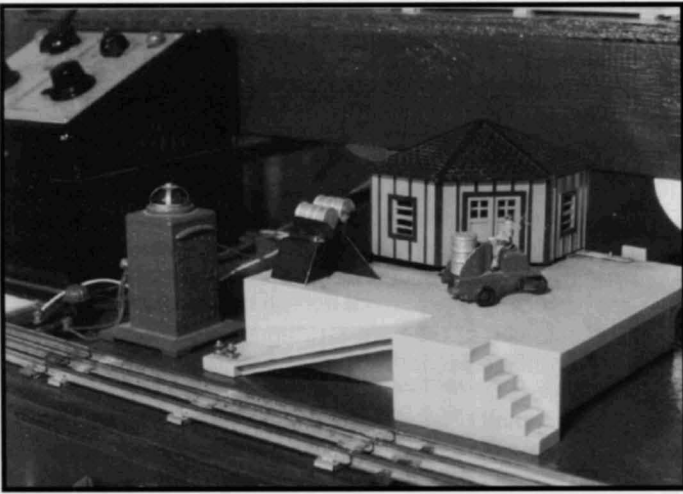


My power center at Frank's. 250 watts from 1949 which I picked up at the Hunter estate sale in Oliver. A "Trainmaster" TW at 175 watts and a type V, 150-watt "Trainmaster."

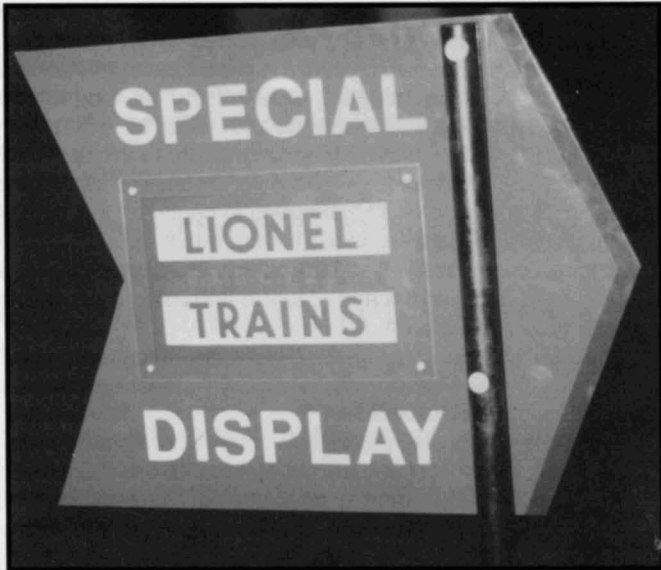


American Flyer Watchman's shack with a Marx Commodore Vanderbilt passing behind.

Continued on next page



American Flyer barrel loading dock.



Duane Benoit displays his Lionel coal loading station. It was a part of the Model Engineering Expo last fall. Part of it is made from Lionel equipment, other parts were scratch built. The display, housed in a glass case for the Expo, actually works. A mine car comes out of the underground mine and dumps the coal into the coal hopper. Great on detail, Duane has added people, a dog chasing a pheasant, a rat, birds and scenery to his display. He had a Lionel layout at home; now hopes to create a modular layout that can be transported to hobby shows.

Frank's and said his girl friend had an old train set she was thinking of selling as it had been in storage for a lot of years and nobody seemed interested in it. I told him I'd love to see it and to bring it on down. Well, a couple of days went by and sure enough in walks the couple, arms loaded with boxes of train stuff. After looking over the material, we struck a bargain, and were both happy indeed. Some of the faded yellow Duluth newspapers around the toys dated 1978. That was when the set was put away. The train consists of a Lionel 2035 steamer made in 1950 or 51, with a mismatched tender, a 6466 WX. The tender was made for the 2025 of the late 40's, but could have been substituted as the tender for the 2035. The 6466 WX is a nice tender with handrail trim around the back and a whistle unit. The wires for the twin roller pickups on the tender were brittle and cracked and started to short out soon after trying the unit, so I've replaced the wiring with some of Martin's flexible wire. Now it works pretty well. The locomotive is a fine heavy engine with a 2-6-4 wheel configuration. It's a little beat up, with a cracked draw bar frame and a missing spacer on one of the eccentric cranks (which I replaced with a spacer found at Carr's), but for the most part in good condition. It runs just fine. The rest of the cars in the set are a 6465 Sunoco two dome tanker, a 6012 black gondola, a maroon 6456 Lehigh Valley hopper and a 6257 tuscan square window unlighted caboose. The rolling stock is all matched in vintage and condition to about 1950-51. Also in the boxes was a Lionel operating 3656 stock car and platform complete with instruction sheet and the nine rubber cows that came with the original outfit. There is an American Flyer 758A Sam the semaphore man accessory and a Flyer 779 oil drum loader with a few silver metal barrels and a little fork lift sort of three wheeler and a little metal man to drive it known as "Louie the Loader". I don't know much about Flyer accessories as I don't have books on Flyer at this time, so I don't know if these are complete or how to operate them. Perhaps some of you in the club know about these accessories or have them and can help me out? I have since found that Lionel makes the barrel loader (#4 - 2300 Barrel Loader) in virtually an identical design. It will be fun to do the research to find out more about these accessories. That's one of the things I like most about toy trains, finding out all about the history and operation of the toys. Also, there's two post war 1122 remote control 027 switches (the same kind I had as a kid), a small box of sectional 027 track, a 6019 remote control track section with controller and a 140 Banjo Signal, lock-ons and a 145C Contactor. Last but not least a 1033 90 Watt transformer with a whistle controller.

