

LAKE SUPERIOR TRANSPORTATION CLUB  
Lake Superior Museum of Transportation



*Laker*



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LAKE SUPERIOR AND MISSISSIPPI RAILROAD



# THE LAKER

FALL, 1995

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 LAST EDITORIAL COMMENT

To our dear and faithful readers:

This is it. The end. The finish. The last "Laker". . . the last one that I will produce. I am retiring as editor of the "Laker" and will not run for re-election.

It has been ten years — forty issues of our newsletter — four re-elections, all without opposition. Now it is time for a change.

In the past ten years there have been changes at the Museum, the LS&M and in the production of your newsletter.

The LSMT has gone through four directors, two part time, the last two full time. It has also restored and added two more operating locomotives to its roster of equipment, added other exhibits and has had several expositions in Gallery car 255. The Museum has also de-accessioned some equipment.

Two major events followed the restoration of D&NM Mikado No. 14. It played a major roll in the Disney movie "Iron Will", filmed in and around Duluth, and it attended the four-day Hinkley Fire Centennial celebration. And now the latest — the Soo Line F-7, another valuable asset to the Museum and the work of its volunteers.

In the past ten years the LS&M reversed its operation, beginning from West Duluth rather than New Duluth, added additional mileage and running time to its schedule and purchased its own locomotive and coaches and an open car. It also acquired a repair shop and storage area.

Ten years ago, I used a manual typewriter, brought the copy to the print shop where the type was set on long, narrow strips of photographic paper which I would then cut and paste to make up the pages. Even after two or three re-writes, the copy was not always the best or cleanest.

A word processor was a big step forward. It allows a document to be set and stored on a disc, coming back to it days or weeks later to be edited, corrected, added to or parts deleted before putting it on paper. All of which goes to help provide clean copy for the typesetters at the print shop to be entered into the system via the keyboard or a scanner.

The photos are also scanned, digitized, imported into the system and integrated into the page proofs.

With the use of a desktop publishing system, the operator could then make up the pages on a video screen according to the page dummies I would send along with the copy. I would get a proof resembling the finished product.

A big thank you and appreciation is expressed to the folks at Arrowhead Printing for their part in producing the "Laker" and the cooperation I have had with them the past decade.

Through the "Laker" I have attempted to keep our membership informed about happenings at the Museum, the LS&M and the club, special events and a feature article. **Dave Lynas** has had articles about Lionel trains and the toy-train hobby. **Dan Mackey** writes about the scale model hobby and any new products on the market. The Museum's executive director, **Dick Welch**, has also contributed with his "Director's Corner."

Others have submitted items and photographs for publication, all of which goes to make an interesting publication. Many thanks to all who have contributed over the years and to my daughter **Kathy** and **John Magill** for helping with the mailing. And special thanks to my wife for her patience and understanding.

**Dave Carlson** first produced a letter-type sheet of information shortly after the club was formed in the Spring of 1973 to keep the members informed of happenings and coming events. **Bob Taylor** helped produce the first official newsletter in the summer of 1976, according to the earliest copy that I have. The first few issues did not list the officers of the club. The summer issue of 1979 was the first to do so and the position of editor was blank.

With each succeeding editor, the quality of the newsletter improved as members gained experience.

**John Blamey** and **John Schramek** held the position for awhile, followed by **Mark Olson** who later helped **Bob Mortinsen**

Continued on next page

## COVER PHOTO

LSMT's newly restored Soo Line FP-7 gets an opportunity to stretch its legs and demonstrate what it can do on its first high-mileage run as it heats up the WC rails with its 12-car special excursion train to Ladysmith, Wisconsin. It was teamed with GN SD-45 No. 400, the "Hustle Muscle." Scott Carney chased the train on its south-bound trip, catching it here at West Hawthorne on a misty and foggy Saturday morning September 30.

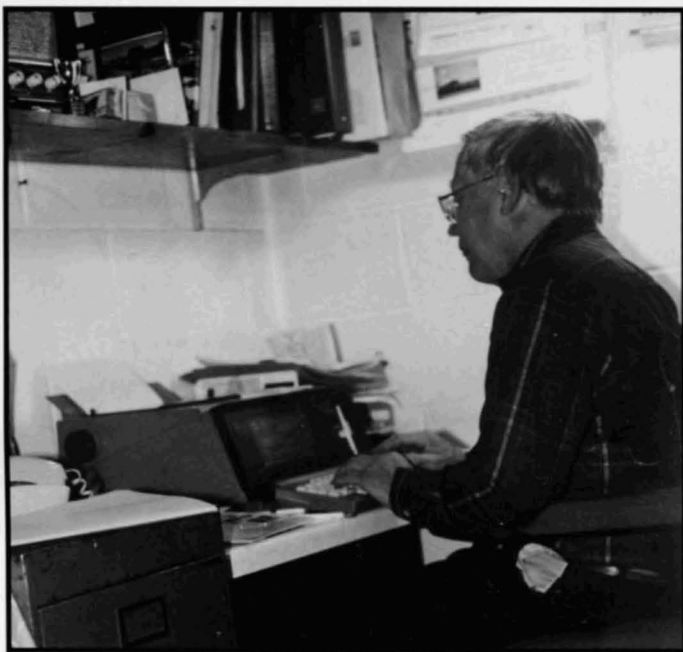
# THE RAMBLING HOBO RIDES THE RAILS

by Chuck Jensen  
Oct. 14, 1977

Business beckoned in New York City in September and I jumped at the chance to test Amtrak once again. The Personnel Department gave me a strange look when I requested rail transportation one way. (The seminar I attended ran two days and time didn't permit a return by rail). "What's the matter — are you afraid to fly?" "NO" was my reply, "I'm afraid to miss the scenery".

On September 16 I boarded the Arrowhead at Union Depot in Duluth, just like the old days when Great Northern ran the Gopher and the Badger. This is always an enjoyable part of any train trip because of the smooth roadbed and coffee shop lounge. The change in the Arrowhead scheduling necessitated my staying overnight with relatives in Minneapolis.

The following morning at 7:00 A.M. I caught the Empire Builder for Chicago. The passenger count was heavy and included two tour groups but as I spent most of my time either in the diner or the Big Dome Lounge I had no trouble finding a seat. The condition of the roadbed meant a padded schedule and we arrived in Chicago at 5:30 P.M.



The Laker editor types his last editorial comment.

## LAKER EDITOR

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whose name began appearing in the Fall 1980 "Newsletter" along with the list of club officers. **David Schauer** took over the position of editor beginning with the Jan.-Feb. 1982 issue, holding the position until the election in 1986.

David ran a contest to pick a name for the newsletter and beginning with the winter issue of 1983, the name was changed to "Laker." With the change in the name, "Laker" was also printed on a high grade enameled paper. Using his desk-top publishing system, David began producing "Laker Extra" in the summer of 1989.

My appreciation and thanks to those who preceded me and to those who follow and to all club officers and volunteers who give of themselves, their time and talent to make the LSTC, the LS&M and the Museum an institution the city and surrounding area can be proud of.

Union Station was a beehive of activity and I was at the end of the longest line I have ever seen waiting to board the fabled Broadway Limited. Finally the line began to move and in spite of inoperative platform lights, I found my sleeper and had the porter stow my luggage. A tradition I have is to get off and walk up to the head end of the train, counting the cars as I go. The consist had a total of 17 cars and 3 "E" type diesel locomotives. The throb of the V-12 engines and a warm breeze blowing in from the south added to the excitement I felt in the hustle and bustle of the crowd. Finally, hunger pangs got the best of me and I was seated in the double diner as the train glided out of the station and down the Ho Chi Min Trail (so-called because of the vandalism).

Going to New York on the Broadway means a New York Strip Steak and wine dinner. This steer must have been raised in Brooklyn's Bedford Stuyvesant district, because it was the toughest steak I've ever eaten. The condition of the roadbed and a roomette over the trucks made for a sleepless night. Needless to say, I was up for the 7:00 A.M. arrival in Pittsburgh. The approach to the station is rather impressive; along the Ohio River, past the Golden Triangle, over the Allegheny River aiming straight for the U.S. Steel Building and then, it seemed, turning away at the last minute to avoid a collision.

Crossing the Allegheny Mountains was the highlight of the trip. I stood by the open vestibule door, camera in hand as the train snaked along the ridges. The scenery was breathtaking and then — Horseshoe Curve. For years I'd heard of this engineering wonder and it was a thrill to record it on film.

At Harrisburg the diesels were uncoupled, the Washington section was set out, and our New York section was in the charge of a venerable GG-1 electric locomotive. Out of Harrisburg I repaired to the Pub car and even at 90 per nary a drop of beverage was spilled.

Philadelphia, Trenton, Newark—the scenery was different now; mile after mile of factories, tenements and houses. Our speed made much of it a blur and we arrived at Penn Station in the Big Apple on the advertised.

Amtrak has come a long way since its inception but it still has a way to go. All of the equipment I rode was refurbished and the food, except for the steak dinner, was good. I still think as Jackie Gleason does, that "It's the only way to go."

## DEPOT SQUARE TROLLEY COMPLETES SEASON

The Depot Square trolley was operated seven days a week from 10 a.m. to 4:30 p.m. with a morning and an afternoon shift comprised of two people — a motorman and a conductor.

The trolley began operating weekends in May, went to the seven-day schedule on Memorial day weekend until Labor Day and then a weekend-only schedule in September.

One member of the trolley crew gave a narration of Depot Square, the trolley and a bit of the history of the electric streetcar system in Duluth, the Museum and other information.

Depot Square trolley operators contributed a total of 1,153 hours, giving rides to 35,323 people.

The Citizen's Railway in Detroit had operated a single-truck car similar to those of the LSMT. It was the first heritage trolley line built new in the U.S., opening in 1976 to great acclaim. It closed at the end of 1994, having suffered from cash starvation, poor maintenance and lack of City Hall attention, according to an article in Locomotive and Railway Preservation.

## CLUB MEMBERS PLACE IN PHOTO CONTEST

Three members of the Lake Superior Transportation Club were winners of the 1996 Calendar Photo Contest sponsored by the DM&IR Veteran Employees' Association.

**Dan Mackey** took the \$300 first prize. Third prize of \$100 went to **Scott Carney** and the \$75 fourth prize to **Steve Glischinski**.

The \$200 second prize was taken by **Jim Rohweder**, DM&IR Supervisor, Operations and Training. **Dave Oviatt**, Train Rules Examiner, took the \$50 fifth prize.



## ILLINOIS RAILWAY MUSEUM OFFERS VARIETY OF TRAIN RIDES, EXHIBITS

"Our desire: To treat every customer as though he or she were the ONLY customer we have." — Sign in a Chicago, North Shore & Milwaukee commuter train.

Where can one ride a streetcar, an interurban, a Shay-powered caboose train and a diesel-powered commuter train, spend the day walking in and out of buildings crammed with a wide variety of rolling stock — all for seven bucks — five for seniors? The Illinois Railway Museum in Union, between Rockford and Chicago.

Having attended the annual Buick Club of America national meet in nearby Lisle, Illinois, an opportunity to visit the IRM presented itself to the "Laker" editor on his way home on a hot July 23rd.

For the modest entrance fee, museum visitors can ride any or all of the operating equipment — unlimited during the day. The conductor will tear off the first ride coupon. For subsequent rides, one needs only to show the ticket stub. Passengers board the trains on the platform of a 130-year-old station, believed to be the oldest depot west of Pittsburgh still in use. All train departures are announced over the public address system.

The East Union Depot was first opened October 15, 1851 in nearby Marengo and served the Galena & Chicago Union Railway, now a part of the CNW. The depot was moved to Union by volunteers in 1967 and serves as a waiting room, comfort station and dispatch office for the railroad.

A CNW baggage car serves as a gift store and a Railway Express Agency car has become a book store, both located next to the depot and are wheel-chair accessible.

Time, space and finances do not permit writing about all of the interesting pieces of rolling stock at the IRM. But to mention a few:

The L&N diner 2726, an ACF product built in 1929 for the Pan American, L&N's crack all-Pullman between Cincinnati and New Orleans. The Pan American ended service when Amtrak started up, leaving the Chicago to Miami "Southwind" as the last L&N train.

AT&SF lounge-sleeper 1534 with seven upper and lower berths was built in 1917 by Pullman, rebuilt in the '30s, refurbished in the '50s and stored serviceable in 1958.

It was donated to the Heart of America Railway Museum in July of 1960, then to the IRM in 1969. It had a nurse's room. The car was heavily vandalized. The IRM is seeking additional information and equipment for the car.

The cars are part of a three-car set in an enclosed building, Barn No. 3, are open for public inspection and have signs requesting donations for the refurbishing of the classic cars.

### VAST ASSORTMENT OF EQUIPMENT OF ALL TYPES

Other barns house a collection of various interurban cars, passenger cars, streetcars, juice jacks, like the 1927 Chicago, Aurora & Elgin electric that used both third rail and overhead. Equipment from the North Shore Line, an interurban parlor car from the Fort Wayne & Wabash Valley Traction Co., car No. 504, the "Woodstock," built in 1906 by the Cincinnati Car Co.

Barn No. 6 contains cars that once ran on the Great Midwest Interurban network that extended as far south as St. Louis. Interurbans provided a link from the country to the cities. Growing rapidly from 1901 to 1908, the evolution of the automobile and paved roads led to the industry's demise and most were abandoned by World War II.