As you can imagine, I was a happy boy, rather excited to play with my new find. The next day I started to clean it all up and set up some of the equipment on my layout to test it out and shoot some photos. I had just put my camera away when a fellow came into the shop. He said he'd never been in before, but was walking down Superior St. and decided to stop down and see what we had. The first thing he saw when he walked through the door was the American Flyer barrel loader accessory which I had set up on the end of my layout. He said he used to have one like it when he was a kid. I asked him if he'd like to see the trains run and he said, "sure". Well, I ran a Marx set around the outer loop a couple of times and then started up the 2035 on the inner loop. I told him I had just purchased the train the day before. He took a long look at the train and exclaimed, "That's my train". We were both in shock. As it turns out, this man was married to the lady who sold me the set. He had lost his house and contents in a divorce settlement several years ago and his toys were packed away forgotten in the house. This all left me tongue tied and uneasy. He was devastated. He said his "Big" brother who shared the set as a child would go crazy when he heard about it.

What had called out to this man, to take an impulse stroll down to Frank's Place? It was the train. The whistle. The energy released by the situation, like a genie let loose from a bottle that was uncorked. Too much a coincidence, magic happens. He hasn't come back yet, with his brother. I'm sure I haven't heard the rest of the story. I know now that the set had been a window display

Continued on page sixteen

THE RAMBLING HOBO RIDES THE RAILS

By Chuck Jensen Written on 12/9/75

Combining a little vacation time in Boston with a little business in New York City in November, the decided to test Amtrak's newest addition, the Lake Shore Limited, to Boston.

On November 1 I took the Arrowhead to Minneapolis. The addition of a coffee shop - lounge combined with a smooth road bed make this a fine little train. Try it some time — you'll like it!

The trip to Milwaukee over the rails of a railroad which will go unnamed, was rough. I wouldn't advise expectant mothers to attempt this ride as Junior might be born with a pair of springs for legs. The new French Turboliner to Chicago was a surprise - smooth fast ride, a nice snack car, and appointments not as spartan as I had heard.

Thank you George M. Pullman for giving us the sleeping car. If I hadn't had a roomette on the Lake Shore Limited, it might have meant standing as far as Cleveland — the train was packed. That's not bad for a train only two weeks old. An excellent roadbed (can you believe that on the P.C.?), good food, and beautiful scenery in the Berkshire Mountains got me into Boston in good shape on the advertised, on Monday afternoon.

November 11, 1975. It looks like a jet airplane, it sounds like a jet, it has stewardesses and the builder's plate says United Aircraft Co. No, this isn't Logan International Airport - it's South Station in Boston and I'm boarding the Turbo Train for New York City. Although I've seen the speedometer needle settle at 120 mph on this train we were held to 65 mph. This was due to a smashed windshield caused by a vandal dropping a bottle from a bridge. As a result we arrived at Penn Station 35 minutes late.

Business completed on Friday, I boarded the gleaming all stainless steel Broadway Limited for Chicago. I never rode the Broadway of old, but after recent years of infamous shoddy service under private operation, Amtrak has turned this into a fine train. The consist had clean refurbished equipment and included a Pullman lounge that served complimentary hors d'oeuvres with cocktail, a twin unit diner, and a coach lounge called the Pub Car featuring a piano on a stage. With a good roadbed we were into Chicago 15 minutes early.

After weathering the roller coaster ride back to Minneapolis, the Arrowhead to Superior seemed unbelievably smooth.

If you're planning a trip by train, go with an open mind and, with a few exceptions, I think you'll be pleasantly surprised.

WEST DULUTH PLANS CENTENNIAL, OTHER CITIES ALSO PLANNING SPECIAL CELEBRATIONS

West Duluth plans for a big celebration this summer — it is the 100TH anniversary of the uniting of West Duluth to the City of Duluth. The two-week-long celebration will begin July 22 and culminate with a re-enactment of the wedding ceremony between the two communities at Bayfront Park. It was 1894 that West Duluth became a part of the city.