Barn No. 7 shows the evolution of street cars from the Omnibus to LRVs such as the CTA Skokie Swift and PCC car No. 4021. Also "L" cars and the North Shore's "Electroliner."

Barn No. 8 displays more Chicago transit equipment from the Forney steam locomotive to the articulated 3400s.

A quick look into the locomotive storage shed revealed a seemingly endless line of steamers of all types — 23 locomotives representing most of the major types in America. Included are the "Nebraska Zephyr" and a Pennsylvania GG1 electric locomotive.

### THREE TRAINS, STREETCAR OFFER RIDES

As to the operations of the Illinois Railway Museum, one or more streetcars are used for on-the-property transportation as well as tours on the mile-long track, making stops at major display buildings.

Two Chicago, North Shore & Milwaukee cars, the "North Shore Line", Nos. 714 and 160 offer a ten-mile ride through corn fields on former trackage of the Elgin & Belvidere Railroad, originally an electric line. Overhead wire was restrung by volunteers of the IRM upon their acquisition of the property. Car 714 was built in the '20s by the Cincinnati Car Co.; car 160 is a Brill car, both with either third rail or overhead wire capabilities.

The two-car commuter reaches speeds up to 40 miles per hour which is the limit set by their insurance company. While in revenue service, the cars would travel at about 65 mph. The Electroliner, also a part of the IRM's North Shore Line collection, would get to about 95 mph.

The mainline of the IRM parallels the former CNW, now part of the UP which serves the Chrysler plant at Belvidere with about three trains a week.

### THRILL TO RIDE BEHIND A SHAY

Following a ride on the North Shore Line cars, my wife and I hopped on board a train made up of three cabooses — EJ&E No. 529, ICG No. 199458, and a Milwaukee Road bay-window No. 01984, pulled by a three-truck Shay — the J. Neils Lumber Co. No. 5, a Lima product from 1929. Five miles per hour is about the top speed for the geared locomotive, taking 25 to 30 minutes for its one-mile trek into town and back.

Arriving back at the station, another commuter train was about to depart. The three-car train consisted of CNW and Lackawanna commuter cars and pulled by Fairbanks-Morse 12-FS opposed-piston locomotive No. 760. The designation had been changed to 12-ES, the "E" meaning it is compatible and can be MU-ed with Electro-motive equipment.

Opposed-piston engines have no cylinder heads, the crankshaft is in the center between the vertical pistons which serve as intake and exhaust valves. The OP engine seemed very smooth and quiet as it revved up for its departure.

A dispatcher working from an office in the East Union Depot monitors the movement of all trains and equipment by radio. Automatic block signals on the mainline, part of which is used by both the trains and the streetcar, are also used.

The museum had recently acquired the AT&SF Northern No. 2903 from the Museum of Science and Industry in Chicago. Looking quite forlorn and weather-beaten, it was missing parts and had destroyed the 60-pound rails going into the museum's locomotive yard. New rails and ties were replaced on the curve from the mainline near the entrance to the museum.

According to a staff member, restoration of the 2903 to operating status is unfeasible because the light-weight rails would not hold up under the 320-ton weight of the Northern.

A 1992 booklet lists 197 pieces of rolling stock plus numerous pieces of freight equipment, Pullman and commuter cars. The collection includes the first GP-7 built in 1948, the finest diesel collection in the U.S., the first Fairbanks-Morse switcher; streetcars and interurbans from the 1859 horsecar to the Electroliner and the only surviving interurban sleeping car.

Other artifacts dot the 56-acre museum grounds, such as the huge railroad logo signs that once adorned depots, wig-wag grade crossing signals and a '50s-style road-side dinner in very sad shape.

A page on volunteerism of the IRM says: "Indeed, the volunteers are considered so important that the only way to obtain voting membership in the Museum's parent corporation is to have worked as a volunteer for a specified length of time, and then be accepted into regular membership by the board of directors."

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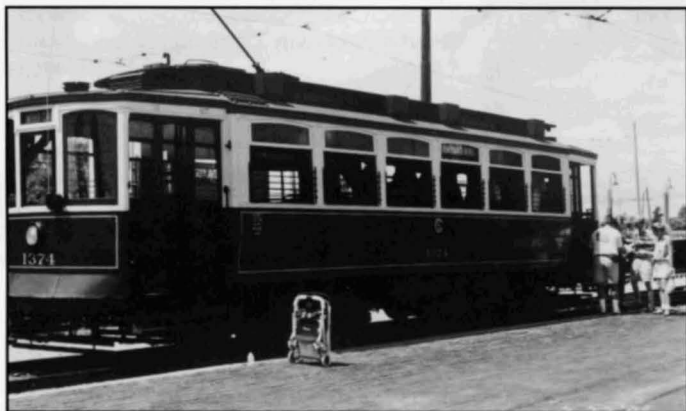


# ILLINOIS RAILWAY MUSEUM

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The IRM was founded in 1953, moved to Union in 1964 and operated the first streetcar in 1966. The first equipment storage building was constructed in 1973.

The museum has a program which allows anyone over 18 to take the throttle of a steam or diesel locomotive or an electric car and actually operate it on the mainline under the supervision of an IRM crewman — for \$150 per person. Non-members are \$200. The program is offered on specific dates and the participant is required to have three choices to allow as many people as possible get a chance to operate some piece of equipment. Participants also sign a liability waiver.



Passengers board the Chicago Surface Lines car 1374 for a mile-long tour of the IRM grounds, stopping at various points to let them off to explore the various exhibits.

## NSSR BUDD CAR SOLD OUT, EDITOR MAKES MAD DASH FOR OSCEOLA

OSCEOLA, WIS. Sept. 9. — The Fun Time Singers, a quartet of seven men (due to inflation) sang: "Here I go a-wanderin', along the mountain track . . .". A piano was mounted in a pickup truck, and the group used a portable public address system to entertain the people waiting for the train. It was part of the celebration of the last days of summer with a Wings and Wheels car show, a display of farm tractors, motorcycles, a car show book sale, craft and art shows along with the tourist train and other activities that filled the small town located in the St. Croix Valley.

We did go a wanderin', not along a mountain track, more like down in the valley.

The original plan was to take RDC No. 9169 to Two Harbors and visit Tom's Logging Camp that beautiful September ninth. The Budd car was sold out. So what to do?? It was a mad dash to Osceola to ride the St. Croix Valley Railroad and catch the 11:30 trip.

The members of the Minnesota Transportation Museum who operate the train had their NP ten-wheeler No. 328, a 1907 Alco which the city of Stillwater still owns and was restored by members of MTM. It had once been in water up to its running boards when the St. Croix overflowed its banks many years ago.

The railroad was operating the Osceola to Marine on St. Croix train with former LST&T NW-2, No. 102. In the consist were former Rock Island commuter coach 2604, the stainless-steel Burlington dinner "Silver Pheasant", the Great Lakes Western lounge car "Illinois" and the GLW observation No. 404.

The "Illinois" was built in 1954 as 54-seat coach for the New York to Miami service. GLW converted the car to a 40-seat lounge and stand-up bar in 1990.

The "404" is a Pullman product of 1926 for the B&O and used as the sleeper "Capitol Roads". Acquired in 1948 by the CNW, it was rebuilt as a business car. GLW purchased the car in 1990.

MTM's power car was in the shop for repairs, preventing the use of their GN coaches 1096, 1097 and 1213 which in turn made it necessary to borrow the diner, lounge and observation cars.

Ten-wheeler No. 328 was running north to Dresser with commuter coaches MNTX (Minnesota Transportation Museum) 2232 and 2608 and triple combine No. 1102.

No. 2232 is a former Lackawanna powered commuter that ran out of New York. No. 2608 operated out of Chicago on the Rock Island.

NP triple combine 1102 was once a parlor car used in the New England States area. During WWII the army said it could be better utilized as a coach to haul troops. So the car was converted to haul GIs. It was later converted to a triple combine for use on a branch line out of Oaks, N.D., serving as a coach, baggage car and railroad post office.

When railroads began using CTC operations, the 1102 was converted into a training car to instruct railroad workers on the use of CTC. Upon its acquisition by MTM, it was restored back to the triple combine configuration.

The diesel-powered train to Marine on St. Croix and the steam train to Dresser were back-to-back at the Osceola station. Following the departure of the south-bound train, the steam train took on its passengers, backed to the south of the station and made "a run for the mail". A mail sack was hung on the post just north of the station and the mail hook in the triple combine would snatch it as the train went by.

There were times when a mail sack would be missed by a fast-moving express train, getting sucked under the train. Before the electronic transfer of funds through banks and armored trucks, the small towns along the route would often send out money in a mail sack to be picked up by the RPO car.

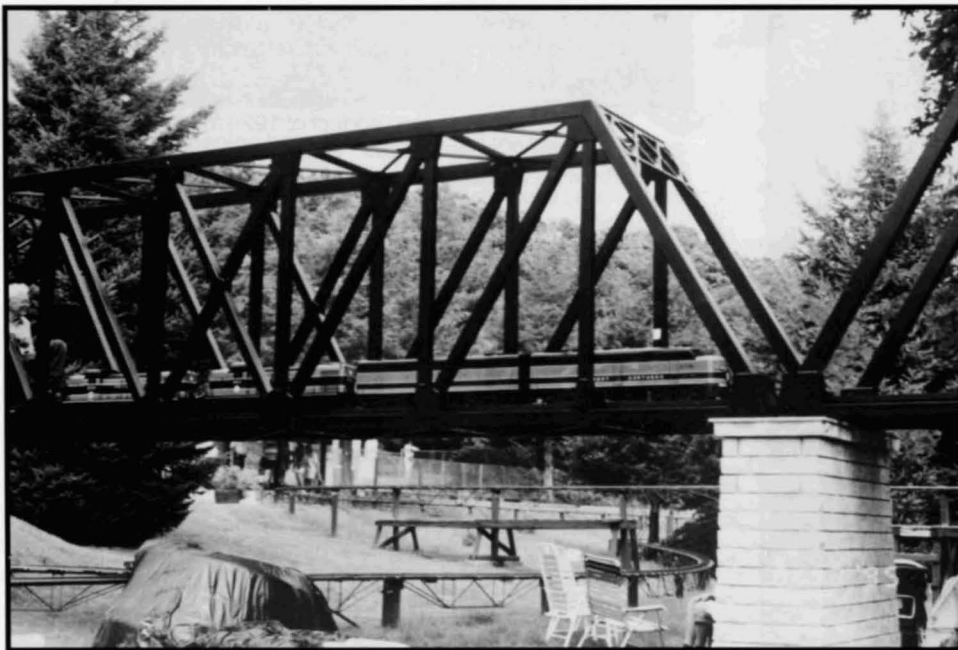
A worker on the RPO car related how such a money bag was missed, got sucked under the train, and \$34,000 was scattered along the right-of-way. Every kid in town helped to pick up the currency — and the town got every dollar back.

When the 102 or the 328 disconnects from the train, the hand brake on the tail-end car is set whenever a train is left on a grade. That is required by the WC, owners of the tracks on which the O&ST.CVRY operates. At Osceola, the grade is .62% and at Dresser it is 1.4%, both downhill toward the south.

Operating the ten-wheeler were engineer **Dick Fish**, fireman **Ward Gilkerson** and student fireman **Paul Dalleska**. Other train crew members were conductor **Bob McNattin**, helper **Mike Alfveby**, **Wes Carlson** and others.

The Dresser run takes just under an hour at a speed limit of about 25 per. Passengers were allowed to detrain while the steamer ran around the train for the return trip.

MTM provides equipment and personnel to operate the trains which run on Wisconsin Central, Ltd. tracks through a trackage rights agreement with the WC Ltd. This agreement allows MTM to operate trains between Withrow, Minnesota and Amery, Wisconsin. MTM also operates some freight trains for the WC. That Saturday afternoon, former CNW GP-7 No. 4119, now WC, parked on the siding at Osceola, was started in preparation for some freight work.



A GN Alco A & B unit with two GN RS-3s negotiate a trestle over the picnic grounds of the St. Croix Valley Railroad. Two other trestles are visible below and in the background.

## ANNUAL PICNIC OF TCA HELD AT ST. CROIX VALLEY LIVE STEAMERS

Aside from being a bit sticky — the humidity was almost as high as the temperature — it was great for eating picnic-style almost within spittin' distance of a grade-level and two elevated tracks and not far from a few others.

Beans, buns, brats, burgers and birds, along with potato salad and watermelon was devoured as a variety of motive power passed by on trestles on either side and a ground-level track close by with all-passenger and mixed trains.

First a triple-header with a two-unit Alco PA-2 followed by a pair of RS-3s. Then a K-36 narrow gauge with a mixed freight, soon followed by an Atlantic, then a Pacific and a two-cylinder Shay. On yet another track a Northern, a Hudson, and a Mountain — train watching par-excellence.

And there were a few glitches during the afternoon — like the rear truck of the PA-2 B unit going on the ground, the K-36 having injector trouble, the Shay losing a cylinder cock and the lead car of a mixed passenger train going on the ground and becoming separated from the locomotive — nothing serious.

The two units that went on the ground were re-railed in seconds by the engineer picking up the car or locomotive and setting it back on the track.