The activities at Bayfront on August 7th will consist of an ecumenical church service, a stage presentation and a variety of musical groups.

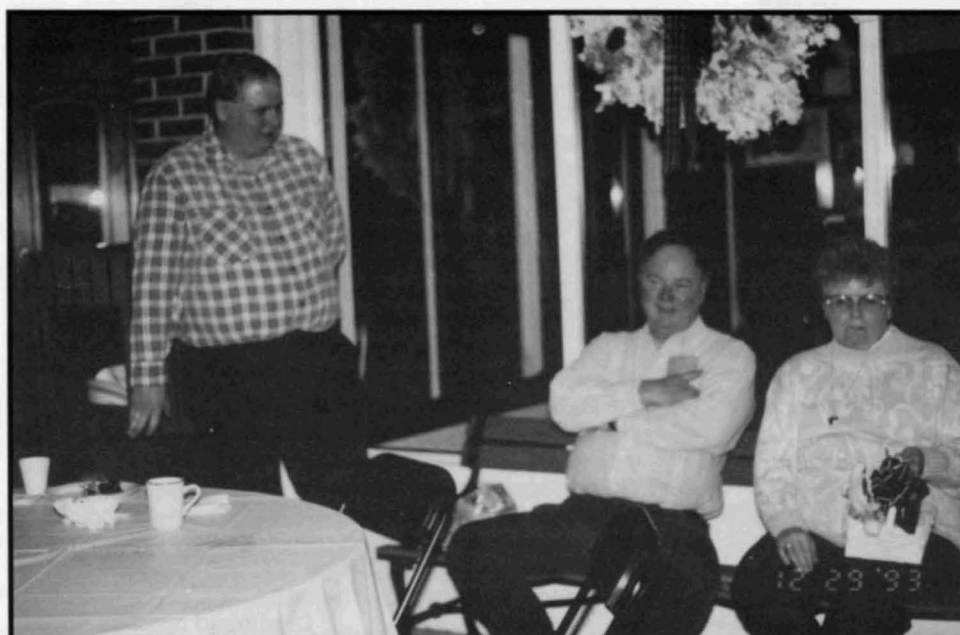
The Centennial Planning Committee has been holding meetings at the West Duluth Senior Citizens Center. A wide variety of events are planned — a parade, kids games, an ice cream social, tours of historic homes and buildings.

Spirit Valley Days will be held at the same time as well as the reunion of the Denfeld class of 1969 which had 450 graduates. The initial run of 2000 souvenir books will soon be available at \$5.

Plans are being formulated by the Lake Superior & Mississippi Railroad and the Lake Superior Museum of Transportation to operate a train from West Duluth to downtown for Bayfront Family Sunday August 7. If all goes as planned, residents and tourists in town for the big celebration will be able to ride the train to the ecumenical worship services scheduled to begin at 11:00 a.m. A stage presentation will take place at noon, with a re-enactment of the wedding ceremony at 12:15. The two principals involved in the historic event, John Martin and Mayor d'Autremont, will be portrayed by local residents.

The afternoon will be occupied by a variety of musical groups, coming to a conclusion about four, after which celebrants can take the train back to West Duluth.

Grand Rapids is also planning a commemoration the same weekend and has asked for a train to be a part of the action. Hinckley, Brainerd, Ladysmith, Spooner and Proctor are also planning special events during the summer. **Dennis Johnson** of Iron Horse Limited is negotiating with the LSMT and doing some leg work in making arrangements for the use of Museum equipment.



Steve Ruce, left, and Mr. and Mrs. Wally Ruce enjoyed the festivities and fellowship at the Museum Christmas Party.



DEPOT PLANS MAJOR EXPANSION, INCLUDES SEPARATE WORK BUILDING FOR RAIL MUSEUM MAINTENANCE, RESTORATION

Until in the middle '20s, the six tracks which now comprise the Lake Superior Museum of Transportation were once covered by a huge canopy. As the number of trains arriving and departing from inside the train shed increased, it was necessary to take down the huge canopy and install butterfly canopies over the passenger platforms, leaving the areas over the tracks open to allow steam and smoke from locomotives to dissipate.

Early in 1973, when the former Duluth Union Depot was taken over by St. Louis County for its cultural center, an opportunity to establish a railroad museum behind the Depot presented itself. Government funding was secured to build a canopy to enclose the six tracks, part of the butterfly canopies and protect any artifacts and equipment that may be forthcoming from area railroads for the newly established railroad museum.

Now twenty years later the various agencies headquartered in the Depot are running out of space (the Art Institute has expanded into the former Lincoln Park Library in West End) and an energetic plan is being formulated for a major expansion to the Depot. And the major thrust of the whole idea is to construct a roof over the new addition that closely resembles the canopy that once covered the entire train shed — returning the Depot to the way it looked seventy years ago.

The plan calls for a second level to be constructed over the railroad museum, being on the same plane as Michigan Street. Constructing the addition to resemble the former train shed could help to bring in some funding allocated to the preservation and restoration of historic sites.

Estimated cost of the new addition is around five million and some funding has already been received. One million has come from the Duluth Economic Development Authority and one half million from the McKnight Foundation. Additional funding is being sought after through the state legislature.

It is obvious that with such an undertaking, the equipment in the railroad museum will have to be moved out while construction is progressing — removing the present canopy and putting up the new one. Most of the equipment, that is. The 227 would have to stay in place, being that is up on jacks to allow the wheels to turn during its narrated program.

To support the second level and because of the span, it is likely that a row of columns would have to be constructed in the middle of the railroad museum.

Part of the new expansion also calls for the construction of a maintenance and restoration building for the railroad museum. The need for such a facility has been debated for years; the cost has always been the stumbling block.

Two sites have been studied for the building — one in the area formerly occupied by the bridge yard and to the west of the Depot. The other site closer to the Depot and up against the lower parking lot west of the ramp — between the lot and track seven. Test bores have been taken at both sites and the second one seems to be more suitable.

More pilings would be needed if the building were in the former bridge yard being that it is closer to the bay. The site near the parking lot would take less pilings, thereby reducing the cost of construction.

Maintenance and restoration have been accomplished on track seven which becomes a work area during the winter months. In the past it has been a plus — it allows the visitor to see the activity which continues in the operation of a museum — not just a group of static displays. Come spring, track seven has to be cleared for the operation of the trolley.

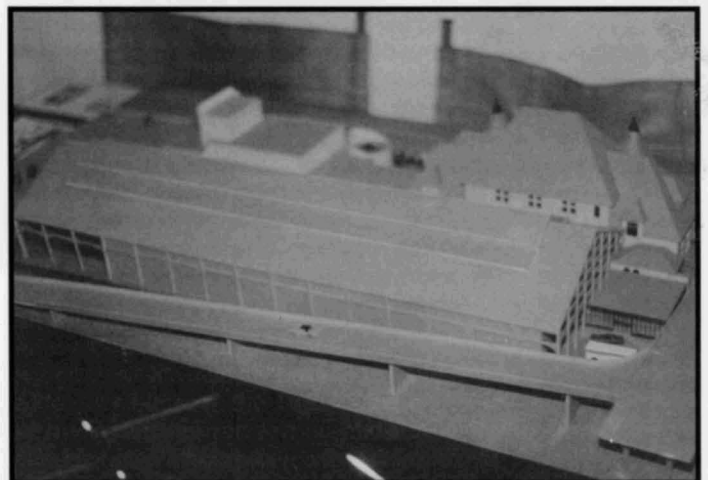
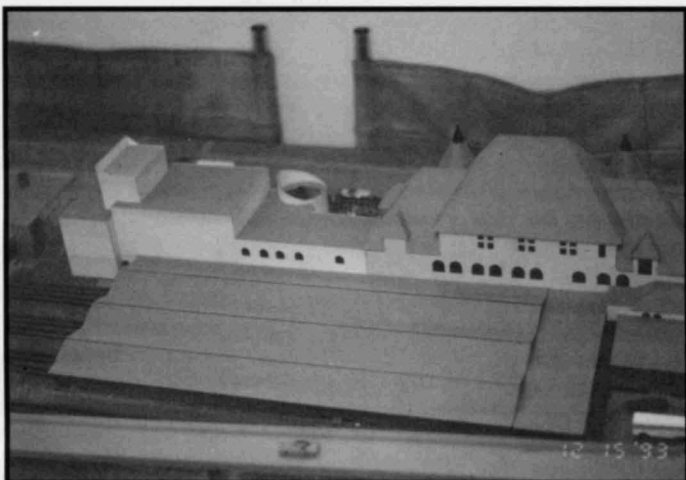
With a separate building, restoration and maintenance could continue throughout the year by those who do not wish to operate excursion trains. It would also eliminate paint and exhaust fumes from inside the museum.

The maintenance/restoration building would be a temporary storage facility for some of the rolling stock in the museum — those pieces that would be vulnerable to the elements and could not be left outside.

A question arises in the planning of the expansion project — that is to extend the railroad museum to the parking ramp — filling in the empty space that now exists between the museum and the ramp. The space is presently occupied by the McGiffert Log Loader, which, if such a plan is implemented, would necessitate the log loader be partially dismantled and moved.

The question may well be answered by the amount of cash raised to fund the project.