The occasion was the annual picnic of the Lakes & Pines Chapter of the Train Collectors Association, made up of people who collect all types and sizes of model trains with national headquarters in the Strasburg, Pennsylvania, Toy Train Museum. The outing was hosted by the St. Croix Valley Live Steamers Club of Hudson, Wisconsin. Aesop's Table of St. Paul catered the picnic.

**James Diedel** of Brooklyn Park, MN brought his 3/4" scale Mountain-type (4-8-2) coal burner. The NP No. 2603 was built in the middle '50s by another owner.

The K-36 narrow gauge steamer is patterned after a Cumbres & Toltec locomotive built in the 1-1/2" scale. Being a narrow gauge engine, it runs on the 1"-scale track and is fired by propane.

**Fred Wright** brought his 1-1/2" scale, kerosene-fired Shay and toward the end of the operating session had a cylinder cock break off and had to run on a cylinder and a half for a short distance. "It may have been metal fatigue," he said.

The Great Northern two-unit Alco PA-2, the GN RS-3s and a two-unit Rock Island PA-2, all in 1" scale, are battery--powered and have the sound effects of a prototype locomotive. The engineer sits on a flatcar immediately behind the locomotive, the seat being a box in which an air compressor is housed and supplies air for the brakes. Two 12-volt batteries are housed in the car body. The

traction motors are modified wheel-chair motors and are mounted on the wheel trucks like the prototype.

Fully-charged batteries will give the units nearly a full-day of operation.

The club owns a 1-1/2" scale Burlington GP-9 equipped with a single-cylinder Kohler engine which powers an Eaton hydraulic pump. The pump operates two hydraulic motors connected to the wheels through a chain drive.



The St. Croix Valley Railroad's GP-9 is a 1-1/2" scale model with a one-cylinder engine powering a hydraulic pump which powers the hydraulic traction motors.

## RAILROAD BUFFS HOPING TO RESTORE ENGINE

EAU CLAIRE (AP) — A group of railroad enthusiasts is trying to raise \$100,000 to restore Locomotive 2719, the last coal-burning passenger-train engine run by the Soo Line Railroad.

"It could become a major tourism attraction," said **Dave Peterson**, president of the 50-member non-profit Chippewa Valley Railroad Association, which wants to get the locomotive running.

The engine hauled passengers more than 2 million miles before being donated to the city May 27, 1960 and moved to Carson Park. It was listed in the National Register of Historic Places last year.

The association secured a \$362,000 grant from the U.S. Department of Transportation to pay 80 percent of the restoration cost. It needs to raise at least \$92,000, the remaining 20 percent, over the next three years to receive the grant, Peterson said. — **Superior Evening Telegram, Oct. 16, 1995.**





MTM's streetcar boat, the "Minnehaha," undergoes its first sea trials near Big Island in Lake Minnetonka on Sept. 1 with success.  
— Photo by Jackie Robertson, Wayzata

## STREETCAR BOAT "MINNEHAHA" SOON TO BE BACK IN SERVICE AFTER LONG RESTORATION

Like the "Phoenix", the fabled Egyptian bird that rose from the flames and lived again, a streetcar boat has risen from the depths of Lake Minnetonka and is taking on a new life.

The "Minnehaha", along with its six sister boats, was scuttled in 1926. They served as commuters, carrying passengers from various locations around the lake to their homes and summer residences, hotels and parks. The ferry service was operated by the Twin City Rapid Transit system and connected with the TCRT surface lines at Tonka Bay, Deephaven and Excelsior. There were 27 ports of call on the lake.

After being submerged for 54 years, the "Minnehaha" was discovered, raised and allowed to dry out.

Much of the hull had to be rebuilt. There were only 15 of the original cyprus hull planks that could be salvaged. The new hull planking is douglas fir with the frame being of white oak — the hull actually being cloned from the original.

The boat is 70 feet long, has a beam of 14 feet and is powered

by a 1944 O'Conner triple-expansion condensing steam engine. The engine develops 125 horsepower on 200 pounds steam pressure, was built for the Navy and never used. The boiler is oil fired.

The boat was trailered one block west from its restoration building on August 21st and put in the water. The crew looked for leaks and were elated when they did not find any. Ballast was added and the power systems were tested.

Early morning of September first witnessed the first voyage on Lake Minnetonka following its five years of restoration. A former ship captain manned the wheel, gave the boat a hard to port turn. The boat heeled no more than two degrees. It maintained a steady 14 knots and was able to back up in a straight line.

The first sea trial was a great success. There is still some work needed to finish the interior. Some seats are installed. The dock is yet to be finished, the trailer strengthened and a dozen other projects to be completed before the public can be carried. The finishing work will be completed during the coming winter months, the boat being transferred back to its restoration building.

Following the "Minnehaha" project, volunteers of MTM will begin the restoration of TCRT streetcar No. 1239. Some preliminary work has already begun. The streetcar will connect with the boat.

## THE MODELER'S PAGE

By Dan Mackey

Well, here it is November already. Time to start the modeling season again. I don't know about you, but after the great summer we have had I'm finding it hard to get inside and get modeling, but it is getting colder and I've got many new ideas from a long summer of railfanning.

As far as things go with the club layout it's looking pretty good. More people are starting to show up Wednesday nights now that summer activities are at an end. The mine scene is taking shape. The Wednesday night crew has been plugging away on it all summer long and it is finally looking like a mine and the accompanying town. As for the DWP trestle in the city scene, **Mike Oswald** has been installing the cross braces and hopefully the bridge will be done soon.

**DeWayne Tomasek** has built a new control panel for the

center section. It looks great and should be fully functional by Spring. DeWayne also donated an A-B-B-A set of Northern Pacific F units. Many thanks DeWayne.

As far as new products go I haven't had much time to look at anything this summer, but I can tell you that after learning how to use the new Atlas Right Track software, designing layouts is fun on a computer.

Right Track is an affordable and fairly easy to use layout planner if you have a home computer. Also Walther's has just announced a steel mill complex and related equipment in HO scale for those who may be considering a BIG industry on their layout.

Sorry no home layouts to review at this time but I would like to hear from anyone who's interested in building a new portable layout for the club. This would be similar to the old modular railroad but easier to set up.

The reason for this new layout would be to bring to shows and events such as Railroad Days at Fairlawn in Superior or maybe the fleamarket/trainshow in Eau Claire each year.

See me on Wednesday nights at the Museum or drop me a line at the Museum.





The NARCOA group arrives at Two Harbors behind the steam excursion train on August 19. Ken Johnson took this photo from the vestibule of the train.

## MOTOR CAR GROUP RETURNS TO DULUTH, TRAVELS NEW DULUTH TO TWO HARBORS

They came back . . . the "putt-putts", rail motor cars, track inspection vehicles — pick your choice of terminology.

In August of '93, 18 motor cars off-loaded from trailers onto the Missabe tracks at Two Harbors and toured the Lakefront Line to Duluth. Their vehicles were displayed on the Museum's track seven before returning to Two Harbors.

This time they went all out — traveling from New Duluth on the LS&M, on the BN through West Duluth and downtown, the Lakefront Line from the Museum to Marble Siding and on the Missabe into Two Harbors.

Members of the Mississippi Valley Division of the North American Rail Car Owners Association (NARCOA) arrived in Duluth Friday night, August 18. Because of the lack of overnight accommodations, six couples spent the night in their van or motor home at Boy Scout Landing in New Duluth, ready to get on the rails at first light.

They had to juggle their schedule to fit in between three excursion trains, not to mention any unscheduled BN freight movements or switching moves at the paper mill in West Duluth.

The LS&M was no problem. The "putt-putts" were long gone, having left the foot of Commonwealth Avenue at 7 a.m., long before the scheduled excursion trains and returning hours after the last train.

Their schedule was carefully planned to allow clear sailing, ah, railing, to Two Harbors between scheduled train movements, with enough slop time factored in to allow for unscheduled movements. Like the limestone train they had to wait for near the Missabe ore docks.

Fairmont single cylinder two-cycle engines that use a gas-oil mixture become fouled if allowed to idle for too long. So the Fairmonts had to shut down while waiting for a clear track.

The group was required to wear hard hats and steel-toed shoes. There is a danger of taconite pellets falling from a train overhead as they passed under the trestles leading to the docks.

Getting into the Museum's yard was a bit of a hassle — the yard switch had not been unlocked and when a key was found, it was the wrong one. The problem was solved by "jumping" the switch — lifting the car over the points onto the diverging rails.

After a brief stay at the Museum, the group left for Two Harbors, passing the NSSR's Lester River excursion train at the Lakeside Siding and followed by the steam excursion train. The motor cars were holed at Marble Siding, allowing the steam train to pass and lead them into Two Harbors.

### MOTOR CARS DRAW ATTENTION

A celebration of some sort was going on in the town. Arrival of the train brought many people to the depot, but when the motor cars arrived, attention was quickly diverted from the train to the motor cars.

Andy Webb had his machine off the tracks, doing some maintenance for the return trip to Duluth. He and his wife were deluged with questions. One person asked: "Where can I rent one of these?"

After lunch, the steam train backed away from the station, preceding the motor cars out of town. Having a hard time making the upgrade curve to clear the 8th-Street switch, the motor car people jokingly asked if No. 14 needed a push. The train had to take a second run at the hill.

The "putt-putts" arrived at the Museum behind schedule. The three-hour layover planned in Duluth to allow for dinner was reduced to about an hour before they had to leave for New Duluth at 6:00.

A BN pilot in a high-rail truck lead them along BN trackage, arriving at Boy Scout Landing about 7:00.

The Mississippi Valley Division of NARCOA covers Minnesota, Wisconsin and Michigan's Upper Peninsula. For this outing, there were people from Minnesota, Wisconsin, Illinois, Iowa and Canada. Following trips were planned for Iowa, Nebraska and South Dakota. Two weeks prior to their appearance here, they traveled on the Lake Superior & Ishpeming, going out on the ore dock at Marquette.

Some of the vehicles are Fairmonts with the single cylinder engine. Others use an Onan twin with electric start such as the MT-14 that Terry and Cathy Meiley of Pine Island, Minnesota, have. It was their first visit to Duluth and were very impressed and had planned to return in the fall when they can spend more time here.

Andy Webb has a Fairmont MT19A12, also with an Onan electric start that he acquired last October. He has spent the winter rebuilding it and had a special trailer constructed for it.

Continued on next page



Andy Webb and daughter Annette with their Onan-engined Fairmont MT19 as they prepare to load it on the trailer at the end of their excursion back to New Duluth.

## LETTER TO EDITOR

### NEWS FROM THE EAST SENT BY "MORT"

Dear Editor:

Greetings from the state of New York.

It was nice to see the 261 out our way in New York, though I had to wait two days beyond its scheduled arrival. It was headed for Corning to participate in some rail fan excursion trips and was delayed because ConRail shut down the southern tier rail line to inspect a bridge over which the Milwaukee Road Northern had to pass.

The CP or NS is considering buying the southern tier which is the line between Binghamton and Buffalo, New York running along the southern border of western New York.

**John Reynolds** is looking for a home for his HO scale wood ore dock. It was pictured on page 126 of the November 1991 issue of Model Railroad Magazine. He would like to see it placed in a museum where it can be viewed by many. Keystone Locomotive Works had made a few of the castings for his model.

I heard that the N&W 2-6-6-4 No. 1218 may go to Steamtown, USA and they are strongly considering keeping it in working condition.

The Bath & Hammondsport Railroad, a common carrier and tourist line will have six heavyweight coaches and a lightweight ex-Erie-Lackawanna coach, for sale, at bid, plus an ex-ACL caboose (ticket office). The railroad operates a seven-mile line between Bath and Hammondsport. The Bath to Corning section of ConRail is also up for sale. It is a valuable asset that cannot be replaced.

The owner, **Stan Clark**, was instrumental in the founding of the tourist line which operated between Bath and Hammondsport and between Bath and Cohocton, New York. He passed away recently. The B&H still operates two Alco S-1s for their local switching.

I am waiting to see what happens to this rail line as its major customer, Taylor Winery, went out of business December 31, 1994 — a severe blow to the grape industry of the area.

I was slightly distraught when I heard that the LS&M is selling their BN coach A-13. I don't know the reason for the action, but would suggest to them or to anyone who has passenger equipment not to sell anything. It is a good source of revenue for anyone who is able to rent out their equipment.

In your (the LS&M or the LSMT) case where you may lease equipment gratis to an area railroad who in turn does favors for you, you have a good working relationship which is just as valuable as cash, if not more so. At any rate, think twice or more before selling off any equipment. It is a valuable asset.

Also, congratulations on a fine job of restoring the Soo Line 2500. I saw a **Steve Glischinski** photograph in Trains magazine. It looks great! You people in Duluth do a much better job in keeping your equipment in good order, compared to some of the tourist operations out here in the East. You should be proud.

Thanks for the "Laker" which keeps me informed as to what is going on. Best wishes to all of the LSTC members back in Duluth.

**Bob Mortinsen,**

Keystone Locomotive Works



Matt Arnold of Stacy cleans out the flange ways at the Highway 39 grade crossing of the LS&M prior to a motor car operation. The Oliver Bridge is in the background. — Photo by Mark Arnold

## MOTOR CAR GROUP

(continued from previous page)

### SEVERAL DULUTHIANS ACTIVE IN NARCOA

**Mary** and **Bob Berger** of Duluth were also present with their Fairmont. They have three motor cars; one is kept at Rollag, Minnesota. They are part of the six or seven couples in Duluth active in the rail car hobby. **Dan Mackey** is another.

**Lynton Brooks** and his wife came to Duluth from International Falls to observe the tour and get some pointers. They are also getting into the hobby and currently restoring a heavyweight Fairmont section car from the 1917 to 1927 era. Weighing 1500 pounds, it has two speeds forward. Lynton has 75 feet of track in his yard to run on. He will need to build a trailer to transport it.

The average cost of a vehicle is about \$1200 and there are still a few left. However, as the number diminishes, the price will go up. It is reported that many are being unloaded in Canada "by the truckload."

**Mark Arnold** of Stacy, Minnesota, is the state coordinator for NARCOA and arranged for the excursion in Duluth. NARCOA is made up of five divisions in the U.S. Their national meets are held in Chicago and number about 1500 members around the country. A five million dollar liability insurance is carried by the group to protect any railroad they may run on which includes many mainlines. In Minnesota they are restricted to certain secondary lines.

The car bodies are constructed of aluminum, steel or fiberglass. The metal vehicles equipped with radios have an automatic ground plane and use a short wire antenna. Fiberglass-bodied vehicles have no ground plane and need a thick fiberglass whip antenna.

## THE LS&MRR

The diamond is the city that exudes country living.

Wild life large and small, feathered and scaled.

Pastoral country homes perched on the side of the Porcupine Mountains

The gentle river meandering down to the Great Lake with estuaries of Spirit Lake and Mud Lake.

An area rich in history from the time of the Indians to the industrial revolution.

In gentleness and serenity one can see the diamond in the city  
On the scenic St. Louis River route aboard the Lake Superior and Mississippi railroad one can ride. — **Bill DeRoche**

At noon on November 18, 1883, the nation's railroads adopted the present Standard Time, dividing the country into four time zones, Eastern, Central, Mountain and Pacific, ending the confusing system of many different "local" times. Railroad clocks and watches were set to the time zone they were located in, each one hour apart. The government adopted the Standard Time Act 35 years later.





LSMT's Soo Line FP-7 No. 2500 (left) meets with its counterpart, Ladysmith's No. 500. The 500 has been restored cosmetically.  
— Photo by Ken Johnson

## MUSEUM SPONSORS SECOND SUCCESSFUL SELL-OUT TRIP TO LADYSMITH

### SOO LINE 2500 PERFORMS ADMIRABLY WELL

A couple from Indiana, members of the Louisville Chapter of the NRHS, had been to Northeast Minnesota to ride the AIME special on September 9th. They were here again to ride the "Laker II" and add another couple hundred miles to their 12,000 miles of train travel since the first of the year, part of that behind UP Challenger 3985. Carrying a map, they mark the routes they travel on the various excursion trains.

Another family from Downer's Grove, Illinois, also made the trip, as well as a bus load of rail fans from Ladysmith and many others from a wide area.

It rained as the 12-car "Laker II" made its way out of the DWP's Pokegama Yard in Superior and rained again when it returned. As the special sped south toward Ladysmith, Wisconsin, the weather was more cooperative with a slight overcast but comfortable on the last day of September. On the return trip the sun managed to peek through occasionally, bringing out the brilliant fall colors of Northwest Wisconsin's woodlands.

It was four years ago on September 22 that the Museum sponsored the first "Laker" to Ladysmith in connection with a Soo Line Historical Society convention being held in Duluth. The 14-car train was sold out and carried over 600 passengers.

This year's special was also a sell-out with 452 passengers in a 12-car train powered by the Museum's newly-restored Soo Line FP-7 No. 2500. The 200-mile round trip was a good test for the 1949 cab unit. It was teamed with the GN SD-45 No. 400, the "Hustle Muscle."

The coach section consisted of the LS&M's solarium car 29 and coach 85, Museum's baggage car 66, E&LS coach 100, Museum's coach 33, LSMT power car 1000 and NSSR No. 2. The first class section contained **Dave Rushenberg's** observation Soo 1000, DM&IR sleeper-baggage W-24, **Greg Vreeland's** solarium 28, GB&W dome car "Trempeleau River" and the WC Prairie Rose.

The passengers detrained in Ladysmith to explore the town and have a barbecued beef lunch at the firehall. The \$5 lunch fee was a benefit for the Ladysmith 4-H clubs.

At Saunty, near Solon Springs, the Office of Emergency Government, the Douglas County Rescue Squad, the Douglas County Sheriff's Department and several local communities participated in an emergency preparedness simulation. The simulated accident was a collision between a school bus and a train. The event had been scheduled for months and was not staged for the benefit of those on the "Laker II." It just happened to be on the same day.

The Wisconsin Central cooperates with local governments around its system in the hope that the skills learned will never have to be used.

Coffee, rolls, snack items and pop were available in the baggage cars. People from Ladysmith also had tee shirts, caps and pictures for sale in LSMT's baggage car 1000. **John Terrill**, managing editor of the Ladysmith News dressed in a conductor's uniform and passed out maps to show people how to get around the town.

There were several meets requiring the "Laker II" to go into a siding and wait for a passing freight on the busy rail line, adding a little extra excitement to the trip. The late arrival in Superior was greeted by a light rain which turned into a humdinger of a rain and thunder storm after the passengers hurried off to their automobiles and the bus.



## LS&M FINISHES ITS 15th SEASON; RUNS SPECIAL "THANK YOU" TRIP

The Lake Superior & Mississippi Railroad ended its operating season on September third after ten weekends of excursion train rides.

Financially, the railroad did a little better than last year due to an increase of one dollar on fares for adults, seniors and children. The passenger count was less than last year. Total ticket sales were \$14,439. The number of passengers boarded was 2933. The average return per ticket was \$5.27, average load factor was 36 percent. The number of passengers per day ranged between a low of 28 to a high of 264.

**Elaine Ellian** again manned the ticket booth every weekend, bringing beverages, snacks and sandwiches for any crew member who wished to partake. Other volunteers were in the locomotive cab, conductors, car hosts, shop workers, cutting brush and weeds and a myriad of other little jobs that help to keep a railroad running.

They were: **Jim Cox, Jergen Fuhr, Don Fobear, Bill DeRoche, Andy Webb, Bob Panger, Bruce Routh, Warren Vincent, Fred Glibbery, Bob LaGessee, DeWayne Tomasek, Roger Krob, Ken Johnson, Ernie Andrys, Bill Mickelsen, Bob Cibuzar, Jeff Hanson, Warren Symons, Pat Dorin, Dave Carlson, Gary Kollath, Karl Symons, Dick Hanson, Gary Lucia, Dave Woods, John Murphy, Gary Greiner, Alf Johnson, Zeke Fields and Mark Olson.**

To say thank you to the volunteers, the railroad sponsored a trip to Two Harbors aboard **Vreeland's** car the "Arrowhead." The car was attached to the rear of the NSSR train on Saturday, October 7th.

In light of the demise of the North Shore Scenic railroad, an ad hoc committee was formed to study the possibility of the LS&M operating the Lakefront Line. A variety of scenarios was presented to the board of directors.

The board also voted to hold its meetings on the third Saturday of the months October through April at 10 a.m. to allow **Dick Hanson** to attend the meetings. May through September meetings will be the third Tuesday of each month.



LS&M President Ken Johnson presents a corsage to Elaine Ellian for her endless devotion. Elaine spent every weekend managing the ticket booth, brings lunch and snacks for the crew and supplied the food and beverages for the "Thank You Special" for the LS&M volunteers.

In an attempt to boost ridership and revenue, the board proposed to issue corporate passes to allow two people to ride the excursion train any day of the season. A two-for-one ticket offer one weekend did not have much success.

Following the end of the operating season, the track crew again went to work, continuing to replace ties and rail near the Oliver Bridge. One weekend found **Dick and Jeff Hanson** and **Andy Webb**; on another weekend, **Glibbery, Webb, Cox, Fuhr** and **Johnson** were on the track gang replacing ties and exchanging the 67-pound rail with 100-pound rail.

Repairs and maintenance are scheduled for the LS&M's equipment during the winter, including roof repairs and steel work, scheduling training classes, certifying operating personnel and other required compliances with FRA regulations.

## LS&M TO SCHEDULE CERTIFICATION CLASSES

For those individuals who wish to become an engineer, brakeman or conductor for the LS&M, a six-week course will be conducted tentatively from the middle of February and run through March under the direction of DM&IR and BN personnel. Hands-on training will follow in the spring to qualify class members. Exact dates and times are to be determined to best suit those who wish to be certified.

FRA regulations require that a pre-employment drug, hearing and eye examination must be taken by those individuals prior to working as part of a train crew. Also a valid driver's license or proof of previous railroad experience must be presented.

Persons interested in taking the course are asked to contact the Museum at 727-0687 or **Andy Webb** at 728-2262, stating their preference as to time, what evening of the week and desired position. The Transportation Museum will again conduct its training and rules classes in the Spring. Information regarding dates of those classes will be announced in the next "Laker."

## LS&M TO BE ON CHANNEL 8

Last summer **Karen Sunderman** from WDSE-TV Channel 8 and a photographer rode the LS&M excursion train, made a video of the trip and interviewed several people. The video will air on December 14, on Channel 8 at 8 p.m.



**Jim Cox** wields the pick while **Andy Webb** (middle) and **Fred Glibbery** lean on their shovels. The crew is replacing ties beneath the Oliver Bridge on a damp Saturday morning.

## LIONEL LYNAS LINES

The last six months have been very hard for me. Much have I lost. My mother passed away. I can't seem to get a handle on all the tasks of Fall. I stepped on a big rusty nail weeks ago and it still hurts a lot. I can't seem to find my mind and someone has stolen my toy trains at Frank's Place. The losses all seem to add up to a general loss of security and peace of mind. Right now, the world seems like a foreboding, cruel, cold place. I want to go back to the warm cozy state of mind I enjoyed last winter. I know I never can, But I'll share with you its simple story of Winter nights spent modeling in Mom's living room.

### THE LONG AND SHORT OF IT

This past Winter found me kit-bashing Lionel cabooses. I've always thought that O-gauge toy trains were lacking in "bobber" cabooses, that the available G-gauge bobbies are wonderful. If I wanted a nice O-gauge bobber, I'd have to make one.

With the many Lionel cabooses in scrap boxes at swap meets to use as guinea pigs, and more to be found in the basement archives at Carr's Hobby, I gave a try at razor sawing two Lionel Southern Pacific-type cabooses into two new cabooses. Lionel must have made "billions" of SP-type cabooses from 1947-1969. The body style seems at first identical in each version, but there is a great deal of subtle variations in body wall thickness and trim detail. I needed to match body styles with the same type in order for two cabooses to swap body parts with the differences showing up at the weld between the two.

After matching the bodies and sawing and filing the edges, I would up with a short bobber and a lengthened "Stretch" caboose. The sawing was relatively easy, as I could follow the seams between the raised body plates. The tricky part is getting the parts to fit together so perfectly that no seams are visible after gluing and painting. I tried my hand at body putty to fill any misfits, which worked quite well. However, most of my seams are visible if examined closely. By the end of Winter, I had chopped and stretched quite a few different variations. It was a lot of fun, and has led me down an interesting path.

I have been adding illumination to low-end Lionel cabooses by making my own brass fixtures from flat stock by filing the brass into shape and drilling a hole to bolt it onto the metal body frame. I solder on a screw-type fixture found in junk boxes or bought from parts suppliers. Wiring is soldered from the fiber insulator's contact to the pickup roller's contact. A new light bulb and you are in business. My fixtures are rather crude, but they work and provide a nice light at the tail of my trains.

I've picked up roller pickups from **Marty Carr** and ordered some through East Coast Train Parts. It had also been a mission of mine to replace modern plastic wheelsets with vintage post-war all-metal sets with built-in roller pickups. Marty has helped me assemble quite a few of these improvements to my cabooses and work cars, from boxes of wheelsets found in Carr's Cavern. While you are at it, it is nice to add a knuckle coupler to the tail of your custom-built toy caboose. Most Lionel cheap cabooses lack a rear coupler. As long as you are changing wheelsets, you might as well add that coupler so you can lash up a whole string of illuminated hacks of various lengths. •

As I got into it further, in order to make four-wheel bobbies, I went to Marx four-wheel, six-inch frames on which to mount my chopped bodies. This worked great and looked much more bobber like than my first eight-wheel-style chop job. My favorite bobber of all is one built on a modified European O-gauge frame that Marty Carr was kind enough to find in his parts archive. It is definitely a toy caboose. The frame is stamped sheet metal, die cut and quite fragile. It's the frame to a six-inch cattle car. A lot of filing on the springs allowed the chopped Lionel body to fit.

The only trouble was I could not use a Lionel roller pickup for illumination. Marx slider pickups are hard to come by, so I needed a way to power my bobber's lamp. The solution is simple — make a gang car or work car from caboose body parts, gondola bodies and a flat car and add a roller pickup to that car. Then string a



My "power car" coupled to another bobber. Note the jacks connected between the cars that supply power for the caboose lighting. The gang car is made of Lionel cabooses, a gondola shell, flatcar metal frame, metal wheelsets with one pickup roller mechanism, caboose railing, metal smoke jack and added ladder.