The second level to be built over the railroad museum will benefit all of the agencies in the building, giving them more storage and work space. Though the plan is to have one level, the roof height is sufficient to perhaps allow a possible attic type of storage.



An architect's model of the proposed addition to the Depot. The left photo shows the rail museum as it exists. The right photo shows the new construction resembling the overall train shed that existed in the 1920's. A second level is planned for over the rail museum. The Depot proper is to the right and behind. The Duluth Playhouse and parking ramp are to the left.

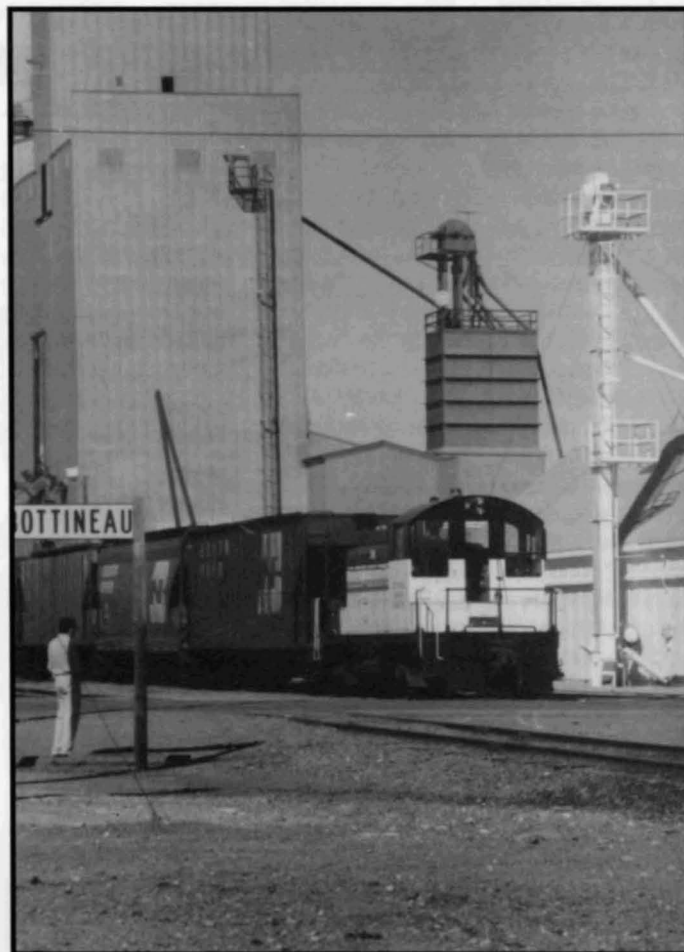
A TOUR OF BN "PICKET FENCES"

The wheat and barley shipped from the Ports of Duluth and Superior comes from the Red River Valley and western North Dakota account by rail. The Great Northern Railway tapped the area in the 1890's with 12 parallel branchlines about 20 miles apart running northwest from its Grand Forks to Minot mainline. These branchlines sometimes are known as the "picket fence" because of how they appear on the map. In the early 1900's, the Soo Line entered the area with its "wheat line" built from Thief River Falls, MN to Minot, ND., crossing a number of GN lines. Several of these lines once extended into Manitoba and Saskatchewan, although the only international connection remaining is at Northgate, near Portal.

The BN picket fence lines are a far cry from the rickety grainger branchlines that once covered southern Minnesota and Iowa. They are laid with rail ranging from 90 lb. to 112 lb. continuous welded rail with rock ballast and good ties. Because the distances are so great, it is necessary for trains to move at higher speeds.

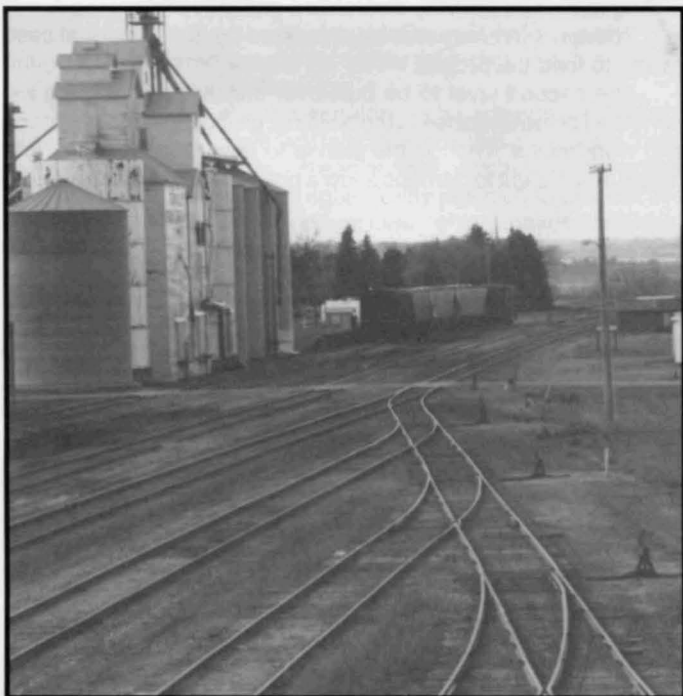
A windshield tour of many smalltown main streets showed that while smaller towns are declining, those with over 2,500 are doing quite well. Elevator bin capacity in the larger towns has been expanded in recent years, partly in response to the BN's pricing incentives to ship larger blocks of cars. The Bottineau Farmers Elevator is an example of a unit train loading point, with over six million bushel bin capacity and its own SW1 switcher to assemble trains.