Rather unusual, wouldn't you say? Stretched in two directions, horizontal and vertical. I piled two cupolas on top of each other to make this highrise. Ladders, illumination, tall smoke jack and added trim bring this one to life.

jumper wire back into the bobber's body. "Voila," illumination in both your gang car and caboose. Adding ladders is another simple improvement that most toy cabooses appreciate. I found East Coast Train parts to be a good source for ladders of various designs. I ordered one of each style offered to see which would work best for my particular variations. I also ordered some cast metal smoke jacks from East Coast which have worked well.

In many of my experiments, I could use the frames and wheelsets to date.

Now I wonder what I could do to make an extended vision version? That's it! One with smoke. Maybe I had better talk to **Duane Benoit** about this one.

I'll let you know in the next Lionel Lynas Lines if I've found my trains, or my mind. I know a Winter of modeling will help.

*Dave Lynas.*



## AT THE SEPTEMBER LSTC MEETING . . .

The Lake Superior Transportation Club held its first meeting of the new season September 29 in the Ruth Maney Room of the Depot with a good attendance.

## CLUB NEWS

Dale Carlson reported the club's membership stood at 227, with 18 new members and 209 renewals. Breaking into categories: 61 contributing members, 99 voting, four junior, 60 associate and three sustaining members.

LS&M treasurer Bill Mickelsen reported on the excursion railroad's 1995 season, saying it had a successful season, successful

"in that we had no accidents or injuries. Financially, we did a little better than last year due to an increase in fares but we had fewer customers."

President **Steve Ruce** reminded the membership that the annual meeting and elections will be the last Friday in January. Up for election are the offices of the president, vice president of public relations, secretary and editor.

Following the business meeting and refreshments were two short videos — one on the Santa Fe Super Chief and the other on "Main Line, USA."

## AT THE OCTOBER MEETING . . .

Treasurer **Chuck Jensen** reported there was \$3,292.32 in the savings account, \$1026.41 in the checking account and \$741.71 in the model railroad account. Receipts since the last meeting were \$472.00.

**Tom Gannon** reported that work planned for the winter months include some roof, sheetmetal and painting to be done on coach 33. Later D&NM No. 14 will come in for some work. Toward spring, NP Prairie No. 2435 will get a cleaning and cosmetic face-lift.

The Model Engineering Expo and the Lionel display will be set up during the month of November.

**Ed Bellows** informed the club members that **Martin Carr** had a diabetic ulcer that turned to gangrene, necessitating the removal of a toe and a short stay in the Lake Shore Lutheran Nursing Home. Ed also mentioned that **Jack Carr** had a heart attack and that he is back to work on a limited schedule.

Following the meeting **Scott Carney** and **Dan Mackey** presented a slide show.

An Excellent Christmas Suggestion . . .

### A Memorable Gift for that Special Someone

A 11x15 1/2 print of the Museum's two most notable locomotive restoration projects —

**D&NM Mikado No. 14 or the Soo Line F-7 No. 2500**

These full-color prints were done by Ila Erickson and are priced at \$27.50.



Purchase your copy now to put under the tree for your favorite railroad enthusiast. While in the store check out the books, videos, novelties, caps, T-shirts, souvenirs and stocking stuffers for that special person in your life, available at the **Railroad Museum Gift Store** in the

**LAKE SUPERIOR MUSEUM OF TRANSPORTATION**

506 West Michigan St.

Duluth, MN 55802 • Phone 727-0687



Pat Dorin and Chuck Jensen take a break in the baggage car of the Ladysmith special. Chuck wears his uniform from the days when he was a passenger representative aboard the Great Northern's Empire Builder. — Ken Johnson photo

## LOCOMOTIVE 1003 RECEIVES \$90,000 RESTORATION GRANT

The Wisconsin Railway Preservation Trust has been awarded a \$90,000 grant by the Jeffris Family Foundation for restoration of Soo Line steam locomotive 1003.

The Jeffris Foundation was created in 1977 to support historic preservation projects of regional significance in smaller Wisconsin communities. Wednesday's announcement of the grant award followed review of grant proposals, inspections of 1003 and a final presentation to Foundation directors by members of the WRPT Board.

The WRPT is a non-profit organization created to lead an effective, coordinated railway heritage preservation movement in Wisconsin. Purchase and restoration of Soo Line steam locomotive 1003 is its first major project. The 1913 Mikado 2-8-2 was purchased from the city of Superior in June 1994. Diversified Rail Services along with trust volunteers began restoration of 1003 in the Twin Ports during August of 1994. The Jeffris Foundation grant will allow the remaining four to five months restoration work to begin in mid-November. WRPT continues efforts to raise the additional \$50,000 required to return 1003 to active service.

Once restoration is complete, 1003 will be placed in active service throughout the state of Wisconsin, serving as a "living museum". With support received from Wisconsin Central Limited, WRPT plans are to return 1003 to the former Soo trackage she serviced from 1913 to her retirement in 1954. Education programs and interpretations of steam railroad heritage and its effect on rural midwestern communities will be key components in 1003's program.

Information regarding the Wisconsin Railway Preservation Trust and 1003's restoration can be obtained by contacting WRPT at: P.O. Box 83, Osceola, Wisconsin 54020. Volunteers are always welcome. — **Superior Telegram, Oct. 21, 1995.**

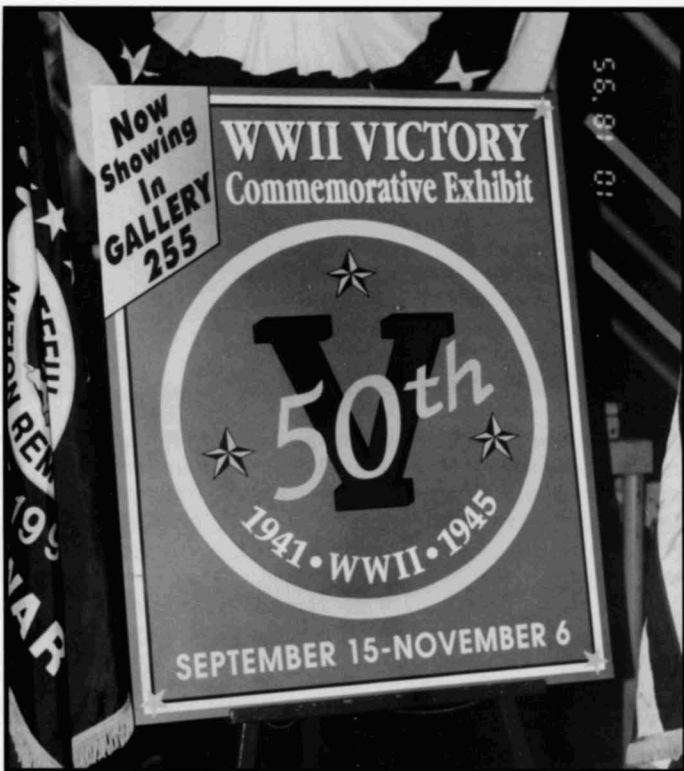
## FRANK'S PLACE BURGLARIZED

Thieves broke into Frank's Place Under the Boardwalk at First Avenue East and Michigan Street on October 12, gaining entry through a transom over the front door.

It seems they knew what they were after — nearly everything that **Dave Lynas** had on the toy train display in the center of the shop. Lionel, Marx, Hafner, American Flyer, electric and wind-up locomotives, buildings and accessories. The only things not taken were transformers, track and a crossing signal that was fastened to the layout. Also Dave's clay buildings and a few models that were on a shelf.

Members are asked to be on the lookout for anyone trying to sell the stolen property. A list was made and given to the LSMT office and members who come to the Museum.





A poster next to the entrance to Gallery Car 255 welcomes visitors to the special exhibit. The former NP baggage car is inside the Museum on track seven. The next coming attraction will be the Model Engineering Exposition which will play through the year-end holidays.

## RECRUITING POSTERS, WWII DOCUMENTS DISPLAYED IN GALLERY CAR 255

The fifth annual Model Engineering Exposition was scheduled for October 9 to November 13 for Gallery Car 255. A change of plans moved the expo back to the 13th of November and plans are to have it in place through the year-end holidays.

In place of the model expo, a collection of posters and documents commemorating the 50th anniversary of the end of World War II was on display.

Recruiting posters, posters warning citizens to be careful with their talk ("the enemy has BIG ears"), posters reminding the folks back home to support our service men were displayed.

A consecutive series of documents from the National Archives portrayed with text and photographs give a running commentary on the history of WWII from beginning to end.

The introduction to the exhibit reads:

"The people of northeast Minnesota played a significant role in the World War II experience. Both at home and military, everyone, including men, women and children, contributed in their own way towards the war effort.

"The mines across the Iron Range were the largest supplier of millions of tons of iron ore for the production of planes, ships, tanks and guns. While steel production and ship building reached record levels in the Duluth area, the wood products industry also saw increased production of war-related products.

"This exhibit pays tribute and commemorates the veterans and all those people in our northland area and their outstanding contributions in helping to bring about the Allied victory.

"This exhibit has been developed with the cooperative efforts of the following:

- National Archives
- St. Louis County Historical Society
- St. Louis County WWII Veterans Project Committee
- Iron Range and Interpretative Center at Ironworld
- Discovery Center
- Frank Blatnik



The engine crew of D&NM Mikado No. 14 pose for Ken Johnson during the August 19 steam excursion trip to Two Harbors. Left to right is Alf Johnson, Ernie Andrys, Warren Symons, Lee Tuskey and Karl Symons.

Conductor Bill Mickelsen helps passengers off of Coach 33 during a special D&NE excursion in Cloquet on August 5th. The single coach was pulled by D&NE's SW 1500 No. 35 from Dunlap Island to the Mill for Lumberjack Days. — Photo by Franz VonRiedel.



## LSMT NOW HAS THREE YELLOWSTONES

Yep, count 'em. One over there on track five, number 227, built by Baldwin Locomotive Works; one over there, number 225 built by **Frank Saville** of Barrington, Illinois, and one over there built by **Ralph Andres**, also numbered 225.

Frank's Yellowstone is a one-inch scale live steam model. Ralph's is an inch-and-a-half scale and is now on display at the museum enclosed in its own special trailer.

The 17-foot long locomotive is accompanied with a model of DM&IR caboose number C-12. The special four-wheel, 20-foot long trailer with two sets of tracks was designed by Ralph and assembled by **Roger Sundein**, a certified welder. The trailer cover is made of a Lexan polycarbonate material.

Ralph spent 31 years to create his masterpiece which is an exact duplicate of the prototype 225 on display at Proctor. It is a propane-fired live steamer and weighs 3000 pounds dry.

The model is on an indefinite loan to the Museum and can be viewed during regular business hours.

## HELP WANTED

Interested persons needed for restoration work. No special training needed. On-the-job-training provided. Scale is low, but great fringe benefits. Call 727-0687 or apply at your local railroad museum.

## DIRECTOR'S CORNER

The Museum's Board of Directors met on September 13 in a strategic planning session to develop new directions for the organization. Dayle Patterson of the Fryberger law firm served as facilitator for the meeting, which was so successful that the Board held a second planning session in October. One of many outcomes of the first session was the adoption of a revised mission statement for the Museum:

"Recognizing the great contributions of railroading to our region, the Lake Superior Museum of Transportation preserves, interprets, and presents to the public the history of railroading."

There will be a full report on the outcome of the sessions in the next issue of the *Laker*.

### Museum Membership rates to Increase

The Museum's membership organization began in 1984. Membership rates have not increased since that time, but the cost of paper, printing, and postage has increased significantly. The Museum is now to the point where we lose money on almost every category of membership. We regret that we must now raise our membership fees, effective January 1, 1996.

All is not bad news, however. **Any member who renews before December 31, 1995 can do so for the current membership rate. This applies no matter when your renewal is due and can be for one or two years.** Thus, if your membership comes up for renewal in June 1996, you can renew it now at the current rate and be a member until June of 1998. If you have a family membership, you will save \$20 over the two year period, the current cost of a one year membership. Bargains like this don't come along every day, so we urge all our members to take advantage of the lower membership rates now. **This offer applies to new and gift memberships too!**

	Current	New
Retired railroad veteran	10.00	15.00
Individual	15.00	22.00
Family	20.00	30.00
Contributing	50.00	75.00
Sustaining	100.00	150.00

- ☐ Yes! I want to save money and renew my membership now.  
☐ This is a new membership.

Sign me up for ☐ one year, ☐ two years in the \_\_\_\_\_ category

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☐ This is a gift membership for:

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City/State/Zip \_\_\_\_\_

☐ Enclosed is my additional tax deductible contribution of \$\_\_\_\_\_ for the following projects:

☐ Museum exhibits ☐ Museum education programs ☐ Artifact restoration

☐ Other Project (please specify) \_\_\_\_\_

Total amount enclosed: \$ \_\_\_\_\_

☐ Please charge my VISA/MasterCard:

Card number: \_\_\_\_\_ Expires: \_\_\_\_\_

Signature \_\_\_\_\_

Send this form to: Lake Superior Museum of Transportation (Memberships)  
 506 West Michigan Street, Duluth, Minnesota 55802



## 1995/1997 CALENDAR OF EVENTS

- Nov. 13, 1995 - Jan. 14, 1996** *5th Annual Model Engineering Expo*, Gallery Car 255, Track 7. Scale models of trains, boats, and related objects by members of the Lake Superior Transportation Club and other hobbyists. Featured this year will be Ralph Andres' hand-built scale model of DM&IR #225, a 2-8-8-4 Mallet locomotive, one of the largest locomotives ever used on an American railroad.
- Nov. 24, 1995 - January 7, 1996** *Toy Tracks Are Back*, the Museum's annual holiday season exhibition of Lionel trains in the waiting room of the North Shore Scenic Railroad.
- Dec. 13, 1995** Board of Directors Meeting, 2:00 p.m., Depot Board Room, following the Depot Board Meeting.
- April 6 - May 19, 1996** *Produce for Victory: Posters on the American Home Front, 1941-1945.*
- May 24 - Sept. 9, 1996** *Silk Trains, The Rush to New York.* The story of the fast trains that carried a perishable product, raw silk, from the West Coast to the East Coast during the 1920s. Gallery Car 255.
- Oct. - Nov., 1996** *6th Annual Model Engineering Expo*, Gallery Car 255, Track 7.
- Nov. 1996 - Jan. 1997** *Toy Tracks are Back*, the Museum's annual holiday season Lionel exhibition in the waiting room of the North Shore Scenic Railroad.
- May 23 - Sept. 8, 1997** *Women and the American Railroad*, an exhibition consisting of twenty topics about women's employment or affiliation with American railroads, 1838 to the late 1980s.

Dates, titles, and content of exhibitions and special events may change without notice.

## MUSEUM HOSTS 5th ANNUAL MODEL ENGINEERING EXPO

The Lake Superior Museum of Transportation at Duluth's historic Union depot will hold its 5th annual Model Engineering Expo from November 13 through January 14 in Gallery Car 255, on the Museum's Track 7.

This year more than twenty model makers from throughout the Northland will exhibit examples of their fine craftsmanship. Some of the models are built from scratch, others are modified commercial model kits, but all models in the show are hand-built and finely detailed scale replicas of ships, trains, cars, trucks, steam engines, stationary engines, and other mechanical objects. Featured this year will be Ralph Andres' hand-built scale (1-1/2 inches = 1 foot) model of DM&IR #225, a 2-8-8-4 Mallet locomotive, one of the largest locomotives ever used on an American railroad. Of the eighteen Mallet locomotives manufactured for the DM&IR, only three now exist. Number 225 was retired in 1963 and is now located in Proctor. The Museum has locomotive #227. The third remaining Mallet, DM&IR #229, was retired in 1967 and is located in Two Harbors.

### Business Member

Arco Coffee  
Lake Superior Paper Industries  
Stewart-Taylor Printing  
Wisconsin Central Transportation Corp.  
Liscomb-Hood-Mason Company

### Business Contributing Member

Duluth, Missabe & Iron Range Railway  
Potlatch Corporation/Northwest Paper Division

### Business Sustaining Member

Norwest Bank Minnesota North

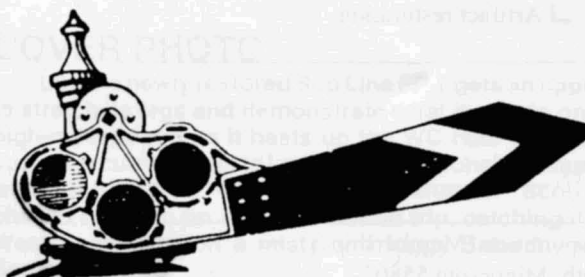
## Museum Want List

We thank Minnesota Power for contributing two Apple personal computers to the Museum. They will be used by the Museum's Assistant Registrar/Librarian and the Lake Superior Transportation Club to prepare inventories of collections.

Due to the recent generosity of our members and Minnesota Power, we do not have any new needs to add to our Want List this month.

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VOID VOID

# Laker **EXTRA!** Lake Superior Transportation Club

## MISSABE ORDERS NEW LOCOMOTIVES

**D**M&IR has successfully tested a pair of Helm Leasing locomotives this Fall in an attempt to determine which locomotives will be able to take the railroad into the 21st Century. With the newest locomotives in its fleet over 20 years old (SD38-2s 209-213 of 1975), DM&IR has decided to acquire remanufactured high horsepower units to help shoulder mainline pellet traffic. With enough lower horsepower rebuilt SD9s and SD18s on its roster to perform lighter duties, the Missabe has turned its attention to its SD38 fleet and the current elderly state of these 2,000 hp locomotives. After being delivered to the DM&IR at Missabe Junction by the Canadian Pacific during the first week of September, Helm Leasing units number 6051 and 6052 could be seen testing on the entire system during the month. The 3,000 horsepower units were the most powerful diesels to operate on the system (with the exception of all-rail power) since a handful of ex-Union Pacific Alco C630s briefly worked on the Missabe in the mid-1970s and the testing of DW&P SD40s a few years ago. Both Helm units were off the property by October 1.



The Helm units are equipped with a Woodward Governor traction control/wheel slip system that the DM&IR is evaluating against the Q-Tron system that Wisconsin Central units have. The Missabe has had plenty of experience with high horsepower locomotives operating over its rails. Burlington Northern SD60Ms, SD40-2s, WC SD45s, and SP C44-9s have all operated on DM&IR as part of all-rail taconite train consists. Whereas three Missabe SDMs struggle on the grade at Grand Lake, all-rail trains with high horsepower locomotives seem to blast up the hill in comparison.



**TOP:** Helm test units 6051/6052 rest between runs at the Proctor roundhouse on September 17. **KENT RENGO** **ABOVE:** The two demonstrators handle a Minntac turn at Iron Junction. The Missabe unit is isolated for testing purposes. **ROBERT C. ANDERSON**

After successful testing during September, DM&IR placed an order with Helm for five remanufactured units for delivery in December or January, making this the first new motive power ordered by the DM&IR in 20 years. The units will be built to SD40-2 standards (3,000 horsepower) and will be remanufactured by VMV in Paducah, KY. The base shells for the five locomotives will be ex-Southern Pacific tunnel motor SD45s. If the new locomotives prove successful, look for more units to be ordered in 1996.

### FALL 1995

The Laker Extra is published by the Lake Superior Transportation Club. Its intent is to record railroad history as it is made in the Lake Superior region. Contributions can be sent to: Tim Schandel, LSTC, 506 W. Michigan St., Duluth, MN 55802. (218) 727-0687.





## TWO HARBORS CLOSED FOR SEPTEMBER

In a surprising move, DM&IR ceased train and ship loading operations at their Two Harbors facility during the month of September. Missabe cited the need to complete track work on the Iron Range Division as well as reduced pellet shipments by Minntac as the reason for the temporary closure. DM&IR had anticipated 67 employees would be temporarily laid-off as a result of the closure although some were expected to find work on the track gangs. General freight service was not affected by the closure.

Missabe had just completed a major tie and rail renewal project on the Missabe Division north of Proctor when the announcement came that Two Harbors would be closed for the month of September to allow track work to proceed without interruption on the Iron Range Division. The railroad was unable to close the Missabe Division for the needed track work due to the large number of all-rail taconite movements that required the use of that track. Instead, a large maintenance window was established to allow maintenance-of-way crews the needed time to complete repairs. In the case of the Two Harbors line, the only trains using the track were dock-bound, hence the ability of DM&IR to close the line and reroute those trains through the Duluth docks.

By October 1 operations had returned to normal with regular taconite trains once again running over the Iron Range Division out of Two Harbors. The lake vessel *Roger Blough*, a frequent Two Harbors visitor, was the first ship to load pellets after the shutdown. Although the shutdown caused panic among Two Harbors residents who thought the railroad was pulling out altogether, railroad officials from the start have said they have a long-term commitment to the port.

**TOP:** Two Missabe SD9s handle Wisconsin Central train L0910 at Rhinelander on September 8, 1995. The Missabe units are paying back horsepower hours owed to WC by DM&IR for all-rail trains that operate on DM&IR with WC locomotives. KENT RENGO

**CENTER:** First shipment of limestone through DM&IR's Dock 6 conveyor system on July 26. See story on next page. MISSABE PHOTO

**LEFT:** The laker *Arthur M. Anderson* uses its self-unloading boom to discharge limestone at Dock 6 on July 30. KENT RENGO

### LAKEFRONT LINE MOVEMENTS CEASE

After having completed track work on the Missabe Division, DM&IR reverted to their standard freight pattern of moving traffic destined for Two Harbors in a MRF (Miscellaneous Road Freight) operating between Proctor and Two Harbors via the Iron Range. As a result, freight movements over the Lakefront Line between Two Harbors and Duluth as mentioned in the Summer *Extra!* have ceased. It is assumed that special movements will continue over the line on an irregular basis but the scheduled two-times-per-week freights as seen in the adjacent photo are now a thing of the past.

### LIMESTONE DOCK OPERATIONAL

The Missabe's new limestone transfer system connected to Dock 6 began operation on July 25 when the tug-barge *Presque Isle* arrived carrying 21,126 tons of dolomite and 20,795 tons of limestone. The blended dolomite/limestone is transferred from ships to a conveyor which in turn deposits the stone at the Lakehead Storage Facility adjacent to Dock 6. From there, the fluxstone is reclaimed from a large stockpile and sent via DM&IR to Minntac for use in flux pellet production. The new conveyor system includes a receiving hopper which was built alongside the west side of Dock 6 especially for the limestone transfer operation (see photos on page 2). Most of the Fluxstone had originally been handled by Hallett Dock 5, which sits just west of the DM&IR docks. Although they lost the Minntac contract, Hallett was still handling fluxstone for Minorca this past summer. The process of transferring the fluxstone can be a long one. The *Presque Isle* didn't finish unloading its cargo until 1:00 P.M. on July 26, a full 21 hours after arriving at the dock.

### AUBURN ORE HITS THE RAILS

After having mentioned the successful test shipment of natural ore via ship in the Summer *Extra!*, it seems that although the test was successful, the best method for shipping the natural ore to Gary, Indiana was determined to be an all-rail routing via the DM&IR, Wisconsin Central, and EJ&E. Shortly after the test shipment via boat, WC worked out a deal to send at least 300,000 tons of natural ore all-rail from the Auburn Mine near Virginia to the USX mill at Gary. This tonnage equates to nearly 40 120-car trains of the reddish-brown ore. The ore



was loaded into older 70-ton friction bearing low-side Missabe ore cars for the journey to Indiana. Due to the relatively high moisture content of the natural ore, loading into ships was possible but not the most efficient method of shipment. Problems in handling the moist and sticky ore with the conveyor belt technology found on today's bulk shipment vessels helped result in the decision to ship all-rail, much to the delight of WC marketing officials.

### HIGH HOOD WANDERINGS

With the announcement of new DM&IR road power, it looks as if the older non-rebuilt high hood SD9s will have a short shelf life in Missabe colors. It can be expected that the surplus units will be sold to various concerns as has been done in the past. For now, high hood Missabe SDs continue to ply the rails,

but not necessarily the rails of their home road. At least two SD9s are in service on Wisconsin Central to pay back horsepower miles that WC units rack up while operating on Missabe rails with all-rail taconite movements. Also getting a look at some of the elderly Missabe units is BN. Three SD9s (159/161/168) have been seen operating out of Northtown on various assignments. It is assumed that these elderly SD9s are also paying back horsepower miles that are owed to BN for all-rail movements that use BN power while operating over Missabe trackage.

**BELOW:** One of the many all-rail natural ore trains from the Auburn Mine rolls south on WC at Hawthorne, WI. DAVID SCHAUER





# Range Report

## MINNTAC ORE

### RECOVERY PROBLEMS

Minntac is reporting problems with ore recovery and as a result put pellet line 3 down until the recovery problems can be solved. This production problem has reduced the number of pellets the plant can produce and has forced some customers to buy pellets on the spot market (see related story below).

### GENEVA SHUFFLE

The score-card for all-rail movements of pellets destined for the large steel mill at Geneva, Utah needs to be updated once again. It seems that Minntac production problems have not allowed that plant to keep up with demand for pellets bound for Geneva Steel. As a result, all-rail trains were seen operating over Burlington Northern to reach Hibbing Taconite where they loaded pellets for Geneva Steel. The trains ran with new Southern Pacific GE locomotives and made for quite a sight in Kelly Lake! These Hibbing Taconite trains can be distinguished from their Minntac counterparts by the use of mineral red BN hopper cars instead of the standard Rio Grande coal cars. It is not known how much longer these trains will run. BN continues to run some Minntac-filled trains to Geneva by way of Willmar. Wisconsin Central, along with SP, continue to have the lion's share of the Geneva-bound pellet traffic.



Primer painted temporary wreck replacement GP20 at Hoyt Lakes 8/5/95. DAN MACKEY

### EVELETH CELEBRATES 100 MILLIONTH TON

Eveleth Mines has reached a production milestone with its 100 millionth ton of taconite pellets at its Fairlane plant, located near Forbes. The milestone ton was loaded on Monday, July 24 for rail shipment on the DM&IR to the Duluth docks. A special banner was placed on the taconite car celebrating the shipment. Construction of the

Eveleth operation began in the spring of 1964 with the original Eveleth Taconite Co. going into operation and producing its first pellets on December 10, 1965. Eveleth has a current annual capacity of 5.4 million tons and is operating at capacity levels for 1995.