The future of the wheat lines appears to be secure. The distances of 400-600 miles to the nearest terminal makes rail the cost competitive service. The high track standards on these lines permits trains to operate at cost effective speeds. Some line consolidations have occurred as BN and CP Rail rationalize their operations, and several of the "picket fence" lines have had their northern ends shortened. A look at these tiny towns with their dying main streets and small elevator bins explains why they no longer are competitive loading points. — Bill Graham



Bottineau, ND, 31 miles NW of Rugby on former GN "picket fence" branchline. 6-million bushel facility loads two 27-car unit trains per week during fall grain rush. Elevator-owned SW1 switcher assembles train on Sunday afternoon. — 10/10/93.

Photos by Bill Graham



Fordville, ND, 52 miles east of Devils Lake, is a major loading point as evidenced by large elevators. CP Rail "wheat line" splits northwest to Kenmare, and southwest to Devils Lake and beyond. — 10/8/93.



CP Rail train continues east passing hoppers, loading wheat. "Wheat line" runs from Thief River Falls, MN to Kenmare, ND, crossing 12 of the former GN "picket fence" branch lines. A remnant of the Soo's only branchline from Egeland to Armourdale still serves a fertilizer dealer near Egeland. — 10/8/93.



Flaxton, ND, 12 miles SE of Portal on CP Rail mainline. Minnesota Valley (MNVA, see rear unit) owner Larry Wood also operates several branchlines in ND, including former GN and Soo branch to Crosby, ND, and Whitetail, MT. ND operations are known as Dakota, Missouri Valley & Western (DMVW, see front unit). 10/9/93 — Bill Graham



No snow appears in this picture taken December 30, 1931 of the Lester Park trolley bus at 45th Avenue East and Superior Street in Duluth. Passengers going to Lester Park transferred from the street car to the bus after the tracks were taken up east of 45th during repaving of Superior Street. — W.C. Olsen collection,



Ringling Brothers and Barnum and Bailey Circus transport their operations around the nation by train as has been done since 1872. Two separate sets of equipment, each with an average of 48 passenger and freight cars are used to move the circus and its performers, animals and equipment. This allows the circus to visit two cities simultaneously. Here we see part of one of those train sets parked in Minneapolis adjacent to Dinkeytown on the former approach track to the Stone Arch Bridge on October 24, 1993. The circus was performing across the river in the Hubert H. Humphrey Metrodome. — Photo by T. Schandel.

LYNAS LINES — continued from page nine

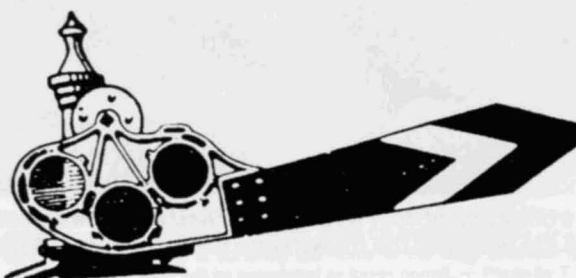
train for a Duluth department store and given to the kids once it's time as a Christmas train was finished. For now, it once again has become a display train in a downtown Duluth business and that's where I hope it will stay, polished and pampered and let out of the bottle.

When you think about it, most of the toy trains we collect have

a history tied to someone's Christmas gift of long ago. There is a tremendous emotional energy packed away in those boxes of old toys. Most say they don't know what happened to their set. They think their Mom disposed of it long ago. They wonder where it went. To suddenly see it again, in a flash before your very eyes is a magic that can't be comprehended. I'd sure like to see my set again, in whoever's collection. — Dave Lynas

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LAKE SUPERIOR TRANSPORTATION CLUB

Missabe Road

Good news from an important Missabe shipper came on February 1 when employees at Eveleth Mines ratified a new 6-year contract assuring continued operation of the firm's Thunderbird mine and Fairlane taconite plant. In addition, expected 1994 plant production of 4.0 million tons will be well ahead of the 3.1 million tons produced in 1993. New all-rail moves to National Steel's Granite City mill make up the majority of the increased production for 1994. This new business is a result of the idling of National's Keewatin pellet plant.

The month of February saw all-rail taconite movements dominate operations with pellet trains operating to Granite City, Geneva, Birmingham, and the Mon Valley in Pennsylvania. Eveleth Taconite shipped 12 trains to Granite City during the month. The majority of Inland Steel's February production moved via all-rail to Escanaba using a routing that included Wisconsin Central and C&NW. It is reported that the contract for the Inland move involved 22 105-car trains using C&NW cars.



As mentioned in the Summer edition of the *Extra!*, the Missabe has tested a new type of hopper car called the "Flex." The black, yellow, and white car, shown above, has a capacity of 114 tons and is one of a series of cars the DM&IR is looking at as possible replacements for their aging fleet of taconite cars. What makes the "flex" car unique is that it involves automatic dumping by using air pressure from the train line, similar to Difco side-dump cars now being used for the winter limestone moves. Dumping is controlled through a pushbutton panel located on the side of the car. Photographed on August 7, 1993 at Allen Junction, courtesy Douglas Buell.

Locomotive notes: The following units are being used by other railroads as horsepower balance for their locomotives being used on the DM&IR for all-rail movements. Wisconsin Central (#142, 144, 150, 157), C&NW (153), BN (161, 168). Current status: #134, stored unservicable, #865, powerpacked, sandblasted, and painted, #215, powerpacked, #164, painted, #222, generator repairs. To date 20 Missabe locomotives have received ditch lights. All units will have the lights installed as they are shopped. Retired slug #500 (ex-NP) was stripped to the frame this fall, with final scrapping to be done this spring.

Shorts.... The pride of the Missabe, business car Northland, is having its interior repainted to repair damage caused by temperature changes during the filming of the movie "Iron Will".... As of mid-February, the Two Harbors facility was shut down completely, with all pellet traffic going to Duluth. Two Harbors will re-open in mid-March with two USX vessels scheduled to load on March 26.... The Missabe photo contest is once again open to Club members.

Winter 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.



Above: Two of the four Missabe units assigned to Wisconsin Central prepare to depart South Itasca with an all-rail taconite train destined for Escanaba, Michigan via Wisconsin Central and C&NW. Earlier this year, one of these trains ran-away coming down Steelton Hill and took the curve at Steelton yard well above the normal speed of 25mph. Fortunately no derailment occurred. After the incident, all of the old North Western cars were taken out of service and inspected. Photo by Dave Schauer. Below: LTV Steel has leased a number of DM&IR units to help with railroad operations. The 175 and 159 are shown helping out a pair of LTV F-9's at milepost number 1 on August 31, 1993. Also leased for late season taconite movements were the 166 and 189. Photo by Douglas Buell.





Number 3

Heritage Series

The Alco that wouldn't float

Early on the morning of September 13, 1959, Northern Pacific switch engine number 714 (Alco built S-4, 1951) decided to take a swim, literally. The 115-ton diesel switcher plunged off the approach to the Wisconsin swing span, which had been opened to allow for the passage of a ship. The Alco came to rest in 30 feet of cold and murky St. Louis Bay water.

The unit began its short journey at 5:30 a.m. on the morning of the 13th when it raced, unattended, away from the NP's Garfield avenue roundhouse and plunged off the bridge approach. The switcher's speed at the time was estimated at 35 to 40 miles per hour. The Minnesota span was closed at the time, thus allowing the unit to race towards the open sister span, Wisconsin draw.

Because of its weight, there were no ship-based cranes strong enough to lift the 714 out of the water. To recover the locomotive, NP enlisted the services of Zenith Dredge who in turn slung cables under the unit and suspended it from the underside of a sand barge. Once off the bottom, but still under water, the barge and its suspended cargo were towed over to the port terminal where the port's two large 90-ton capacity gantry cranes lifted the locomotive out of the water.

The photo on pages 4-5 shows the gantry cranes slowly lifting number 714 out of the terminal slip. Once recovered, the unit was sent to the Livingston, Montana shops for repair and returned to service. In 1970 BN traded in the "Submarine" to EMD on a new SW-1000 switcher.

September 13 was not a good day for the Northern Pacific. Also occurring on that date was the collision of the Duluth-Staples Budd RDC and a freight near Brainerd in which two crew members were killed.



Top: Due to lack of boxcar traffic, BN has eliminated trains 893/894 between Superior and International Falls over the DW&P. The last train operated on November 5. Train 894 rolls through Orr on July 30, 1993. Douglas Buell.