### JURASSIC DIESELS

LTV Steel Mining Co. continues to employ museum-age diesel locomotives for its mining and

road operations. One of the dinosaurs, Baldwin switcher 7422, was seen operating at the plant in late September with one of its sisters seen outside the diesel shop. The most famous of these switchers has already been donated to the Museum. It was known for being the last Baldwin locomotive delivered. In addition to the Baldwin switchers, LTV is also operating Alco road switchers as well as its

famous EMD F9s. There were a few photos of LTV F9s in the October issue of *Pacific Rail News*. Word on the street is that LTV might be looking to replace the F9s with more modern motive power that is capable of handling larger trains to the dock at Taconite Harbor. Just another reminder that nothing can last forever, although the locomotives of LTV certainly put that saying to the test!

Another keeper of unique diesels is Minntac at Mountain Iron. Yet another cow-calf set of SW9 EMD switchers was seen operating this summer. At least two active cow-calf sets of switchers are working the pits. On a more modern note, two of Minntac's EMD MP15s were recently seen in a blue paint scheme rather than the standard "safety" yellow.

### NORTHSHORE MINING CELEBRATES 1ST ANNIVERSARY

It has been one year since Cyprus Northshore Mining was purchased by Cleveland-Cliffs on October 1, 1994. Renamed simply Northshore Mining, the mine at Babbitt and pellet plant at Silver Bay have seen increased production under the Cliffs flag. On July 12 Cliffs completed a \$6 million expansion project with the restarting of the number six furnace increasing annual pellet capacity to 4.7 million tons.

New bright yellow Minntac side-dump car at Missabe Junction. DAVID SCHAUER



## UP & SP ANNOUNCE MERGER

### ACCESS TO MERC POSSIBLE

On August 3, 1995 the Union Pacific announced its intent to acquire the Southern Pacific Rail Corp. in a \$5.4 billion deal that would make UP North America's largest railroad, surpassing the new BNSF. A failed bid by UP to acquire Santa Fe prompted the railroad to look elsewhere for acquisitions, ultimately ending (for now) with the announcement to acquire SP. The merger comes on the heels of UP's acquisition of the C&NW which was completed October 1. The impact on the Twin Ports might come from an agreement between BNSF and UP for concessions surrounding UP's purchase of SP. To keep BNSF from complicating the merger process in government hearings, both railroads agreed to a major trackage rights and line sales package. One interesting element of that package is that BNSF will allow UP direct access to MERC, the large coal shipment facility in Superior. UP currently has rights to the dock but would need to build a connecting track from their corridor line to access the facility. With the potential agreement, UP can route western coal directly into the dock by using BNSF's line from Saunders.

Even with major concessions to BNSF and other railroads, the sale could face anti-trust problems because the combined railroad would dominate petrochemical rail shipments from Texas and Louisiana. In fact at press time the Kansas City Southern has made it known that it will strongly protest the sale. Due to these and other factors, the sale could be held up in regulatory hearings for months to come. *Stay tuned....*

### C&NW ASSIMILATION INTO UP CONTINUES

The blending of the C&NW into the Union Pacific continues. Some of the recent changes include UP replacing the North Western's fixed block system of dispatching with a more flexible milepost location system. With this change, all of the C&NW block signs have been removed. Another change occurred on October 1 when the C&NW ceased to exist from a customer standpoint. All shipments are routed to Union Pacific destinations, not C&NW. A minor change also has occurred with former C&NW train symbols. The two local trains, ITDMA and ITPRA, are now referred to simply as ITDM for Itasca to Des Moines and ITPR for Itasca to Proviso, losing their "A" designation. Some C&NW signage remains at local facilities and C&NW

painted units are making appearances in the Twin Ports. A visit to Itasca on November 3 yielded eight locomotives, all Union Pacific without a C&NW unit in sight. Also, one of the C&NW facility signs has been removed.

### MOTIVE POWER NOTES

The repainting of North Western locomotives continues but at a slower pace than originally expected. UP locomotives are making a strong showing on former C&NW rails, including the isolated iron ore line in Upper Michigan....UP has agreed to purchase 75 rebuilt locomotives from MK rail in 1996. Of these 50 will be GP40-2s rebuilt from 33 C&NW 5500s and 17 UP units and the remaining 25 will be GP38-2s rebuilt from MK hulks. The 5500 series GP40s are frequently seen in

the Twin Ports....UP has leased 20 locomotives from Amtrak for use on intermodal trains operating between Chicago and Texas. In addition to those locomotives, UP has also leased 30 freight units from Canadian National. Leased CN SD40 No. 5030 was spotted at Itasca on October 20. As of November UP had 268 locomotives on lease from various sources. These units should help free up clogged freight traffic around the system.



**CENTER:** UP units are starting to dominate local operations. Two UP SD40-2s lead a transfer through East Superior this past summer. **DAN MACKEY**  
**ABOVE:** Union Pacific continues to operate over WC with Chicago-bound traffic. One such train is shown eastbound at Owen, WI. **KENT RENGO**



## THE BEGINNING OF AN ERA

For this issue of the *Extra!* we take a look back at the diesel model that signaled the end of steam on the Missabe Road. DM&IR's first diesel locomotives to wear maroon and yellow arrived in 1953 in the form of fifteen EMD SW9 switchers, numbers 11-25. The arrival of the 1,200 horsepower switchers sparked the end of the steam era on the Missabe, with a large number of SD9 type road switchers soon following in their small brother's foot steps. The handwriting was on the wall for Missabe steam when this photo was taken on a cold winter's day in the late 1950's on the approach to the Two Harbor's municipal coal dock.

The ore car in the photo is lettered with an "X" to distinguish it from other cars for a test the DM&IR was doing to see how certain paint would hold up to the thawing of iron ore in the cars. This shot was taken about the time DM&IR was looking at a new infra-red thawing technology to be used at Two Harbors.

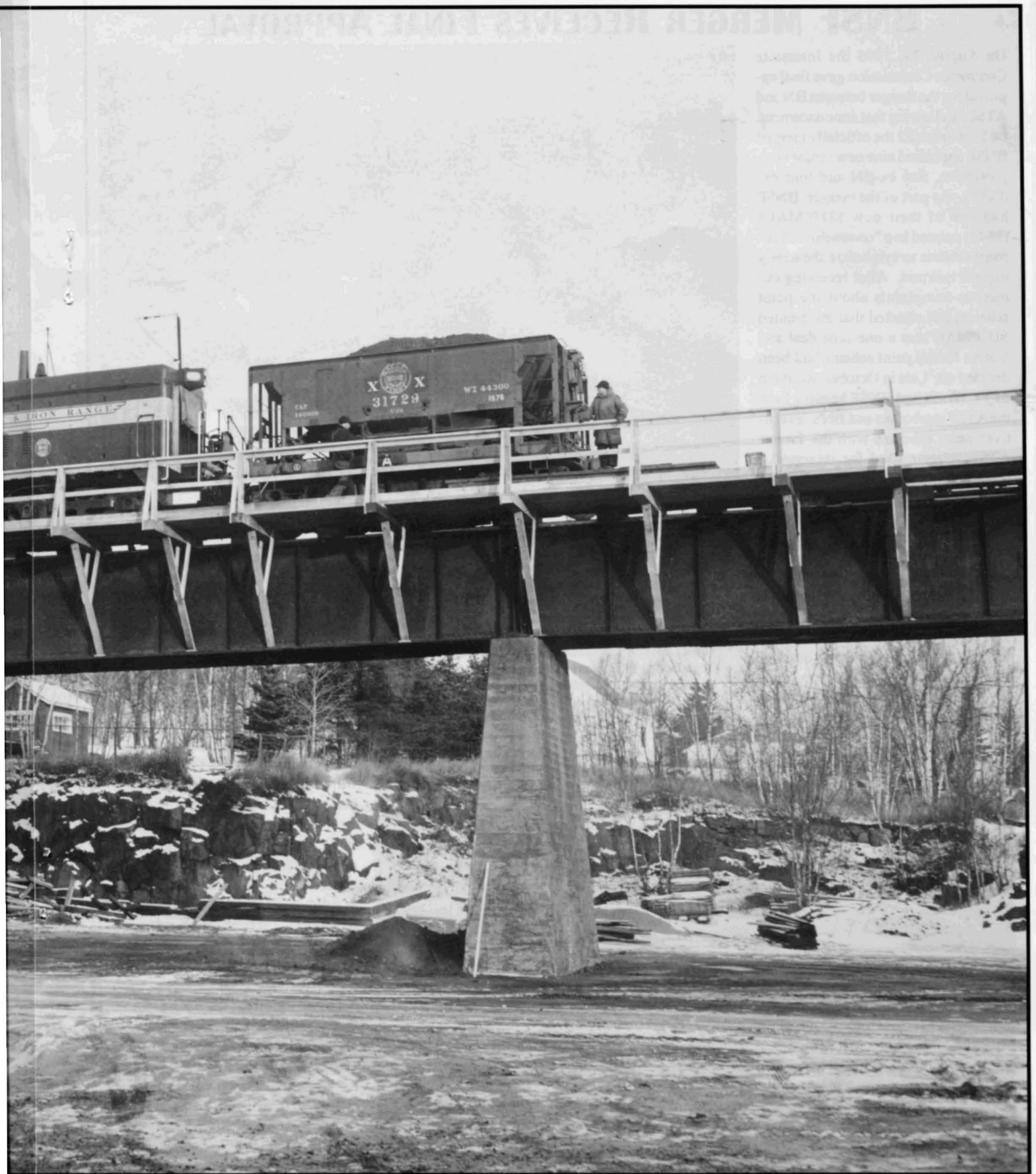
Although they had the distinction of being the first diesels to bring the Missabe into the diesel era, the switchers proved too small for the rigors of heavy tonnage railroading and were shipped off to other concerns after having spent less than ten years in DM&IR service. In fact, this particular SW9 was shipped back to Electro-Motive in 1960 after only seven years of service on the DM&IR. The larger SD9s that arrived in 1956 showed the DM&IR that their needs were much better met with a heavier C-C model locomotive, a model that has served the Missabe well since those first units were delivered in the mid-1950s.

The strange wire apparatus on the hood of the diesel is unidentified, but looks to be an early radio antenna similar to the antennas used by the Pennsylvania Railroad. Many early photos of DM&IR SW9s do not show this wire, however, a photo of No. 21 taken at Endion in 1955 clearly displays the unique rigging. This could possibly have been an experiment to find the best method to improve radio reception.

Later this year as the DM&IR prepares to accept the most advanced diesels it has ever owned, it is interesting to take a look back at the beginning of the diesel era and the trail-blazers that were the first to proudly wear the maroon and yellow of the Missabe Road diesel fleet.



## Heritage Series



# BNSF MERGER RECEIVES FINAL APPROVAL

On August 23, 1995 the Interstate Commerce Commission gave final approval for the merger between BN and ATSF. Following that announcement, on September 22 the officially merged BNSF appointed nine new senior vice-presidents, five ex-BN and four ex-ATSF. As part of the merger, BNSF had one of their new SD70MACs (9647) painted in a "commemorative" paint scheme to symbolize the newly merged railroad. After receiving numerous complaints about the paint scheme, BN stressed that the painted SD70MAC was a one time deal and that no formal paint scheme had been decided on. Late in October, word out of Ft. Worth had BNSF keeping both the ATSF warbonnet and BN's "executive" paint schemes with the former ATSF scheme used for intermodal trains and BN's scheme for coal. One item that has been decided on is the corporate and operating headquarters, which will be located in Fort Worth, BN's HQ. Little has changed operationally for the new railroad. One item of local interest is the positioning of eight Santa Fe geeps at Grand Forks for local service. This seems to be the only large influx of "assigned" Santa Fe power in our region although more high-horsepower units have been seen operating in the Twin Cities area.



DAVID SCHAUER

**ABOVE:** Loaded BN all-rail taconite train DM400 (Minntac-Granite City, IL) is seen operating on Missabe rails at Mountain Iron on September 4. Most Granite City-bound taconite originates on BN at the National Steel Pellet Company in Keewatin.

**BELOW:** On a late summer's afternoon, Minntac pellets destined for Geneva Steel roll across BN's large bridge at Holyoke, MN behind two new SP General Electric locomotives. BN handles the pellets from Superior to Denver, where the train is turned over to SP for routing to Geneva.



DAN MACKEY

## LOCOTROL TESTED

BN is testing the use of remote controlled locomotives on all-rail taconite trains running between Keewatin and Granite City, Illinois. The trains are loaded at National Steel Pellet Company and symboled NT400 for their trip to Granite City. The first test train, run on September 19, operated with two BN SD60Ms, two ATSF SF30Cs, and 160 cars. The Santa Fe units were used to provide locotrol equipment for the radio control operation. Two of the units were on the head end while the other two were 120 cars back. On October 18 another test train was run, this time using four of BN's new SD70MAC locomotives that have been equipped with locotrol and 140 cars. The train consist was as follows: SD70MAC, business car Kootenai River, 36 loads, SD70MAC, 36 loads, SD70MAC, 38 loads, SD70MAC, 30 loads. To further test the concept, BN ran yet another train on October 23 using four SD70MACs, this time using two of the units up front and the other two 122 cars back with 38 cars trailing for a total of 160 cars and approximately 20,000 tons. These trains are by far some of the heaviest to ever operate in Minnesota.