Above: LTV has added an air conditioner to the roof of F-9 number 4214 as an experiment. The unit has been nicknamed "Frosty" by employees. The framework around the air conditioner is to protect it from, of all things, ice located in the tunnel at milepost 63. It is not known if any other units will have conditioners installed for the 1994 season. Douglas Buell.

Sustaining Member

Jon Nienow



Contributing Members

Julie Antonson
Grace Bartels
Duane Benoit
John Boutin
Arling Brinck
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Soo Line

The Soo (CP System) has applied with the ICC to abandon 41 miles of trackage between Bemidji and Gully, Minnesota. Soo currently handles Superior-bound traffic via BN trackage rights. This trackage was once part of the through route between Moose Lake and Plummer. The section between Moose Lake and Bemidji was abandoned a few years ago.

In other possible abandonment news, the city of Duluth would like to use the Soo's grade through West Duluth as part of a city trail. The Soo has mentioned that their trackage will be abandoned in the near future. This line was once the railroad's own entrance into Duluth via Grassy Point Draw.

The line has not seen active thru-Soo freight trains since the line was severed near the new paper mill in the late 1980's. Soo has since been using an all-BN trackage route to reach their Rices Point yard. The only customer on the line is a propane dealer located just east of the Lake Superior Paper Industries mill. A tank car was seen positioned on the siding this past January. It is not known how this customer will be served once the line is taken up.

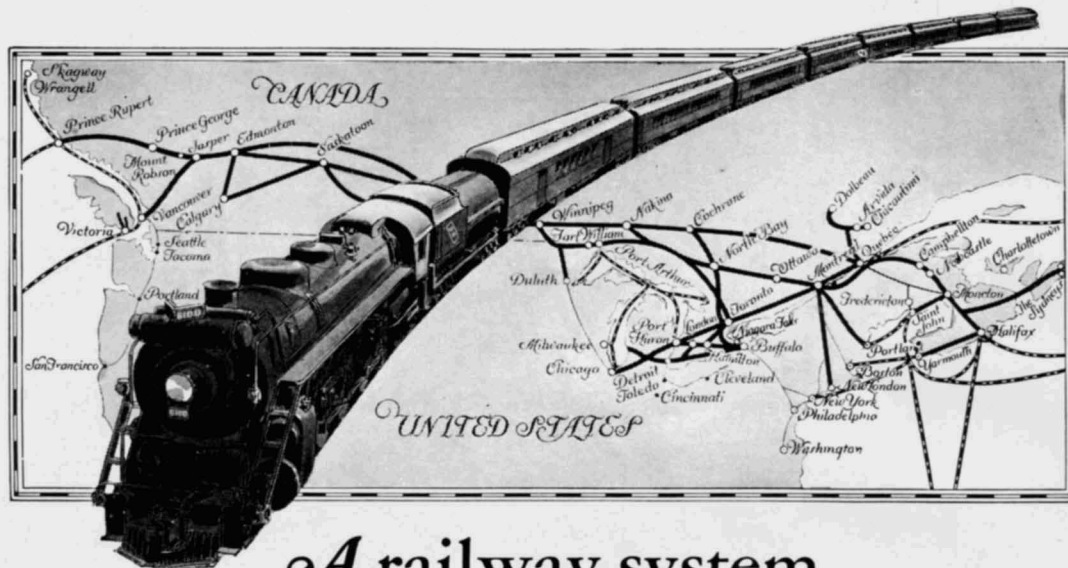
In other Soo news, the railroad has demolished a portion of their Superior roundhouse. In late December and early January, crews removed the stalls located nearest UWS on the southwest side of the structure. These stalls had been used for car repair and equipment storage. The remaining stalls still serve for limited locomotive running repairs. It is fortunate that the movie "Iron Will" filmed a portion of the roundhouse while steam locomotive number 14 was being turned on the table.



Above: Soo GP-38-2 number 4404 rolls across Michigan Street in the West End (near the DTA bus barn) as it makes its way back to Rices Point yard with an empty propane car. The Soo wants to abandon this trackage and turn it over to the city who will in-turn use the grade as part of a trail system running through Duluth. This trackage once hosted the "Laker" passenger train as it made its way to and from downtown Duluth.

Below: A photo taken in late January of Soo's Superior roundhouse. The white painted wall shows where the demolished stalls were attached to the rest of the structure. Both photos by Dave Schauer.





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Above: Two Duluth, Winnipeg & Pacific SD-40's lead a transfer run from BN's 28th Street yard to the Peg's Pokegama facility. The photo was taken near Central Avenue in South Superior this past winter. Scenes like this will be hard to repeat as DW&P locomotives are repainted into the CN North America black, red, and white paint scheme. A good example of the new CN North America paint scheme can be found on GTW (ex-MP/UP) SD-40-2 number 5935 at Pokegama. Both photos by Tim Schandel.