## KING MIDAS MILL CLOSES

A large BN shipper located in Superior's East End has closed. The King Midas flour mill, located on the Superior waterfront east of Barkers Island and adjacent to BN's East End Yard, ceased operating on August 1. For many years this mill had provided BN with a large number of carloads. Even with the mill's closing, East End Yard is still full of tank cars waiting for delivery to the Murphy Oil Refinery and cars which are being loaded with Canadian oats at Elevator M, a large complex located just west of the King Midas mill. There is an outside chance that the mill might reopen as a nonunion operation with lower operating costs. For now, the fate of the mill's Peavey SW-1 switcher is unknown.



Covered with flour, a Peavey SW-1 switches the large King Midas flour mill on Superior's waterfront in May of 1994. Now that the mill has closed, the fate of this switcher is unknown. The large elevator "M" in the background continues to handle Canadian oats on an irregular basis. The oats arrive via ship and depart by rail. DAN MACKEY

## ODDS & ENDS

BN operated a special passenger extra from Grand Rapids to Superior on September 13. Those riding included shippers. BN's two executive F-units provided power for the train....Some coal destined for MERC is continuing to be routed via the central corridor, running through Willmar and up the ex-GN line from the Twin Cities. These loads originate from coal fields located near the southern end of the Powder River Basin....Speaking of MERC, the coal facility is getting into the export trade. On August 6 the dock loaded the second of three shipments this year destined for a Spanish generating station....It seems that BN is handling every 8th pellet train destined for Geneva Steel with WC handling the first seven (7 WC then one BN)....The Rio Grande cars used in the BN Geneva taconite moves are cleaned (removal of coal) at Allouez while the SP locomotives wait, cut from their train.

## Canadian National News

### NEW POWER ARRIVES

Newly delivered Canadian National SD70I locomotives are making a strong showing on trains heading through the Twin Ports. The new locomotives have been assigned to the Winnipeg-Chicago trains that operate via DW&P and BN. The 4,000 horsepower locomotives were manufactured by GMD at London, Ontario and feature GM's "isolated" cab that greatly reduces noise found in the crew area of the locomotive. CN has also announced that they will order 105 additional locomotives for delivery in mid-1996. These locomotives will be SD75Is, similar externally to the SD70Is but with 4,300 horsepower. CN has an option to order 75 more SD75Is if they so desire.



### FIRES FORCE REROUTE

A "controlled burn" by Canadian DNR officials got out of hand near Oba, Ontario on August 20 and forced the closure of CN's mainline north of Lake Superior. This closure forced a number of trains to detour over DW&P and BN to Chicago. Once in Chicago the trains were routed over the Grand Trunk Western to Port Huron, where the detours regained CN rails. At least three trains each way were detoured daily including 203, 113, 103/102, 218, 126. The reroutes lasted approximately one week, providing added congestion to the BN mainline between Minneapolis and Superior.

LEFT: New SD70I 5609 leads a sister and an older SD40 past an empty SP/BN taconite all-rail at Foxboro, WI on October 1. DAVID SCHAUER

## UNIQUE ALL-RAIL MOVEMENT

Wisconsin Central conducted a very unique all-rail taconite movement this past fall in the Upper Peninsula of Michigan. In late September WC started handling one train per week for eight weeks of taconite bound for Geneva Steel in Utah. The moves started by delivering 100 empties to the LS&I at Eagle Mills. LS&I then delivered the cars to the Empire Mine which in turn loaded them. Once loaded, the cars were returned to the WC at Eagle Mills. WC then took the train down to Marquette in 25-car increments due to the stiff grade into Marquette. Upon arrival in Marquette, 50-car trains were assembled and run to Gilchrist, MI with the power returning to Marquette to pick up the remaining 50-car chunk. The trains then ran as full 100-car consists from Gilchrist to Chicago where they were turned over to SP for forwarding to Utah. The motive power used on these unique moves were WC SD45s....Look for another unique move of taconite between the Tilden Mine (Marquette) and Algoma Steel (Sault Ste. Marie, Ont.) starting January 15.

## SUPERIOR LINE IMPROVEMENTS

The heavily trafficked WC line between Superior and Owen is seeing some much needed improvements. A total of six sidings along the line are receiving welded rail, power switches, and CTC signaling, with installation already complete at Stanberry and Saunty (Solon Springs). These changes will greatly increase flexibility of dispatchers who don't have to deal with two man crews having to throw switches. Crews say that when running a train between Stevens Point and Superior they meet as many as nine trains....There are still plans to lengthen the siding at Parkland (Superior) to allow for added train storage. On November 4 WC track crews were hard at work on the Parkland trackage hoping to finish before winter strikes.



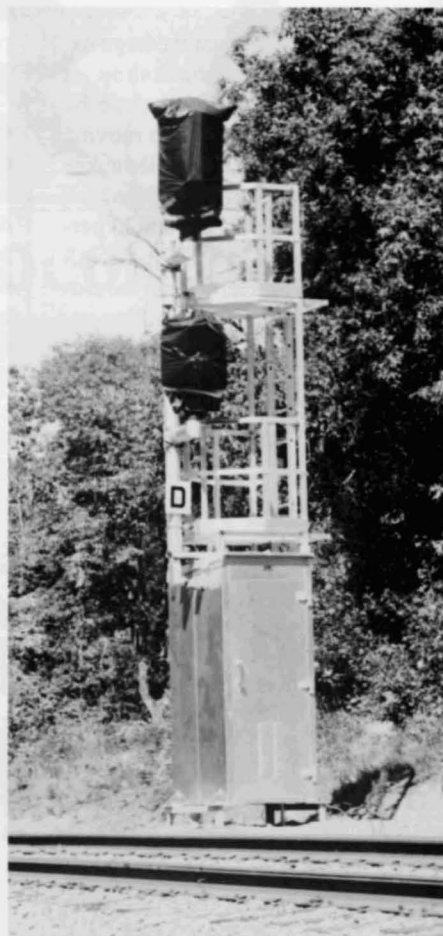
On September 16 the Soo Line Historical and Technical Society operated a special passenger excursion over Wisconsin Central's ex-DSS&A trackage from Marengo Junction, Wisconsin to Thomaston, Michigan and return. Leading the train was the Museum's recently restored ex-Soo Line FP7-A number 2500A. This trackage is a possible candidate for abandonment should the copper mine at White Pine, Michigan permanently close. The passenger extra is shown passing under Highway 2 eastbound at Saxon, WI. The same train ran to Park Rapids the following day. DAVID SCHAUER

## MISCELLANEOUS NOTES:

The City of Houghton has voted to purchase the former Soo Line right-of-way between Baraga and Houghton in Michigan's Upper Peninsula. Some members of the city council envision restored freight service to the area but they have problems finding an operator. If service can not be restored, then the city plans on converting the right-of-way into a trail. Negotiations are currently underway between the city and the state, which controls the grade....Some of WC's new gondolas have been seen in the Twin Ports area in pulpwood service. The new light grey cars are part of a 300-car order....WC has selected the paint scheme for their ex-ATSF cowl locomotives (FP45/F45). The scheme is a variation of the pine tree design with a large curving stripe down the side of the units (see photo on page 11)....Ex-Algoma Central locomotives are making a showing in the Twin Ports. The attractive units have been seen on all-rail taconite trains, in helper service, and on freight movements (see photo opposite)....The Copper Range Company reported in early September that they completed a successful test blast at their White Pine Mine. This blast will allow the solution mining experiment to continue. Copper Range laid-off 1,000 workers, the majority of its work force, this past September as a result of poor copper recovery from its mine (Summer Extra!). The mine is currently using a leased SW-1 from ILS to handle plant switching..... The ex-Soo Line trackage south of Ambridge has been removed south of milepost 454. A contractor was seen removing ties on November 4 at the County A highway crossing south of Ambridge. The small yard and former mainline at Ambridge itself remain in-place.

## CORRECTION

The map on page 7 of the Summer Extra! showing Soo Line trackage incorrectly showed the Soo Line still owning the segment of track between Stinson and Ambridge. WC owns this portion of ex-Soo trackage.



**TOP:** Wisconsin Central has painted their ex-Santa Fe F45/FP45 locomotives in an attractive paint scheme that incorporates the pine tree design along with a car-body stripe. The 6654 is shown here in helper service assisting a Geneva all-rail taconite train out of Superior. SCOTT CARNEY

**ABOVE:** New signals ready for service at Solon Springs. To improve operating flexibility, WC has made a number of the passing sidings between Superior and Owen dispatcher controlled. This particular signal is the approach control for the siding at Sauntry. DAVID SCHAUER

**CENTER:** WC is using a unique remote controlled locomotive set on the branch to White Pine, Michigan (Summer Extra). The consist includes an ex-Algoma Central caboose that holds remote control and MU equipment that allows any WC diesel to be operated by remote control. On September 8 an ex-Algoma Central GP7 and WC GP30 handle the White Pine local at N. Ironwood, Michigan. DAVID SCHAUER

**LEFT:** Two ex-Algoma Central GP38-2s rest between assignments at South Itasca this past Fall. Since the acquisition of the Algoma Central by WC, numerous Algoma units have been spotted in the Twin Ports. DAN MACKEY



## SHOREHAM TO CLOSE

CP Rail has announced that the large ex-Soo Line locomotive backshop at Shoreham (Minneapolis) will close by January 1997. CPRS plans on moving locomotive repair to their ex-Milwaukee Road engine facility located at Pigs Eye, near downtown St. Paul. About 70 percent of Shoreham's 150 workers will make the move to St. Paul. With the closure, CP is considering an \$8 million expansion of the St. Paul facility to handle the work that Shoreham performed. If ap-

proved, work on the expansion could begin in 1996.

## ODDS & ENDS

CP trains continue to use their ex-Soo trackage in South Superior. There is talk of abandoning the line between Stinson Yard and MJ Junction and using BN trackage rights to reach Stinson. So far, no sign of this change has been seen....CP has a hand in the Geneva Steel taconite trains that roll into the Twin Ports. The trains that eventually load pellets at Minntac

first have their coal loads unloaded at a rail-barge facility located on CP near the Quad Cities. When unloaded, CP moves the empties to WC at Chicago for movement to Superior and cleaning. Once cleaned, the Missabe handles the train of empties to Minntac where they are loaded with pellets for the journey to Utah....CP has ordered a number of new General Electric locomotives for use in the western part of Canada. Trains in the U.S. continue to see older EMD model CPRS locomotives.

## Railroad News Photos



FRANZ VONRIEDEL



DAVID SCHAUER



KENT RENGO

**ABOVE:** Missabe crews work to cleanup a major derailment at North Steelton on July 20. Seven cars of a DW&P freight left the rails as the result of a sun kink, temporarily closing this busy stretch of track.

**TOP LEFT:** One of the ex-Detroit Edison GE U30Cs acquired by the Lake Superior & Ishpeming rests at Eagle Mills on August 12, 1995. The units retain their attractive blue and white Detroit Edison paint scheme.

**ABOVE:** Ex-Copper Range Baldwin switcher number 200 and ex-LS&I Alco RS-3 number 1604 sit stored on the Wisconsin Central at Mellen, Wisconsin. The Baldwin is painted red and grey and the RS-3 is solid brown.

## THANK YOU

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## THE BEGINNING OF AN ERA

For this issue of the *Extra!* we take a look back at the diesel model that signaled the end of steam on the Missabe Road. DM&IR's first diesel locomotives to wear maroon and yellow arrived in 1953 in the form of fifteen EMD SW9 switchers, numbers 11-25. The arrival of the 1,200 horsepower switchers sparked the end of the steam era on the Missabe, with a large number of SD9 type road switchers soon following in their small brother's foot steps. The handwriting was on the wall for Missabe steam when this photo was taken on a cold winter's day in the late 1950's on the approach to the Two Harbor's municipal coal dock.

The ore car in the photo is lettered with an "X" to distinguish it from other cars for a test the DM&IR was doing to see how certain paint would hold up to the thawing of iron ore in the cars. This shot was taken about the time DM&IR was looking at a new infra-red thawing technology to be used at Two Harbors.

Although they had the distinction of being the first diesels to bring the Missabe into the diesel era, the switchers proved too small for the rigors of heavy tonnage railroading and were shipped off to other concerns after having spent less than ten years in DM&IR service. In fact, this particular SW9 was shipped back to Electro-Motive in 1960 after only seven years of service on the DM&IR. The larger SD9s that arrived in 1956 showed the DM&IR that their needs were much better met with a heavier C-C model locomotive, a model that has served the Missabe well since those first units were delivered in the mid-1950s.

The strange wire apparatus on the hood of the diesel is unidentified, but looks to be an early radio antenna similar to the antennas used by the Pennsylvania Railroad. Many early photos of DM&IR SW9s do not show this wire, however, a photo of No. 21 taken at Endion in 1955 clearly displays the unique rigging. This could possibly have been an experiment to find the best method to improve radio reception.

Later this year as the DM&IR prepares to accept the most advanced diesels it has ever owned, it is interesting to take a look back at the beginning of the diesel era and the trailblazers that were the first to proudly wear the maroon and yellow of the Missabe Road diesel fleet.

